

CABINET: THURSDAY, 17 JUNE 2021 at 2.00 PM

A Cabinet Meeting will be held remotely on 17 June 2021 at 2.00 pm

A G E N D A

- 1 Minutes of Cabinet meeting held on 20 May 2021 *(Pages 3 - 8)*

Leader

- 2 Welsh Language Standards: Annual Report 2020-21 *(Pages 9 - 50)*
3 Levelling Up Fund and Community Renewal Fund Applications *(Pages 51 - 66)*

Clean Streets, Recycling & Environment

- 4 Coastal Risk Management Programme - Procurement of a construction contract to deliver the coastal defence improvements *(Pages 67 - 104)*

Education, Employment & Skills

- 5 The Expansion and Redevelopment of Cathays High School *(Pages 105 - 344)*
6 School Organisation Planning: Primary School Places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd *(Pages 345 - 688)*

Finance, Modernisation & Performance

- 7 Outturn *(Pages 689 - 782)*
8 Re-Procurement of the Collaborative South East Wales Highways and Civils Construction Framework (SEWH3) *(Pages 783 - 796)*
9 Acceptance of the Delegation of the Monmouthshire County Council Procurement Function *(Pages 797 - 802)*

Strategic Planning & Transport

- 10 North West Corridor Transportation Study Update *(Pages 803 - 968)*
11 City Centre Next Steps: Castle Street and City Centre East (Phase 1 + Canal) *(Pages 969 - 1016)*

PAUL ORDERS
Chief Executive

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

**CARDIFF COUNCIL
CYNGOR CAERDYDD**



MINUTES

CABINET MEETING: 20 MAY 2021

Cabinet Members Present:	Councillor Huw Thomas (Leader) Councillor Peter Bradbury Councillor Russell Goodway Councillor Graham Hinchey Councillor Sarah Merry Councillor Michael Michael Councillor Lynda Thorne Councillor Chris Weaver Councillor Caro Wild
Observers:	Councillor Keith Parry Councillor Adrian Robson Councillor Rhys Taylor
Officers:	Paul Orders, Chief Executive Chris Lee Section 151 Officer James Williams, Deputy Monitoring Officer Sarah McGill, Corporate Director Joanne Watkins, Cabinet Office
Apologies:	Councillor Susan Elsmore

45 MINUTES OF THE CABINET MEETING HELD ON 18 MARCH 2021

The minutes of the Cabinet meeting held on 18 March 2021 were approved

46: CAPITAL AMBITION RECOVERY AND RENEWAL

The Cabinet received a report outlining the Capital Ambition Recovery and Renewal Programme which would guide the work to build Cardiff back as a fairer, greener and stronger city in the post Covid era. A further four reports were also on the Cabinet agenda which would also help inform the recovery. It was reported that a programme of engagement with the public and city stakeholders would take place over the coming months.

RESOLVED: that Cabinet the content of the report and the proposed engagement programme be noted.

47 RECOVERY AND RENEWAL: ORGANISATIONAL RECOVERY AND RENEWAL

A report outlining the future of local public services in the wake of the Covid pandemic was considered. The report set out 10 principles which would inform the effective transformation of Council services across 6 priority areas for action including the development of a hybrid working model, the acceleration of the Council's digital programme, the strengthening of partnership arrangements, the development of locality working, leading a greener, fairer recovery and ensuring that arrangements are in place for the recovery of all services.

RESOLVED: that

1. the establishment of a Capital Ambition: Recovery and Renewal programme, based on the priorities outlined in the report and to be reviewed after 12 months be approved
2. authority be delegated to the Chief Executive, in consultation with the Leader and Cabinet Member for Finance, Modernisation and Performance, to:
 - a. Commence a programme of trade union and staff engagement on the development of a 'hybrid working' model.
 - b. Undertake a review of the Council's relevant employee policy requirements, including the Homeworking Policy and the associated agile working policies, to ensure that they support the shift to a 'hybrid working' model, with details of the review being reported back to Cabinet
 - c. Establish recovery plans for services that continue to be disrupted, or whose business model has been fundamentally challenged, by the pandemic.
 - d. Oversee a post-pandemic review of all services to ensure that they are able to operate safely, effectively and efficiently in the new operating environment, including identifying a programme of further service digitisation.
 - e. Deploy resources within the budgetary framework to support the delivery of the proposals outlined in this report.
3. Authority be delegated to the Director of Economic Development, in consultation with the Cabinet Member for Investment and Development and Section 151 Officer to undertake a fundamental review of the Council's core office and depot accommodation through a detailed business case process and to report back to a future meeting of Cabinet.
4. Authority be delegated to the Corporate Director for People and Communities, in consultation with the Leader and Cabinet Member for Social Care, Health and Wellbeing, to:
 - a. Accelerate the development of a multi-agency 'locality working' model, focused on health and care services.

- b. Explore new partnership arrangements for Public Health with the Cardiff and Vale University Health Board, under the auspices of the Cardiff Public Services Board.
- c. Undertake a review of the Council's public services partnership arrangements to ensure that they can support the continuation of enhanced levels of multi-agency working.

48: GREENER, FAIRER, STRONGER: DRAFT CITY RECOVERY AND RENEWAL STRATEGY

The second recovery report considered by Cabinet focused on developing a Greener, Fairer, Stronger City and provided details of a draft city recovery and renewal strategy designed to ensure a Greener, Fitter, Stronger city and economy. The report set out a series of six missions including reimaging the city centre, a city for everyone, a city of villages, culture and sport led renewal, tech city and one planet recovery. The report also noted the forthcoming Business Improvement District (BID) election and proposed that the Council vote in favour.

RESOLVED: that

1. the draft 'Greener, Fairer, Stronger, the City Recovery and Renewal Strategy' (Appendix 1) be approved for engagement purposes; and authority be delegated to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development to establish a programme of engagement, including a Child Friendly engagement process in respect of the draft Strategy, and to return to Cabinet in the autumn with a final draft Strategy for approval.
2. the BID renewal proposal prepared by FOR Cardiff, with supporting business plan (Appendix 2) and the intention to hold a BID ballot with an end date of July 1st be noted and
3. authority be delegated to the Director of Economic Development to cast the Council's votes in the BID ballot in relation to the Council's relevant hereditaments in favour of the BID's renewal and, subject to approval of the BID by ballot, to enter into any associated agreements with FOR Cardiff in relation to implementation of the BID's second term.
4. the Global Perspectives Report produced by Dr Tim Williams (Appendix 3) be noted

49 RECOVERY AND RENEWAL: DELIVERING A CHILD FRIENDLY RECOVERY

A report focusing on the Child Friendly recovery, recognising the impact that the covid-19 pandemic had on children and young people was received. It was noted that the impact on the city's most vulnerable children and been even greater and that an inclusive, innovative and joined up response to the re-engagement and well being of children and young people would be at the core of the recovery agenda. The report outlined plans for three key areas of activity

over the coming months including a citywide children's festival, enhanced open access youth provision and a children's university.

RESOLVED: that

1. shared responsibility to enable a Child Friendly approach to city recovery and renewal be adopted across all Cabinet portfolios
2. the short term response for the next 12 months which comprises an appropriate balance of both universal and targeted solutions to meet the needs of all children and young people be agreed
3. endorsement be given to the proposed focus upon the re-engagement and well-being of children and young people, in particular to support multi-agency partnership working and community inclusion to successfully deliver the 'Summer of Smiles' festival across the city.
4. Support be given to a positive communications campaign that champions children and young people and continues to build trust in schools to promote children's best interests, well-being and individual potential.
5. Responsibility be delegated to the Chief Executive and Senior Management Team, in consultation with the relevant cabinet members, to deliver the actions identified within the report, and ensure that resources are appropriately prioritised to address the needs of the most vulnerable and at risk children and young people.
6. Responsibility be delegated to the Director of Education and Lifelong Learning, in consultation with the relevant cabinet members, to work with partners to refresh the Child Friendly Cardiff Strategy by the end of 2021.

**50: ONE PLANET CARDIFF - A RESPONSE TO THE CLIMATE EMERGENCY:
KEY PROGRESS**

Cabinet received a report providing an update on progress made on the One Planet strategy. The report included details of the key outcomes of the consultation process following the launch of the draft report. The report outlined some key projects, mission statements and policy interventions and formally recognised the role of One Planet Cardiff Strategy as a key delivery mechanism for a Greener, Fairer, Stronger Strategy.

It was noted that a final strategy and action plan would be considered by Cabinet later in the year.

RESOLVED: that

1. the substantial progress on the development of the final "One Planet Cardiff Strategy" following the launch of the draft strategy in October 2020 be noted
2. the feedback from public consultation to help shape a final strategy be noted

3. authority be delegated to the Director of Planning, Transport & Environment, in consultation with the Leader and Cabinet Member (Clean Streets, Recycling and Environment), to select the projects to be funded from the capital allocation.

51: LET'S MAKE CARDIFF GREENER, HEALTHIER AND WILDER

Cabinet received a report outlining the response to the Council motion 'Let's make Cardiff Greener, Healthier and Wilder'. The report set out areas of activity including tree planting including the Coed Caerdydd project, a new tree nursery, plans for making land available for local communities, protecting access to riverbanks and plans for a national park city which would address the requirements of the motion.

RESOLVED: that

1. the current position and areas of proposed activity detailed within the report be noted
2. support for the development of an overarching plan for the mass planting of trees and the production of an enhanced annual programme for delivery be confirmed
3. officers be authorised to allocate resources to:
 - (i) support venue hire and a secretariat function for the purpose of developing a National Park City for Cardiff;
 - (ii) provide support to establish governance arrangements to ensure momentum for a movement;
 - (iii) commission a third party to design and facilitate a National Park City Cardiff Stakeholder Event.

52: CANAL QUARTER REGENERATION

Appendices 3 to 4 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

A report containing a draft development strategy for the eastern quadrant of the city centre, the Canal Quarter, was received. The strategy sought to capitalise on the opportunities presented by the re-opening of the canal along Churchill Way and the potential re-purposing of the Motorpoint arena and set out an exciting collection of character areas and development opportunities that together have the potential to establish the east of the city centre as the next growth zone of the city centre. The strategy included a number of key design/development principles for the area. It was proposed that the draft strategy be issued for consultation with local stakeholders.

RESOLVED: that

- 1) the Canal Quarter Development Framework as set out in Appendix 2 be approved for consultation.
- 2) in principle approval be given to the Option Agreement set out in Confidential Appendix 3 and Authority be delegated to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to complete an agreement and in the event that the Option Agreement is exercised a further report will be presented back to Cabinet for approval.

53: LLANRUMNEY REGENERATION SCHEME - STATUTORY PUBLIC CONSULTATION AND LAND DISPOSAL UPDATE

Appendices 2, 4 and 5 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Following Cabinet consideration of a report to November 2020 Cabinet proposing a public consultation on the proposed disposal of land as part of the Llanrumney Regeneration Scheme approved by Cabinet in November 2020, a report containing details of representations received was considered. Six responses were received and addressed within the report.

RESOLVED: that

1. the content of the Decision Report attached as Appendix 3 be approved
2. authorisation be given to the advertisement of a further notice of the Council's decision to dispose of the land identified in the site plan attached as Appendix 1 and to make the Decision Report available for inspection and to comply with all other formalities required by the Regulations.
3. Subject to the full completion of the statutory consultation process referred to in Recommendation 2 above, authority be given to dispose of Sites B and C outlined in this report and identified in the site plans attached as part of the surveyors report at Confidential Appendix 4 and in line with the Heads of Terms set out in Confidential Appendix 5.

WELSH LANGUAGE STANDARDS: ANNUAL REPORT 2020-21

LEADER (COUNCILLOR HUW THOMAS)

AGENDA ITEM: 2

Reason for this Report

1. To agree and approve the content of the Welsh Language Standards Annual Report 2020-21, prior to formal publication in accordance with the Welsh Language Standards, under the Welsh Language (Wales) Measure 2011.

Background – Welsh language standards Annual Report 2020-21

2. Local authorities in Wales have a statutory duty to comply with Welsh Language Standards Regulations that explain how they as organisations must use the Welsh language in different situations. The Welsh Language (Wales) Measure 2011 established a legal framework to impose duties on certain organisations to comply with standards in relation to the Welsh language by way of sub-legislation (Welsh Language Regulation (No.1) Standards 2015).
3. The standards issued to Cardiff Council are listed in 'The Cardiff Council *Compliance Notice – Section 44 Welsh Language (Wales) Measure 2011*. A copy of the standards, which is referred to in this report, is available from:

www.cardiff.gov.uk/bilingualcardiff

4.

The principal aim of the legislation (standards) is to ensure that the Welsh language is treated no less favourably than the English language with the emphasis on actively offering and recording language choice rather than the onus being on the individual service user or employee to request information or services in Welsh.

5. The Welsh Language Standards have been drafted with the aim of:
 - improving the services Welsh-speakers can expect to receive from organisations in Welsh;

- increasing the use people make of Welsh-language services;
 - making it clear to organisations what they need to do in terms of the Welsh language; and
 - ensuring that there is an appropriate degree of consistency in terms of the duties placed on organisations in the same sectors.
6. Each local authority was issued with a compliance notice from the Welsh Language Commissioner in September 2015, which lists the standards and compliance date which the organisation is expected to comply with. Cardiff Council was issued with **171 standards**.
 7. The Council has a statutory duty to comply with the Welsh Language Standards, which includes the requirement to produce an annual report on compliance with these standards.
 8. Each local authority is required to publish each year an annual report detailing the following information.

Complaints
The number of complaints received during that financial year relating to compliance with the Welsh language standards.
Employees Welsh language skills
The number of employees who have Welsh language skills at the end of the financial year in question.
Welsh Medium Training
<ul style="list-style-type: none"> ➤ The number of members of staff who attended training courses offered in Welsh during the year. ➤ If a Welsh version of a course was offered by you during that year, the percentage of the total number of staff attending the course who attended the Welsh version.
Posts Advertised
<p>The number of new and vacant posts that were advertised during the year which were categorised as posts where:</p> <ul style="list-style-type: none"> • Welsh language skills were essential; • Welsh language skills needed to be learnt when appointed to the post; • Welsh language skills were desirable, or • Welsh language skills were not necessary.

9. The Welsh Language Commissioner can investigate a failure to comply with the Welsh Language Standards, and can take enforcement action, including imposing a civil penalty, requiring an action plan to remedy the breach or publicising the breach.
10. Approval needs to be given by Council prior to the report being published on the Council's website by the required deadline of **30th June 2021**.

Background – Bilingual Cardiff Strategy 2017-22

11. Standard 145 of the Welsh Language Standards (No.1) Regulations 2015 requires the Council to produce and publish a five year strategy by the 30th of September 2016 which sets out how we will promote and facilitate the use of Welsh. This strategy includes a target to increase the number of Welsh speakers within Cardiff as well as specific actions to facilitate the use of the language in line with the Welsh Government's Welsh Language Strategy ***Cymraeg2050***

Welsh Language Standard 145 states:

You must produce, and publish on your website, a 5-year strategy that sets out how you propose to promote the Welsh language and to facilitate the use of the Welsh language more widely in your area; and the strategy must include (amongst other matters) (a) a target (in terms of the percentage of speakers in your area) for increasing or maintaining the number of Welsh speakers in your area by the end of the 5 year period concerned, and (b) a statement setting out how you intend to reach that target; and you must review the strategy and publish a revised version on your website within 5 years of publishing a strategy (or of publishing a revised strategy).

12. Over the last 25 years, the number of Welsh speakers in Cardiff has more than doubled with the latest 2011 census figures indicating that over 16% of the city's population have one or more skills in the language. As the city grows our aim is to increase the number and percentage of Welsh speakers and learners in Cardiff, as well as increase the use of the Welsh language in the city.
13. The Council has a statutory duty under standard 145 to include in the strategy a target for increasing or maintaining the number of Welsh speakers by the end of the 5 year period concerned. To support the Welsh Government's vision for a million Welsh speakers by 2050, and in order for Cardiff to play its part in achieving this vision, we would need to increase the number of Welsh speakers (aged 3+) in Cardiff by 15.9% from 36,735 (2011 Census) to 42,583 (2021 Census). This target has been included in the Bilingual Cardiff Strategy.
14. The methodology used for this target was to apply the percentage increase required each year in the number of Welsh speakers to reach a million by 2050 (from 562,016 in 2011 Census). This 1.5% per annum growth rate if

applied to Cardiff would increase the number of Welsh speakers to 42,584 by the 2021 Census; an increase of 15.9% on the 2011 Census figure.

15. The Bilingual Cardiff Strategy sets out our priorities under 3 strategic areas:
 - 1) The Family, Children and Young People
 - 2) Community and Infrastructure
 - 3) Welsh Language Services and the Workplace

and identifies the change that we will need to make to realise the vision set out in the strategy.

16. Supporting young people, families and communities to learn and speak Welsh is also at the heart of delivering our ambitions. Recent years have seen a significant increase in the growth of Welsh medium education in the city with an ever increasing number of our children and young people now receiving their education in Welsh. The education system and the Council's Welsh in Education Strategic Plan will play a key role in ensuring the future growth of the language as we aim to increase the number of children – and parents – who have the opportunity to learn and speak Welsh, and have opportunities to use the language outside the school gates.
17. This is a strategy for the city as a whole, not for any one organisation. Delivering the strategy relies on partnership working: between public sector partners; between the public, private and education sectors; as well as the citizens of Cardiff.
18. The Bilingual Cardiff Strategy Action Plan (2020-21) is attached as **Appendix 1** and outlines progress made against all relevant actions within the reporting year as part of the overall Welsh Language Standards Annual Report.

Financial Implications

19. The Annual Report sets out the Council's performance in accordance with the Welsh Language Standards. All activities covered in the 2020/21 Annual report and accompanying Action Plan were carried out within the financial resources allocated. In continuing any of those actions into 2021/22, consideration is needed to ensure that costs continue to be contained within the overall budgetary allocation. The covering report highlights the potential for financial sanctions to be incurred as a result of non-compliance with the Welsh Language Standards. Any financial penalties incurred will need to be found within the overall budgetary allocation of the appropriate directorate.

Legal Implications

20. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language and the report deals with all these obligations.

21. **Equality Duty.**

In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give 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.

When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010).

In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers ([WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 \(gov.wales\)](#)) and must be able to demonstrate how it has discharged its duty.

HR Implications

22. The Welsh Language Standards Annual Report includes compliance with those standards that relate to the Council's role as an employer. The HR implications arising from the approval of the report are mainly within the area of development through formal training courses or informal events . The specifics include:

- continuing with weekly informal sessions to give Welsh speakers opportunities to meet and practice;
- ensuring continued training provision to increase the numbers of Welsh language speakers across the Council in line with the Council's Workforce Strategy and Welsh Language Skills Strategy;
- the provision of Welsh language training at all levels for all employees;

- the provision of other training such as First Aid and Health and Safety courses in Welsh;
- promoting job opportunities to groups proficient in the Welsh language; and
- ensuring that the number of posts which have Welsh language as an essential or desirable criteria are increased.

Property Implications

27. There are no specific property implications arising from this report. All Strategic Estates staff may access training and are supported to use their Welsh language skills when communicating with the public as appropriate.
28. The Strategic Estates impact operationally is mainly around the communication of surplus and disposal of assets, where certain documents and use of any form of external communication require translation and this will also apply to appointed advisers acting on behalf of the Council. The translation of internal documentation and publications will continue as per the existing regulations

RECOMMENDATIONS

Cabinet is recommended to recommend that Council approve the Welsh Language Standards Annual Report 2020-21 (attached as **Appendix A**) prior to formal publication in accordance with the Welsh Language Standards (Welsh Language (Wales) Measure 2011).

SENIOR RESPONSIBLE OFFICER	SARAH MCGILL
	Corporate Director People & Communities
	11 June 2021

The following appendices are attached:

- Appendix A** Welsh Language Standards Annual Report 2020-21
- Appendix 1** Bilingual Cardiff Strategy Action Plan 2020-21
- Appendix 2** Cardiff Council Academy Pathways for Learning Welsh



Caerdydd
Ddwyieithog



Page 15

Welsh Language Standards Annual Report 2020-21

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

Local authorities in Wales have a statutory duty to comply with regulation Welsh language standards that explain how they as organisations should use the Welsh language in different situations. The Welsh Language (Wales) Measure 2011 established a legal framework to impose duties on certain organisations to comply with standards in relation to the Welsh language by way of sub-legislation (Welsh Language Regulation (No.1) Standards 2015). The standards issued to Cardiff Council are listed in ‘The City of Cardiff Council Compliance Notice – Section 44 Welsh Language (Wales) Measure 2011’.

A copy of the standards, which is referred to in this report, is available from www.cardiff.gov.uk/bilingualcardiff

1. Introduction

The principal aim of the legislation (standards) is to ensure that the Welsh language is treated no less favourably than the English language, with the emphasis on actively offering and recording language choice rather than the onus being on the individual service user or employee to request information or services in Welsh. Each local authority is required to publish each year an annual report detailing the following information:

Complaints
The number of complaints received during that financial year which relating to compliance with the Welsh language standards.
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The number of employees who have Welsh language skills at the end of the financial year in question.
Welsh Medium Training
<ul style="list-style-type: none"> • The number of members of staff who attended training courses offered in Welsh during the year. • If a Welsh version of a course was offered by you during that year, the percentage of the total number of staff attending the course who attended the Welsh version
Posts Advertised
<p>The number of new and vacant posts that were advertised during the year which were categorised as posts where—</p> <ul style="list-style-type: none"> • Welsh language skills were essential, • Welsh language skills needed to be learnt when appointed to the post,

- Welsh language skills were desirable, or
- Welsh language skills were not necessary.

Each local authority was issued with a compliance notice from the Welsh Language Commissioner, which lists the standards, and the compliance date for each of the standards.

The Welsh Language Standards Annual Report 2020-21 will be agreed and approved by full Council prior to being published on the Council's website in accordance with the statutory requirements of the standards.

The report will be considered in Cabinet on 17th of June 2021 and full Council on 24th of June 2021 after which it will be posted on the Council's website www.cardiff.gov.uk/bilingualcardiff

2. Achievements

- Cardiff Council's new Welsh Language Skills Strategy was approved by Cabinet on the 25th of February 2021 and launched as part of the Leader's St David's Day message. Please see **Section 4.** for further details.
- Cardiff Council's new Welsh Language Awareness module was launched in 2020/21 and has been completed by **3470** staff members.
- During 2020-21, a total of **167** staff participated in Welsh language training courses.
- The number of staff with Welsh language skills has increased by another **7.86%** since 2019-20 when there was a record **48.4%** increase in the number of Welsh speaking staff.
- **764** pupils were allocated Reception places at Welsh-medium primary schools for September 2020, which made up **18.5%** of the total intake across the city. This represents Cardiff's highest intake to Welsh-medium primary schools for Cardiff.
- Bilingual Cardiff translated **11,624,764 words** during 2020-21 (**99.6%** of all requests returned to the client by the agreed deadline date). This represents a slight reduction compared to 2019/20.
- Over 25,000 people engaged with the Tafwyl Festival, which was held digitally as a result of the restrictions in place due to the Covid-19 emergency. Tafwyl festival is supported by the Council, and in 2020-21 was live streamed from Cardiff Castle.

- Welsh cultural events such as Dydd Miwsig Cymru, St David's Day, Diwrnod Shwmae and Diwrnod Hawliau were successfully promoted across the Council.
- C4, Cardiff Council's Welsh language speakers and learners group, held a virtual St. David's day event with a guest speaker on the 1st of March 2021 which was attended by over **40** staff members.
- The Council advertised **26** posts where Welsh language skills were an essential requirement and a further **227** posts where Welsh was desirable. The number of advertised Welsh desirable posts represents a **114%** increase on 2019/20.

3. The Covid-19 Emergency

2020/21 has been a challenging year unlike any other for Cardiff Council. The restrictions imposed as a result of the Covid-19 emergency have necessitated a fundamental change in the way the Council works and how the public access its services. Measures were put into place to facilitate home-working and the delivery of services through digital platforms. This has tested all aspects of service delivery but the provision of the Welsh language service has brought some particular challenges.

D Covid communications – the nature of the Covid-19 emergency has necessitated high volume and time-bound communication from the Council to the citizens of Cardiff. The Bilingual Cardiff Team worked and continue to work very closely with the Communications team in order to ensure that all communications to the public and to staff is bilingual during this unprecedented time. As demonstrated in **Section 5** of the report, the percentage of translation requests returned within agreed timescales is **99.6%**, which is testament to the team's hard work and dedication.

Telephone services – Cardiff Council has endeavoured to ensure that its telephone and call centre services continue to provide an uninterrupted service to the citizens of Cardiff. Due to the suspension of the vast majority of face-to-face services, the telephone service has been the only way for many to discuss issues and receive advice. Services such as C2C have remained operational and have provided a bilingual service throughout the course of the pandemic. The Bilingual Cardiff Teams have also provided assistance to individual Council officers by recording bilingual messages for their mobile phones to ensure that all citizens are offered the opportunity to deal with their enquiry through the medium of Welsh.

Virtual meetings – Cardiff Council uses the Microsoft Teams platform for the conduct of virtual meetings. This decision was made as there were concerns about the robustness of the Zoom platform's security measures. The Teams platform does not support a dedicated simultaneous translation channel. This necessitated the development of a workaround using the conference call facility on a mobile phone as an additional source for the translation service. Web-cast meetings such as Cabinet and Council meetings have also been provided on both the Welsh and English versions of the Council's website and supported by bilingual tweets on the Council's social media accounts. Cardiff Council are currently revisiting the Zoom platform for bilingual meetings as this does feature a dedicated additional audio channel and we hope to roll this out once security and other concerns have been addressed.

Translation work – the total number of words translated by Bilingual Cardiff has reduced slightly in 2020/21. This is mainly as a result of disruptions to the Council’s normal business during the first lockdown and a decrease in translation work received from our external clients. There was however a significant increase in urgent Covid related translation work, with extremely tight turnaround times, which needed to be prioritised in order to ensure that Cardiff citizens received their information in English and Welsh simultaneously and in accordance with their language choice.

4. Cardiff Council’s Welsh Language Skills Strategy

Following recommendations made by the members of the Bilingual Cardiff Working Group, Cardiff Council’s Welsh Language Skills Strategy was subject to a wide-ranging revision in 2020/21. The revised Strategy was launched on the 1st of March 2021 as part of the Council Leader’s St. David’s Day message.

The Strategy includes two actions for immediate implementation:

- All Council staff to have the opportunity to engage with Welsh language training to reach a fluency level which equates with Level 1 on the ALTE framework.
- All customer facing roles to include Welsh language skills and/or Community language skills as a desirable requirement.

In addition the revised Strategy provides guidance to managers and staff on the conduct of workplace assessments, recording staff Welsh language skills, and identifying roles as Welsh essential.

In order to support these actions a number of guideline documents have also been produced:

- Assessing Welsh Language Skills and Identifying Welsh Essential Roles.
- Recruitment, Interview, and Selection Procedures and the Welsh Language.
- Comprehensive menu of Welsh language training options.

Further guidelines documents, and revisions to current guidelines, are to be developed during 2021/22 to support the implementation of the Welsh Language Skills Strategy and the Welsh Language Standards.

5. Welsh in Education Strategic Plan 2017-2021

WESP Mission Statement

Every child in our city feels confident in Welsh by 2050 to contribute towards creating a truly bilingual Cardiff where the Welsh language is protected and nurtured for future generations to use and enjoy.

WESP Vision

Cardiff's education system will act as a key driver to ensure that children are able to develop their Welsh skills, and create new speakers, to support Welsh Government's vision of having a million Welsh speakers by 2050.

The number of pupils enrolled at entry to Reception in Welsh-medium grew consistently between 2005/06 and 2012/13, although the percentage of total intake fluctuated. Numbers and percentages since then have both fluctuated, but with the general trend towards an increase in both. Pupils enrolled in 2020/21 represented Cardiff's highest number and percentage of pupils enrolled in Welsh-medium Reception classes. As the number of pupils enrolled in Welsh-medium classes directly relates to the pupil population, which may rise or fall, an increase in the percentage is a more appropriate measure of the success in promoting Welsh-medium education.

See table 1 below:

School Year	Actual Intake (WM)	Actual Intake (WM, EM and Faith)	% Actual Intake (WM)	School Year	Actual Intake (WM)	Actual Intake (WM, EM and Faith)	% Actual Intake (WM)
2005/06	455	3,402	13.4%	2013/14	678	4,256	15.9%
2006/07	465	3,257	14.3%	2014/15	706	4,246	16.6%
2007/08	519	3,463	15.0%	2015/16	690	4,335	15.9%
2008/09	555	3,474	16.0%	2016/17	744	4,340	17.1%
2009/10	572	3,683	15.5%	2017/18	707	4,098	17.3%
2010/11	594	3,859	15.4%	2018/19	702	4,125	16.9%
2011/12	651	4,019	16.2%	2019/20	683	4,119	16.6%
2012/13	686	4,221	16.3%	2020/21	764	4,122	18.5%

Table 1: Numbers and Percentage of pupils admitted to Welsh-medium education from 2005/06 to 2020/21

764 pupils were allocated Reception places at Welsh-medium primary schools for September 2020, which made up **18.5%** of the total intake across the city. This was the highest intake to Welsh-medium primary schools for Cardiff.

Early preference data on the number of pupils entering Reception in September 2021 suggests a reduction in the total number of pupils as a consequence of a fall in the birth rate.

A further fall in total Reception intakes is projected in September 2022 and 2023. The Council is aware that this is likely to lead to a further fall in actual numbers of pupils entering Welsh-medium education. However, greater surplus places allows for a greater proportion of the population to enrol in Welsh-medium schools in Reception. The total number of Welsh-medium places available at entry to primary education city-wide could accommodate approximately 22% of the projected pupil population in 2022 and 2023. Therefore there is sufficient capacity within the Welsh-medium primary sector to allow for a significant increase in take up.

There is a focus on ensuring effective and efficient use of public funds, with the recognition that financial resources are limited. Developing strong partnerships to enable the delivery of improving outcomes from a reducing resource base is important. Cardiff's Welsh Education Forum (WEF) have been key partners in helping to guide and steer the development of Welsh-medium education across the city and playing a key role in delivering the ambitions within the WESP 2017-2020. The WEF will continue to play an important role in the development of Welsh-medium education in the future.

The Council are currently developing the WESP 2022-31. Consultation on the new WESP is expected to take place between September and November 2021. It will then be sent to the Cabinet for approval in January 2022. The focus of the WESP will be on how to achieve the Welsh Government target for Cardiff of between 25% and 29% of pupils in Welsh-medium education by 2030-31.

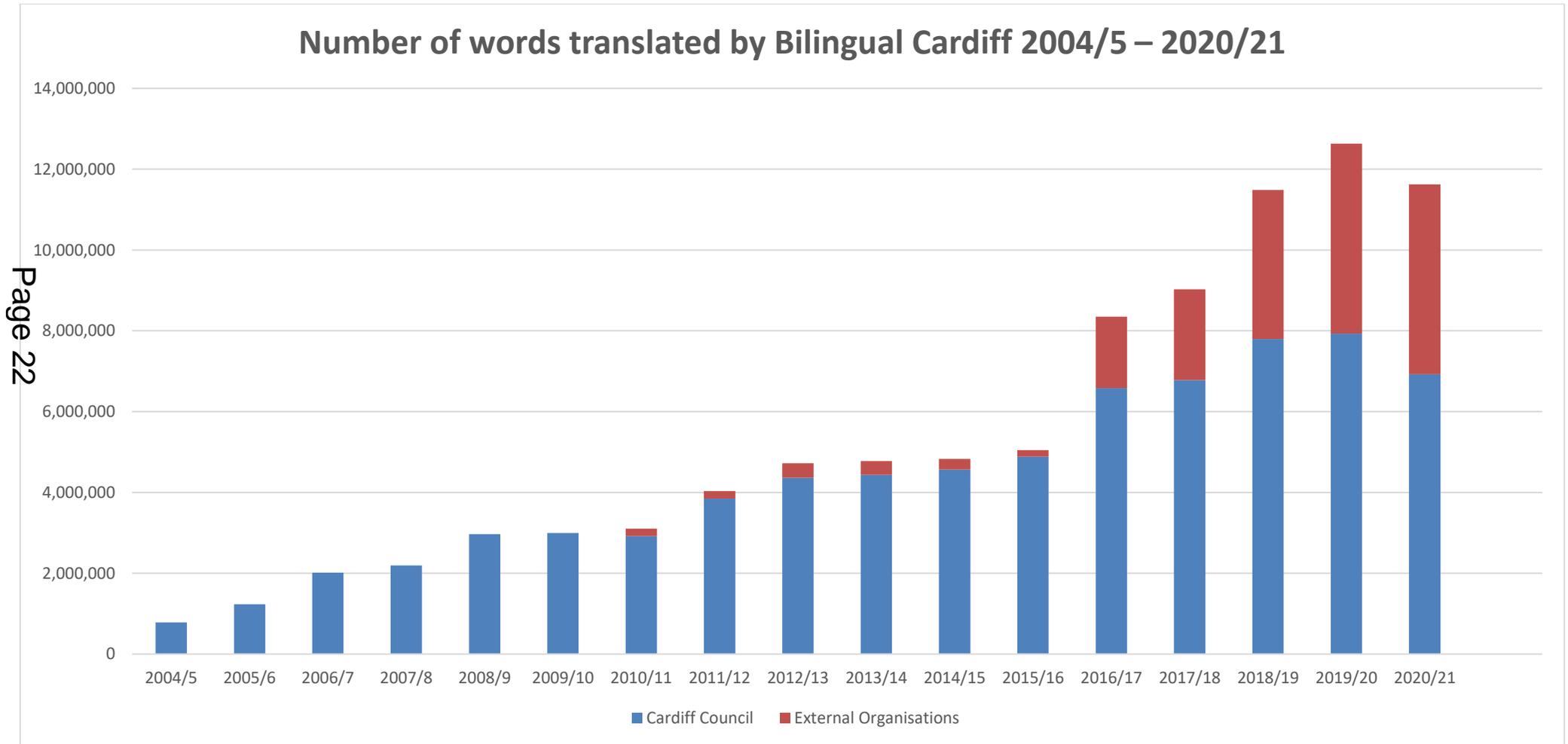
The [Welsh in Education Plan](#) can be found on the Council's website.

Objectives 2020/21

- Progress the establishment a new Welsh medium Primary School to serve the area of the Plas Dŵr Development in Morganstown/Radyr following approval of the proposal by Cabinet in June 2020.
- Progress proposals to improve meithrin provision across Cardiff.
- Continue to develop proposals to improve primary provision in central Cardiff following consultation on places at Ysgol Mynydd Bychan in March 2021.

6. Welsh Translation

Bilingual Cardiff returned **99.6%** of translation requests by agreed deadlines (**11,578,265 words**). The total number of words translated (**11,624,764 words**) is slightly lower than the total for 2019/20 which reflects the challenges faced by Cardiff Council and Bilingual Cardiff's external translation customers as a result of the Covid-19 emergency.



7. Complaints against the Welsh Language Standards 2020/21

During 2020-21, a total of **6** complaints were received from the public in relation to the Welsh Language Standards. Whether the complaints were received in English or Welsh, they were dealt with in accordance with the [Corporate Complaints Procedure](#).

The Council was also subject to **6** new investigations into the possible failure to comply with standards under section 71 of the Welsh Language Measure (Wales) 2011 by Welsh Language Commissioner.

In 2020/21, the Council received:

- **5** investigations awaiting provisional decision. They remain ongoing.
- **1** investigation where the Council has informed the Welsh Language Commissioner that the subject of the investigation did not fall within its areas of responsibility. This has been closed.

A register of enforcement action is available to view on the Welsh Language Commissioner's website.

The number of new investigations received by the Welsh language commissioner (**6**) is lower than in 2019/20(**11**), a reduction of **45.5%**.

8. Posts advertised in 2020-21

During 2020-21 **1246** posts were advertised, a 1.6% increase on the previous year.

- **26** posts were advertised where Welsh language skills were essential, a 26% decrease on the 2019-20 figure.
- **227** posts were advertised where Welsh language skills were desirable, a 144% increase on the 2019-20 figure.
- **84** posts were advertised where a second language was desirable and that second language could be Welsh.
- **909** posts were advertised where Welsh language skills were not deemed necessary at present, a 17% decrease on the 2019-20 figure.

Please note that these figures **relate to non-school posts only**.

Between end of March 2020 and July 2020 the only roles which were advertised were in the following categories due to the need to prioritise areas of recruitment:

- Essential to the business continuity of the Council; or
- Essential to the response to the pandemic; or
- Roles which were normally hard to fill e.g. Children's Social Workers.

This may have affected the number of roles advertised as Welsh Essential.

The Council does not hold information regarding Welsh language skills that need to be learnt when appointed to posts, as under the Council's Welsh Language Skills Strategy posts are either designated Welsh essential, desirable or not required.

9. Welsh Language Training & Welsh Medium training courses

In 2020-21, **167** staff participated in Welsh language training courses, of which:

Page 24 **4** members of staff attended Welsh courses provided by Cardiff University.

1 member of staff attended a training course provided by Cardiff and Vale College.

- **126** members of staff attended Welsh language training courses developed internally by Cardiff Council's Academy and this includes taster and short courses (**68** attendees), intensive 120 hour courses (**57** attendees) and a mentoring session (**1** attendee).
- **36** members of staff completed the 60 hour online course for beginners through the 'Working Welsh' scheme.

Furthermore:

- **3470** members of staff completed Cardiff Council's new Welsh Language awareness e-module in **2020/21**.

The number and percentage of staff who received Welsh language and Welsh language awareness training is monitored closely and individual records kept on the Council's internal HR System (DigiGOV).

Cardiff Council has been issued with standard 128, which states that we are required to provide training in Welsh for staff in the following areas, if they are provided in English:

- Recruitment and interviewing;
- Performance management;
- Complaints and disciplinary procedures;
- Induction;
- Dealing with the public; and
- Health and safety.

Arrangements are in place to ensure that staff can request to receive their training through the medium of Welsh in accordance with standard 128. In 2020-21 there were no requests for training in Welsh. The following courses are delivered in Welsh:

Page 25

- Violence against Women and Domestic Violence (online module)
- Cyber Security 1, 2 and 3 (online module)
- Children's Rights (online module)
- Welsh Language Awareness (online module)
- Customer Service (online module)
- Bob's Business: GDPR (online module)
- Fraud Awareness (online module)
- Disciplinary Policy and Procedure (online module)

Cardiff Academy intends to add a specific question on medium of delivery to the registration process in future to ensure that training in Welsh is actively promoted and that staff are aware of their right to receive training within the above areas, in Welsh. Where demand is sufficient, we will ensure that in-house training is delivered in Welsh.

10. Employees Welsh Language Skills

The development of the HR System (DigiGOV) and the opportunity for staff to validate their own personal data, has enabled the Council to record the Welsh language ability (and other languages) of staff. As of 31st March 2021, **6527** (non-school based) staff are employed by Cardiff Council, and of these a total of **4,594** staff have validated their entries on the HR system. From these, **837** staff have stated they have a level of Welsh language skills. This is an increase on the number reported in 2019/20 (**776**) and represents **18%** of those registered on the system.

Count of Welsh Language Proficiency	Welsh Language Proficiency						Percentage of service area staff
	Entry Level	Foundation	Intermediate	Advanced	Proficient	Grand Total	
Service Area							
ECONOMIC DEVELOPMENT	45	15	18	9	13	100	6.08%
EDUCATION & LIFELONG LEARNING (Ex Schools)	42	8	12	8	22	92	11.26%
ADULTS HOUSING & COMMUNITIES	183	67	45	34	34	363	13.6%
CHILDRENS SERVICES	27	11	6	5	13	62	12.32%
PERFORMANCE & PARTNERSHIPS	6	6	1	1	17	31	43.66%
PLANNING TRANSPORT & ENVIRONMENT	26	5	4	2	6	43	6.53%
RESOURCES DIRECTORATE	64	24	16	12	30	146	15.77%
Grand Total (Ex Schools)	393	136	102	71	135	837	11.96%

The number of staff with Welsh language skills has increased by **7.86%** since 2019-20 (**837 in 20/21** compared to **776 in 19/20**). This increase is attributed to improved recording arrangements and awareness raising, the Bilingual Cardiff Strategy (which includes a target to increase the number of staff with Welsh language skills) and Welsh courses provided internally through our in-house Welsh language tutor as well as well as the 'Working Welsh' Scheme). The small increase during 20/21 is welcomed during what has been a difficult year for staff due to the COVID 19 pandemic which has left many staff with both work and home pressures. Staff are reminded regularly to update their personal detail records on DIGIGOV and these include language choice and Welsh language proficiency.

11. Mwy na Geiriau / More than just Words

Strategic Framework for Welsh Language in Health, Social Services and Social Care

Cardiff Council – in partnership with Vale of Glamorgan Council, Cardiff and Vale University Health Board, and Felindre University NHS Trust - operates a Welsh Language Forum to take forward the objectives of More than Just Words.

The Forum meetings have been interrupted as a result of the Covid-19 emergency. However monthly meetings between the More Than Just Words Forum partners recommenced in January 2021 with the intention of re-engaging with the Forum in 2021/22. A number of themes and actions have been discussed in the bi-monthly meetings including sharing resources (such as Cardiff Council's revised Welsh language awareness e-module and Welsh Language Skills Strategy), increasing the Forum membership to include social care training providers and higher education partners, and recruitment initiatives to encourage Welsh speakers to enter the field of social care.

12. Monitoring & Overseeing Compliance with the Standards

WELSH LANGUAGE COORDINATORS & CHAMPIONS

The Council has a network of Welsh language coordinators and champions across our various Directorates and Service Areas, who support the work of the Bilingual Cardiff team in implementing the Welsh Language Standards and promoting the use of the Welsh language internally. The role of the coordinators network includes:

- Assisting their service area or directorates to comply with the Council's Welsh language policies and legal obligations.
- Providing feedback on issues relating to the Welsh language from the service area to the group, and vice versa if necessary.
- Providing feedback on any complaints or issues regarding the Welsh language from services users to the group.
- Distributing relevant documentation and information within service areas.
- Coordinating their service area's response for the Annual Report on the implementation of the Welsh Language Standards.

Coordinators and Champions do not need to speak Welsh, and each directorate is responsible for nominating at least one Coordinator, and one Champion, at Operational Manager level or above, to represent their directorate.

The Champion acts as a point of contact at a senior management level concerning directorate specific Welsh language issues. They also monitor senior management group agendas for items with Welsh Language Standards implications and support their service area's Welsh Language

Coordinator with their work on facilitating the implementation of the Welsh language standards within their directorates. Welsh Language Coordinators meetings are held monthly and chaired by Bilingual Cardiff.

BILINGUAL CARDIFF MEMBER GROUP

The Bilingual Cardiff Member Group is a cross-party group established to take a lead role in developing a truly bilingual Cardiff where citizens and Cardiff Council staff can access services and support in either language equally through improved partnership working. During 2020-21 the group met 4 times to discuss Welsh language matters, including the implementation of the Welsh Language Standards, service provision during the Covid-19 emergency, the revision of the Bilingual Cardiff Strategy, and the revision of the Council's Welsh Language Skills Strategy.

DIRECTORATE DELIVERY PLANS

To monitor compliance with the Welsh language standards, each directorate is required to include an objective/objectives relating to delivering the Welsh language standards within their Directorate Delivery Plans annually to ensure corporate ownership of the requirements of the standards. All action points derived from Welsh Language Commissioner Investigations are now included in the delivery plans for the relevant Directorate.

SENIOR MANAGEMENT TEAM

Matters relating to the Welsh language standards including information on Welsh Language Commissioner investigations are regularly taken to SMT meetings for information and steer.

CABINET & FULL COUNCIL

Cardiff Council's Welsh Language Standards Annual Report is considered by the Cabinet and full Council to ensure scrutiny at the highest level.

13. Promoting & Facilitating the Standards

WELSH LANGUAGE TRAINING

The new comprehensive menu of Welsh language training options for staff produced by Cardiff' Council's Academy to support the implementation of the Welsh Language Skills Strategy is included as **Appendix 2**.

STAFF GUIDELINES

In order to promote and facilitate the implementation of the standards, the Council has created and updated guidelines for staff. These include:

- A summary of the 'Service Delivery Standards'
- Communicating Bilingually

- Bilingual Reception Services
- Holding Meetings Bilingually
- Welsh Language Calls
- Guidance Note: Bilingual Signage & Official Notices
- Translation Guidelines
- Welsh Language Standards: Quick Wins Guide
- Welsh Language Standards: Guide to Third Parties
- Assessing Welsh Language Skills and Identifying Welsh Essential Roles

Page 29 Recruitment, Interview, and Selection Procedures and the Welsh Language.

These guidelines are available for staff on the Bilingual Cardiff Intranet page and have been regularly promoted to staff through established communication channels including the monthly Core Brief and 'Welsh Matters' newsletters which are distributed to all staff. Regular articles have also appeared on the Council's intranet homepage.

Reception signs (standard 67) and email signature logos (standard 134) are also available to staff on the Bilingual Cardiff intranet page as well as a copy of the full standards, annual reports, and online translation request form.

The web content and translation request form have both been updated to remind staff to include the corporate statements to comply with standards 2, 3 & 7 (Correspondence), 49 (forms) and 50A (documents).

'WELSH MATTERS' BRIEF

The Welsh Matters brief is distributed to staff via the Welsh language coordinators network. The brief contains policy advice on complying with the Welsh language standards, information on Welsh training and other articles relating to the Welsh language agenda.

C4 SOCIAL CLUB

A resource to promote and facilitate virtual Welsh language events has been developed and launched by the Council's in-house Welsh language trainer. The resource is presented on the Microsoft Teams platform and allows users to set up meetings, discussion groups, and social events so Welsh speakers and learners may meet to converse in Welsh and improve language skills. The social club was launched on St. David's Day with a talk given by Yvonne Evans, a presenter on S4C's Prynawn and Heno programmes, and was very well attended.

BILINGUAL CARDIFF: TRANSLATION & POLICY ADVICE

Bilingual Cardiff provides a full Welsh language translation and simultaneous translation service for all Council Directorates.

The team offer guidance and advice to all Council staff, along with organisations, companies and individuals who provide services on behalf of the Council, on issues regarding the Welsh language, translation and the Council's commitment under the statutory Welsh Language Standards.

WELSH LANGUAGE TRAINING

Staff are supported to use their Welsh language skills when communicating with the public. A menu of Welsh language training options has been developed by Cardiff Council's Academy Learning Platform to support the commitment to provide all staff with the opportunity to learn Welsh. Training options range from short taster sessions to intense 120 hour Welsh improvement courses and all participation works to support staff to reach a Welsh language fluency level equal to Level 1 on the ALTE fluency framework.

Welsh language training is provided by Cardiff Academy's Welsh language tutor and staff may choose in-house training, courses provided by partners such as the National Centre for Learning Welsh, or learn in the community. Due to the restrictions imposed as a result of the Covid-19 emergency training has been provided virtually on digital platforms.

There is a corporate budget for Welsh language training, therefore there is no individual cost to Council staff or their directorates and staff have their hours credited for time attending courses.

WELSH LANGUAGE AWARENESS TRAINING

The Welsh language awareness module was revised in 2020/21 and presented as an e-module by Cardiff Council's Academy learning platform. It is currently being rolled out to all staff (including schools staff). At the end of 2020/21 it had been completed by **3470** staff members.

The e-module provides information on the following:

- The historical context of the Welsh language.
- The importance of the Welsh language in the delivery of Council services to the citizens of Cardiff.
- Staff roles and responsibilities in delivering Welsh language and bilingual services.
- Assess the delivery of Welsh language services and identify areas for improvement.

'IAITH GWAITH' LANYARDS & BADGES

Iaith Gwaith lanyards are produced by the Welsh Language Commissioner's office for Welsh speaking staff so they demonstrate to service users and colleagues that they speak Welsh. These lanyards - along with Welsh learner lanyards - are offered to staff when they receive or renew their staff ID cards, or may be requested at any time from Bilingual Cardiff. Each monthly 'Welsh Matters' brief which is distributed to all staff via their directorate or service area Welsh language coordinator includes a reminder for staff to request the lanyards from Bilingual Cardiff.

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APPENDIX 1 – BILINGUAL CARDIFF ACTION PLAN 2020/21

Families, Children and Young People

REF	PRIORITY	OBJECTIVES	TARGET	TIMETABLE	UPDATE
1.1	Promote the benefits of Welsh Medium education to all Cardiff communities and implement the Welsh in Education Strategic Plan	Offer a comprehensive programme of Welsh for the Family courses and courses for families in regeneration areas	6 courses	September 2019 – August 2020	National Centre for Learning Welsh provided and on-line Welsh in the Home course from November 2020-May 2021. Welsh in the Home has replaced the previous Welsh for the Family course. National Centre for Learning Welsh
		Work with schools and the Welsh medium nursery units in order to offer lessons to parents and prospective parents	6 courses	September 2019 – August 2020	National Centre for Learning Welsh provided two on-line taster courses for parents of children at Bro Edern Comprehensive School in December 2020. National Centre for Learning Welsh
		Offer Welsh for Adults taster sessions for courses for those who wish to improve or achieve fluency.	1000 Welsh learners	September 2019 – August 2020	A variety of main-stream courses, workplace courses, and the Summer course, have been delivered by National Centre for Learning Welsh since April 2020. National Centre for Learning Welsh
1.2	Improve provision and standards in Welsh in both Welsh medium schools and English medium	Administer and coordinate a full programme of holiday care, play and leisure activities for children aged 4-11 including day care, open play	10 weeks of holiday care attracting 400 children a week.	From April 2019 and annually thereafter	Our daytime holiday care schemes have not been operational so far this year but the Menter has been working with Cardiff Council to staff two Hub schemes for vulnerable children for the first four weeks of Summer. These schemes would not have

	schools through the Welsh in Education Strategic Plan.	<p>sessions, and Leisure activities in addition to various holiday activities for young People aged 11-16.</p>	<p>7 weeks of open play in 6 areas attracting 500 children a week.</p> <p>Minimum of 8 leisure activities each term during school holidays attracting 200 children/young people to register each year.</p>		<p>been available in Welsh without the support of the Menter.</p> <p>Chwarae Agored Bwrlwm Services (offered for free) have been provided by the Menter in the last weekend of Summer in 3 different locations.</p> <p>Our provision of activities and clubs have been moved on-line and he have held 15 family activities, 48 for children and young people, 15 for the community/adults in quarters 1 and 2.</p> <p>On-line activities for Cardiff and Valle College staff/students to run for Menter children were run in February and over Easter.</p> <p>Menter Caerdydd</p>
		<p>Implement the Welsh in Education Strategic Plan 2017 – 2020.</p>	<p>Increase the number of pupils attending Welsh medium schools by 12.3% by 2022.</p>	<p>2022</p>	<p>764 pupils enrolled at entry to Reception in Welsh-medium in 2020/21. This represents 18.5% of the total pupils enrolled and an increase of 8.06% since 2017/18 (707).</p> <p>687 seven year olds (NCY2) attending a WM primary schools or the WM stream of a dual stream primary in Cardiff which represents 16.3% of the total of NCY2 pupils enrolled.</p> <p>546 thirteen year olds (NCY9) pupils attending a WM secondary in Cardiff which</p>

					represents 14% of the total of NCY9 pupils enrolled. Cardiff Council
			Increase the percentage of learners who achieve A*- C in Welsh first language GCSE by the end of Key Stage 4 to 85% by 2020.	2020	Threshold of key stage 4 measurement (A*- C, L1, L2, L2+) no longer reported following the introduction of regulations in 2017 which stipulates that results below national level should not be published. Cardiff Council
			Increase the number of learners who study the full time Welsh second language GCSE course to at least 80% by 2020.	2020	Data to be received from Welsh Government in July 2021. Cardiff Council
			Increase the percentage of the year 11 cohort who achieve grades A*-C in Welsh second language GCSE to 40% by 2020.	2020.	Threshold of key stage 4 measurement (A*- C, L1, L2, L2+) no longer reported following the introduction of regulations in 2017 which stipulates that results below national level should not be published. Cardiff Council

1.3	<p>Promote the benefits of transferring the Welsh language within the family, and give children and young people the opportunity to become confident bilingual adults.</p>	<p>Develop a programme of workshops and activities for children and young people.</p>	<p>4 sessions per year.</p>	<p>From April 2019 and annually thereafter</p>	<p>The opportunities for face to face activity were rare in Quarters 1 &2 but we have provided a wide variety of appealing clubs for children and young people and over 1,100 have participated.</p> <p>We held a number of on-line workshops and social activities for children in Welsh medium Education e.g. weekly drama clubs, yoga, disco/quiz, dance, discussion groups in addition to individual activities e.g. art sessions, crafting, blogging, gaming, theatre performance skills, make-up and drawing workshops. A number of interactive sessions were part of our virtual Bwrlwm provision at the Tafwyl Digital festival and there was also a Schools Stage – an opportunity for the city’s children to display their performance talents to the festival’s wide audience.</p> <p>Menter Caerdydd</p>
		<p>Employ a Youth Officer to work with young people in Cardiff’s secondary schools to develop new opportunities for young</p>	<p>New Officer to be in post by September 2019.</p>	<p>September 2019 – September 2020</p>	<p>5 Welsh language ambassadors to represent the post 16 sector across the academic year have been appointed. This is a new initiative for the College.</p> <p>Cardiff and Vale College (CAVC).</p>

		people to use their Welsh.			
		Working with primary and secondary schools and higher education locations to ensure clear progression for Welsh Language Education.	Attending choices evenings and events in the three Welsh Language secondary schools over the course of the year in addition to practical skills events with primary and secondary schools.	By May 2020	This provision has continued on-line this year. CAVC
1.4	Provide opportunities for families to use Welsh together.	Promote our commitment to Welsh Language Education and bilingualism to improve progression rates in the Welsh language sector.	Strategic groups to maintain and develop resources, staff, and provision.	By 9 September 2020	The Council has established a number of education sub-groups to support the work of the Welsh Education Forum and the development of its revised Welsh Education Plan. The Promotion and Marketing sub-group focuses on progression rates in the Welsh language sector. Cardiff Council Appointment of 8 of our curriculum staff (for 2 hours a week) to promote and develop the Welsh language curriculum in every

					<p>teaching field across the College. It is an opportunity to improve Bilingual provision and encourage more students to complete more of their work in Welsh. This is another new initiative for CAVC.</p> <p>CAVC</p>
		<p>Increase employers' awareness of the Welsh language skills of learners when they leave college and the additional value these skills offer to employers.</p>	<p>Bilingual Cardiff partners to organise / attend job fairs and report back annually on the number of fairs organised or attended.</p>	<p>From September 2019</p>	<p>On-line sessions for pupils or parents to drop in to find out more about the Welsh language and bilingualism in the post 16 sector and what Welsh language skills mean in the workplace.</p> <p>CAVC</p> <p>The Covid 19 emergency has had a significant impact on both the number of job fairs organised by partners and the opportunity to provide feedback. It is anticipated that partners will re-engage with these commitments once the current restrictions allow.</p> <p>Cardiff Council</p>
1.5	<p>Increase the provision of Welsh-medium extra-curricular activities and opportunities for children and young people to use Welsh outside the school gates.</p>	<p>Continue to work with and promote the National Centre's Working Welsh strategy and offer Welsh Language Awareness courses to staff in various institutions in Cardiff.</p>	<p>6 intensive Working Welsh courses – dependent on winning tenders.</p>	<p>September 2019 – August 2020</p>	<p>As a result of the Covid-19 emergency the National Centre for Learning Welsh has not released tenders for intensive Work Welsh courses during the 2020/21 financial year.</p> <p>National Centre for Learning Welsh</p>

Community and Infrastructure

REF	PRIORITY	OBJECTIVES	TARGET	TIMETABLE	UPDATE
2.2	Increase the use of the Welsh language in all high profile and major events hosted in Cardiff, support existing Welsh-language community events and share good practice.	Administer and maintain an electronic network promoting Welsh language and Bilingual events across the city.	Reach a minimum of 7000 people across the city to promote our services.	From September 2019 and continuously thereafter.	Our digital newsletter service (e@chlysur) has continued and our number of social media followers has increased. The number of messages, newsletters, pictures or videos shared over the course of the year is over 2000. Menter Caerdydd
		Sponsor and have a strong presence at Tafwyl (annual Welsh community festival).	Every partner to report back to the Bilingual Cardiff Forum.	June 2019 and annually thereafter.	Over 25,000 people engaged with the Tafwyl Digital Festival in 2020 and plans are already underway for another digital festival in 2021. Menter Caerdydd
		License applications (events) to include condition to ensure bilingual signage and publications.	Random annual checks.	From September 2019	Checks continue to ensure that bilingual requirements are implemented. A large volume of the work in relation to events licensing has been paused as a result of the Covid 19 emergency. Cardiff Council
2.3	Increase the visibility of the Welsh language within the city to reflect a 'Bilingual Cardiff' through	Create an online resource to spread Information in relation to the historical or linguistic context of new street names.	Create a section on the Council's website.	From April 2020	This resource has been presented through the Council's ishare platform to support the Street Names Policy. The Street Naming panel's work has continued and expanded over the last year

	existing planning mechanisms.				to include parks and green spaces within the city. Cardiff Council
		Confirm a list of Standard place names in Cardiff for the Welsh Language Commissioner.	Publish a list of all place names in Cardiff.	From April 2020	This work continues but a number of standard names have received the Welsh Language Commissioner's approval. The Panel's work continues in support of the Street Names policy. Cardiff Council
2.4	Introduce the Welsh language to new and emerging communities as a way of convening Welsh culture and promote Welsh language learning and Welsh medium education	Menter Caerdydd to lead on planning, coordinating, and promoting a calendar of events to introduce the Welsh language to new audiences.	Prepare an event calendar and distribute it at the start of every quarter starting in September 2019.	From September 2019	The Menter's e@chlysur service which promotes its activities and events in addition to informing our citizens of the various opportunities offered by our national and local partners. Menter Caerdydd
2.5	Support Yr Hen Lyfrgell – Cardiff's Welsh Culture Centre to increase outreach activities and develop opportunities to showcase Cardiff's extensive Welsh	Hold Tafwyl annually by working with the private, public and voluntary sectors to create a 9 day national event to promote and raise awareness of the Welsh language and attract Welsh language	40,000 visitors to the event.	June 2019 and annually thereafter	Tafwyl Digital was held on the 20th of June 2020 and streamed live from Cardiff Castle with over 25,000 participants over the weekend. The Festival was also an opportunity to offer employment to a number of artists and freelance art workers during an exceptionally challenging time for the sector. Menter Caerdydd

	language history and heritage.	and non-Welsh language Communities to socialise and connect with Welsh, the Welsh language music scene, literature, sports and culture.			
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Welsh Services and the Workplace

REF	PRIORITY	OBJECTIVES	TARGET	TIMETABLE	UPDATE
3.1	<p>Increase the number/percentage of Welsh speakers within the City of Cardiff Council and enable and support fluent staff, as well as staff who are learning, to use the Welsh language in the workplace, and encourage Bilingual Cardiff partner organisations to adopt the same approach.</p>	<p>Hold weekly informal coffi a chlonc sessions for all Bilingual Cardiff partners to give Welsh speakers of every level an opportunity to meet and practice.</p>		<p>Weekly from June 2019</p>	<p>Digital coffee morning sessions have continued once weekly since the end of March 2020. Quarterly sessions with a guest speaker are also held and a monthly session for Welsh language learners has been held since October.</p> <p>Menter Caerdydd</p> <p>A monthly virtual coffee morning suitable to Welsh learners is held in partnership with Menter Caerdydd with a different guest speaker each month. They have been held since November 2020.</p> <p>National Centre for Learning Welsh</p> <p>Cardiff Council holds a weekly Coffi a Chlonc session to provide Welsh language speakers and learners with the opportunity to use and practice their Welsh.</p> <p>A digital resource for the Council's Welsh language speakers and learners has also been developed over the Teams platform and the first event was held on St David's Day.</p> <p>Cardiff Council</p>

		<p>Increase the number of Bilingual staff in Cardiff Council to reflect the percentage of Welsh speakers in the community and encourage other Bilingual Cardiff public bodies to adopt the same methodology.</p>	<p>Increase the number of Council staff with Welsh language skills by 20%.</p> <p>Share best practice with other public bodies.</p>	<p>From 2018/19 to 2022</p> <p>By April 2022</p>	<p>The number of bilingual staff working for Cardiff Council has increased from 523 in 2018/19 to 837 in 2020/21.</p> <p>This represents a percentage increase of 60%.</p> <p>Cardiff Council</p>
		<p>Promote our Welsh language courses for adults (main-stream and intensive Summer courses) in addition to the Sabbatical Programme to increase the numbers using the Welsh language within their organisations. .</p>	<p>At least 1000 learners on main-stream courses in addition to approximately 200 on workplace courses.</p>	<p>Summer 2019-20</p>	<p>A number of main-stream courses, workplace courses, and the Summer course have been provided by the National Centre for Learning Welsh since April 2020.</p> <p>National Centre for Learning Welsh</p>
3.2	<p>Encourage Bilingual Cardiff partner organisations to provide Welsh language training and Welsh language awareness training to all Senior Managers and staff.</p>	<p>Provide various training courses in Welsh e.g. First Aid, Health and Safety, Level 2 and 3 Play Qualifications to the people of Cardiff.</p>	<p>To deliver a minimum of 6 training course per year</p>	<p>From September 2019 and annually thereafter</p>	<p>Despite normal provision being available this year the provision for adults has increased – ranging from ukulele and poetry clubs, Pilates, lectures, gardening sessions, bike Maintenance, cooking, history and art. The training will restart in 2021/22.</p> <p>Menter Caerdydd</p> <p>Cardiff Council's Academy provide a number of training courses through the medium of Welsh including Cyber Security,</p>

					Children's Rights, Business courses, Welsh language awareness, and customer service. Cardiff Council
		Ensure that Cardiff Council staff and managers attend language awareness courses and encourage other Bilingual Cardiff public organisations to adopt the same method.	Report annually on the number and percentage of staff who have received training	Annually	3470 members of staff completed Cardiff Council's new Welsh Language awareness e-module in 2020/21. Cardiff Council
		Cardiff Council to ensure that Welsh learner and improver courses are available to all members of staff who deal with the public and encourage other Bilingual Cardiff public organisations to adopt the same method.	Report annually on the number and the percentage of staff who have received training	Annually	Cardiff Council launched its Welsh Language Skills Strategy on the 1st of March 2021. The Strategy provides every Council employee with the opportunity to engage with Welsh language training and established fluency in Welsh and/or a community language as a desirable requirement for all customer facing posts. 167 Council staff members engaged with Welsh language training courses in 2020/21. Cardiff Council
3.5	Increase opportunities for people to receive Health & Social Care in Welsh.	Ensure that we can deliver as many Services as possible in Welsh. Where gaps in the workforce's ability to provide Welsh	Increase the number of Social Services staff with Welsh language skills by 20%.	April 2019 – March 2022	3 sessions of digital Welsh language courses have been provided for Health and Social Care students. The courses focus on the use of Welsh in the social care field to prepare for the use of Welsh language Services in this field of work.

		language Services are noted they should be reflected in the organisation's Welsh Language Skills Strategy.	Report on the numbers annually in the Annual Report on the Welsh Language Standards.		<p>CAVC</p> <p>Cardiff Council's Welsh Language Skills Strategy and its supporting guidelines documents provide a step by step guide for assessing teams' Welsh language skills and the need for Welsh language Services. These assessments will be used to identify Welsh essential posts and inform recruitment and training decisions.</p> <p>Cardiff Council</p>
		<p>Within the Council's Social Work Recruitment campaign, and our involvement with the social work degree course at Cardiff University and Cardiff Metropolitan University, we will emphasise:</p> <p>a) The importance of using Welsh language skills in the social work field;</p> <p>b) Promotion of the Support available within the Council for staff who speak Welsh and those who wish to learn Welsh or improve</p>	Increase the number of social Service staff with Welsh language skills by 20%.	April 2019 – March 2022	<p>10 tutors/assessors in our Health and Social Care Department are learning Welsh as part of the Work Welsh scheme for access levels 1 & 2.</p> <p>CAVC</p>

		their Welsh language skills.			
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Pathways for Learning Welsh

Staff at Cardiff Council can learn Welsh via a range of learning options. Courses are divided into four learning pathways according to desired outcomes and types of course.

Working towards Level 1

A gateway for all staff to acquire basic Welsh skills

Introduction to Welsh Module
(under development)

Half Day Taster Welsh Course

Two Day Welsh for Customer Facing Staff Course

Introduction

This pathway is for beginners/learners below level 1.

Learners may complete just one course or up to all three. No set completion order; courses complement each other.

Module available from August 2021

Courses advertised at regular intervals throughout the year via Staff Information and available to view and book via DigiGOV Training Calendar.

Beginner to Bilingual

Progression to bilingualism for beginners and non-fluent staff

Mynediad (Welsh Level 1)

Sylfaen (Welsh Level 2)

Canolradd (Welsh Level 3)

Introduction

This pathway is for beginners, learners below Level 3, and very rusty Welsh speakers.

Learners can complete just one level or up to all three. Courses must be completed in order. Non-beginners may join from level 2 or 3.

Courses begin in September each year and are advertised well in advance via Staff Information channels. Staff can see and book via DigiGOV Training Calendar.

Proficient / Professional Welsh

Preparing to use Welsh confidently in the context of work

Uwch (Welsh Level 4)

Hyfedredd (Welsh Level 5)

Introduction

This pathway is for intermediate/advanced level learners and Welsh speakers who are not confident to use Welsh, particularly at work/written Welsh.

Learners can complete either or both courses depending on needs.

Courses begin in September each year and are advertised well in advance via Staff Information channels. Staff can view and book via DigiGOV Training Calendar.

Work Welsh

Additional flexible learning opportunities provided by the organisation Work Welsh

[Welcome 10 hour online course](#)

[Welcome back 10 hour online course](#)

[Improving your Welsh 10 hour online course](#)

Introduction

This pathway offers extra flexible options to further supplement learning. The welcome courses are for beginners .

Varied levels. The Welcome courses complement the Working Towards Level 1 courses for extra beginner learning.

From time to time Work Welsh offers Council staff additional training options, for example a part one of Mynediad 60 hour online course.

			<p><i>Courses listed above are hyperlinked and immediately accessible to staff. Other Work Welsh courses may arise from time to time and where available will be advertised via Staff Information.</i></p>
<p>Outcomes</p> <p>An understanding of pronunciation and basic useful phrases. Very short and basic conversations on completion of the pathway.</p>	<p>Outcomes</p> <p>Mynediad - sharing and taking very basic information, and engaging in a series of initial conversations.</p> <p>Sylfaen - engaging in most every day conversations, and handling the most common conversations specific to the role.</p> <p>Canolradd - a limited fluency where the vocabulary needed is generic and the language does not need to be precise, as well as good grounding in role-specific work vocabulary.</p>	<p>Outcomes</p> <p>Uwch – increased confidence to work through the medium of Welsh, particularly spoken and to a limited extent written.</p> <p>Hydefredd – increased confidence to handle even more difficult elements of the role in Welsh, including using written Welsh to a high standard.</p>	<p>Outcomes</p> <p>Welcome courses – an understanding of pronunciation and basic phrases.</p> <p>Improving your Welsh – introduction to useful grammar points</p>
<p>Flexibility: medium</p> <p>The online module can be completed at any time, other courses include virtual sessions.</p>	<p>Flexibility: medium</p> <p>Two-hour weekly sessions over 30 weeks. A further two hours per week independent study.</p> <p>Learners should attempt to attend all virtual sessions however materials are available for catch up and independent learning can be completed at any time.</p>	<p>Flexibility: medium/high</p> <p>12 two-hour sessions. Sessions occur on a weekly basis, with one month independent study periods after the fourth, eighth, and twelfth session to complete assignment-based tasks. Learners should aim to allocate 2-hours independent study each week for the duration of the course.</p>	<p>Flexibility: high</p> <p>Many Work Welsh courses are either all or mostly online and can be completed at the learner's own time and pace.</p>

Learners should attend all sessions if possible however a significant part of these courses involves independent learning tasks.

Commitment: low/medium

Courses are between four hours and two days.

Commitment: high

Courses extend over a 30-week period so learners will need set time aside in their diary for the duration of the course for sessions and independent learning tasks.

Commitment: medium/high

Courses involve 12 sessions and independent learning tasks and assignments.

Commitment: low/medium

Courses listed here involve 10-hours of online study that can be completed at the learner's own pace. Other Work Welsh courses that may be offered from time to time are more substantial.

Questions?

Cardiff Council Academy is fully committed to ensuring all staff can access Welsh learning. For any queries get in touch by e-mailing

CardiffAcademy@cardiff.gov.uk.

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**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 17 JUNE 2021

**LEVELLING UP FUND AND COMMUNITY RENEWAL FUND
APPLICATIONS**

LEADER (COUNCILLOR HUW THOMAS)

AGENDA ITEM: 3

Appendix 1 of the Cabinet Report is not for publication as it contains exempt information of the description contained in paragraphs 14 and 16 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972. It is viewed that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Reason for this Report

1. To note the proposed process for assessment and the subsequent submissions to the UK Government Levelling-Up Fund and Community Renewal Fund.
2. To note the proposed projects being developed for submission in future rounds of the Levelling-Up Fund.

Background

3. In March 2021, the UK Government announced details of new UK-wide investment programmes in parallel with the Budget, namely:
 - Levelling Up Fund, worth £4.8bn; and
 - Community Renewal Fund, worth £220m.
4. Local authorities have been chosen to lead bids to the Levelling Up Fund and to act as lead authority in bringing together bids to the Community Renewal Fund for submission to the UK Government.

Levelling Up Fund

5. The £4.8bn Levelling Up Fund (LUF) will invest capital in local infrastructure, town centre and high street regeneration, local transport projects, and cultural and heritage assets. The scheme will set aside at least £800 million across Scotland, Wales and Northern Ireland over 4 years from 2021. For the first round of funding, at least 5% of total UK

allocations will be set aside for Wales, which equates to approximately £235m.

6. The UK Government also published 'priority area' rankings for local areas between 1 and 3. As part of this analysis, Cardiff was ranked in the Priority Category 1 group, which represents areas in the highest need of levelling up.
7. The scheme is competitive in that there are no set allocations for local authority areas. Each area will need to submit relevant applications for funding to the UK Government, which will assess bids.
8. The funding guidance outlines that the LUF will support projects that deliver the following:
 - Transport investments including (but not limited to) public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. They are also requesting proposals for high-impact small, medium – and by exception – larger local transport schemes to reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users.
 - Regeneration and town centre investment – building on the Towns Fund framework – to upgrade eyesore buildings and dated infrastructure, acquire and regenerate brownfield sites, invest in secure community infrastructure and crime reduction, and bring public services and safe community spaces into town and city centres.
 - Cultural investment maintaining, regenerating, or creatively repurposing museums, galleries, visitor attractions (and associated green spaces) and heritage assets, as well as creating new community-owned spaces to support the arts and serve as cultural spaces.
9. In assessing bids, the UK Government will consider:
 - Characteristics of the place – which represents the priority area rankings.
 - Deliverability – based on supplementary finance, management and commercial cases, with those bids able to demonstrate investment or begin delivery on the ground in the 2021/22 financial year being prioritised in the first round of funding.
 - Strategic fit with local and fund priorities – this should be addressed in the strategic case of submissions and should include support from stakeholders.
 - Value for money – an economic case should be submitted to explain the benefits of the bid and how it represents value for money.

10. It is clear that the first round of the LUF will prioritise bids that can demonstrate investment or begin delivery on the ground in the coming financial year. To apply for investment from the first round of the LUF, eligible local institutions must submit their bids to the UK Government Ministry of Housing, Communities and Local Government (MHCLG) by Noon on Friday 18 June 2021. It is expected that investment decisions will be made for this funding round by autumn 2021.
11. Local authorities can submit one bid for every Member of Parliament (MP) whose constituency lies wholly within their boundary. The UK Government also expects MPs to express support for one bid that they see as a priority, but MPs do not have a veto and their support is not required for bids.
12. The number of bids that a Local Authority in Category 1 can make in total will relate to the number of MPs in their area, with one additional bid able to be submitted for potential transport projects in the area. This provides Cardiff with the opportunity to submit five bids in total, relating to the four Parliamentary constituencies in the area – i.e. Cardiff Central, Cardiff North, Cardiff South & Penarth and Cardiff West – together with one additional transport bid. Local authorities submitting multiple bids are expected to spread these fairly and equitably within the authority's boundary and across their full range of constituencies, targeting pockets of deprivation as appropriate.
13. The LUF will focus investment in projects that require up to £20m of funding. However, there is also scope for investing in larger, high-value transport projects, by exception, allowing for bids of up to £50m.
14. Bids for the first round of LUF funding are to be submitted by Noon on Friday 18 June 2021.

Community Renewal Fund

15. The £220 million UK Community Renewal Fund (CRF) is for the 2021/22 financial year only, and is predominantly revenue funding. The fund is commensurate with the European Social Fund (ESF), and is being considered as a precursor to the launch of the new UK Shared Prosperity Fund (SPF) in 2022. The CRF will support investment in 1-year pilots to help prepare for and inform the design of the SPF.
16. The CRF supports investments in the following activities:
 - Investment in skills;
 - Investment for local business;
 - Investment in communities and place; and
 - Supporting people into employment.
17. As with the LUF, there is a list of priority places determined by the UK Government's methodology, based on an index of economic resilience; this will also help guide the distribution of capacity funding. In the case of the CRF, Cardiff is not identified as a priority area.

18. Lead authorities have been asked to invite bids from a range of project applicants, appraise and prioritise a shortlist of projects up to a maximum of £3 million per place, and submit a shortlist of projects to the UK Government. The UK Government will prioritise applications that target the top 100 places in Great Britain. This does not, however, preclude non-priority areas like Cardiff from applying.
19. The UK Government has provided a timetable for the CRF process for lead authorities that is outlined below:
 - Lead authorities to submit shortlists of projects to UK Government by 18 June 2021
 - UK Government to assess bids (18 June – late July 2021)
 - UK Government announces successful projects (late July 2021 onwards)
 - Mid-point monitoring reviews of projects with lead authorities (November-December 2021)
 - CRF finishes and second tranche of funding paid to lead authorities (31 March 2022)

Issues

Levelling Up Fund

20. The submission of applications to meet the UK Government's 18 June 2021 LUF deadline will focus on those projects that are able to deliver substantial spend in the current financial year (2021/22). However, this represents the initial round of funding, and further funding rounds will be open for applications.
21. Following discussions with officials from the UK Government, the Council is taking forward an approach to submit any appropriate bids in the first round that could deliver investment in the current financial year, but also to identify at an early stage any bids that it would intend to bring forward for later bidding rounds.
22. This approach is intended to show both an open and transparent process for LUF applications, as well as to signal to the UK Government at an early stage the Council's intentions and expectations for further submissions in later rounds.
23. The Council subsequently is taking forward an exercise to consider potential projects that have been prioritised and assessed according to the criteria outlined in the Levelling-Up Prospectus. Projects are identified with the intention of developing a '4+1' approach that provides for a spread of potential projects covering each of the city's constituencies. Following this assessment, the proposed projects to be submitted for the LUF were identified as:
 - The 'Highline' connection between the city centre and Cardiff Bay (Transport led scheme);

- The restoration of Cardiff Market (Cardiff Central);
 - Delivering a new 'Youth Zone' for Ely (Cardiff West);
 - The Taff River Corridor project – opening up Cardiff's waterfront (Cardiff South and Penarth);
 - A new nature-focussed visitor attraction at Forest Farm (Cardiff North).
24. In terms of the identified projects, the Cardiff Market restoration is able to deliver substantial in-year spend, and as a consequence, will be taken forward as a bid in the first funding round. The remaining projects will be further developed in advance of subsequent bidding rounds.

The Highline

25. The Highline proposal would represent a transport-led scheme that would fall into the category of the 'exceptional' proposals, which allow for up to £50m of funding from the Levelling Up Fund. The scheme would comprise a range of interventions, including:
- Development of transport links between the city centre and Cardiff Bay;
 - New active travel measures;
 - The creation of new green space and parkland; and
 - Physical improvements to Bute Street to improve accessibility between communities.
26. The project would see a reduction of road access to Lloyd George Avenue and the creation of a green link designed for walking and cycling between the Bay and city centre. The 'Highline' type scheme would also be a destination in its own right, providing additional green space for Butetown residents and a new park area for the city.
27. The scheme would aim to deliver a range of outcomes. Notably, it would be a primarily active travel and public transit-based scheme that would provide:
- The establishment of a range and choice of sustainable travel options between the city centre and Bay, drawing both destinations closer together;
 - A new urban park destination in the city, based on nature and heritage, linking in with existing communities;
 - Additional jobs and commercial development; and
 - Physical improvements to Bute Street including opening up access through or over the railway wall which currently divides the communities on either side
28. In addition, the scheme would also lay the foundations for improvements to the wider transport network, linking with the new Metro link to Cardiff Bay and supporting the overall transport strategy of the new Indoor Arena. This includes the new tram line from Metro Central to Cardiff Bay, which would extend to Pierhead Street, providing regular and quick access between the city centre and the new arena for visitors.

29. The scheme would also bring forward plans to invest in Bute Street, both as part of the connection between the city centre and Bay, but also as part of a wider regeneration scheme that will link the Atlantic Wharf development with the communities of Butetown.
30. Overall, the scheme would deliver a comprehensive regeneration of the area between the city centre, Lloyd George Avenue, Bute Street and Atlantic Wharf.
31. The scheme is also included in the draft Greener, Fairer, Stronger, City Recovery and Renewal Strategy, which specifically references the following project:
- “Develop proposals for a new urban park between the City Centre, Callaghan Square and Cardiff Bay, by greening Lloyd George Avenue to create Cardiff’s equivalent of the New York Highline.”*
32. It will also specifically link in with the proposed project to:
- “Transform public transport connectivity in district and local centres by working with Welsh Government and Transport for Wales to deliver investment in Cardiff Crossrail, City and Circle Lines and new train stations.”*
33. It is intended that this would comprise the primary bid of Cardiff Council, seeking to develop a long-term sustainable investment that generates economic, environmental, cultural and social benefits.
34. The bid would form part of a wider development programme totalling over £100m of investment, of which the Levelling Up bid would only form part. Further discussions are underway with the Welsh Government to explore value capture options for leveraging additional investment based on the increases in land values and business rates that would be achieved through development.
35. It is intended that the £125,000 allocated to local authorities to support Levelling Up applications would focus primarily on developing the full application for the ‘Highline’ proposal.

The Taff River Corridor (Cardiff South and Penarth)

36. The Taff River Corridor project will invest in Grangetown and Butetown to help reconnect the city with its riverfront. The project would see investment in new bridges for pedestrians and cyclists connecting communities on the east and west of the Taff between the city centre and Channel View.
37. The Taff Corridor project will help provide more accessible riverfront areas, public open spaces and commercial opportunities on the water’s edge. As part of this project, the need for three strategically important bridges in Grangetown has been identified.

38. The bridges include one at the new Brains Brewery development, Central Quay, a bridge at the new Vastint development on Dumballs Road, and one at the council-led development at Channel View. The bridge at Channel view will form part of the wider Channel View regeneration scheme and provide improved access to Butetown for residents, including access to Ysgol Gynradd Gymraeg Hamadryad.
39. The bridges will plug the accessibility gaps for active travellers in an area with historically poor patterns of east - west connectivity due to the Taff River. The bridges will also offer a car free alternative to narrow road bridges and help safely connect some of Cardiff and Wales' most deprived communities with nearby employment and leisure areas, schools, retail and commercial centres, helping to bring regeneration benefits to these communities.
40. The bridges will also help to connect wider areas of east and west Cardiff, linking people living close to the Ely Trail with the city centre and Cardiff Bay, whilst also significantly enhancing routes to and from Penarth.
41. Collectively, the project will seek to develop a river park concept following the river Taff through Grangetown and Butetown that provides green space, improved access to the riverfront and improved cross river access.
42. This proposal also links with priorities identified in the draft Greener, Fairer, Stronger, City Recovery and Renewal Strategy, namely to:

“[to] Improve existing - and establish new – green spaces and open up our waterfront.”

And

“more actively embracing our waterfront.”

Forest Farm (Cardiff North)

43. The Forest Farm proposal will deliver a new nature-focused visitor attraction in the north of the city at the Forest Farm County Park. Located on the banks of the Taff just south of the M4 motorway, Forest Farm provides a unique location within a city setting. Sections of the former Glamorganshire Canal still survive at the site, which is home to a wide range of habitats, including woodland, scrub, hay meadow, ponds and marshland. The Taff Trail also runs through the site.
44. The Forest Farm Conservation Centre is home to the Council's Community Park Ranger Service and acts as a hub site for environmental volunteering across the city's parks and green spaces.
45. The vision for the project is to provide a new destination in the city that showcases the best of outdoor Cardiff, linking with the waterfront, and

providing an alternative visitor attraction outside of the urban environment. Overall the proposal will comprise:

- The establishment of a new family-focussed visitor attraction;
 - Renovation and upgrading of existing buildings;
 - Provision of outdoor space for families;
 - New accommodation for visitors appropriate to a green setting;
 - Provide opportunities for hard to reach young people, working with Youth Services; and
 - Improved space for local residents and communities to use.
46. The scheme will include the conversion of existing buildings to create a visitor attraction that celebrates biodiversity in the city, as well as facilities for an outdoor family attraction.
47. This also links with a priority identified in the draft Greener, Fairer, Stronger, City Recovery and Renewal Strategy, namely to:

“Invest in existing and establish new green spaces, whilst more actively embracing our waterfront.”

Youth Zone (Cardiff West)

48. The Youth Zone proposal includes working with a charity called On Side, whose mission is “to empower young people to lead positive, fulfilling lives by providing access to incredible spaces and exceptional youth work, delivered by outstanding people, where they are needed the most.”
49. On Side describes Youth Zones as providing “local young people aged between eight and 19, or up to 25 with a disability, affordable access to high-quality sports, arts and leisure facilities and activities, seven days a week, 52 weeks a year. This universal offer is complemented by crucial, targeted services that support employability, wellbeing and health, helping those young people who need additional support.”
50. Youth Zones are physical spaces designed to provide young people with somewhere to go, something to do and someone to talk to in their leisure time. On Side currently supports a national network of multi-million pound Youth Zones in the UK’s most economically disadvantaged areas. The Youth Zones are staffed by skilled and dedicated youth workers to support those who use the facilities.
51. In Cardiff, the proposal is to establish a Youth Zone in Ely to complement current youth support provision in the city. This will provide a significant increase in the range of support for young people in the west of the city, and act as a gateway for other services.
52. It is intended that the Levelling-Up proposal would act as initial match funding, with further support provided by the On Side charity itself.
53. This proposal also links with a priority identified in the draft Greener, Fairer, Stronger, City Recovery and Renewal Strategy, namely to:

“Become a Child Friendly City, where the interests of children and young people are at the heart of our response.”

Cardiff Market (Cardiff Central)

54. The Cardiff Market Restoration Project will concentrate on the restoration of the Grade II* listed Victorian indoor market – opened in 1891 in the city centre – and focus on greater understanding of its heritage.
55. The proposal is to invest in Cardiff Market as part of a conservation exercise, as well as to elevate its status as a tourist destination and main hub for the city for shopping, food and drink. Investment in the Market will therefore be undertaken from both a perspective of preserving heritage, as well as investing in the tourist infrastructure of the city.
56. Restored markets are increasingly a central element of the city tourist infrastructure. In places like Madrid and Lisbon, the Mercado de San Miguel and Time Out Markets are amongst the most visited attractions. Elsewhere in Europe, smaller cities are also developing their market offers as key visitor attractions.
57. The restoration will restore both the interior and exterior of the building, removing unnecessary clutter and enhancing both main entrances to the site, as well as its original features. The investment will be made sustainable through a Conservation Management & Maintenance Plan. The investment will also provide heritage interpretation within the Market and opportunities to engage with new audiences through a programme of activities. Additionally, Cardiff Museum will extend and integrate its heritage services within the project.
58. The proposal will seek funding from the Levelling-Up Fund to invest in the initial restoration of both exterior and interior elements of the building, with initial exterior work scheduled to begin in the current financial year.
59. A parallel submission is also being developed to the Heritage Lottery Fund. The intention is that the Levelling-Up Fund application will provide additionality to the Heritage Lottery Fund application.
60. The scheme is also included in the draft Greener, Fairer, Stronger, City Recovery and Renewal Strategy, which specifically references the following project:

“Deliver further investment in Cardiff Market as a leading destination for local produce.”

Community Renewal Fund

61. The Council issued an open call for Community Renewal Fund projects on 19th April, which was promoted through the Council website, social media and an accompanying press release. The bid process was open until 17th May. The process provided the necessary application form and

guidance for applications as outlined by the UK Government and was open for any properly constituted organisation to apply.

62. The UK Government provides for flexibility for lead authorities to tailor the bid process to reflect local priorities and to ensure alignment with local strategies, provided there is no conflict with the Community Renewal Fund prospectus or other related documentation. The Council therefore sought to build on the required set assessment framework for those that pass the initial gateway stage and to develop a bespoke additional assessment criteria that acknowledges and prioritises bids that have the greatest potential to deliver against local priorities as outlined in Capital Ambition.
63. As well as reference to Capital Ambition, the assessment process also included a further analysis of:
 - Addressing Local Priorities
 - Partnership Working
 - Innovation and Service Delivery
 - Value for Money
64. Since the closure of the bidding window, projects have been gone through a three-stage assessment process, namely:
 - Gateway process to ensure applications meet all necessary criteria and pass due diligence requirements;
 - An initial scoring assessment based on the UK Government criteria, as well as alignment with Capital Ambition; and
 - A review of the scoring criteria undertaken by an evaluation panel that also includes external representation in the form of the Wales Co-operative Council.
65. The results of this assessment exercise are included in Confidential Appendix 1 to this report, which will be submitted by the Council to the UK Government in line with the requirements of the Community Renewal Fund. Details of the applicants will remain confidential until a final decision is made by the UK Government.
66. A summary of the applications is provided below:
 - A total of 14 projects have been submitted with a value of £860,200.
 - Projects are focussed on enterprise support, employment support and investment in communities and place.
 - Project sizes range from £5,000 to £215,000.

Reason for Recommendations

67. To note the Council's submissions for the Community Renewal Fund and Levelling-Up Fund and to signal the intentions for future funding rounds of the Levelling-Up Fund.

Financial Implications

68. Consideration needs to be given to the terms and conditions associated with the Community Renewal Fund applications and controls put in place that minimise the risk of any payments due to error.
69. In considering the applications for Levelling Up, business cases need to have considered cost, timescales, and capacity to deliver the outcomes being sought. The proposed additional projects should be developed over the next few months in order to ensure that the associated business cases show that the outcomes sought can be delivered on time and as cost budgeted.
70. £125,000 has been provided to further develop these business cases, with any additional resource required needing to be funded from existing revenue budgets allocated within the respective directorates.

Legal Implications

71. Section 2 of the Local Government Act 2000 provides power to local authorities to do anything that is likely to promote the economic, social or environmental well-being of its area. Statutory Guidance indicates that such power may be used in a wide range of purposes, which may include but are not limited to, sustainable development, improving and conserving the quality of the local environment, promoting economic development, and providing assistance to communities, promoting local culture, heritage and biodiversity.
72. Further legal advice, including advice in relation to specific project matters, will be provided as proposals are progressed. Any proposed expenditure for works after receipt of funding will need to comply with any specific funding terms and comply with the Council's procurement rules.
73. In considering the proposals, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions 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.
74. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers and must be able to demonstrate how it has discharged its duty.

75. An Equalities Impact Assessment should be considered in relation to specific projects to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
76. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
77. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how the proposals will contribute towards meeting its wellbeing objectives (set out in the Corporate Plan). Members must also be satisfied that the proposals comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.
78. The decision makers must be satisfied that the proposals fall within the Council's approved policy and budget framework.

Property Implications

79. There are no specific property implications in respect of the Levelling Up Fund and Community Renewal Fund Applications report. Where there are any property transactions or valuations required to deliver any proposals, they should be done in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

HR Implications

80. There are no direct HR implications arising from the recommendations within this report. Any implications arising from successful funding applications will be managed in accordance with the Council's agreed HR policies and procedures.

RECOMMENDATIONS

Cabinet is recommended to:

- a) Note the details of the Community Renewal Fund applications for submission to the UK Government to be submitted by 12pm on 18 June 2021.
- b) Note that the proposal for investment in Cardiff Market to be submitted to the UK Government by 12pm on 18 June 2021 in the first round of Levelling-Up Fund applications.
- c) Note the proposed additional projects for the Levelling-Up Fund, and agree that the Leader of the Council, in consultation with relevant

Members of Parliament, will write to the UK Government signalling the ambitions for the use of the Levelling-Up Fund.

Senior Responsible Officer	Neil Hanratty Director of Economic Development
	11 th June 2021

The following appendix is attached:

Confidential Appendix 1: Community Renewal Fund submissions summary

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By virtue of paragraph(s) 14, 16 of Part(s) 4 and 5 of Schedule 12A of the Local Government Act 1972.

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**COASTAL RISK MANAGEMENT PROGRAMME – FULL BUSINESS
CASE AND PROCUREMENT OF CONSTRUCTION CONTRACT**

**CLEAN STREETS, RECYCLING & ENVIRONMENT (COUNCILLOR
MICHAEL MICHAEL)**

AGENDA ITEM: 4

Reasons for this Report

1. To provide a briefing to Cabinet on the principle design for the coastal protection scheme and the requirements within the draft full business case to be submitted to Welsh Government for the Coastal Risk Management Programme.
2. To seek Cabinet approval for the procurement approach including the evaluation criteria/weightings set out in the report for the construction contract to deliver the coastal defence improvements.
3. To seek Cabinet approval to commence procurement for the construction contract to inform the Final Business Case for the coastal defence improvements, which are estimated to cost £23.5M.

Background

4. Following assessment reports; *Rover Way Foreshaw Coastal Defence Assessment, Mott McDonald, 2009* and *Cardiff Council Coastal Erosion Risk Assessment, Atkins, 2013*, there was an identified need to improve the condition of coastal defences in the River Rhymney and Coast around Rover Way.
5. The Coastal Risk Management Programme is on Cardiff Council's Corporate Risk Register.
6. The proposed scheme will manage flood risk to 1,116 residential and 72 non-residential properties over 100 years, as well as preventing erosion of landfill material, key road infrastructure and the Rover Way Travellers Site.
7. The scheme will provide defence for a 1 in 200 year severe weather event, plus an allowance for climate change influence of 40%.

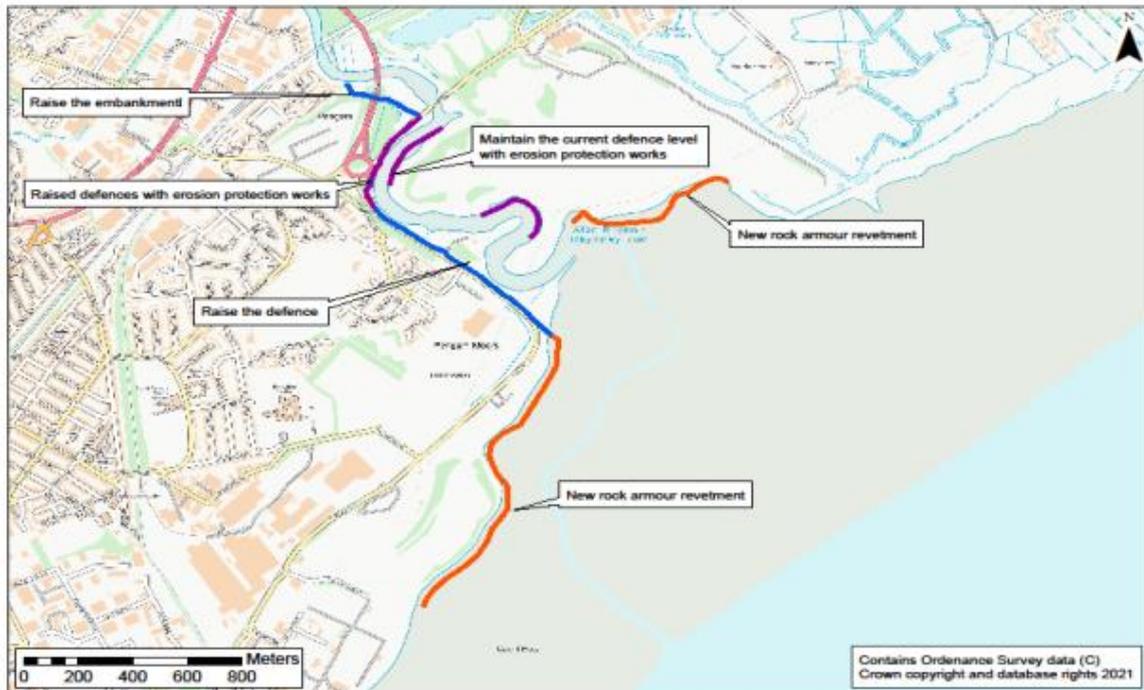
Welsh Government's Coastal Risk Management Programme (CRMP)

8. Cardiff Council received 100% funding from Welsh Government for the development of the Outline Business Case. Based on the assessments undertaken the overall preferred option was to improve the coastal protection measures as follows:
 - Rock revetment along the coast to manage erosion and wave overtopping
 - Sheet piling along Lamby Way Roundabout
 - Maintain earth embankments elsewhere and raise low points in earth embankments where required to reduce flood risk.
 - Rock scour protection added to Lamby Way Bridge.
9. The consultancy services for the Outline Business Case were carried out by Jeremy Benn Associates (JBA) and procured under the Construction Consultancy Framework managed by the National Project Service (NPS), using the relevant 'Water Management' Lot under the framework.
10. Welsh Government accepted the submitted Outline Business Case in March 2018 as part of a funding application, to proceed to the Full Business Case.
11. Cardiff Council has received 100% funding from Welsh Government totalling £1.129 million for the development of the Full Business Case to deliver the detailed design and cost estimates to construct the coastal defence improvements.
12. The development of the Full Business Case and detailed design was awarded to JBA following a competitive tender under the NPS Framework.
13. There is a requirement to develop the design and full business case concurrently with all required permissions, consents, and licenses for construction, including planning permission, marine license and flood risk activity permit.
14. With agreement with Cardiff Council. JBA employed a Contractor, Knights Brown, to provide Early Contractor Involvement (ECI) advice through the developed and detailed design stages. This enables the Client team to benefit from the knowledge and experience of a Contractor to advise on buildability of the design, programme and cost estimating whilst maintaining control of the design and statutory processes.
15. The Welsh Government Coastal Risk Management Programme provides a one-off opportunity for local authorities to implement coastal improvements with Welsh Government contributing 85% of project costs (previously 75%). As indicated by Welsh Government the construction of the coastal defence improvements need to commence prior to 31st March 2022.

The proposals and requirements of the Full Business Case

16. The proposed coastal defence improvements are as follows:
 - i. New Rock Armour Revetment on coastal foreshore either side of the river Rhymney.
 - ii. Raised and maintained sea defences along the River Rhymney utilising a combination of hard and soft engineering to maintain river tidal habitat.
 - iii. Raising of exiting coastal defence embankments.

Figure 1 - A summary of the proposed new defences



Appendix A – Layout and Design Principles provides the draft drawings being utilised to develop the Full Business Case.

17. The principle of the design is to minimise concerns relating to existing habitats in the tidal influence within the river and coastal foreshore whilst ensuring the coastal protection improvements have limited ongoing maintenance.
18. The estimated construction cost for the coastal defence improvements is £23.5M. The increase in estimated construction costs from the 2018 Cabinet Report has come from a requirement to design for an increase in climate change influence from 30% to 40% as required by Welsh Government and the site investigation boreholes undertaken during the detailed design process.
19. The financial position from the 2018 Cabinet Report is as follows:

Welsh Government (WG) have grant funded the development of an outline business case as indicated in this report. This has indicated indicative costs for design (£1 million) and construction (£10 million) totalling approximately £11

million (inclusive of VAT). The Coastal Risk Management Programme assumes that WG would support 75% of design and construction costs (£8 million) whilst the Council will have to find the balance of 25% of the estimated cost (£3 million). Whilst Council's highlighted the affordability issues of such an approach, WG are unlikely to change the initial approach.

20. The cost increase relating the climate change is influenced by the following changes:
 - Coastal defences are now larger in height and profile.
 - River section defences are now raised and previous infills defences now require much longer stretches of defence to be constructed and raised.
21. The cost increase relating to the geotechnical site investigations is influenced by the following changes:
 - The results indicate much larger sheet piles are required.
 - Due to the location of bedrock the length of sheetpile is limited. This means that the slope in front of the sheet pile must be maintained to prevent failure. This led to the addition of scour protection to the bank slope fronting the sheet pile sections to retain the slope. The design will also replace the mud over the scour protection on the upper slope to maintain designated mud habitats.
22. Two slips have occurred along the riverbank edging to Lamby Way Tip. Geomorphological assessment verified that an additional section not within the outline business case should be included. This led to the addition of erosion protection works to the meander opposite the sailing club.
23. The estimated internal costs to deliver the scheme is £1.5M. This cost will cover the following aspects:
 - Contract Management
 - Cost Management
 - Supervision of work
 - Ongoing support from JBA as designer
24. The scheme provides protection to existing key infrastructure, such as road and utilities.
25. The scheme will provide a gravel/stone dust path to form part of the Wales Coastal Path linking with existing public rights of way.

Issues

Submission requirements and timelines

26. A funding letter from Welsh Government to enable the delivery of coastal defence improvement will not be issued without the following information being provided:
 - Full Business Case with tendered costs for the works – please submit a draft FBC for review prior to go to tender.

- Planning consent (or written confirmation why this is not needed).
 - Marine Licence (or written confirmation why this is not needed).
 - Copy of the published Coast Protection Notice and report on representations received.
 - Copy of Coastal Protection Act Approval.
 - Any other statutory consents required to carry out the works.
 - Confirmation Land agreements/Crown Estates agreements are in place to enable construction.
 - Report on public engagement for the scheme and any issues arising.
 - General Arrangement Drawings.
 - Tender Appraisal Report.
 - Copy of successful tender.
27. The funding necessary to support the scheme needs to be secured for 2021-22 as if works are not commenced prior to March 2022, Welsh Government are unable to offer any assurance that the relevant funding will be made available in future years.
28. Identification of funding needs to be set within the budget to meet the full cost of the scheme from start of the contract across all financial years for construction. Currently there is not enough funding in the budget to meet the Council's obligations of the grant.
29. The key programme dates envisaged are as follows:
- i. Submission of Planning and Marine Licence Application – June 2021
 - ii. Submission of draft FBC to WG – June 2021
 - iii. Procurement of construction Contractor – July 2021
 - iv. Submission of Final Business Case to Welsh Government – November 2021
 - v. Award tender for construction contract – December 2021
 - vi. Construction commences – March 2022
 - vii. Construction completes – August 2023
30. There will be a requirement for a further Cabinet report, for Cabinet approval of the Full Business Case, final costs, project risks and mitigations.

Approach to Procurement

31. Cardiff Council commissioned Faithful & Gould to provide a procurement options report to review the best approach to procure the scheme. Appendix B Cardiff Coastal Defence – Procurement Options Report, Faithful & Gould, 30th March 2021.
32. Due to the specialist nature of the construction, the recommendation not to utilise the frameworks available. Although, this may provide the quickest procurement route, there would be a need for the contractors on the frameworks to engage specialist contractors due to the nature of the work. It was felt this would adversely influence the cost of the contract and may lead to similar procurement timescales.

33. The recommended approach is undertake a restricted procedure where there is a prequalification, selection and evaluation. This approach will allow contractors to submit a pre-qualification questionnaire to demonstrate they have the experience and capability to deliver the scheme. Those contractors who are shortlisted are shortlisted will then be invited to submit a full tender
34. The recommended contract to be used is a target cost contract (NEC ECC Option C) to share risk and reward in the construction stage. This approach should prove attractive to the market due to the incentives provided by pain/gain mechanism and shared risk between parties.
35. The risk profile for this project is high and Cardiff Council will likely get better value for money with this approach compared to a fixed sum contract where contractors would likely include a significant risk allowance within the lump sum price.
36. The tender assessment will be based on a 60 price / 40 quality split.

Local Member Consultation

37. The Flood and Coastal Risk Management team consulted the relevant local members from Rumney, Splott, Trowbridge, Adamsdown and Penylan. These wards are impacted by the extent of flooding, if a scheme did not proceed.
38. Local Members have received updates as the scheme has progressed with the latest consultation taking place on 18th May 2021 in relation to the principle design for the coastal protection scheme.
39. The Coastal Risk Management Programme was scrutinised by Environmental Scrutiny Committee on 6th March 2018.

Reasons for Recommendation

40. To note the principle design of the coastal improvements and the requirement of the Full Business Case to be submitted to Welsh Government
41. To approve the procurement approach and evaluation criteria/weightings for the construction contract.
42. To note the 15% funding requirement of the construction cost of the Contract as detail in the grant memorandum.

Financial Implications

43. The report provides a briefing on project which is a key corporate risk for which current estimates of Total Cost are £25 million. The latter will be confirmed as part of the full business case to be submitted to Cabinet as part of future report and following confirmation of tendered costs for a scheme. It is noted that current WG guidance suggests that the project must commence by 31 March 2022, however it is essential that the full business case is complete and

reviewed effectively prior to submission and approval and that the Council has the opportunity to and carefully consider : any significant risks to financial cost variations (controllable and non controllable), how such risks will be managed and mitigated, that the scope of the project works is clear and agreed at the outset and that the relevant skills and expertise are in place or will be procured to deliver the scheme.

44. The funding approach to the Coastal Risk Management Programme of Welsh Government assumes 85% of the construction cost is to be funded by Welsh Government, with 15% to be identified by the Council. The Welsh Government funding approach is not a cash grant towards the expenditure, but to re-imburse the Council for the costs of servicing borrowing that would need to be taken, over a twenty five year period as part of the annual Revenue Support Grant.
45. The Council's Capital Programme approved in March 2021 includes £8.5 million of assumed borrowing to be supported by WG, but based on the estimates and reasons for increase in costs set out in this report, the level of borrowing required to be undertaken by the Council to support this scheme is £21.25 million. As part of the final business case approved by Cabinet, confirmation will be needed from WG as to their approval of business case and the increased costs, the details terms and conditions of financial support, but also an agreement as to how any variations of costs are to be treated, to ensure that they are not borne solely by the Council. Any changes to the borrowing requirement of the Council will need to be considered as part of the 2022/23 update of the Capital and Treasury Management Strategy.
46. Based on the estimated cost set out in this report, the Council would need to identify a budget of £3.75 million as its agreed contribution to the project. £2.6 million is available as part of the Council's existing capital allocation for this project, including a sum of £475,000 from a financial provision held towards specifically the element of this scheme that related to the Landfill. The shortfall in funding of £1.15 currently assumed and to be confirmed as part of the final business case will need to be managed within the overall capital programme set in March 2021, with re-prioritisation across all areas where feasible to do so. The detailed level and approach to Council funding will need to be set out as part of the Final Business Case.
47. The final business case will also need to set out the revenue budget impact of the scheme in the short, medium and long term, with allocations included in the medium term financial plan to ensure ongoing inspection, management and maintenance of any new infrastructure assets is supported and the responsibility for such clearly allocated.

Legal Implications

48. The report recommends, amongst other things, commencing procurement. It is understood the value of the contract is over the threshold set out in the Public Contracts Regulations (Regulations) and legal services are instructed that the client department intends to follow a restricted procedure in accordance with

the process set down by the Regulations. Legal advice should be sought on the procurement documents including the form of contract.

49. It is noted that the service area wishes to use the NEC4 option C form of contract. Further legal advice should be sought but generally, under Option C, the contract sets out a target price and the respective shares of any savings made if the "actual" price of carrying out the works is less than the target price, or any overrun if the target price is exceeded. If the final price is equal to the target price then there is no gain or pain share.
50. Some of the key points to note about Option C are that:
 - i. the target price is subject to adjustment as a result of compensation events, such as changes/variations to the Scope;
 - ii. the Contractor is paid the full cost of carrying out the works (subject to any Disallowed Cost) plus its Fee, regardless of the target price, until completion of the whole of the works. Following that the Contractor's share of any savings or overruns assessed and taken into account;
 - iii. any target price should be set at a realistic level.

Grant

51. It is noted that the contract will be partly funded by way of a grant made available through the Welsh Government. Accordingly, the Service Area will need to be satisfied that the Council can comply with any grant conditions attached to the funding.
52. It is recommended that the advert and procurement documents make it clear that the contract is subject to grant funding.

Equality Duty

53. The Council has to satisfy its public sector duties under the Equality 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.

Well Being of Future Generations (Wales) Act 2015 - Standard legal imps

54. 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.

55. 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 2021-24. 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.
56. 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
57. 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>

General

58. The decision maker should be satisfied that the procurement is in accordance within the financial and budgetary policy and represents value for money for the council.
59. The decision maker should also have regard to, when making its decision, to the Council's wider obligations under the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

HR Implications

60. There are no HR implications to be considered in this report.

Property Implications

61. There are no specific property implications in respect of this Coastal Risk Management Programme report. Where there are any resultant land transactions or valuations required to deliver any proposals, they should be

done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

RECOMMENDATIONS

Cabinet is recommended to:

1. Note the principle design for the coastal protection scheme and the requirements within the draft full business case to be submitted to Welsh Government for the Coastal Risk Management Programme.
2. Approve the procurement approach and evaluation criteria/weightings set out in the report.
3. Approve the commencement of procurement for the construction contract to deliver the coastal defence improvements estimated at £23.5M.
4. Note the presentation of a further report to Cabinet with the final Full Business Case, including final tender costs, project risks and mitigations.

SENIOR RESPONSIBLE OFFICER	ANDREW GREGORY Director Planning, Transport & Environment
	11 June 2021

The following appendices are attached

Appendix A – Layout and Design Principles

Appendix B - Cardiff Coastal Defence – Procurement Options Report, Faithful & Gould, 30th March 2021

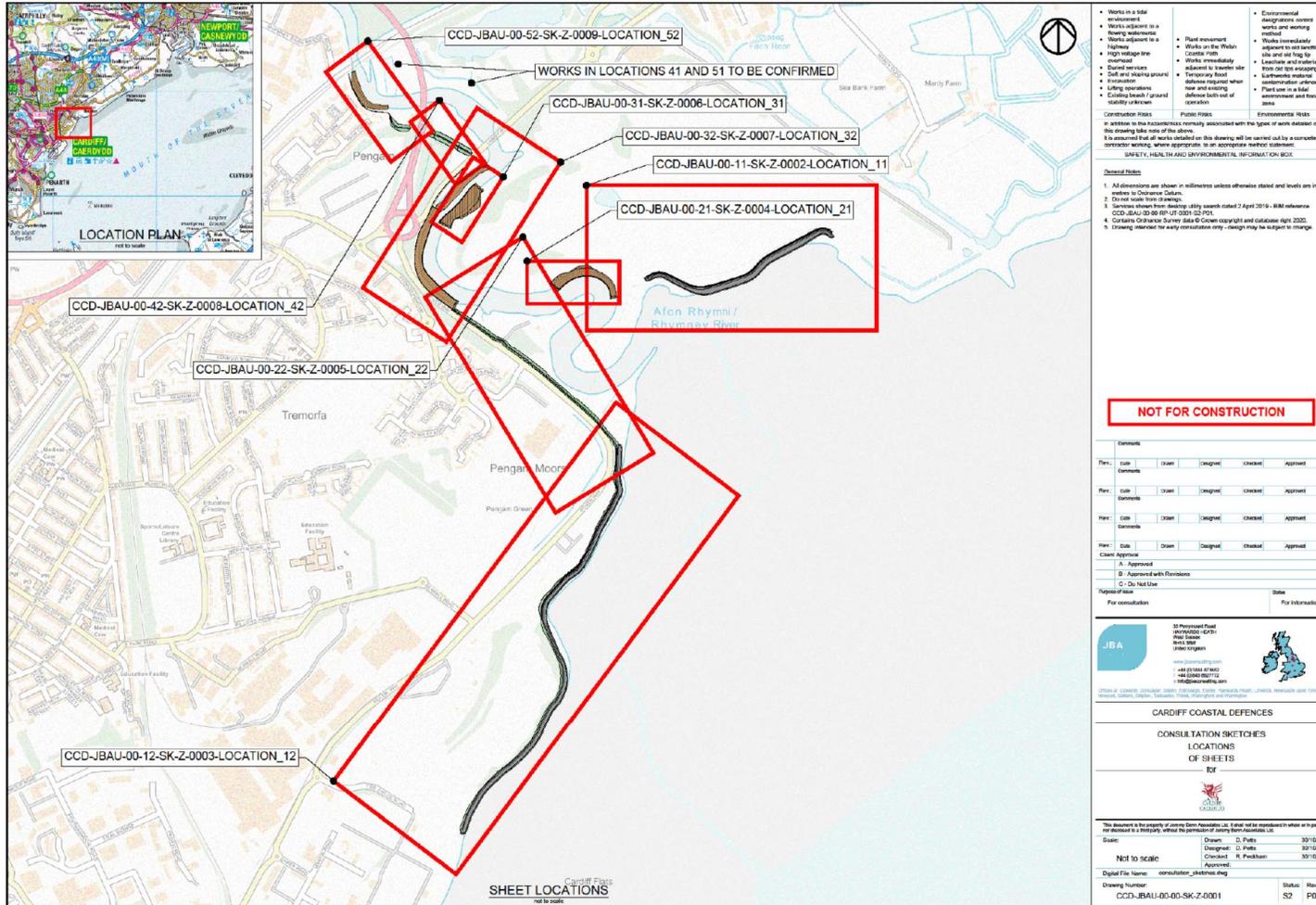
The following background papers have been taken into account:

Cabinet Report 15th March 2018 – Coastal Risk Management Programme

National Strategy for Flood and Coastal Erosion Risk Management in Wales

<https://gov.wales/national-strategy-flood-and-coastal-erosion-risk-management-wales>

Appendix A – Layout and Design Principles



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

General Notes

- All dimensions are shown in millimetres unless otherwise stated and levels are in metres to Ordnance Datum.
- Do not scale from drawings.
- Services shown from drawings only search dated 7 April 2016. BIM reference CCD-JBAU-00-00-BP-UT-0001-02-P01.
- Contains Ordnance Survey Map Data Crown copyright and database right 2020.
- Drawing intended for early consultation only - design may be subject to change.

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Rev. 2					
Rev. 3					
Rev. 4					

Client Approval

A. Approved
B. Approved with Revisions
C. Do Not Use

Issued for: For consultation
Date: For information

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CARDIFF COASTAL DEFENCES

CONSULTATION SKETCHES

LOCATIONS OF SHEETS

FOR

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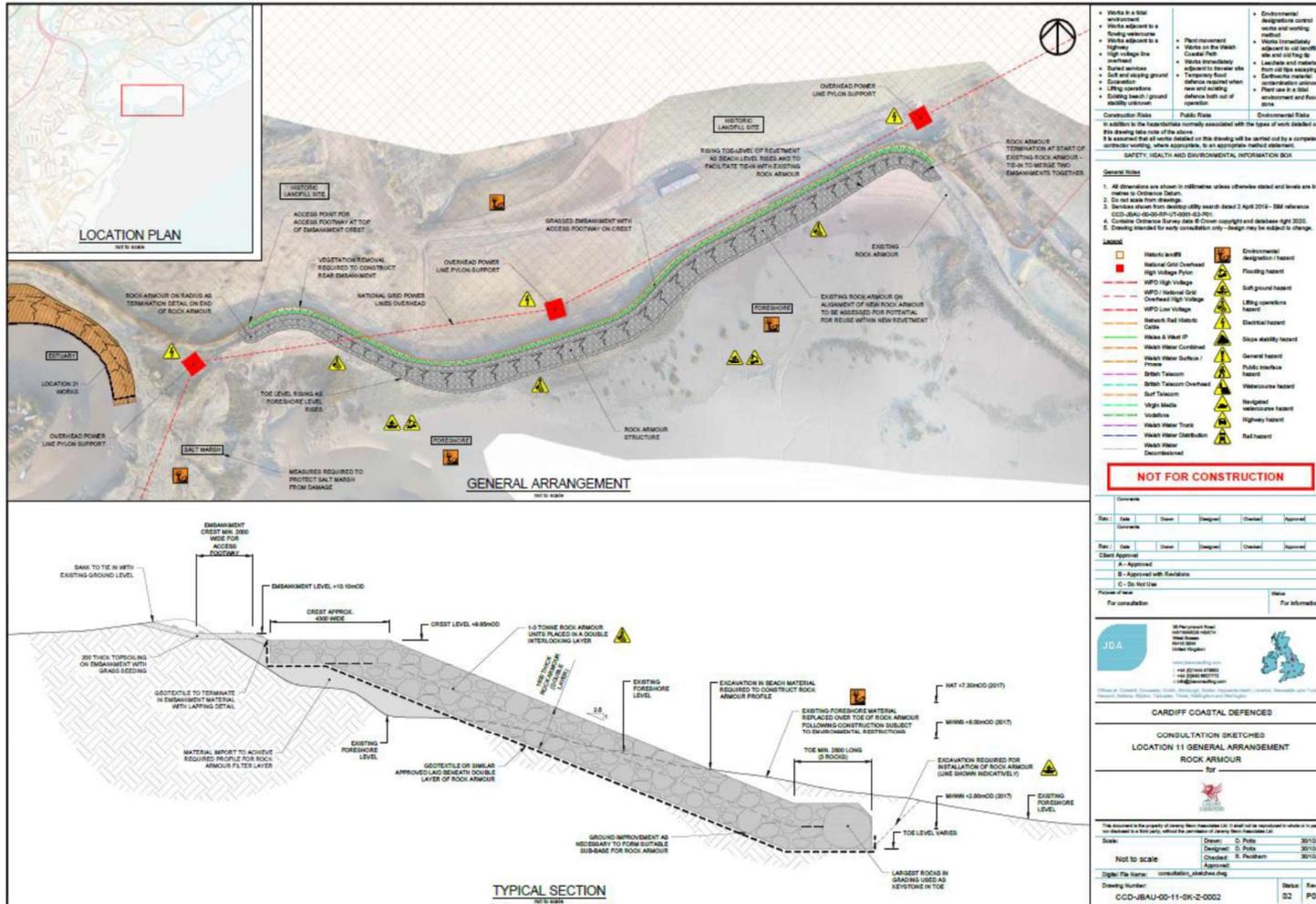
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Status: S2
Rev: P01

Area Layout

Appendix A – Layout and Design Principles

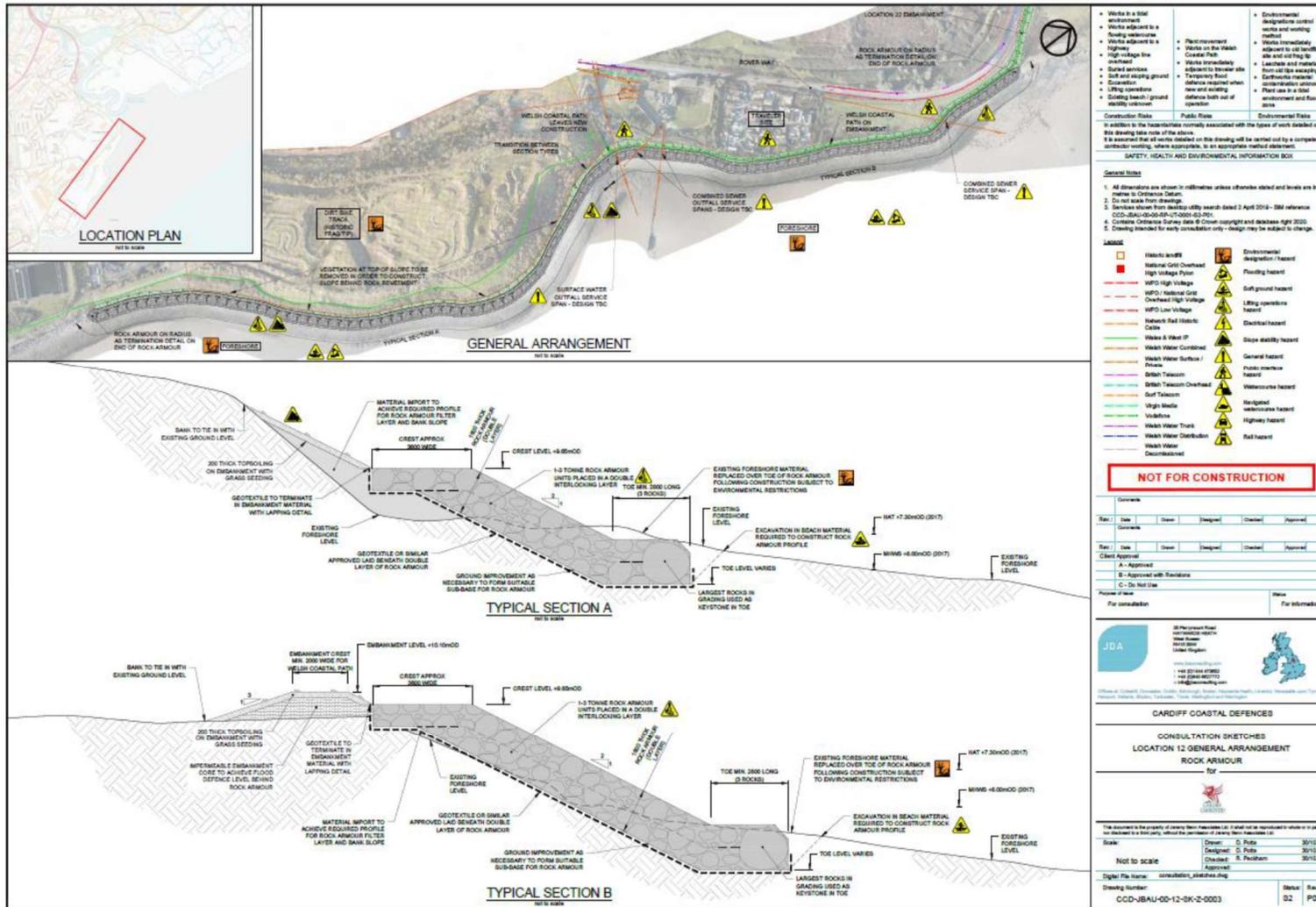


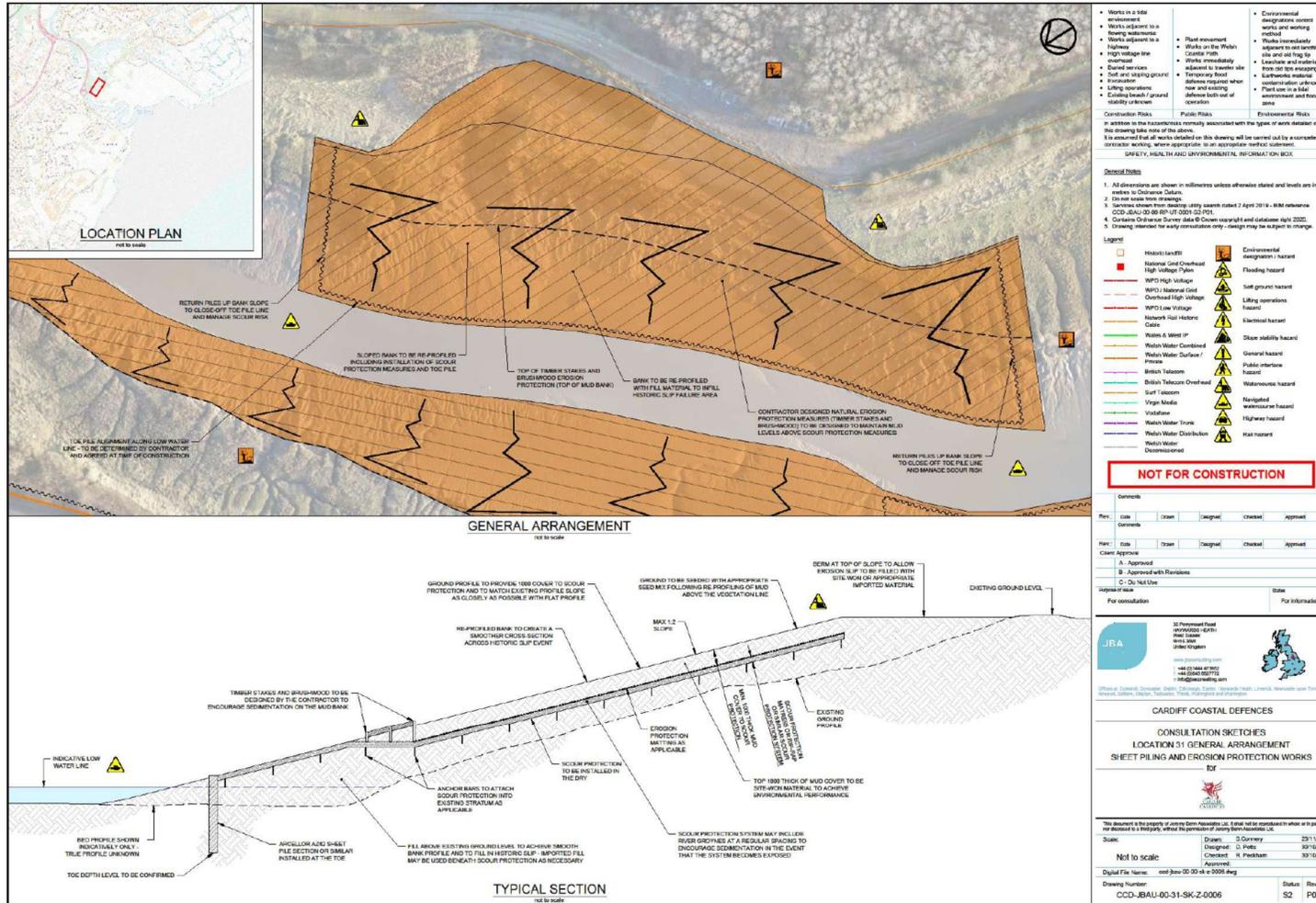
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Appendix A – Layout and Design Principles



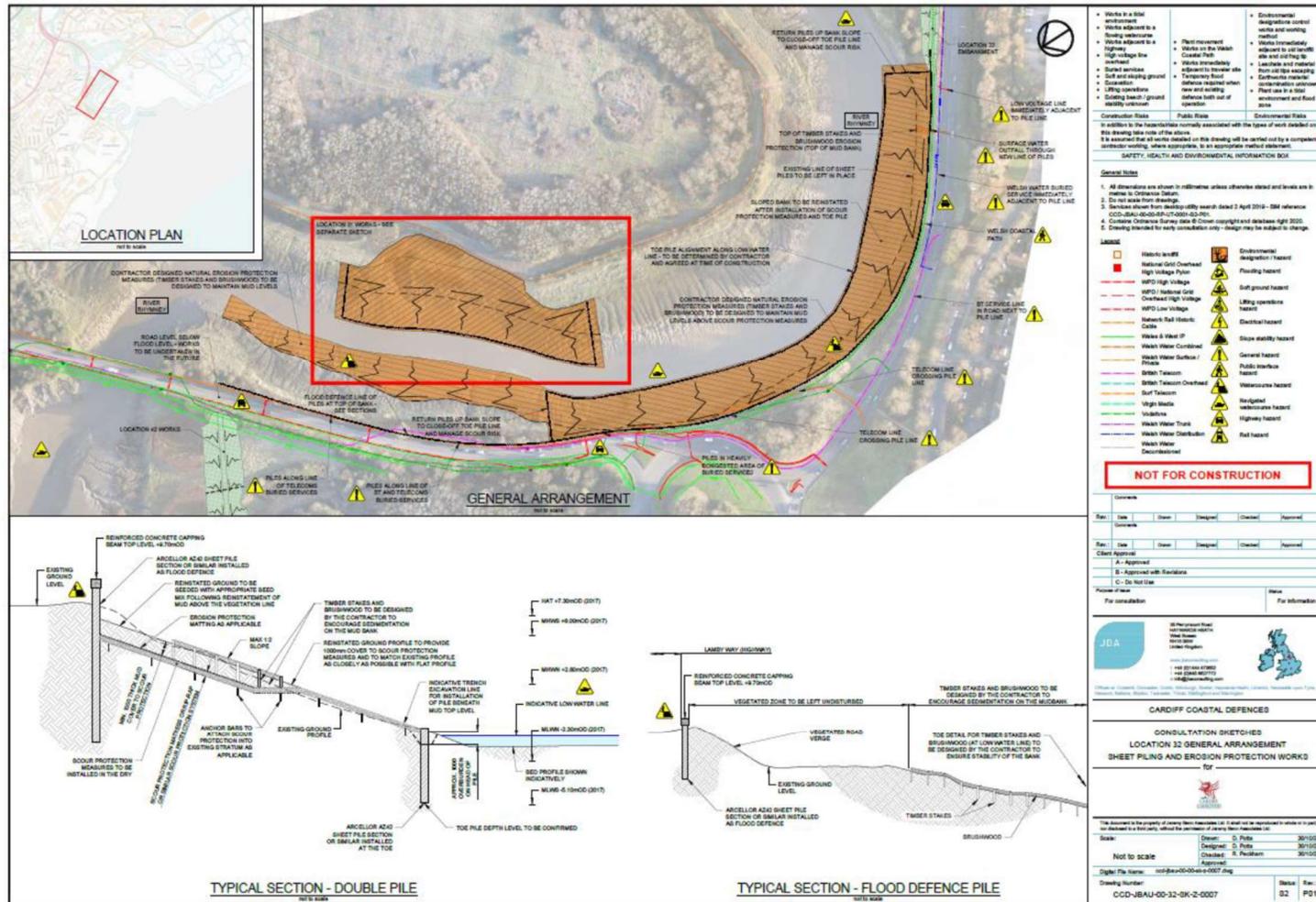
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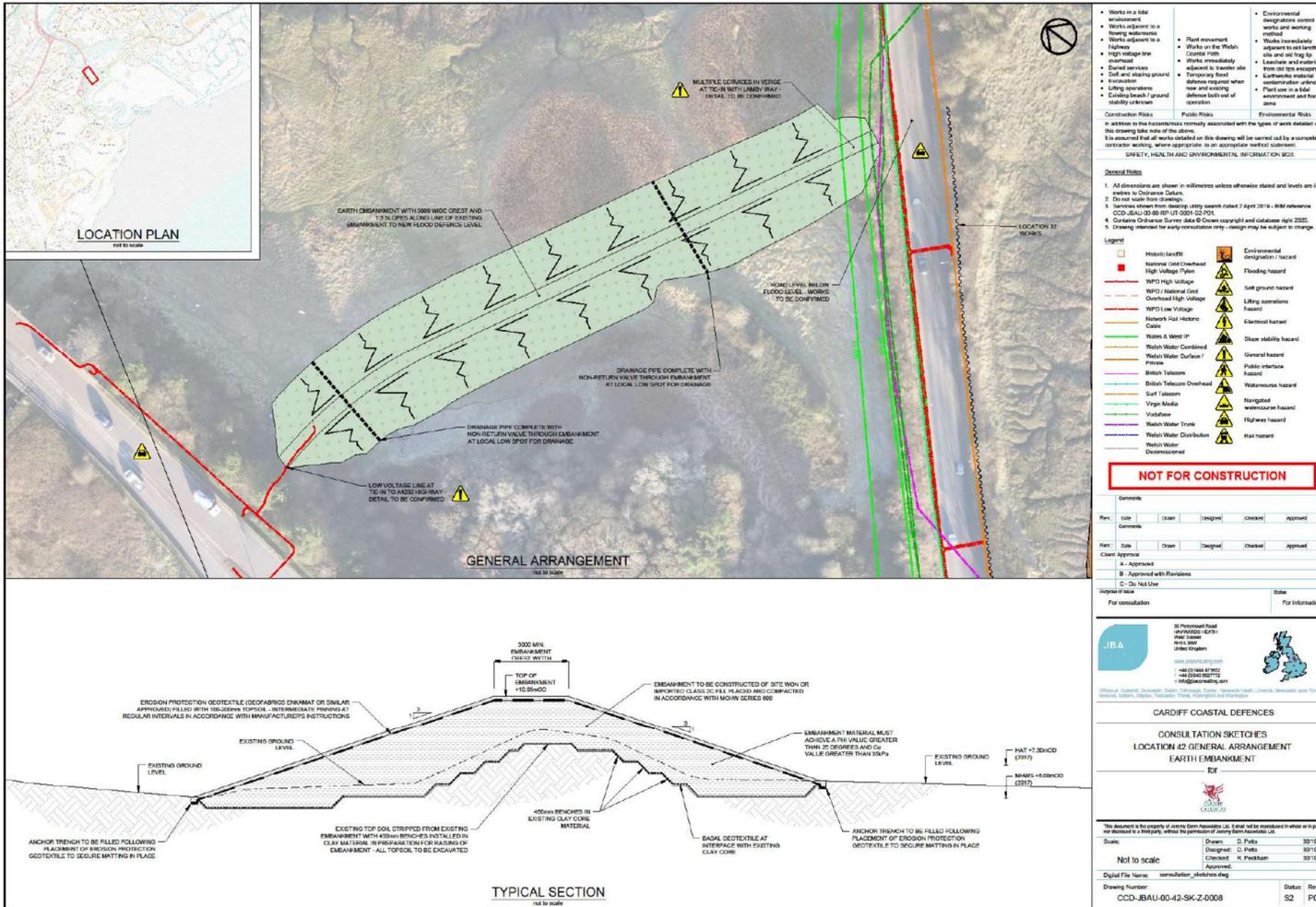


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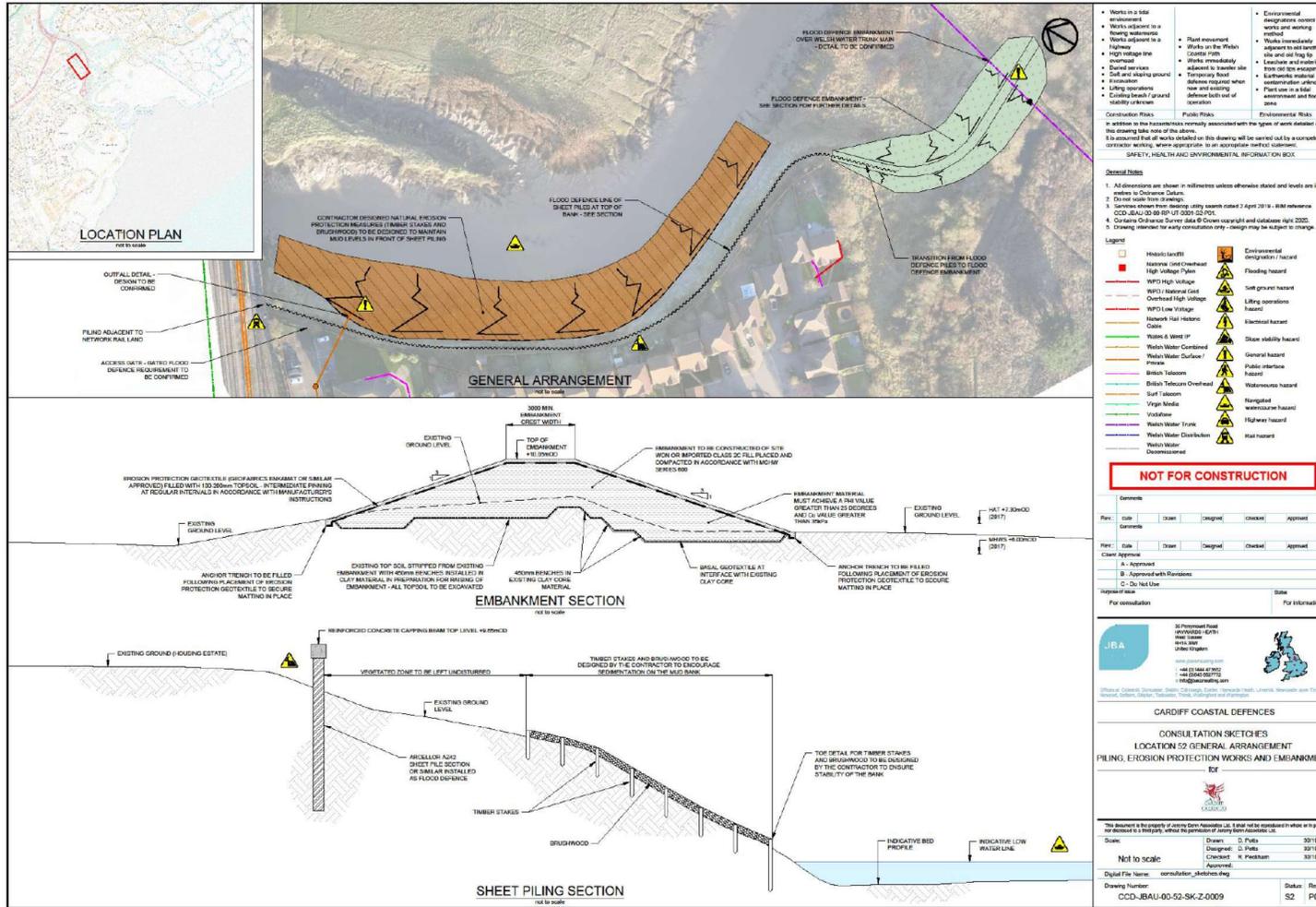
Appendix A – Layout and Design Principles



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Cardiff Coastal Defence

Procurement Options Report

Cardiff City Council

30 March 2021

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This document has 18 pages including the cover.

Document history

Document title: Procurement Options Report

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Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft	RD	DR	<initials>	<initials>	<date>

Client signoff

Client	Cardiff City Council
Project	Cardiff Coastal Defence
Job number	
Client signature/date	

Contents

Chapter	Page
Introduction	4
1. Introduction	5
1.1. Purpose	5
1.2. Scheme Background	5
1.3. Business Case	5
2. Current Approach	6
2.1. Current Delivery Model	6
2.2. Early Contractor Involvement	6
3. Contracting Model	7
3.1. Contract Options	7
3.2. Key Risk Transfer Mechanisms	8
5. Other Points for Consideration	15
5.1. Soft Market Testing	15
6. Recommendation	15
Appendices	16
Appendix A. Heading 6	17
A.1. Heading 7	17
Tables	
Table 2 -1 - Current procurement model	6
Table 3-1 - Overview of procurement procedures	10
Figures	
Figure 3-1 - NEC4 ECC Main Options Risk Profile	8

Introduction

This report has been produced to summarise various procurement options and discussions for the Cardiff City Council (CCC) Coastal Defence Scheme. This paper summarises an appraisal of the current delivery strategy and outlines recommendations based on discussions with the CCC project team supporting decisions on the procurement approach.

1. Introduction

1.1. Purpose

This report refines the procurement strategy for the Coastal Defence project (the “Project”). It sets out in more detail how the proposed delivery and contractual models for the Project are to work. A series of matters to note at this juncture, as well as recommendations as to the way forward are also set out.

1.2. Scheme Background

The project is a coastal erosion and flood risk management scheme for Cardiff Coastal Defences, between Rover Way in the west and Lamby Way in the east, extending up the River Rhymney as far as the railway bridge. The project aims to improve the existing coastal and fluvial defences to provide improved protection to people and property in parts of south east Cardiff from coastal erosion and flood risk and prevent the erosion of two decommissioned landfill sites; The Frag Tip and Lamby Way Tip.

Much of the coastline across the project area is eroding and with predicted sea level rise due to climate change, the flood and erosion risk will increase into the future. The proposed scheme will manage flood risk to 1,116 residential and 72 non-residential properties over 100 years, as well as preventing erosion of landfill material, key road infrastructure and the Rover Way Travellers Site.

1.3. Business Case

The City of Cardiff Council (CCC) submitted an Outline Business Case (OBC) to Welsh Government (WG) in March 2018 as part of a funding application, which was subsequently approved by WG.

The consultancy services for the Outline Business Case were carried out by Jeremy Benn Associates (JBA) and procured under the Construction Consultancy Framework (ref. NPS-PS-0027-15) managed by the National Project Service (NPS), using the relevant 'Water Management' Lot under the framework.

The development of the Full Business Case and detailed design was also awarded to Jeremy Benn Associates (JBA) following a competitive tender under the NPS Framework.

2. Current Approach

2.1. Current Delivery Model

Cardiff Council have adopted a traditional procurement approach for this project, having tendered the development the Full Business Case and detailed design as one package under the Construction Consultancy Framework (ref. NPS-PS-0027-15) managed by the National Procurement Service (NPS), using the relevant 'Water Management' Lot under the framework. The subject matter expertise of the consultants on this Lot and continuity through the design stages made a traditional approach favourable to an alternative such as Design and Build.

Welsh Government awarded funding to the project for the development of the full business case and detailed design. The requirement to develop the design and full business case concurrently with all required permissions, consents, and licenses for construction, including planning permission, marine license and flood risk activity permit, made a traditional approach most appropriate for this project.

2.2. Early Contractor Involvement

Cardiff Council and JBA agreed to employ a Contractor (Knights Brown) to provide Early Contractor Involvement (ECI) advice through the developed and detailed design stages. This enables the Client team to benefit from the knowledge and experience of a Contractor to advise on buildability of the design, programme and cost estimating whilst maintaining control of the design and statutory processes.

Furthermore, there are additional benefits to a traditional approach with ECI in that the continuity of service and knowledge from the prelim phase of design into detailed ensures that information isn't lost, and time isn't spent going back over previous issues.

The introduction of a tender process following the detailed design for a Contractor to deliver the construction of the project will provide competition which should offer the client value for money.

The current approach is summarised in Table 2-1 below.

Table 2 -1 - Current procurement model

Procurement requirement	Procurement status	Prelim Design	Developed design	Detailed Design	Construction
Designer – JBA	JBA – already appointed through PSF				
ECI Contractor – advice only	Sub-contracted to JBA				
Contractor	To be single stage tender			*start tender process*	
NEC SM/ PM – F+G	F+G – already appointed				

3. Contracting Model

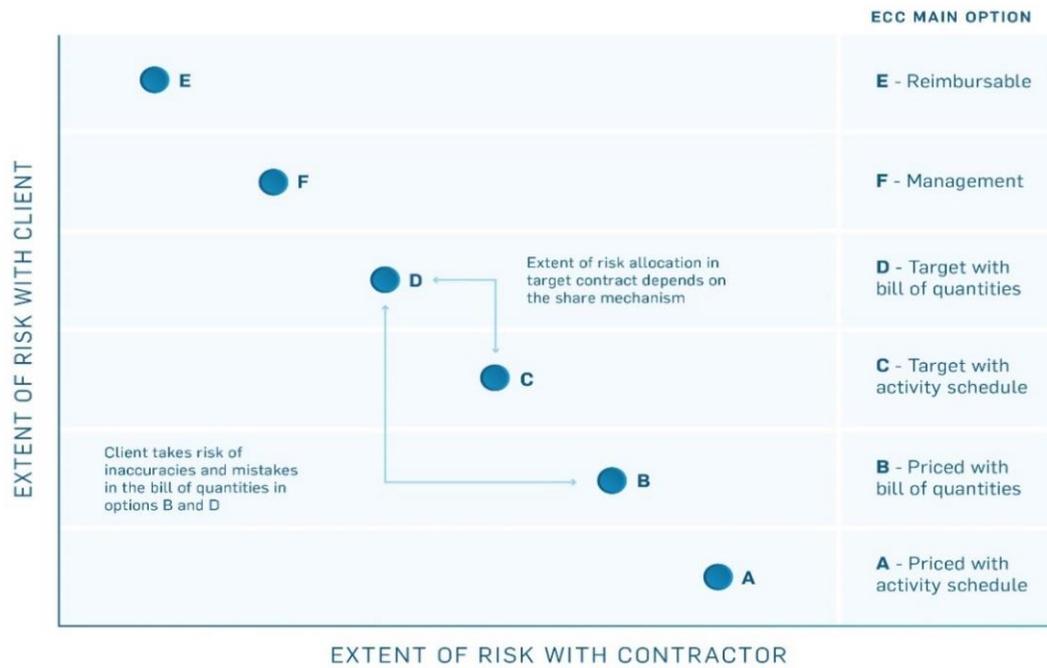
3.1. Contract Options

The following table summarises and evaluates options for the contractual model to deliver the construction stage of the project.

	Analysis	Conclusion/Recommendation
Contract type	<p>There are three primary options for contracting:</p> <p>NEC4 – Most commonly used contract model for this sector and by CCC and Welsh Government. Minimal amendments will be required, largely off-the-shelf option.</p> <p>JCT – Rarely used in this sector. Minimal amendments will be required, largely off-the-shelf option.</p> <p>Bespoke – Rarely used in this sector due to market appetite for this. Significant time and legal exercise would be required.</p>	<p>It is recommended to use NEC suite of contracts.</p> <p>It is recommended that independent legal specialists are employed to support in the flow-down from funding agreement to the construction contract.</p>
Pricing type	<p>There are two primary options for contracting:</p> <p>Price-based – Fixed price or bills of quantities</p> <p>Cost-based – Target cost or cost reimbursable</p>	<p>It is recommended to use target cost contract (NEC ECC Option C) to share risk and reward in the construction stage. This approach should prove attractive to the market due to the incentives provided by pain/gain mechanism and shared risk between parties.</p> <p>The risk profile for this project is high and CCC will likely get better value for money with this approach as a fixed sum contract (e.g. Option A) would likely include a significant risk allowance within the lump sum price.</p>

The risk profile of NEC4 ECC contract main options is shown in Figure 3-1 below:

Figure 3-1 - NEC4 ECC Main Options Risk Profile



3.2. Key Risk Transfer Mechanisms

The risk profile for this project is high and needs key consideration when developing the contract. Key considerations for contract drafting are:

- Ground conditions and abnormalities
- Availability and lead in time for materials
- Utilities procurement and management
- Social value and local supply chain engagement
- Stakeholder impact (HE buy-in)
- Share % in Contract Data
- Flow-down from WG funding agreement
- Legal Agreements (e.g. Marine license and planning conditions).

4. Routes to Market

4.1. General

There are five recognised routes to market available for the procurement for the project:

Open procedure– Notice issued inviting all interested Contractors / Suppliers to submit a tender for consideration. Selection criteria can be included in the notice to identify the appropriate suppliers at the outset.

Restricted procedure – Notice issued inviting all interested Contractors to express interest in submitting a tender. Selection Questionnaire (SQ) issued to interested parties and evaluated prior to issue of formal Invitation to Tender to a restricted number of suppliers.

Competitive Dialogue procedure – Designed primarily for complex Private Finance Initiative (PFI), Public-Private Partnership Model (PPP) and major infrastructure projects. Contract requirements, procedures and proposed solutions can be discussed with shortlisted tenderers (minimum 3) who meet initial contract notice criteria.

Competitive Negotiated procedure – Terms of contract can be negotiated with chosen Contractors following competitive tender process.

Framework procedure – CCC have access to the following existing frameworks, which will be discussed further in Section 4.3.

- SEWH
- Crown Commercial Services Civil Engineering Works
- PAGABO Major Projects Frameworks
- Scape for Civil Engineering

4.2. Advantages and Disadvantages

An overview of the options for the route to market or procurement procedures are shown in the table Table 4-1 below.

Table 3-1 - Overview of procurement procedures

Procedure	Specific requirements for using the procedure	Stages	Level of Competition likely to be generated	Likely level of workload for AUTHORITY	Potential for procurement challenge	Opportunity for innovation	Opportunity for negotiation/dialogue during the tender process	Likely minimum timeframe from OJEU Publication to contract award (excluding reductions for E-submissions)
Open	None	1. Selection and evaluation	High	HIGH All compliant tenders must be examined by AUTHORITY and this can delay the award. Resource intensive for both AUTHORITY and the tenderers	LOW Decision made with a straightforward focus on the award. Limited transparency risks as an open, transparent, competitive procedure	Low	None	4 to 5 months
Restricted	None	1. Prequalification 2. Selection and evaluation	Medium - Limited to shortlisted tenderers	MEDIUM Limited number of tenders to evaluate and therefore less resource intensive for AUTHORITY Two-stage procedures might be longer in order to respect the required time limits	MEDIUM Greater potential for challenge due to the increased exercise of discretion by AUTHORITY	Low	None	6 to 8 months

Page 96

Competitive Dialogue	Fulfil one or more of the following criteria: (1) An open or restricted procedure has attracted only irregular or unacceptable tenders. (2) The needs of the AUTHORITY cannot be met without the adaptation of available solutions. (3) The subject matter includes design or innovative solutions. (4) The technical specifications cannot be established with sufficient precision by the AUTHORITY with reference to defined standards or technical requirements. (5)The contract	1. Prequalification 2. Negotiation and evaluation	Medium - Limited to shortlisted tenderers	HIGH The burden of proof for the circumstances allowing for the use of the procedure rests with AUTHORITY. AUTHORITY is highly involved in the negotiation/dialogue with tenderers. Limited number of tenders to evaluate and therefore less resource intensive for AUTHORITY. Two-stage or three stage procedures might be longer in order to respect the required time limits.	MEDIUM Greater potential for non-compliance with PCR2105 rules due to the increased exercise of discretion by AUTHORITY	Medium	High	10 - 18 months
Page 97 Competitive procedure with negotiation	Fulfil one or more of the following criteria: (1) An open or restricted procedure has attracted only irregular or unacceptable tenders. (2) The needs of the AUTHORITY cannot be met without the adaptation of available solutions. (3) The subject matter includes design or innovative solutions. (4) The technical specifications cannot be established with sufficient precision by the AUTHORITY with reference to defined standards or technical requirements. (5)The contract	1.Prequalification 2. Dialogue 3. Selection and evaluation	Medium - Limited to shortlisted tenderers	HIGH The burden of proof for the circumstances allowing for the use of the procedure rests with AUTHORITY. AUTHORITY is highly involved in the negotiation/dialogue with tenderers. Limited number of tenders to evaluate and therefore less resource intensive for AUTHORITY. Two-stage or three stage procedures might be longer in order to respect the required time limits.	HIGH Greater potential for non-compliance with PCR2105 rules due to the increased exercise of discretion by AUTHORITY. Transparency requirements are particularly challenging during the dialogue.	High	High	5 to 6 months

cannot be awarded without prior negotiations due to specific risks or circumstances related to the nature, complexity, or legal and financial matters.								
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4.3. Frameworks

The term 'framework agreement' is regularly used within the context of project/ programme development and delivery, across multiple markets. It is a term however that can also cause confusion, and as such it is felt prudent to provide clarity as to what framework agreements are, and what role they may play in delivering the CCS programme.

As set out in UK Government guidance "a framework agreement is a general phrase for agreements with providers that set out terms and conditions under which agreements for specific purchases (known as call-off contracts) can be made throughout the term of the agreement. In most cases a framework agreement will not itself commit either party to purchase or supply, but the procurement to establish a framework agreement is subject to the EU procurement rules"¹

It is critical to remember from the programme's perspective that a framework agreement can feature:

- as a legitimate delivery and contracting model (e.g. analysis could show that an arm's length, non-committal framework arrangement should be utilised, enabled via a bespoke drafted framework agreement) **and**
- feature as a route to market (e.g. analysis could show that an alliance model and contract should be used, but ultimately there would be no need to procure the same in open competition via OJEU; reliance being able to be put on an already established framework such as one owned by CCS, TfW, WG etc.)

Ultimately, establishing the correct delivery and contract model is different to determining the right route to market – one follows the other:

Step 1 – determine the correct delivery and contractual model (A and B in the preceding paragraphs)

Step 2 – decide on the appropriate route to market, i.e. reliance on pre-existing framework or stand-alone procurement.

Once the correct delivery and contracting model is arrived at a decision then has to be made as regards the route to market to deliver that contracting model, i.e. an answer is required to the simple question – how can we appoint someone to deliver the work on the basis of the delivery model/ contract model we've identified?

The use of already existing framework agreements may well be an appropriate and legitimate answer to this question, and an analysis of such a route will be carried out immediately following the identification of the appropriate delivery model and contracting model. An example of that 'type' of analysis (using agreements prevalent in the UK market and available to CCC) is set out below.

¹
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/560268/Guidance_on_Frameworks_-_Oct_16.pdf

Table 4-1 - Existing Frameworks

	SEWH	SCAPE for Civil Engineering	PAGABO for Major Works	Crown Commercial Services for Construction Works and Associated Services
Financial Limits	£10m	£50k to £100m	Lot 1 (£10-30m) Lot 4 (£30-£80m) Lot 5 (£80m+)	Lot 3.2 (£10-£30m) Lot 4.1 (£30-£80m) Lot 5 (£80m+)
Award Mech.	Direct award or Mini-Comp	Direct Award	Direct award or Mini-Comp	Direct award or Mini-Comp
Cost to Access	Nil	Nil	Nil	Nil
Fee to Use	2%	2%	0.3%	2%
Framework Duration	4	4	4	7
Framework Expiry	January 2023	January 2023	April 2026	October 2026
No. of Suppliers	8	1	6	19, 14, 14
T&Cs Form/ Suite	NEC4 ECC – Options A-E	NEC4 ECC Option A or C	Open	NEC, JCT, PPC 2000, TAC-1
OJEU coverage	Yes	Possibly	Possibly	Yes

The available frameworks which have been identified to date as listed in Table would not be the most value for money option for CCC. The SEWH has a cap in value of £10m which will be exceeded in this case. More importantly, this project will require a Contractor who specialises in the marine environment and none of the frameworks listed have a specialist Lot to access such Contractors. It is highly likely that if a Contractor was appointed under these frameworks that they would employ a Subcontractor to undertake the majority of works which would add to the overall cost to CCC.

5. Other Points for Consideration

5.1. Soft Market Testing

The benefit of Soft Market Testing is to establish what might encourage or deter potential bidders. It is also an opportunity to understand current trends and issues within the market to help better inform the tender process and programme. It may also appeal to a contractor if the rock armour was to be procured and stockpiled by the Client prior to the main construction. This would also offer significant programme benefits. There could also be consideration around employer's/contractor's risks distribution and Z-clauses to minimise contractor's risk, ensuring that a balance is maintained between appealing to potential bidders and protecting the employer's interests.

6. Draft Recommendations

It is recommended that CCC progress with a 'traditional' approach with Early Contractor Involvement. This will provide the benefit of the knowledge and experience of a Contractor to advise on buildability of the design, programme and cost estimating whilst maintaining control of the design and statutory processes. It will also provide CCC with continuity through the final stages of design, which will be the greatest programme benefits.

It is recommended that a restricted procedure is followed as the route to market as this will provide CCC with access to the specialist Contractors required for the works.

We would recommend a contracting model based on the NEC4 Option C (target cost) contract to share risk and reward in the construction stage.

Appendices



Appendix A. Heading 6

A.1. Heading 7

Body Text (Appendix) style

A.1.1. Heading 8

Body Text (Appendix) style

A.1.1.1. Heading 9

Body Text (Appendix) style

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**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 17 JUNE 2021

THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM:5

Reason for this Report

1. The purpose of this report is to inform Cabinet of the responses received following consultation on proposal regarding the expansion and redevelopment of Cathays High School and to seek authorisation to proceed, where appropriate to publish proposals in accordance with section 48 of The Schools Standards and Organisation (Wales) Act 2013.

Background

2. At its meeting on 17th December 2020, the Council's Cabinet agreed a recommendation to hold public consultation on the proposals to:
 - Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition (ASC) from 16 to 50 places in purpose-built accommodation in the new school buildings
 - Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community
 - Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

Issues

3. The consultation period ran from 29 January until 19 March 2021.
4. The consultation process involved:

- Publication of a bilingual consultation document outlining background, rationale and implications to parents, Headteachers and Chairs of Governors of nearby schools, all Members of local wards, local residents and other stakeholders (a copy of the consultation documents can be seen at Appendix 1);
 - Publication of a bilingual summary document setting out the main points of the consultation document (a copy of the summary document can be seen at Appendix 2);
 - Publication of information in community languages upon request;
 - Consultation meetings via Microsoft Teams with Governors and staff at Cathays High School (notes from the meetings can be seen at Appendix 3);
 - Consultation meetings via Microsoft Teams with pupil representatives at Cathays High School, Albany Primary School, Allensbank Primary School and Gladstone Primary School (notes from the meetings can be seen at Appendix 4);
 - An online pupil survey for pupils at Cathays High School;
 - Public consultation meetings via Microsoft Teams Live Event at which the proposal was explained and questions answered (notes from the meetings can be seen at Appendix 5);
 - Drop-in sessions via Microsoft Teams where officers were available to answer questions (notes from the drop-in sessions can be seen at Appendix 6);
 - Letters setting out details of the proposal and where further information could be found were sent to local residents and businesses;
 - A consultation response slip for return by post or e-mail, attached to the consultation document
 - An online response from at www.cardiff.gov.uk/cathayshighproposals
5. In line with national Coronavirus restrictions that were in place during the consultation period all meetings took place virtually via Microsoft Teams and Microsoft Teams Live Event platforms.
 6. For stakeholders who did not have access to digital platforms the opportunity to discuss the proposed changes via telephone was available.
 7. The views expressed at Council organised meetings, drop in sessions, telephone calls, and on paper or electronically through the appropriate channels, have been recorded.

Responses received regarding the proposal during the consultation period

8. In total 494 responses were received including 194 online survey responses, nine email responses and 291 pupil survey responses.
9. Formal responses were received from:

- Local Members – Cllr Rhys Taylor & Cllr Ashley Wood (Gabalfa Ward)
 - Estyn
 - Cathays High School Governing Body
 - Cathays High School Headteacher
 - Gladstone Primary School Chair of Governors
 - Whitchurch High School Headteacher
 - Cardiff Ajax Cycling Club
 - Cardiff Junior Triathlon Club
 - Whitchurch Cycling Club
10. The response from Estyn sets out its view that the proposal is likely to maintain at least the current standards of education and provision in the area.
 11. Full copies of the formal responses can be seen at Appendix 7.
 12. Views were sought from interested stakeholders via an online survey and a hard copy version of the survey within the consultation document.
 13. Of the 194 respondents to the wider stakeholder survey, just under a half (47.4%) agreed with the proposal to increase the number of spaces at Cathays High School, this figure rises to three in five (59.7%) if the respondents that selected no opinion are excluded from the analysis.
 14. A half (50.0%) of respondents support the proposal to transfer Cathays High School into a new building with upgraded community facilities, this figure rises slightly (56.1%) if no opinion responses are discarded.
 15. Over a half (56.5%) of respondents agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places. However, if no opinion responses are excluded from the analysis, agreement with this increases to around four in five (82.0%).
 16. Of the nine E-mail responses received, three were formal responses and six were from stakeholders who identified themselves as residents.
 17. The views expressed in the wider stakeholder survey reflect those raised in the e-mail responses received.
 18. The details presented in this report, represent the views expressed during the consultation process. These include the wider stakeholder survey, formal responses, e-mail responses, views expressed at public meetings, drop in sessions, telephone calls and pupil consultation meetings.
 19. A summary of the responses received from all stakeholders, and appraisal of views expressed, can be seen at Appendix 8.

20. A summary analysis of the responses received are included in Appendix 9.

Views expressed

21. Reasons for supporting the proposed changes included:
- addressing the suitability and condition of the existing buildings;
 - the school will benefit significantly from a new school building and enhanced community facilities;
 - the new facilities will be integral to ensuring the school continues the journey as an excellent school. It will allow the school to develop the new curriculum for Wales with flexible and purpose-built facilities;
 - the school will be able to use these facilities to ensure the very best teaching and learning in every classroom and that the school continues to be an inclusive and welcoming community;
 - improved access to outdoor facilities;
 - the provision of additional Additional Learning Needs (ALN) places in new, purpose-built facilities will allow the school to use their expertise and experience to support more young people who would otherwise not be able to access the facilities and provision.
22. Whilst there was support for the redevelopment of the school there were a number of concerns raised related to:
- the need to increase the number of places at the school to the level proposed;
 - insufficient information being available during the consultation e.g. site plan;
 - the potential loss of existing community green space;
 - continued access to the existing leisure centre facilities;
 - a pre-existing land covenant;
 - the loss of the Maindy Velodrome as a valued local community resource;
 - the new cycling track proposed at the International Sports Village should be in addition to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate.
 - the potential loss of the existing BMX track
 - uncertainty around the future of the existing school site;
 - the impact on the local community of the proposed expansion of Cathays High School;
 - the potential for increased traffic in the local area and the impact of this as a consequence of increased pupil number and changes to the road network;
 - potential changes to Crown Way and/ or to New Zealand Road;
 - potential disruption during construction for pupils and local residents
 - pupil behaviour;
 - potential for increase litter in the local area
23. A number of alternative suggestions were put forward. These included:

- Retain the status quo;
- Refurbish the existing buildings;
- Expanding and redeveloping Cathays High School on its existing site;
- Utilising the Maindy Barracks site for a new build school;
- Utilising the Companies House site for a new build school;
- Utilising the Heath Hospital site for a new build school;
- Expanding provision elsewhere local to the pupil population.

Cathays High School Pupil representation

24. Officers met virtually with members of the Cathays High School, School Council to discuss the proposals and gather their opinions.

25. The points raised by the pupils included the following:

- A new building would improve education
- A bigger school would provide more places for those needing them
- A new building would provide a better environment for pupils and access for the community to facilities
- Additional ASC places would be good
- Improved physical and mental wellbeing
- Space for creative subjects
- Hub for community providing space during the weekend/holidays
- Any new school build would need to be sustainable and environmentally friendly
- What would happen to the old school?
- The size of school could be daunting for some pupils
- The existing school building has a lot of history which would be lost
- Most of the children already at Cathays High School would not benefit from the new school
- Potential disruption during construction
- Potential for increased traffic
- Pupils would like to be involved in the development of any plans taken forward

26. Notes of the meeting can be seen at Appendix 4.

Cathay High School Pupil Survey

27. An online pupil survey sought the views of pupils at Cathays High School on the proposed changes, any changes or alternatives to the proposals, what pupils like and dislike about their current schools and what pupils would like to see in any new build school.

28. A total of 291 Cathays High School pupils completed the survey.

29. Three quarters (75.9%) of pupils agreed with the proposal to increase the number of places at Cathays High School. However, if no opinion responses are discarded this figure rises to over nine in ten (91.6%).

30. The reasons given for supporting the proposed expansion of the school included increased space, better facilities and the opportunity for a greater number of children to attend a good school.
31. Those who did not support the expansion had concerns about the increased number of pupils resulting in less individual attention.
32. More than four in five (87.4%) pupils responding to this question agreed with the proposal to transfer Cathays High School into a new building with upgraded community facilities. This figure increase to 98.0% if no opinion responses are discarded from the analysis.
33. The reasons given for supporting the transfer to new build accommodation included an improved learning environment and the current facilities were outdated and not fit for purpose.
34. Those who did not support the transfer to new build accommodation thought that the school was fine as it is.
35. Two thirds (67.0%) of pupils responding to this question agreed with the proposal to increase the number of places at the Specialist Resource Base. This figure increase to 96.9% if no opinion responses are discarded from the analysis.
36. The reasons given for supporting the expansion of the SRB provision included the opportunity for children in Cardiff with ALN needs to attend the school and the need to focus on non-mainstream children.
37. Those who did not support the expansion, felt that the proposed increase in numbers was too great.
38. Details of the pupil survey can be seen at Appendix 9

Albany Primary School representation

39. Officers met with Year 6 pupils at Albany Primary School via Microsoft Teams to discuss the proposal and gather their opinions following their return to school.
40. The pupils were excited by the idea of new school building/facilities.
41. The points raised by the pupils related to school facilities (classrooms, gaming room, outdoor space, energy efficiency). The pupils were concerned that the school would take a long time to build and they would not benefit from it.
42. Notes of the meeting can be seen at Appendix 4.

Allensbank Primary School representation

43. Officers met with Year 5 pupils at Allensbank Primary School via Microsoft Teams to discuss the proposal and gather their opinions following their return to school.
44. The pupils liked the idea of a new school building/facilities.
45. The points raised by the pupils related to the retention of the skate park (BMX track), the size of the school and classrooms, the proposed timescale, continued access to the leisure centre provision, what will happen to the existing Cathays High School building and whether there will be opportunities for pupils to be part of the design process.
46. Notes of the meeting can be seen at Appendix 4.

Gladstone Primary School representation

47. Officers met with Year 6 pupils at Gladstone Primary School to discuss the proposal and gather their opinions following their return to school.
48. The pupils liked the idea of a new school building/facilities overall and thought it was a good idea to increase the number of places as this would ensure that all children who wanted to go to Cathays High School could do so. They thought that increasing the number of SRB places was a good idea and that the community would benefit by having access to the school facilities outside of school hours.
49. They were however concerned about the potential of increased traffic, overcrowding and the proposed transfer of the cycle track to Cardiff Bay.
50. Notes of the meeting can be seen at Appendix 4.

Response to views expressed

51. The Council welcomes the expressions of support for the proposals.
52. It is however acknowledged that there are a number of concerns raised particularly around the need for school places, the level of detailed information in respect of the proposed school buildings and site provided during the consultation, the potential impact on open access space, the future of the velodrome/BMX track, a pre-existing land covenant, existing leisure centre facilities, the future use of the existing school site, potential disruption to the school and wider community during construction, pupil behaviour and littering and traffic management.

School Places

53. The consultation document set out the need for additional school places. Forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area and the wider area.

54. Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.
55. There are currently no large planned housing developments within, or close to, the Cathays High School catchment area. However, there are planned housing developments in the north east and south of the city. This will significantly increase pupil numbers in neighbouring school catchment areas.
56. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
57. A new Cathays High School with 240 places in each year group would:
 - create an efficient class organisation
 - provide sufficient capacity for local children expected to want an English-medium community high school place, and
 - contribute some additional places to meet the projected demand from the wider area.

Detailed plans for new buildings and school site

58. The consultation sought views at the formative stage on school organisation proposals to expand school provision and to relocate the school on the adjacent site at the Maindy Centre.
59. As set out during the consultation, any design taken forward would be developed in partnership with the school and the appointed contractor at a later stage and would be subject to statutory planning processes which allow for all interested parties to comment on and inform what is delivered.
60. However, the views expressed during the consultation regarding the uncertainty around the site layout and the implications for access to open space are acknowledged. Further work has been undertaken to produce an indicative red line boundary map for the proposed school site and indicative building footprint, which takes account of views submitted during consultation. This identifies the extent of the open access space that would be available, and includes the retained leisure centre and BMX track areas outside of the development boundary, the require land for the school and remaining community open access land. As part of the project the Council is intending to landscape parts of the open access areas to provide the most appropriate and usable area possible, subject to design. The open space areas would be in addition to the facilities that would be provided within the boundary of the school that would be available to the community outside of school hours. Comparative red line boundary maps for the existing arrangements and the redeveloped sites are attached as Appendix 10

Open Access Space

61. A number of responses to the consultation raised concerns in respect of uncertainty around the extent of open space available for use by the local community.
62. Issues related to open access space are addressed at paragraph 60 and within Appendix 10.

Velodrome/ BMX Track

63. A number of responses to the consultation raised concerns in respect of the loss of the velodrome from the Maindy Centre site, and whether this track would be replaced.
64. The Council's Cabinet considered a report on 18 March 2021 A Cabinet report from March 2021 detailing its Velodrome and International Sports Village (ISV) Development Strategy. This report set out the proposal to relocate the cycle track to the ISV, and the Cabinet approved in principle the plans for the new Velodrome. The proposal is part of the overall improvement of facilities and links to the cycle superhighway and local cycling groups have been consulted as part the development of the proposal. The Cabinet Report is attached as Appendix 11.
65. If the proposal to relocate the velodrome were to go ahead, this would be in place before development on the Maindy Centre site, with no loss of cycling facilities.
66. The Council has engaged with local cycling clubs and governing representative bodies to understand the required design of the new facility so it will meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision.
67. As outlined in the consultation document, the BMX track is expected to be retained in its existing position, but could potentially be relocated elsewhere on the Maindy site or current school site should it be deemed beneficial to the project and the community.

Land Covenant

68. A pre-existing land covenant sets out that the Maindy Centre land is restricted to use for park, open space, recreation and playground.
69. Where the Council proposes to obtain planning permission to redevelop its land, the Council would use its powers to appropriate land for planning purposes to override covenants or other third party interests at the appropriate stage of the planning process for the development.

70. As the land forms part of a recreation ground the Council would advertise its intention to appropriate for a period of two consecutive weeks and take into account any representations made, before making a final decision to appropriate the land for this purpose. This is the recommended means of overcoming title difficulties which might otherwise frustrate the development land under the proposed planning permission which is intended for the benefit of the Council's area.

Existing Leisure Facilities

71. As set out during the consultation there are no proposed changes to the existing leisure centre facilities. The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL) and a long term lease arrangement is in place. As part of a revised lease the school will continue to have access to indoor facilities at Maindy Centre and an arrangement will be explored with GLL for the shared use of the carpark outside of the school day. Car parking spaces dedicated for use by patrons of the leisure centre would be retained.

The future use of the existing school site

72. A number of responses to the consultation queried the future use of the existing school site and whether this site may be considered for the location of a new primary school.
73. As set out in paragraph 59, further work has been undertaken to produce an indicative red line boundary map for the proposed school site. The existing school site is to be retained in order that the proposed expanded school may meet the site area requirements set out in Building Bulletin guidance for schools on confined sites. This indicative boundary also identifies a large area of community space, outside of the school and leisure centre boundary, of c13,500m² to be retained. This represents an increase in unrestricted access open space available for use by the local community. Further consideration of the layout of the site would be necessary at the design stage.

Potential Disruption during construction

74. In respect of concerns raised around disruption on and around the Cathays High School site during the construction period, the Council has significant experience of delivery building projects on the sites of occupied schools and any work carried out on the site would be managed effectively to ensure the continued delivery of high education standards and that safety and safeguarding standards are maintained.

Pupil behaviour and littering

75. The school is actively managing issues that have been raised regarding litter. The school has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the site team now

clears litter on New Zealand Road, the lane and Crown Way. The school is developing a programme to reduce the quantity of litter around the site.

76. The proposed new site will be bigger with better catering facilities. There is an expectation that more pupils would remain on site during the day which has a number of potential benefits such as safeguarding and the minimising of littering.

Traffic Management

77. The consultation document noted that the expansion of school, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles. A number of responses to the consultation queried changes that may be made and the potential impact on traffic elsewhere in the local community.
78. Transport mitigation for the development would be identified through the Transport Assessment process, which will inform the proposals submitted for planning permission (subject to approval to progress to implementation) at a later stage of the planning process for the school.
79. The assessment identifies works associated with improving vehicular access and off-site highway measures including a school safety zone, traffic calming and pedestrian crossing facilities. Further transport assessment work will be required to support the detailed proposals for the new school site and to inform the future planning application for the development.
80. In addition to highways measures within the immediate vicinity of the school gates, this work will need to identify other off-site improvements which can help to increase opportunities for pupils to travel to school by walking and cycling.
81. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2020. All schools developed under Band B will need to have such a plan in place from the outset of their operation and therefore, in the event the proposed development proceeds, it would need to be supported by an Active Travel Plan, which should be informed by the Transport Assessment.

Alternative Options

82. Retaining the school at its current capacity in its existing buildings would not allow for the projected increase in pupils requiring secondary school places in coming years.
83. Refurbishment of the existing buildings would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area.

84. Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.
85. The alternative site options put forward during the consultation are not in Council ownership or available for consideration.

Community Impact

86. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with schools, local members and any community group to make sure that the proposal avoids negative impacts if possible.
87. Cathays High School enables a number of community organisations to make use of its site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school.
88. The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities. It is recognised this is one of few open spaces for residents in Cathays, Maindy, and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. In addition, it is proposed that the playground at Gelligaer Street will remain, the BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site, and open-access MUGAs will continue to be provided.
89. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis.
90. Welsh Government's aim for shared facilities in community-focussed school are to:
 - Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - Operate in line with the national agenda for sport taking into account nationally adopted strategies;
 - Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 - Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;

- Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
 - Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.
91. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.

Wellbeing of Future Generations

92. In line with the Well-being of Future Generations Act Cardiff's Band B programme is committed to providing Local Schools for Local Children, together with encouraging use of sustainable modes to travel to schools, such as walking and cycling. Each School project takes into account key transport issues when they are being designed and the firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools.
93. With the current investments in ICT across the city, student movements may be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.
94. In order to maximise the long-term impact of this significant investment, any design taken forward for each school included in this proposal would be developed to ensure the delivery of high quality modern facilities that are able to respond to the current pupil populations needs and support the delivery of effective teaching and learning methods. They would also incorporate the flexibility to take account of changes depending on need as time progresses; such as changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.
95. The project will consult with all statutory bodies when developing a planning application to ensure that environmental and biodiversity impacts are fully considered.

Local Member consultation

96. Local members were consulted as part of the consultation. A formal response from Cllr Rhys Taylor & Cllr Ashley Wood is included at Appendix 7.

Reason for Recommendations

97. To meet the demand for English-medium secondary school and post 16 places in the Cathays High School catchment area and neighbouring communities, and to meet demand for additional Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition city-wide.

Financial Implications

98. The reason for this report is to highlight post consultation feedback and seek approval to publish proposals in relation to Cathays High school. At present this would not result in a commitment of capital expenditure. There are no capital financial implications directly arising from this report but once a site plan is finalised, it will be necessary for a full financial evaluation to be undertaken. The aim of this will be to provide assurance that the scheme remains affordable once all relevant costs and contingencies for potential changes in delivery timescales have been incorporated.
99. The preferred funding strategy for this particular scheme remains the WG's revenue funded Mutual Investment Model (MIM). This will mean the new building will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years. The funding required for the Council's contribution will be made available via the SOP Revenue Reserve, which also meets revenue costs arising in relation to programme delivery and capital financing.
100. Other capital costs, including those directly connected to the new school, such as FFE and ICT, as well as other costs not directly connected to the new building, such as associated transport infrastructure works, will not qualify for MIM funding. These costs may still be within the scope of the 21st Century Schools Programme and will be funded via the traditional capital route, with WG contributing towards 65% of the costs. Further work is required to understand the full extent of these particular costs, however the Band B capital programme currently includes an estimated allocation for these works. However these will need to be balanced against other Band B priorities and must remain affordable within the overall Band B envelope. If necessary, the programme may need to be reviewed, and certain schemes slipped to future iterations of the 21st Century Schools Programme, in order to accommodate additional costs arising. In addition, any capital required for maintaining the current schools in the interim will need to be met from within existing resources.
101. As well as the capital expenditure commitments directly connected to the main scheme, there would also be expenditure incurred in relation to the replacement cycle track, current contributions are set at £2.4 million. Funding will need to be identified from within existing Council resources or match-funded via external grant funding, if applicable. Traffic management costs that fall outside of the red line boundary for the school site will also require careful consideration, as these would fall outside of MIM funding. Further to the capital costs highlighted above, there would also be significant revenue expenditure implications, both connected to the project delivery and on an ongoing basis, once the new facility is operational. Use of MIM funding would not be available for costs in relation to any site acquisitions or preparations, and no funding has been identified for these costs at present.

102. There continues to be a significant risk surrounding the planned achievement of capital receipts underpinning the overall Band B programme. The total target of £25 million in the current financial model is required prior to the end of 2023/24. The planned community use of part of the current Maindy site would decrease the affordability of the overall programme and may result in additional delays or cancellation of other planned schemes.
103. Any revenue expenditure implications connected to Cathays High School capital project would need to be funded from within the SOP Revenue Reserve, including any costs that will be incurred in advance of the scheme commencing. Any additional operational costs would be met from within the delegated school budget, including those relating to any projected increases in pupil numbers, which would need to be considered as part of the Council's annual budget setting process. Similar consideration would need to be given to the impact upon school transport budgets, particularly in light of the proposed increases to ALN provision as part of this scheme.

Legal Implications

104. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age.
105. A local authority can make school organisation proposals, including regulated alterations to a maintained school, under sections 42-44 of the Schools Standards and Organisation (Wales) Act 2013.
106. The proposals set out in the report must be considered having regard to the provisions of the 2013 Act and the School Organisation Code 2018, which sets out factors to be considered in respect of different proposals, the statutory procedures, legal requirements and guidance.
107. The Council is required, prior to publishing its proposals, to undertake a consultation on its proposals in accordance with section 48 of that Act and the School Organisation Code 2018. Following the public consultation, the Council is required to publish and circulate to all interested parties (listed in the Code) a consultation report:
 - (i) summarising each of the issues raised by consultees;
 - (ii) responding to these by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons;
 - (iii) setting out Estyn's response to the consultation in full; and
 - (iv) responding to Estyn's response by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons.
108. The consultation report may also make recommendations to the Cabinet about how to proceed, i.e. to publish the proposals as consulted on with

any appropriate modifications, to abandon the proposals and retain the status quo or to significantly recast the proposals and re-consult.

109. This Cabinet report, together with the appendices, constitutes the required consultation report; and seeks the Cabinet's approval to proceed to publish the proposals, with the modifications set out. In considering this matter, the Cabinet is required to review the proposals, having regard to all further relevant information put forward during the consultation period (and otherwise).

Land matters

110. The Council has power to appropriate any land held by it for planning purposes pursuant to s122 of the Local Government Act 1972 to facilitate the development of that land. An implication of such appropriation is that it may be used to override third party interests in land, such as covenants, that may otherwise interfere with development, and converting those rights to an entitlement to compensation. Where any land to be appropriated forms part of an open space, the Council is required to first advertise the appropriation for two consecutive weeks in a newspaper circulating in the locality of the land. It is understood that a further decision will be made regarding this process and considered in detail at a later date when planning proposals for the development are finalised.

Statutory process for school proposal

111. If the Cabinet decides to proceed, the proposals must be published within 26 weeks from the end of the consultation period (unless an extension of time is obtained from the Welsh Ministers). Proposals must be published by way of a statutory notice, allowing a minimum of 28 days for objections ('the Objection Period'). The content of the statutory notice, manner of publication and persons to be notified are prescribed in the Code.
112. Within 16 weeks from the end of the Objection Period, the Council must conscientiously consider any objections received and determine whether or not to implement its proposals (under section 53 of the 2013 Act). Members will note that the recommendation is for Cabinet to receive a further report at that stage.
113. If any objections are received during the Objection Period, the Council is required to publish an Objections Report summarising all objections made (and not withdrawn) and its response to those objections. The Objections Report must be published within 7 days from the date of the Council's determination of the proposals, and made available to the interested parties listed in the Code. At the same time as publishing the Objections Report, the Council must also notify its decision to the Welsh Ministers, the school governing body and all interested parties listed in the Code.

114. If the proposals are taken forward, the admission arrangements, including admission numbers and catchment areas, will need to be determined, following consultation, in accordance with the School Admission Code and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006.
115. In considering the proposals, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions 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.
116. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers and must be able to demonstrate how it has discharged its duty.
117. An Equalities Impact Assessment should be carried out to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
118. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
119. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how the proposals will contribute towards meeting its well being objectives (set out in the Corporate Plan). Members must also be satisfied that the proposals comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.
120. The decision makers must be satisfied that the proposals fall within the Council's approved policy and budget framework.
121. Further legal advice, including advice in relation to planning, transport and land matters, will be provided as proposals are progressed.

HR Implications

122. The full HR implications of the development of the new school would be determined as the project develops. The Governing Body and the school's leadership may require HR advice, guidance and support to

ensure that its staffing structure is appropriate for a new build school, and in particular this will include the consideration of estates and facilities requirements.

123. The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide advice and support as necessary.
124. In the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register.
125. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

Property Implications

126. The Estates team are aware of the covenants and will work with the Education and Legal teams as and when appropriate.
127. In addition, there are other land matters relating to the relocation of the Velodrome which is subject to further land negotiations which Estates will manage in conjunctions with other Council departments.
128. Depending on the option, there may be a land disposal of part of the site and the Estates team will address this as and when the site becomes formally surplus.
129. There is a lease matter to address with the adjoining Leisure Centre and negotiations are underway with the occupier and Estates will liaise with the client department being Parks.

Traffic and Transport Implications

130. The adopted Local Development Plan sets a target to achieve a 50:50 split between journeys by car and journeys made by foot, cycle and/or use of public transport by 2026.
131. The Council's Transport White Paper sets a much more ambitious modal shift target and seeks to achieve over 60% of daily work trips to be made by sustainable modes of travel by 2025 with this share increasing to around 75% by 2030.
132. Achieving this target will require changes to the way children travel to school by reducing journeys by car and maximising trips by walking and cycling.
133. Transport mitigation for the development will be identified through the Transport Assessment process, which will inform the proposals submitted for planning permission (subject to approval to progress to implementation).

134. The Transport Assessment will assess the movement impacts of the development and identify the on-site and off-site measures required to mitigate these impacts and accord with the Council's transport and planning policies which seek to maximise travel by sustainable modes and achieve a significant shift away from car travel.
135. The Transport Assessment work will help inform the design of the new school development. As well as identifying measures to accommodate vehicular access to the site, it will also identify on-site and off-site infrastructure to facilitate journeys to school by active travel. These may include measures such as cycle lanes, speed reduction features, restricted access for vehicles, parking controls and new crossing facilities. Opportunities for connecting the site to existing and planned future active travel routes (as identified on the existing Active Travel Integrated Network Map and the planned Active Travel Network Map which is set to replace it by 2022) will need to be identified within the Transport Assessment. Facilities to accommodate access to school by public transport will also need to be identified within the Transport Assessment.
136. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. All new schools will need to have such a plan in place from the outset of their operation and therefore, in the event the proposed development proceeds, it would need to be supported by an Active Travel Plan, which will be informed by the Transport Assessment.
137. Feedback from the consultation regarding Crown Way is noted. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

RECOMMENDATIONS

Cabinet is recommended to:

1. Authorise officers to issue a statutory notice to:
 - Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings

2. Note that prior to implementation of the proposals a further report will be provided to the Cabinet providing details of any objections received, the proposed responses to those objections and recommendations for implementation or otherwise of the proposals.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	11 June 2021

The following appendices are attached:

The following background papers have been taken into account

- Appendix 1 – Consultation Document
- Appendix 2 – Summary Document
- Appendix 3 – Notes of meetings with Cathays High School Governing Body and Cathays High School Staff
- Appendix 4 – Notes of pupil engagement
- Appendix 5 – Notes of public meetings
- Appendix 6 – Notes of drop in sessions
- Appendix 7 – Formal responses received
- Appendix 8 – Summary of consultation responses
- Appendix 9 – Summary analysis of consultation responses
- Appendix 10 – Indicative red line boundary
- Appendix 11 – Cabinet Report, 18 March 2021
- Appendix 12 – Statutory Screening Tool and Equality Impact Assessment

21st Century Schools Consultation Document 2021

THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

29 January - 19 March 2021



This document can be made available in Braille.

A summary version of this document is available at www.cardiff.gov.uk/cathayshighproposals

Information can also be made available in other community languages if needed.

Please contact us on 029 2087 2720 to arrange this



Contents

Introduction

- What is this booklet about?
- Background
- What are we proposing to do?

Consultation

- Views of children on the proposed changes
- How can you find out more and let us know your views?
- Your views are important to us

Explanation of terms used in this document

What is the Band B 21st Century Schools Programme?

- The provision of school places
- Condition & Suitability

Schools serving the Cathays High School catchment area

Why expand and replace Cathays High School?

- Demand for places city-wide
- Demand for places in the Cathays High School catchment area and neighbouring areas
- Cathays High School Condition & Suitability

Autistic Spectrum Condition (ASC) Provision

- Why expand the Specialist Resource Base (SRB)?

How would Post 16 Provision be affected?

Land Matters including improving community facilities

Facilities included in a school

Site Map

Quality and Standards

- Estyn
- Welsh Government categorisation of schools
- Cathays High School

How would standards be affected by the changes?

- Standards
- Teaching and learning experiences
- Care support and guidance
- Leadership and management

Additional Support for pupils

- How would support for pupils with English as an Additional Language be affected?
- How would pupils receiving Free School Meals be affected?
- How would Minority Ethnic pupils be affected?
- Impact on pupils in the Autism Specialist Resource Base (SRB)

Contents

How would other schools be affected?

Admission Arrangements

Interim Arrangements

What are the benefits of the proposal?

Potential disadvantages of the proposal

Risks associated with the proposal

Alternative options

- Doing nothing
- Refurbishment of existing buildings
- Replacement of buildings on the existing site

Financial Matters

Human Resources Matters

Transport Matters

Learner Travel Arrangements

Partnerships

Impact of the proposal on the Welsh Language

Governance Arrangements

Equalities

Community Impact

Wellbeing of Future Generations

Potential Disruption to Pupils

What would happen to the existing Cathays High School site?

Frequently asked questions

Next steps, how to make your views known and feedback form

- What happens next?
- Key Dates
- Consultation period
- Statutory Notice
- Objection Report
- Determination of the proposals
- Decision Notification

Have your say!

- Consultation response form

Introduction

What is this booklet about?

This booklet is for parents/carers, school staff, school governors and anyone who has an interest in education in Cardiff. It will be of particular interest to parents/ carers of children attending, or expecting to attend, Cathays High School.

It sets out changes we are suggesting to provide high quality secondary school places and the reasons for these proposed changes.

Background

On 14 December 2017, the Cabinet approved the scheme as part of Cardiff's Band B 21st Century Schools Programme.

The Band B Programme seeks to address the most acute sufficiency and condition issues in Cardiff.

On 17 December 2020, the Cabinet approved a recommendation to hold public consultation on proposals for the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes.

This booklet contains information about the proposals for Cathays High School.

We want everyone to understand what is being proposed, so you can tell us what you think about the changes.

This is your chance to ask questions and make comments. We want to know your views because this helps us to make sure any proposals that go forward really work for children, young people and the community local to Cathays High School.

What are we proposing to do?

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site

Consultation

Who are we consulting with?

Our consultation process must follow the Welsh Government guidelines as set out in the School Organisation Code 2018.

As part of this, we are asking people what they think about the changes we are proposing.

Whilst the current pandemic is posing unique challenges and will require some changes to how we normally undertake face to face consultation opportunities, there continue to be a number of ways for people to tell us their views.

Table 1 below sets out who the Council is consulting:

Table 1: Groups the Council is consulting with	
Children and young people	Welsh Ministers
Parents/carers	Police & Crime Commissioner
School staff	Central South Consortium Joint Education Service (CSCJES)
School Governing Bodies	Welsh Language Commissioner
Local residents	Rhieni dros Addysg Gymraeg (RhAG)
Local Members/Assembly Members (AMs)/ Regional Assembly Members/Member of Parliament (MPs)	Trade Unions
Diocesan Directors of Education	Childcare providers
Neighbouring Authorities	Mudiad Meithrin
All Cardiff schools	Wales Pre-School Providers Association
Estyn	Clybiau Plant Cymru Kids Club
Communities First Partnership	National Day Nurseries Association
Community Council's	Future Generations Commissioner
Children's Commissioner	Cardiff and Vale University Health Board
Voluntary Sector organisations	Cardiff and Vale College
St David's College	Welsh Education Forum (WEF)

Views of children on the proposed changes

Cardiff is a Child Friendly City and the views of children and young people are key to the way education is delivered. It is important that when bringing forward proposals, suitable arrangements are made to consult with pupils. The Council will consult with pupils in local schools and the information gathered in these sessions will be included in the final consultation report.

How can you find out more and let us know your views?

- The full consultation document and a summary document are available on the Council website at www.cardiff.gov.uk/cathayshighproposals
- If you are unable to access the document online, printed copies of this consultation document will be available by post on request. You may request a copy by telephoning **02920 872720**.
- We will also advise families with children in Cathays High School, and those with children of primary school age in the local area how they can access a copy of the document.
- We have organised opportunities for interaction with you. There are online meetings that you can attend where the changes we are proposing will be explained. You will have an opportunity to ask questions as part of these sessions. If you would like to attend an online meeting please contact us via e-mail to schoolresponses@cardiff.gov.uk confirming which meeting you would like to attend and we will provide a link and instructions on how you can access the meeting.
- Council officers will meet with the Governing Body and staff of Cathays High School. Given the ongoing pandemic and the public health restrictions arising out of this, these meetings will also take place online.
- You can also write to the Council to tell us what you think.

The dates of the public consultation meetings are set out below:

Table 2: Consultation Meeting Dates

Nature of Consultation	Date/Time
Cathays High School Governing Body meeting	Wednesday 10th February, 5.00 p.m.
Cathays High School Staff Meeting	Monday 22nd February, 3.00 p.m.
Online public meeting	Wednesday 24 February 2021 5:30pm – 7pm
Online public meeting	Monday 01 March 2021 2pm – 3:30pm

Your views are important to us

Your views matter and we want you to tell us what you think about the changes we have suggested in this document.

You can do this by:

- Attending one of the online meetings listed above.
- Completing the online response form at www.cardiff.gov.uk/cathayshighproposals
- Completing the consultation response form, which you can find on page 37.
- Contacting the School Organisation Planning Team on (029) 2087 2720, by e-mail to schoolresponses@cardiff.gov.uk or by post to Room 401, County Hall, Cardiff, CF10 4UW. This can include requesting an officer call back if you have a specific question that you feel you would like further information about.

The closing date for responses to this consultation is 19 March 2021.

The Council is not able to consider any consultation responses received after this date.

Explanation of terms used in this document

Please note the following terms used throughout this document:

Admission Number - all maintained schools admit pupils up to at least their Published Admission Number. The admission number is the number of pupil places available in each year group.

ALN - Additional Learning Needs. This may be due to learning difficulties, physical disabilities or behavioural problems. (ALN is sometimes referred to as Special Educational Needs).

BREEAM - BREEAM (Building Research Establishment Environmental Assessment Method) is a sustainability assessment method that is used to masterplan projects, infrastructure and buildings

Capital funding for schools – money used to build new school buildings or improve existing facilities.

Community Schools – a primary or secondary school where the Council arranges school admissions.

Catchment area – an area that a community school would normally serve. In Cardiff, children living within this area have higher priority for admission to the school than children outside of this area.

ESOL - English for Speakers of Other Languages. Students who did not learn English as their first language and/or continue to use a language other than English as a dominant language

Local Authority – an organisation that is officially responsible for all the public services and facilities in a particular area.

Mainstream - a mainstream school is a maintained school which is not a special school. Mainstream schools are not selective and do not require students to pay fees.

NEET - Not in Education, Employment, or Training. A person who is not in education, is not employed and not in any form of training.

Number on Roll data - the number of pupils at a school (not including nursery pupils).

PLASC - Pupil Level Annual School Census. In January of every year, the Welsh Government collects information from schools. This includes the number of pupils at each school, their age groups, home addresses, ethnicity, and data on Welsh language, Special Educational Needs, first language and pupils who have Free School Meals.

School Action - when a class or subject teacher gives extra support to a pupil with ALN.

School Action Plus - when outside specialists help the class or school staff to give extra support to a pupil with ALN. This is different or additional to the support provided through School Action.

SRB - Specialist Resource Base. A small class in a mainstream school for pupils with significant ALN. All pupils attending an SRB have a statement of ALN and are taught by specialist teachers and learning support assistants. Sometimes SRB pupils also have opportunities to attend some mainstream classes.

Statement of Additional Learning Needs - a child with a statement of ALN has learning difficulties which need special support. This means:

- the child has significantly greater difficulty learning than most children of the same age, or
- the child has a disability that needs different educational facilities from those that the school generally provides for children.

Surplus places - empty/unfilled places in a school.

Statutory Notice - a statutory notice is the formal publication of a finalised proposal. This will only be undertaken if a decision is made by the Council Cabinet to proceed with a proposal following consideration of all responses from the consultation process. This is a legal requirements as outlined in the School Organisation Code (2018).

What is the Band B 21st Century Schools Programme?

The 21st Century Schools Programme is a major, long-term, strategic capital investment programme. It is jointly funded by the Welsh Government and Local Authorities and aims to create a generation of 21st century schools in Wales.

The first part of the Programme (Band A) ran until March 2019.

The second part of this funding (Band B) started in April 2019. As part of this, Cardiff Council is planning a c£284million investment programme.

Cardiff's Band B proposals focus on:

- providing enough school places across the city that are in the right place
- providing high quality educational facilities that will meet the diverse requirements of the 21st Century
- optimising the use of education facilities for the benefit of the wider community across Cardiff
- ensuring best value for money

The provision of school places

All local authorities in Wales must make sure they provide enough school places for pupils of all ages.

School places must meet the needs of all pupils and must be suitable for any additional learning needs.

In order to provide the best quality of education it is important that funding provided by the Welsh Government is used effectively. This means matching the number of children to the number of school places as closely as possible.

Condition & Suitability

As well as having the right number of school places, the Council must ensure that school facilities are fit for purpose. Schools must support the delivery of high quality learning for their pupils.

Cardiff has a very large education estate with over 127 school properties. Many sites comprise of multiple blocks, that were constructed during different decades. A large number of primary, secondary and special schools are in a poor state of repair.

Approximately £17m, or 14%, of maintenance and condition issues of the estate were addressed through Band A of the 21st Century Schools investment programme. There has been significant investment in the construction of two new high schools in the East and West of the City, new primary school provision and suitability works undertaken in primary schools.

Recent new build primary school in Cardiff - Ysgol Glan Morfa



Schools serving the Cathays High School catchment area

Table 3 below sets out the secondary schools serving the Cathays High School catchment area:

Table 3: Secondary schools serving the area			
Name of School	Language medium and category of school	Age range	Published Admission Number
Cathays High School	English-medium Community Secondary School	11-18	165
Corpus Christi Catholic High School	English medium Voluntary Aided Secondary School	11-16	215
St Illtyd's Catholic High School	English medium Voluntary Aided Secondary School	11-16	176
Bishop of Llandaff CiW High School	English medium Voluntary Aided Secondary School	11-18	180
St Teilo's CiW High School	English medium Voluntary Aided Secondary School	11-18	240
Ysgol Gyfun Gymraeg Glantaf	Welsh-medium Community Secondary School	11-18	240
Ysgol Gyfun Gymraeg Bro Eder	Welsh-medium Community Secondary School	11-18	180

Children from the Cathays High School catchment area also attend other English-medium schools although the number of children able to do so is likely to reduce as populations across the city increase.

The English-medium community primary schools that are within the catchment area of Cathays High School are listed below.

Table 4: Primary schools within the Cathays High School catchment			
Name of School	Language medium and category of school	Age range	Published Admission Number
Albany Primary School	English medium Community Primary School	3-11	60
Allensbank Primary School	English medium Community Primary School	3-11	45
Gladstone Primary School	English medium Community Primary School	3-11	30
Ysgol Mynydd Bychan	Welsh medium Community Primary School	3-11	30
St Joseph's Catholic Primary School	English medium Faith Primary School	3-11	30
St Peter's RC Primary School	English medium Faith Primary School	3-11	60
St Monica's Church in Wales Primary School	English medium Faith Primary School	4-11	20

Why expand and replace Cathays High School?

Demand for places city-wide

Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years.

City-wide projections show that the demand for places in the English-medium secondary sector will further increase during the period of the Band B investment programme. The number of pupils in each of the year 3 to year 6 age groups in English-medium primary schools exceeded the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools at January 2020.

The projections, based upon the most recent school census data (PLASC) received in 2020, show that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.

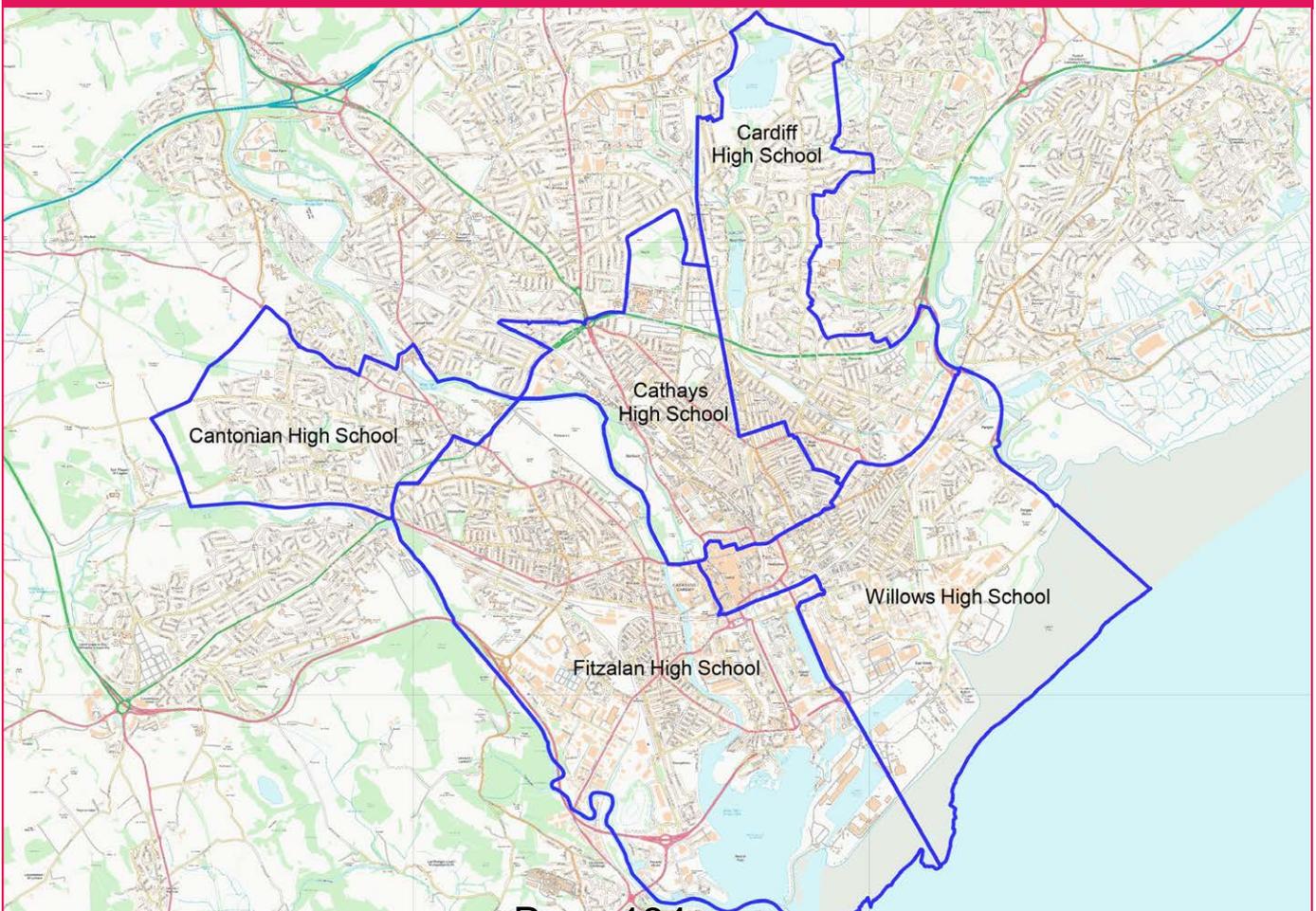
Based on the existing housing city-wide, the highest intakes at entry to secondary education (Year 7) of around 4,115 pupils are expected in 2022/ 2023 and 2023/ 2024. The intakes that follow are expected to reduce to around 3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/ 2029.

Separate to this, additional secondary school places will be required to accommodate children from new housing developments in the catchment areas of some existing schools.

The five secondary schools included in Cardiff's Band B 21st Century schools programme, including Cathays High School, are proposed to expand from a combined capacity of around 35.5 forms of entry to around 44 forms of entry. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows.

The map below shows the catchment area of the five community secondary schools in Cardiff's Band B programme.

The map below shows the catchment area of the five community secondary schools in Cardiff's Band B programme



Demand for places in the Cathays High School catchment area and neighbouring areas

Between 2016-2020 the average number of children taking up English-medium places living in the Cathays catchment area has been 108 per year group. This has varied during the period with the lowest take up being 82 places and the highest 133 places.

The average number of children starting in English-medium reception classes over the last 3 years that live in the Cathays High School catchment area is 117 pupils (approximately four Forms of Entry). Current data shows that the local demand for places is projected to drop off slightly. However, there is expected to be some additional demand for places from new housing citywide that would have some effect on all schools. Data is not yet available for age groups that would enter primary education beyond 2024/25.

The numbers of pupils in some primary school year groups, that live in the catchment area of Cathays High School, have fluctuated significantly. Numbers per year group across the area have varied by between 11-48 pupils (on average 24% changes within age groups).

On average, 91 children per year group have transferred to English-medium community secondary schools, and 33 children per year group have transferred to English-medium Faith-based secondary schools in recent years. The remaining young people transfer to Welsh-medium secondary schools.

The majority of children in Year 6 in the area normally transfer to Year 7 (almost all children in the area continue to attend community or faith schools in Cardiff when they transfer to secondary school).

Current data shows that in the Band B investment period, 68-105 English-medium community secondary school places will be required to serve children and young people living in the existing Cathays High School catchment area. This would include approximately 33 places being taken up within Faith-based schools by pupils resident in the area.

Table 5 below sets out the net number of places that may be required to meet the demand for English-medium community and foundation places in each secondary school catchment area of the city (existing housing only), having taken account of the forecast take-up of places at Faith-based schools in each area.

Table 5: Forecast net demand for places at any English-medium community secondary school in each English-medium secondary school catchment area (at entry to Year 7), allowing for consistent take-up in faith-based schools

Catchment Area	Forecasts based on PLASC data - Pupils enrolled in primary education				Forecasts based on NHS data			
	2023	2024	2025	2026	2027	2028	2029	2030
Cantonian High School	98	106	113	85	78	77	71	70
Cardiff High School	285	252	268	282	281	270	236	195
Cardiff West Community High School	221	200	193	219	173	177	171	150
Cathays High School	68	105	87	89	82	69	69	68
Eastern High School	326	269	323	283	313	278	298	274
Fitzalan High School	384	309	328	317	343	265	257	241
Llanishen High School	330	308	302	330	302	281	265	238
Radyr Comprehensive School	180	176	170	191	159	146	139	132
Whitchurch High School	353	313	327	320	347	276	295	267
Willows High School	189	171	150	148	165	142	144	108
Total demand for English-medium and Community/ Foundation places	2429	2266	2308	2323	2299	2094	2058	1918

The numbers in Table 5 take account of the most recent take-up of places. They do not allow for changes of pupil preference patterns expected as a result of planned changes to secondary schools in Cardiff. Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as result of large new housing developments.

Based on the numbers of pupils in existing housing in the Cathays High School catchment area an English-medium community secondary school of three forms of entry, providing 90 places per year group, would be sufficient to serve the existing catchment area. This would apply for the duration of the Band B investment period and the years immediately after this.

However, planned housing in the south of the city will significantly increase pupil numbers in neighbouring school catchment areas.

The current and projected demand for places at entry to secondary school within the neighbouring catchment areas of Fitzalan High School and Cardiff High School exceed the number of places available at each school. The projected demand from housing within the catchment area of Llanishen High School is also at a high level. It is expected to increase further within and beyond the Band B period as new housing is developed between the communities of Lisvane and Pontprennau.

Planned housing developments within the Fitzalan High School catchment area, including those with outline or full planning permission, will affect neighbouring English-medium community schools, including Cathays High School.

If Cathays High School remained at its existing capacity of 5.5 forms of entry, or a minor expansion to six forms of entry, there would not be enough places to meet the demand from within its catchment area and the excess demand from within the neighbouring catchment area of Fitzalan High School.

A temporary increase to the admission number at Cathays High School, to eight forms of entry in Year 7 (240 places), was implemented for the 2020/21 intake, and all extra places were allocated. The central location of the school enabled it to meet the excess demand for places, and to accommodate late applicants, from the south, central and north areas of the city. Even with this increase, Cardiff retained less than 5% surplus places city-wide in the year group. Current projection data shows that similar measures, retaining the intake at Cathays High School of 240 places, are likely to be needed in coming years.

It is expected that Cathays High School would be fully subscribed at entry to Year 7, based on pupil populations in the wider area, until at least 2024. The school would therefore have eight forms of entry enrolled in some year groups until at least 2028.

A permanent expansion of Cathays High School to eight forms of entry would:

- Create an efficient class organisation;
- Provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area, requiring a place in an English-medium community high school, to attend;
- Provide surplus capacity to enable the excess demand from neighbouring catchment areas to be accommodated;
- Ensure that citywide capacity and surplus places would be appropriately balanced, in the context of projected reductions in secondary school pupil numbers at the end of the decade and potential uplift in the birth cycle in future years.

Cathays High School Condition & Suitability

In order to prioritise schools within the Band B programme all school properties were given a rating.

The ratings were based on:

- Sufficiency of places available
- Condition of the school buildings
- Suitability of the environment for teaching

Ratings were from A to D, with D being the lowest rating.

All Councils in Wales were informed by the Welsh Government that in order to receive capital funding investment from the Band B 21st Century Schools programme, all school buildings rated as D for condition were to be replaced/upgraded.

Grading	Condition	Suitability
A	Good and operating efficiently.	Good. Facilities suitable for teaching, learning and wellbeing in school.
B	Satisfactory but with minor deterioration.	Satisfactory. Performing as intended, but does not effectively support the delivery of the curriculum in some areas.
C	Poor with major defects.	Poor. Teaching methods inhibited / adverse impact on school organisation.
D	End of Life; life has expired or risk of imminent failure.	Very Poor. Buildings seriously inhibit the staff's ability to deliver the curriculum.

Table 7 below gives information on school capacity, condition and suitability of Cathays High School.

Name of School	Type of school	* Condition of School Buildings	* Suitability of School Buildings	Capacity
Cathays High School	Secondary English-medium	C- Poor	C- Poor	1,072

Cathays High School is rated as a "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is housed in demountable accommodation.

Cathays High School is located on a site measuring approximately 2.1 hectares, adjacent to North Road and Crown Way. The constrained school site limits access for pupils to outdoor facilities and does not include any school pitch provision for pupils.

Cathays High School has been assessed as Condition category C (Poor with major defects) and Suitability category C (Poor). Whilst some priority maintenance issues are currently being resolved through the Council's Capital Asset programme, this would not address all condition issues. Planned works would not significantly improve the suitability of the main building nor all demountable accommodation.

Autism Spectrum Condition (ASC) Provision

Why expand the Specialist Resource Base (SRB)?

Places for pupils with Autism Spectrum Condition (ASC) are offered in a range of settings across Cardiff, which support identified pupil needs. This includes supported placements at both primary and secondary level in mainstream schools and places in Specialist Resource Bases (SRB) and special schools.

At present, both secondary and primary schools in Cardiff host Specialist Resource Bases (SRB).

The purpose of an SRB is to enable learners with additional learning needs to succeed in a mainstream learning environment. Pupils are supported to attend mainstream lessons and benefit from the full range of educational opportunities available to all pupils at the school.

Most children with an ASC do not require a special school place in order to learn and thrive. Many young people successfully attend a local mainstream school and access additional specialist support through an SRB.

Although the Council increased ASC places between 2012 and 2017, from 82 to 140, it is anticipated that demand for ASC SRB places will continue to grow over the next 5-10 years. Due to increased demand, and the shortage of specialist ASC places in Cardiff, an increase in the number of places available at the ASC base at Cantonian High School has been agreed.

A Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18.

The SRB has designated accommodation where the pupils may access small group or individual teaching.

The SRB staff provide additional pastoral and teaching support to the pupils, and provide training and information to main school staff to support the inclusion of young people.

The base also provides a nurturing and 'safe' environment for young people when it is required.

The provision for the young people is tailored according to need. Young people experience short or prolonged periods where they are taught mainly or solely in the SRB, because of anxiety or sensory challenges, or as part of a transition from a more specialist environment.

It is proposed to retain the SRB at Cathays High school, as part of the future school, to ensure continued provision for current and future pupils.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the specialist provision within the school and to increase the number of places available from 16 to 50.

The current expertise and inclusive practice of the school would be maintained.

The additional places would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.

How would Post 16 provision be affected?

Research suggests that the minimum size of sixth form provision should be no less than 200 places. Much of the funding that a school receives is based on the number of pupils in the school. The amount of funding for pupils in sixth form (age 16-19) is less than it is for pupils in years 7-11 (age 11-16).

A sixth form of 250 places should provide a level of funding that would support the range of relevant courses and qualifications available without the need for financial subsidy from 11 – 16 funding or alternative sources.

Cathays High School currently offers Post 16 provision to learners undertaking Entry Level, Level 1, Level 2 or Level 3 programmes of study. Typically, 50 - 60% undertake a range of qualifications either at A Level or equivalent. Subjects offered currently include Art, Biology, Chemistry, Physics, Medical Science, Business, Health and Social Care, Sociology, History, English Language & Literature, Maths and the Welsh Baccalaureate Qualification (WBQ).

Around 25-30% of pupils complete Level 2 qualifications in GCSE results in English, Maths, Science, Media Studies, Health & Social Care, IT, Art. In addition, pupils also have the opportunity to undertake the Skills Challenge Certificate as part of the Welsh Baccalaureate.

Typically, around 25% of students pursue English for Speakers of Other Languages (ESOL) qualifications from Entry Level 3 to Level 1. These pupils are recent arrivals to the UK and having completed the ESOL qualification they will often progress to a L2 programme. Others, having completed ESOL will move into Further Education provision or employment.

At present, post-16 learning is integrated within the whole school; pupils are taught in classrooms alongside Key Stage 3 and Key Stage 4 learners with no designated sixth form space with the exception of a sixth form study space.

The school currently retains approximately 50% of its pupils moving from Key Stage 4 to Post 16 learning, whilst there are around 25% of students in the school post-16 provision who have not been in school in the UK prior to post-16 as they are new arrivals to the country. The remaining learners either continue their education at college or undertake work-based learning; 0% of pupils were not in Education, Employment or Training (NEET) in 2018/19.

As part of the expansion of Cathays High School, it is proposed to increase post-16 (sixth form provision) to allow for up to 250 pupils. This is consistent with the average proportion of learners continuing on to sixth form provision in English-medium schools across the city.

This will enable pupils to have access to a broader curriculum, providing increased opportunities for all learners. With improved facilities and a discrete sixth form learning environment the school will be able to offer a bespoke curriculum that would be facilitated through close collaboration with industries, colleges and work-based learning providers. This will ensure that there is an appropriate and purposeful learning pathway for all pupils of both an academic or vocational route. This would be particularly beneficial for learners who are new arrivals to the UK to have a potentially broader qualification base alongside their ESOL studies and would increase opportunities for community groups and multi-agencies to support their learning, wellbeing and post-19 pathways.

Creating a larger sixth form at Cathays High School creates the capacity and economies of scale to be able to improve:

- standards and achievement - raising standards of success and achievement and increasing progression to Higher Education and employment;
- choice - improving the breadth and depth of curriculum creating greater choice for all young people to choose learning pathways that best enable them to mix and match vocational, academic and occupational qualifications and experience;
- participation - increasing participation and attendance rates;
- equality - to ensure every sixth form student is able to access the curriculum of choice including those who are new arrivals to the UK;
- financial viability and effectiveness - providing a cost effective and efficient model for delivery, generating economies of scale and expanding economies of scope.

Sixth form projections will be kept under review and proposals to increase/ decrease provision would be brought forward at the relevant time if required.

Land Matters including improving community facilities

The current Cathays High School site is located on a site measuring approximately 2.1 hectares, adjacent to North Road and Crown Way.

The constrained school site limits access for pupils to outdoor facilities and does not include any full size school pitch provision for pupils. Formal arrangements exist at present for Cathays High School to use grass pitches at Heath Park, and transport arrangements are in place to support this at an annual cost to the Council of c£21,000.

The Maindy Centre, including the indoor leisure centre and pool, the Maindy Cycle and BMX track, and outdoor football pitches, is located in close proximity to the school on the opposite side of Crown Way, also adjacent to North Road.

The Maindy cycle track was built for the British Empire and Commonwealth Games in 1958 and has been home to the Maindy Flyers Cycling Club since 1995. The club has approximately 200 members aged 5 to 18 years old. Cardiff's Road Safety Centre, providing adult and child cycle training, is also located at the Maindy site.

Maindy Centre is Cardiff's only outdoor cycle track and is the home of the grassroots cycling talent in the city. The track is a popular outdoor venue that requires investment. However the cycle club has outgrown the facility. The Council is keen to continue to support Cardiff's home-grown talent to excel and progress to represent Wales competitively on the international stage.

In order to further enhance the development and promotion of cycling in the city, a new track facility, located in the heart of Cardiff Bay at the International Sports Village, is to be brought forward in 2021, bringing a greater range of cycle track opportunities to our capital.

The construction of new facilities for Cathays High School on the Maindy Centre site will enable the expansion of the school in an area that is well located within the community that the school serves.

The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL), and a long term lease arrangement is in place. As part of a revised lease the school will continue to have access to indoor facilities at Maindy Centre and an arrangement will be explored with GLL for the management of external sports facilities and shared use of the carpark outside of the school day.

The location of the sites, off North Road and Crown Way, provide an opportunity to enable significant new investment in the community and in the range of facilities available for use by all. The design of the school would support open community access to some multi use games areas outside of school hours and re-provide community land where possible.

If agreed to proceed, the land south of the existing Maindy cycle track and other areas would be made available for exercise; dog walking; access between Gelligaer Street and Crown Way/North Road; and general leisure activities.

The BMX track is expected to be retained, but could potentially be relocated elsewhere on the Maindy or current school site should it be deemed beneficial to the project and the community.

The existing playground will sit outside of the scope of the proposed redevelopment and will be retained. There are further opportunities presented by the levels and existing conditions of the site which provide opportunities for a holistic landscape design that incorporates sustainable drainage, ecology and habitat strategies.

The proposed strategy to provide a combination of all-weather pitches on-site and retaining current grass pitches at Heath Park would enable curriculum requirements to be met, providing pupils with access to a range of facilities for a variety of sports.

Facilities included in a school

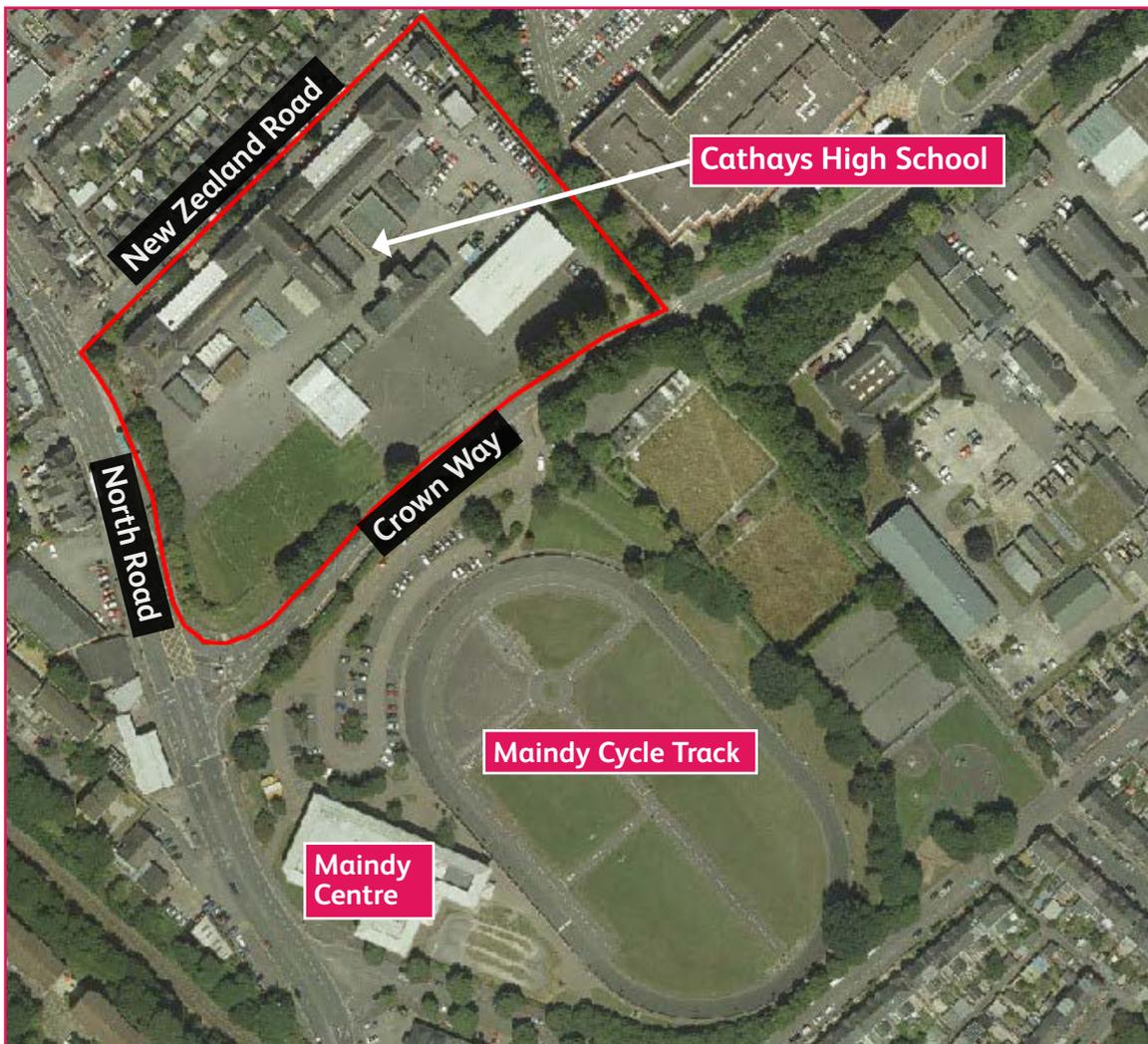
Any new buildings would meet Welsh Government funding conditions such as BREEAM certification and be designed in accordance with the Department of Education: Area guidelines which set out that the following facilities need to be included in any school:

- Teaching space
- Internal and external halls/ dining area
- Learning resource areas
- Staff and administration
- Storage
- Toilets and personal care
- Kitchen facilities
- Circulation, plant and internal walls
- Withdrawal areas to support small group/SEN working

Detailed designs would be agreed with relevant Headteachers and governing bodies if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

The design process for the new school has not yet commenced. This would include input from a range of stakeholder including governing bodies, headteachers, staff and children.

Site map



Quality and Standards

The Council works closely with two organisations in order to monitor the performance of schools and to support school improvement.

Estyn is the office of Her Majesty's Chief Inspector of Education and Training in Wales.

Estyn inspects quality and standards in schools and other education providers in Wales.

The Central South Consortium Joint Education Service (CSCJES) is the regional School Improvement Service for the five councils of Bridgend, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff and the Vale of Glamorgan. The Council works with the Consortium to support and challenge all schools in Cardiff.

Local Authorities, such as Cardiff Council, must consider Estyn reports and other evidence about school performance and effectiveness when suggesting changes to schools.

Local Authorities must also consider the likely impact of the proposed changes on:

- standards, wellbeing and attitudes to learning
- teaching and learning experiences
- care support and guidance
- leadership and management (leadership, improving quality, partnership working and resource management)

Estyn

Schools are inspected as part of a national programme of school inspection. The purpose of an inspection is to identify good features and shortcomings in schools in order that they may improve the quality of education offered and raise standards achieved by their pupils (Estyn).

The relevant Estyn Inspection reports provide grades against Key Questions and provide schools with recommendations for improvement.

Inspections carried out between 2010 and 2017 provided judgements against three key questions

Key Question 1: How good are the outcomes?

Key Question 2: How good is provision?

Key Question 3: How good are leadership and management?

Inspectors also provided an overall judgement on the school's performance at that time and prospects for improvement.

In these evaluations, inspectors used a four-point scale as set out in Table 8 below:

Judgement	What the judgement means
Excellent	Many strengths, including examples of sector-leading practice
Good	Many strengths and no important areas requiring significant improvement
Adequate	Good Strengths outweigh areas for improvement
Unsatisfactory	Important areas for improvement outweigh strengths

If a school is judged as adequate or unsatisfactory, they will be subject to monitoring by Estyn or the Local Authority until such time as they are judged to have made sufficient progress to be removed from the list of schools requiring improvement,

You can find inspection reports on the Estyn website www.estyn.gov.uk

Welsh Government categorisation of schools

In 2014, the Welsh Government introduced a new categorisation system.

It looks at each school's standards and how much a school is able to improve. This identifies the level of support schools require. Organisations such as the Central South Consortium (CSCJES) and the school improvement service then work with schools' leaders to identify, provide and/or broker any support required for further improvement.

The categorisation system is described in Table 9 below:

Category of support	What the category means
Green	A highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement.
Yellow	An effective school which is already doing well and knows the areas it needs to improve.
Amber	A school in need of improvement which needs help to identify the steps to improve or to make change happen more quickly.
Red	A school in need of greatest improvement and will receive immediate, intensive support.

A school's colour-coded category is decided by how it is rated for standards (1-4) and for how able it is to improve (A-D).

1 is the best rating for standards and A is the best for improvement.

Updated categorisations for each school are published every year in January.

More information about the categorisation scheme can be found in the Welsh Government's parents' guide to the National School Categorisation System here:

<http://gov.wales/docs/dcells/publications/150119-parents-guide-en.pdf>

Cathays High School

Estyn inspected Cathays High School in February 2013.

At that time, the school's performance was judged as good.

In the inspection report, Estyn stated that:

- The school's strong performance in key stage 4 compares favourably with that of similar schools and is higher than expectations, especially in the level 2 threshold including English and mathematics;
- pupils have positive attitudes towards the school community and are fully engaged in learning;
- pupils who receive additional support to meet their individual needs make clear progress;
- teachers ensure a positive learning environment in lessons and plan a sequence of learning activities that enable pupils to sustain their learning and make progress;
- the wellbeing of pupils is a high priority and provision to support the diverse nature of pupils' needs has a number of strengths;
- the school works effectively with a range of partners to enhance pupils' learning experiences and offers an extensive range of opportunities for out of school hours activities.

The school's prospects for improvement were also judged as good.

In the most recent Welsh Government School Categorisation at January 2020, Cathays High School was categorised as Green.

This means Cathays High School is:

- a well run school with strong leadership
- clear about priorities for improvement
- has a track record in raising standards
- has the capacity to support other schools

How would standards be affected by the proposed changes?

Standards

The Council has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The delivery of 21st Century, Learning environments will ensure that there are appropriate, high quality school places for young people, which meets the needs of Cardiff's growing and changing population.

The Council works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education. The Council expects that 21st century school facilities will better support the delivery of high quality education.

Teaching and learning experiences

The new school facilities will support the delivery of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022.

The new curriculum will adopt an approach, which is inclusive and designed to address the need to prepare children and young people in Wales to thrive and be successful in a rapidly changing world.

It is recognised that the new curriculum should provide breadth, enable greater depth of learning, ensure better progression, provide scope for more imaginative and creative use of time, and place a much greater emphasis on skills.

The proposed new 21st Century School will meet the needs of this new, flexible curriculum along with providing facilities that allow for real-world practical learning with local organisations and employers context

Care support and guidance

All schools have a suitable range of policies and provision in place to promote pupils' health and wellbeing.

Cathays High School is committed to fostering a school community in which learning is valued and pupils achieve their potential in a happy and safe environment in which they show respect and tolerance for others.

The Council would work with the leadership of the school to make sure everyone at the school understands their responsibility for helping to improve and sustain care support and guidance.

Leadership and Management

The Council would continue to work with the leadership of the school to make sure everyone in the school understands their responsibility for helping to improve and sustain high performance. It would support the school to have good relationships with parents and other partners so that pupils receive a high quality education.

The proposed changes would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.

Additional support for pupils

Table 10 below shows the 2020 percentages of:

- Pupils with Additional Learning Needs
- Pupils receiving Free School Meals
- Pupils with English as an Additional Language
- Minority Ethnic pupils

Table 10: The 2020 percentage of pupils at Cathays High School with Additional Learning Needs, receiving Free School Meals (FSM), with English as an Additional Language and identified as a Minority Ethnic pupils:

School	% of Pupils on School Action	% of Pupils on School Action Plus	% of Pupils with a statement of ALN	% of Free School Meal Pupils - 3 year average	% of Pupils with English as an Additional Language	% of Minority Ethnic Pupils
Cathays High School	13.8%	7.4%	3.0%	31.9%	30.7%	80.7%
Cardiff average (Secondary)	11.7%	7.4%	3.0%	20.5%	7.1%	32.9%
Wales average (Secondary)	12.9%	7.7%	2.3%	17.0%	2.8%	10.8%

*further information can be found on the website: www.mylocalschool.gov.wales

How would support for pupils with English as an Additional Language be affected?

Pupils that receive support because they have English as an additional language can be supported in any school in Cardiff.

As set out at Table 10, 30.7% of the pupil population at Cathays High School have English as an additional language (EAL).

There is no information available that suggests that the proposals would have a negative effect on how children with English as an additional language are supported. Cathays High School would continue to provide support that is appropriate to the individual needs of each pupil.

How would pupils receiving Free School Meals be affected?

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

As set out at Table 10, 31.9% of the pupil population at Cathays High School receive Free School Meals.

There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals.

How would Minority Ethnic pupils be affected?

As set out at Table 10, the majority of the current pupil population at Cathays High School (80.7%) identify as Minority Ethnic.

The needs of individual pupils are assessed and provided for as appropriate. There is also no information available that suggests that the proposals would have a negative effect on provision for any ethnic group. The options that will become available to enhance learning opportunities would make use of the expertise and skills within the local area.

Impact on pupils in the Autism Specialist Resource Base (SRB)

A 21st Century school building will allow the new SRB facilities to be tailored to the needs of the young people who access it. It can be designed to fit their learning needs and provide a calm and structured environment to help with anxiety and sensory challenges.

The current expertise and inclusive practice of the school would be maintained. The expansion, and new facilities, would provide opportunities for staff development and for enhancing pupils' learning in purpose built facilities.

The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. Pupils attending the ASC SRB would be supported by ASC staff to enable them to adapt to the changes proposed.

How would other schools be affected

At present, a proportion of pupils that live in the Cathays High School catchment area choose to attend other English-medium or Welsh-medium secondary schools or faith based secondary schools across Cardiff.

As the city-wide population entering secondary education increases, there will be fewer surplus places at secondary schools overall. This will reduce the number of pupils resident in the Cathays catchment area that are able to gain access to other English-medium community schools. This would occur regardless of whether these proposals proceed or do not proceed.

The proposal to expand and replace Cathays High School with new build facilities is expected to further reduce the number of pupils within the catchment area who choose to commute to other English-medium community schools.

The Cathays High School catchment is adjacent to the catchment areas of Cardiff High School, Fitzalan High School, Llanishen High School, Whitchurch High School and Willows High School.

The number of pupils resident in the neighbouring Fitzalan High School catchment area who choose to attend an English-medium secondary school is already in excess of the numbers of places available at the school. The number of houses in this catchment area will increase further in coming years as a result of new housing. As fewer children resident in the catchment area of Fitzalan High School will gain admission to St Cyres High School, Penarth in future years the number of children requiring places in Cardiff schools will increase.

The pupil population in the wider area will therefore remain at a high level with pupils accessing places in neighbouring areas. Intakes to Fitzalan High School and Cathays High School are expected to remain at a similar level to those at present, throughout the Band B investment period (2019-2024).

Tables 11 and 12 below set out how the number of pupils enrolled at local schools may be affected by the proposed changes.

Table 11: Number of pupils enrolled at local schools if the proposals **were implemented** from September 2023

School	Recent number of pupils enrolled					Forecast number of pupils enrolled				
	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026
Cathays High School	782	847	913	917	1021	1115	1206	1297	1372	1426
Cardiff High School	1554	1627	1643	1645	1776	1761	1736	1732	1728	1728
Fitzalan High School	1712	1709	1724	1742	1776	1770	1783	1786	1786	1787
Llanishen High School	1543	1546	1542	1557	1650	1701	1729	1748	1757	1757
Whitchurch High School	2255	2285	2339	2373	2431	2409	2409	2402	2394	2392
Willows High School	554	581	619	665	704	698	706	712	719	758

Table 12: Number of pupils enrolled at local schools if the proposals **were not implemented**

School	Recent number of pupils enrolled					Forecast number of pupils enrolled				
	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026
Cathays High School	782	847	913	917	1021	1115	1206	1231	1240	1228
Cardiff High School	1554	1627	1643	1645	1776	1761	1736	1732	1728	1728
Fitzalan High School	1712	1709	1724	1742	1776	1770	1783	1786	1786	1787
Llanishen High School	1543	1546	1542	1557	1650	1701	1729	1748	1757	1757
Whitchurch High School	2255	2285	2339	2373	2431	2409	2409	2402	2394	2392
Willows High School	554	581	619	665	704	698	706	712	719	758
Pupils to be placed*	0	0	0	0	0	0	0	66	132	198

*If the proposed changes were not to be implemented, it is expected that most of these additional pupils would be placed at other community or faith-based secondary schools in Cardiff. A number of schools are expected to be fully subscribed at entry to the schools. The number enrolled at most schools may therefore not change, but some of the pupils enrolled to those schools would be from different areas of the city. Overall, it is expected that the number of pupils admitted to Willows High School would increase by the greatest amount.

The proposed expansion of Cathays High School is not anticipated to affect the take up of places at Welsh-medium community secondary schools or faith-based schools serving the area.

Admission Arrangements

There are no plans to change the Council's policy on the admission of children to schools as a result of this proposal.

Detailed information about admission arrangements is in the Council's Admission to Schools booklet. You can find this information on the Council's website (www.cardiff.gov.uk).

Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places. Catchment areas are only part of the school admission oversubscription criteria and being resident within a catchment area is not a guarantee of admission. The Council has to ensure sufficient places in the secondary sector regardless of catchment boundaries.

The Council will continue to manage all admissions to the ASC provision at Cathays High School in accordance with the ALN Code of Practice. Admissions to ALN provision are county-wide.

Interim Arrangements

In accordance with the limitations set out within the School Organisation Code, the Council has agreed a temporary increase to the Admission Number at Cathays High School, from 165 places to 240 places at entry to Year 7 in the 2020/21 school year, to meet the increased demand for places.

It is proposed that the admission number of 240 places would be permanently implemented from September 2023, in accordance with the requirements set out in the School Organisation Code. Pupil projections will be kept under review and interim arrangements would be brought forward as necessary to ensure continuation of education for pupils.

What are the benefits of the proposal?

- the proposal would increase the number of English-medium secondary school places. It would contribute towards meeting projected demand in the local and wider area;
- the proposal would increase the number of SRB places for learners aged 11 – 19 with an Autistic Spectrum Condition;
- new school buildings will address the substandard condition of the existing buildings and reduce the maintenance backlog;
- new build schools provide high quality facilities, which improve learning choices and opportunities for pupils. The Cardiff 2030 vision sets out the need to provide high quality school places. High quality learning environments have a strong impact on improving pupil outcomes;
- the new building will be fully accessible and compliant with the Equality Act 2010;
- improved outdoor sports facilities would provide enhanced opportunities for both pupil and community use.

Potential disadvantages of the proposal

- there is potential for increased traffic congestion around the school site at the start and end of the school day, as the number of pupils on roll at the school increases. However, the Council would work with the Governing Body of the school to develop a Travel Plan to minimise any potential disruption;
- some pupils with ALN can find change difficult. They may find moving to a new building on a new site unsettling. We know they will need carefully planned support to adapt to the new setting. However, there would be sufficient time to plan and support such a transition.

Risks associated with the proposal

- there is a risk that the projected increase in the number of pupils does not happen. However, based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff this appears unlikely. The Council will keep its projections under review and would respond to any such changes in demand if required;
- there may be development constraints that have not yet been identified. If any became apparent, there could be implications for cost and delay. Site surveys and geo-technical reports would take place. These would provide further information around this and inform management strategies;
- the proposal may not be achievable if Welsh Government capital funding is not secured at the business case stage;
- if the Council did not get this funding from the Welsh Government then the Council would be fully responsible for all costs relating to the proposal. In this case, investment options would be reviewed to ensure the delivery of sufficient school places.

Alternative Options

‘Doing Nothing’

The Cathays High School buildings have a backlog of maintenance issues and ‘doing nothing’ is not an appropriate option. Addressing the maintenance backlog would only address health and safety issues. It would not provide a sustainable school for the future.

The Council would also need to identify alternative means of accommodating the projected increase in pupils requiring secondary school places in coming years.

Refurbishment of existing buildings

Refurbishment would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area. Refurbishing the school would not be cost effective and would not significantly improve the learning environment. There may still be long-term maintenance issues, which would compromise the value for money which can be achieved through the investment of public money.

Replacement of buildings on the existing site

Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.

Financial Matters

The proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). The new school will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years.

Expenditure required that does not fall within the scope of the MIM will be met jointly by the Council and Welsh Government with Welsh Government funding a minimum of 65% via the 21st Century Schools Band B capital grant.

Operational costs incurred in managing the scheme and transition from current buildings into new buildings will be met from a dedicated revenue budget.

The additional revenue costs of increased pupil numbers will be met through the school funding formula on the basis of pupil numbers.

Human Resources Matters

The proposed expansion of Cathays High School would require the Governing Body to consider their workforce requirements in readiness for expansion and the potential increased staff numbers required. In the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

Further HR implications of the proposal would need to be determined as the project develops, particularly in relation to the operation of the MIM scheme outlined above. Further guidance is required from Welsh Government to understand the full working arrangements in relation to facilities management to assess the impact, if any, on current school staff. The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide advice and support as necessary.

Eastern High School



Transport Matters

The Council's policy is to increase the use of sustainable modes of transport. Most journeys to education in Cardiff are within 3km of people's homes. Improvements to the safety of roads and routes for walking and cycling within school catchment areas would encourage more active travel. There are well evidenced health and wellbeing benefits from walking, cycling and scooting to school as opposed to travelling by car.

This proposal will increase educational activity on this site through the expansion of mainstream and SRB places. The expanded provision will result in more trips to the site. These have the potential to add/alter existing pressures on the local highway network.

The Council's Local Development Plan (2006-2026) includes a target of 50% of all journeys to be made by sustainable transport. This will be achieved by ensuring that new development is fully integrated with transport infrastructure. This mitigates the transport impacts and maximises opportunities for travel by sustainable modes. It is important that this new school facility fully reflects the Council's transport policies and makes a positive contribution to modal shift. This can be achieved by ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. The provision of on-site facilities, such as secure cycle parking spaces and lockers for storage of cycling clothes and equipment will also be essential.

Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. Currently no pupils (other than SRB pupils) are eligible for learner transport. The SRB pupil learner transport will need appropriate suitably segregated facilities for drop-off and pick-up. However, facilities for general pick up and drop off of other pupils by car should not be provided.

Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school. The expansion of Cathays High School, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles.

Transport mitigation for the development will be identified through the Transport Assessment (TA) process. The first part of the TA has now assessed the traffic impact on the highway network. It has identified that potential changes are expected to result in some additional queuing at peak periods. However it is considered that the overall traffic impact of the development can be accommodated by the network.

The subsequent completion of the full TA will identify necessary works, including any safety measures, traffic calming and facilities for pedestrians, cyclists and scooting.

The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.

The Active Travel Plan for the new school should be linked to the Active Travel Plans for the local cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new Cathays High School are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff.

Learner Travel Arrangements

There are no plans to change the Council's policy on the transport of children to and from school. Any pupils affected by this proposal would be offered the same support with transport as is provided throughout Cardiff and in line with the same criteria that apply across Cardiff.

The Council's transport policy for school children can be viewed on the Council's website (www.cardiff.gov.uk)

In the event of the proposal being progressed to implementation, all pupil's entitlement to free home to school transport will be re-assessed from the new location.

The Council provides free home to school transport for pupils with statements for ALN dependent on the shortest available walking distance that they live from their home address to the school/base location nearest appropriate gate.

The distance criteria used are that pupils of primary school age need to live two or more miles, and secondary aged pupils three or more miles, from the school via the shortest available walking distance to the nearest appropriate gate.

For pupils with ALN the Council also takes into consideration their:

- cognitive age, and then applies the relevant distance criteria for the cognitive age
- any disabilities that will impact their ability to walk these distances.

All pupils distance assessments for entitlement to free home to school transport are undertaken on the basis that the child is accompanied on the route to school as appropriate. It is the responsibility of parents or guardians of a child to arrange for their child to be accompanied along the walking route to school.

Partnerships

The 'Cardiff Commitment' (www.cardiffcommitment.co.uk) is dedicated to inspiring ambition, creating opportunities and developing skills in all children and young people, to support their progression and future career choices. Through school, employer, community, voluntary sector, higher and further education partnerships, the Cardiff Commitment aims to support all Cardiff pupils to realise their potential and contribute to the economic growth of our capital city. Working in partnership, the vision is to ensure that no Cardiff child or young person is left behind and that the talents of all are recognised and nurtured.

To date over 200 partners have pledged to support Cardiff Commitment and the programme priorities are aligned to the following principles:

- Enhancing delivery of the Curriculum for Wales 2022 by supporting schools across Cardiff with access to knowledge, skills and experiences that bring the curriculum to life and make teaching and learning relevant for the children and young people of today in readiness for the jobs of tomorrow.
- Supporting the realisation of the four key purposes of the Curriculum for Wales 2022, enabling learners to develop as:
 - ambitious, capable learners ready to learn throughout their lives
 - enterprising, creative contributors, ready to play a full part in life and work
 - ethical, informed citizens of Wales and the world
 - healthy, confident individuals, ready to lead fulfilling lives as valued members of society.
- Aligning the knowledge, opportunities and skills children and young people experience in Cardiff Schools to the needs of employers in the economic growth sectors in the Cardiff Capital Region, Wales and globally.
- Raising awareness of the breadth of career opportunities available in the Cardiff Capital Region and beyond, to develop skills to sculpt future growth for the benefit of all.
- Securing sustainable progression routes for all young people post 16.

The Council's proposals for Band B of the 21st Century Schools Programme, and the Cardiff 2030 strategy, clearly state the critical link between improving the learning environment, raising standards of achievement and positive learner progression beyond statutory schooling.

The Council is keen to assist with the development of opportunities between schools and business to create a sustainable pool of talent for future workforce needs. ESTYNs most recent report on Preparing for the Curriculum for Wales – case studies and cameos from secondary, all-age and special schools November 2020 cites Cantonian High School as an example of where integrating real life experiences into the curriculum through Cardiff Commitment facilitated partnerships has been a success and positively impacted young people.

Impact of the proposal on the Welsh Language

The Council does not expect any negative impact on the Welsh Language from this proposal.

The proposal would not change the number of Welsh-medium secondary school places available in the area.

Welsh is taught in English-medium schools in line with the National Curriculum. This would continue to apply if Cathays High School was expanded.

The Council works closely and constructively with partners on its Welsh Education Forum (WEF). The forum includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. It actively informs the planning of Welsh-medium places. It also supports the Council's plan to sustainably increase the number of Welsh learners. This includes learners in Welsh-medium schools and those learning Welsh in English-medium schools.

The Council and the Welsh Education Forum are committed to driving the increase in the number of pupils in Welsh-medium education. They aim to meet the targets within Cardiff's Welsh Education Strategic Plan (WESP) and set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the number of extra pupils that may come from new housing and the patterns of how many pupils are in Welsh-medium schools. This allows the Council to bring forward suitable plans to deal with any increase in demand.

Forecasts suggest that extra places will also be needed in Welsh-medium secondary schools. Separate proposals will be brought forward to address this. This will be at an appropriate time to ensure there are enough places available.

The Council must make sure that the expansion of school provision is brought forward in a strategic and timely manner.

These proposals do not include opportunities to develop Welsh medium ALN provision. The Council is taking separate steps to expand specialist ALN provision in the Welsh medium sector. This is through the WESP, the Educational Tribunal (ALNET) Act Regional Implementation Plan and the Cardiff ALN Strategy.

Since 2016 the number of SRB places for Welsh medium learners has increased from 20 SRB places at Ysgol Coed Y Gof to 60 SRB places between Ysgol Coed Y Gof and Ysgol Gymraeg Pwll Coch. At January 2019, about 25 SRB places will be taken up. There is spare capacity for growth in the Welsh-medium sector of up to 35 places.

In addition to these, a Welsh-medium primary 'wellbeing class' was established in 2016-17. It offers 6 month placements for up to 8 pupils in each year group with significant emotional health and wellbeing needs and 26 assessment/ 'Pupil Referral Unit -type' places.

In January 2018, a secondary 'virtual Pupil Referral Unit' offering specialist support to pupils learning through the medium of Welsh, at risk of exclusion was established, offering places for up to 18 pupils in each year group in the three Welsh medium secondary schools. These are sufficient to meet demand.

The Council is keeping capacity under review and will take steps to extend places in response to pupil needs.

In addition to the establishment of a greater number of places for learners in Cardiff with ALN, the Council are leading on the ALNET Regional Implementation Plan, Priority 7. This is to 'Review and improve Welsh medium provision and specialist support to increase regional capacity to support ALN'.

The objectives are to:

- Analyse how widespread ALN and the level of need are in the Welsh-medium sector. This will look at each local authority across the region (Cardiff, Vale of Glamorgan, Bridgend, Rhondda Cynon Taf, Merthyr);
- Map what Welsh-medium provision and support is available across the region;
- Increase sharing of good practice for ALN in the Welsh medium sector;
- Ensure that the ALNET Regional Implementation Plan supports and complements regional WESP priorities.

Governance Arrangements

There are no proposed changes to governance arrangements arising out of this proposal.

Equalities

An Equality Impact Assessment (EIA) is a process that looks at a policy, project or scheme to make sure it does not discriminate against anyone based on the protected characteristics set out in the Equality Act 2010 (age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion/belief, sex, sexual orientation).

An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society.

This assessment will be reviewed after the consultation and at key points if the proposals were to proceed.

If the proposal goes ahead, another equality impact assessment would be carried out at the design stage. This would identify accessibility to the new build high school site. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as BS8300, Part M and relevant Building Bulletins.

Cardiff West Community High



Community Impact

The following are taken into account when considering a proposal:

- Public Open Space
- parkland
- noise
- traffic congestion

Officers will work with schools, local members and any community group to make sure that the proposal avoids negative impacts if possible.

Cathays High School enables a number of community organisations to make use of its site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school.

The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities.

It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.

In addition, it is proposed that the playground at Gelligaer Street will remain, the BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site. The open-access MUGAs will also continue to be provided.

Many schools have established or are developing sports and wider leisure provision for use by the public.

A key objective is to enable third party access to the sports facilities at schools. This would be on a sustainable financial basis.

Welsh Government's aim for shared facilities in community-focused schools are to:

- provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
- operate in line with the national agenda for sport taking into account nationally adopted strategies;
- generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
- increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
- use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

The Council will make the most of Community Benefits wherever possible. This would include benefits for children and young people, through its procurement practices, and has explicitly identified this as one aspect of its programme to promote children's rights as a participating member of the UNICEF Child Rights Partner Programme.

The Council intends to work proactively with contractors and the local community to progress Community Benefit procurement initiatives and exchange best practice wherever possible.

The Council will work with contractors to ensure that their supply chains are aware of the Council's aspirations for Community Benefits and ensure the credentials of suppliers in this respect. This will safeguard, wherever possible, the Council's aspiration to secure Community Benefits is integrated into the specification.

In line with Welsh Government guidelines on Community Benefits, the Council will strive to meet the benchmark targets.

These four targets are:

- Jobs
- Apprenticeships
- STEM Engagement
- Training

Wellbeing of Future Generations

The Wellbeing of Future Generations (Wales) Act 2015 requires the Council to think about the long-term effect of decisions, and to work better with people, communities and each other and to prevent persistent problems such as poverty, health inequalities and climate change.

In line with the Act, Cardiff's Band B programme is committed to providing local schools for local children. It encourages use of sustainable modes of travel to schools, such as walking and cycling. Each school project takes into account key transport issues when they are being designed. The firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools is considered and supported.

With the current investments in digital working, blended learning and improved ICT across the city, student movements may be further reduced as mobile technology develops. This allows more flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.

We are keen to maximise the long-term impact of this investment. Any design taken forward for this proposal would be developed to ensure the delivery of high quality modern facilities. Facilities would be able to respond to pupils' needs and support the delivery of effective teaching and learning methods. Facilities would be designed to incorporate the flexibility to take account of changes in needs over time. These could be affected by changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.

Potential Disruption to Pupils

The Council has significant experience in the successful delivery of building projects on the sites of occupied schools as a result of progressing a large and growing school organisation programme. The proposed replacement of Cathays High School with separate new buildings would limit the disruption to pupils, staff and parents.

Any building work carried out would be managed effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained.

What would happen to the existing Cathays High School site?

The future use of the existing High School site will be subject to further consideration, taking account of the views of a range of stakeholders.

The construction of new facilities for Cathays High School will take place on the Maindy Centre site and potentially on a proportion of the existing site.

It is proposed that the design of the new school site will support open community access to some multi use games areas outside of school hours and will re-provide community land where possible. The land south of the existing Maindy cycle track and other areas will be made available for exercise; dog walking; access between Gelligaer Street and Crown Way/North Road; and general leisure activities. The BMX track is expected to be retained, but could potentially be relocated elsewhere on the Maindy or current school site should it be deemed beneficial to the project and the community.

The design of the school building, the layout of the school site, open space and school areas open for community access would each form part of the design.

Frequently asked questions

Will pupils' education be disrupted as a result of the proposals?

The Council has significant experience in the successful delivery of building projects on the sites of occupied schools resulting from the progression of a large and growing school organisation programme.

Pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready.

What is the intended timescale of development?

If the proposal is progressed, it is intended that building work would start in the 2023/24 school year and be completed in readiness for pupils to use all new facilities in the 2025/26 school year.

Will there be a new school uniform?

There are no proposed changes to school uniform arising out of this proposal.

Will the catchment area change?

Cardiff's Band B 21st Century Schools Programme proposes investment in five English-medium community secondary schools, and an increase in the number of school places overall. To date, proposals for Fitzalan High School and Cantonian High School has been approved and are being progressed.

Consultation on changes to school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places in each area and city-wide.

Next steps, how to make your views known and feedback form

What happens next?

Key Dates

The Council will collect and summarise the feedback from this consultation. Council officers will then report this to the Council's Cabinet to report stakeholders views to elected members, and to inform decision making. This consultation report will be available for anyone to view/download on the Council website. You can also get a copy by using the contact details in this document.

If the proposals are agreed to proceed following consultation there are a number of further stages that the Council would have to go through before a final decision is made.

These stages are set out in Table 13 below:

Table 13: Future stages (This timetable may be subject to change)	
Statutory Process	Timescale
Consultation Period	29 January - 19 March 2021
Consultation report considered by the Council Cabinet and published on the Council website	June 2021
Expected date for start of Objection Period, when statutory notice has been issued (when formal objections can be made)	June 2021
Expected date for end of Objection Period	July 2021
Final decision (determination) by the Council's Cabinet	October 2021
Objection report published on the Council website and notification of Cabinet's decision	October 2021

Consultation period

The consultation period for these proposals starts on 29 January 2021 and ends on 19 March 2021.

See page 37 for further details of how to respond and make your views known.

The Council will publish a consultation report on its website. The report must be published at least two weeks prior to the publication of a statutory notice.

You can also ask for a hard copy of the report.

The report will go over the issues raised during the consultation period and give the Council's response to these issues. The report will also contain Estyn's view of the proposals.

The Council's Cabinet will consider the consultation report and decide whether or not to go ahead with the proposed changes.

If the Cabinet decides to continue with the changes the Council must publish a document called a 'statutory notice'. This is an official statement saying that the changes will go ahead.

Statutory Notice

A statutory notice is the formal publication of a finalised proposal. The approval to publish a statutory notice must be given by the Council's Cabinet. This would only be considered after the Cabinet have received a report on all the consultation responses. This is a legal requirement as outlined in the School Organisation Code 2018.

The Council would publish the statutory notice on its website. It would also put copies of the notice at or near the main entrance to the school(s)/site(s) affected by the notice. Schools that are affected would also be given copies of the notice to give out to pupils, parents, guardians, and staff members (the school may also distribute the notice by email). The notice sets out the details of the proposals and asks anyone who wants to object to do so. Objections must be written. They must be sent to the Council within the dates given on the notice.

Determination of the proposals

Cardiff Council Cabinet would determine the proposal. This means they will make a final decision on whether the changes go ahead. The Cabinet may decide to approve or reject the proposal, or they may approve the proposal with some changes (modifications). The Cabinet will take any objections received in the Objection Period into account when making this decision.

Decision Notification

After determination, Cardiff Council would let everyone affected by the proposal know what the decision was. It will also be published on the Council's website.

Cardiff West Community High





Have Your Say!

You can complete this response form online at www.cardiff.gov.uk/cathayshighproposals

We are proposing to:

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community;
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

1. Please tell us whether you are responding as (tick all that apply)

- | | |
|-------------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> Parent or Guardian* | <input type="checkbox"/> Grandparent* |
| <input type="checkbox"/> Member of Staff* | <input type="checkbox"/> Pupil* |
| <input type="checkbox"/> Governor* | <input type="checkbox"/> Local Resident |
| <input type="checkbox"/> Other (please specify) _____ | |

Please confirm which schools you are affiliated with

2. Do you support the proposal to increase the number of places at Cathays High School from 1,072 to 1,450?

Yes No No opinion

Please explain why

3. Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

Yes No No opinion

Please explain why

4. Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

Yes

No

No opinion

Please explain why

5. Are there any changes you think could improve these proposals?

6. Are there any alternatives options you would like to suggest?

7. Do you have any other comments?

Name _____

Address _____

Post Code _____

The closing date for responses to this consultation is 19 March 2021.

The Council is not able to consider any consultation responses received after this date.

Consultation responses will **not** be counted as objections to the proposal.

Objections can only be registered following publication of a statutory notice.

If you wish to be notified of publication of the Consultation report please provide an email address. If you do not provide an email address we cannot keep you up to date

Thank you for your comments

Please return this form to the School Organisation Planning Team, Room 401, County Hall, CF10 4UW by no later than 19 March 2021.

The information you have provided above will be processed by Cardiff Council in line with the Data Protection Act 2018 and General Data Protection Regulation. The information provided to us in relation to this consultation will be treated as confidential but it may be used by the Council or disclosed to others when required by law. The purpose of processing the personal data is required to perform a specific task in the public interest. Any responses received can be requested under the Freedom of Information Act and may have to be made public, however any information that would identify an individual such as name and address would be removed.

For further information on how Cardiff Council manages personal information, see our full Privacy Policy on the Council's website https://www.cardiff.gov.uk/ENG/Home/New_Disclaimer/Pages/default.aspx

21st Century Schools Summary Document 2021

THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

29 January - 19 March 2021



This document can be made available in Braille. This is not the consultation document.
A full version of the consultation document is available at www.cardiff.gov.uk/cathayshighproposals
Information can also be made available in other community languages if needed
Please contact us on 029 2087 2720 to arrange this



Background

In 2017, we identified a need to increase the number of secondary school places as part of the Council's 21st Century, Band B Schools Programme and the need to improve school buildings.

This booklet contains summarised information about proposals to provide more school places at Cathays High School and to replace the existing Cathays High School buildings.

This is your chance to ask questions and make comments. We want to know your views because this helps us to make sure any proposal that goes forward really works for children, young people and the community local to Cathays High School.

What are we proposing to do?

We are proposing to:

- Increase the capacity of Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
- Replace the Cathays High School buildings with new buildings on the Maindy Centre site adjacent to Crown Way and North Road
- Increase the Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition from 16 to 50 places
- Improve community facilities in Cathays and Gabalfa by making the new school facilities available for shared use with the wider local community
- Continue to provide space for the local community to have access to off-road open spaces for informal leisure use

Where can I find more information?

- Full details can be found in the Consultation Document here: www.cardiff.gov.uk/cathayshighproposals
- If you are unable to access the document on-line, printed copies of this consultation document will be available by post on request. You may request a copy by telephoning **02920 872720**.
- We have organised online meetings that you can attend if you would like us to explain the suggested changes to you. You can also ask us questions. If you would like to attend an online meeting please contact us by e-mailing schoolresponses@cardiff.gov.uk and tell us which meeting you would like to attend. We will then provide a link and instructions for attending the meeting.

The dates of the public consultation meetings are set out below:

Table 1: Consultation Meeting Dates

Nature of Consultation	Date/Time
Online public meeting	Wednesday 24 February 2021 5:30pm – 7pm
Online public meeting	Monday 01 March 2021 2pm – 3:30pm

Separate meetings have been arranged for staff and governors and details of these can be found in the consultation document at:

www.cardiff.gov.uk/cathayshighproposals

How can I give my views?

- You can attend one of the meetings
- You can provide your views at www.cardiff.gov.uk/cathayshighproposals
- You can fill in the response form on pages 9 and 10 of this booklet.

Why are we proposing these changes?

School places - All councils in Wales must provide enough school places for pupils of all ages. School places must meet the needs of all pupils and must be suitable for any additional learning needs.

Condition & Suitability - School facilities must be fit for purpose. Schools must support the delivery of high quality learning.

What is the Band B 21st Century Schools Programme?

The 21st Century Schools Programme is a major, long-term investment programme. It is jointly funded by the Welsh Government and Local Authorities. It aims to create a generation of 21st century schools in Wales.

The first part of the Programme (Band A) ran until March 2019.

The second part of this funding (Band B) started in April 2019. As part of this, Cardiff Council is planning an investment programme of around £284million.

Why are more places needed?

Community Secondary School Places

Over the last five years, the number of pupils entering secondary school (Year 7) in Cardiff has increased. Projections suggest that:

- the number of pupils entering Year 7 in English-medium community schools will continue to rise, and
- there will be more pupils than the number of places currently available until at least September 2023

By September 2024 the overall demand for places from pupils living in existing housing may fall. However, there are several new housing sites planned across the city. As a result, we expect that there will continue to be more pupils than the number of places currently available in our schools beyond 2024.

The areas with the greatest projected shortfall of places are in the central area of the city. Cathays High School is located centrally in Cardiff. Therefore, it is in a good position to take children from surrounding catchment areas as well as its own.

Autism Spectrum Condition (ASC)

Places for pupils with Autism Spectrum Condition are offered in mainstream schools as supported placements, in Specialist Resource Bases or special schools. Most children with this condition do not require a special school place in order to learn and thrive.

There are Specialist Resource Bases in a number of secondary schools and primary schools in Cardiff.

Many young people successfully attend a local mainstream school and have additional specialist support provided by a Specialist Resource Base in that school.

It is expected that demand for places will continue to grow over the next 5-10 years. This is because of a growing population and better diagnosis of Autism Spectrum Condition.

Why expand and replace Cathays High School?

The Council's forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area.

Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.

There are currently no large planned housing developments within, or close to, the Cathays High School catchment area. However, there are planned housing developments in the south of the city. This will significantly increase pupil numbers in neighbouring school catchment areas.

Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.

A new Cathays High School with 240 places in each year group would

- create an efficient class organisation
- provide sufficient capacity for local children expected to want an English-medium community high school place, and
- contribute some additional places to meet the projected demand from the wider area.

Specialist Resource Base (SRB)

The Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) at Cathays High School supports up to 16 pupils aged 11-18. It is proposed to retain the Specialist Resource Base (SRB) at Cathays High School as part of the future school.

The number of places would also be increased from 16 to 50 places. This would ensure continued provision for current and future pupils.

Post 16 provision

As part of the expansion of Cathays High School, it is proposed to increase post 16 (sixth form) provision from 247 places to 250 places. This is consistent with the average proportion of learners continuing on to sixth form provision in English-medium schools across the city.

This would give pupils access to a broader curriculum and increased opportunities for all learners. The improved facilities will allow the school to offer a bespoke curriculum, working with industries, colleges and work-based learning providers. Pupils would have access to both academic and vocational learning.

Community Facilities

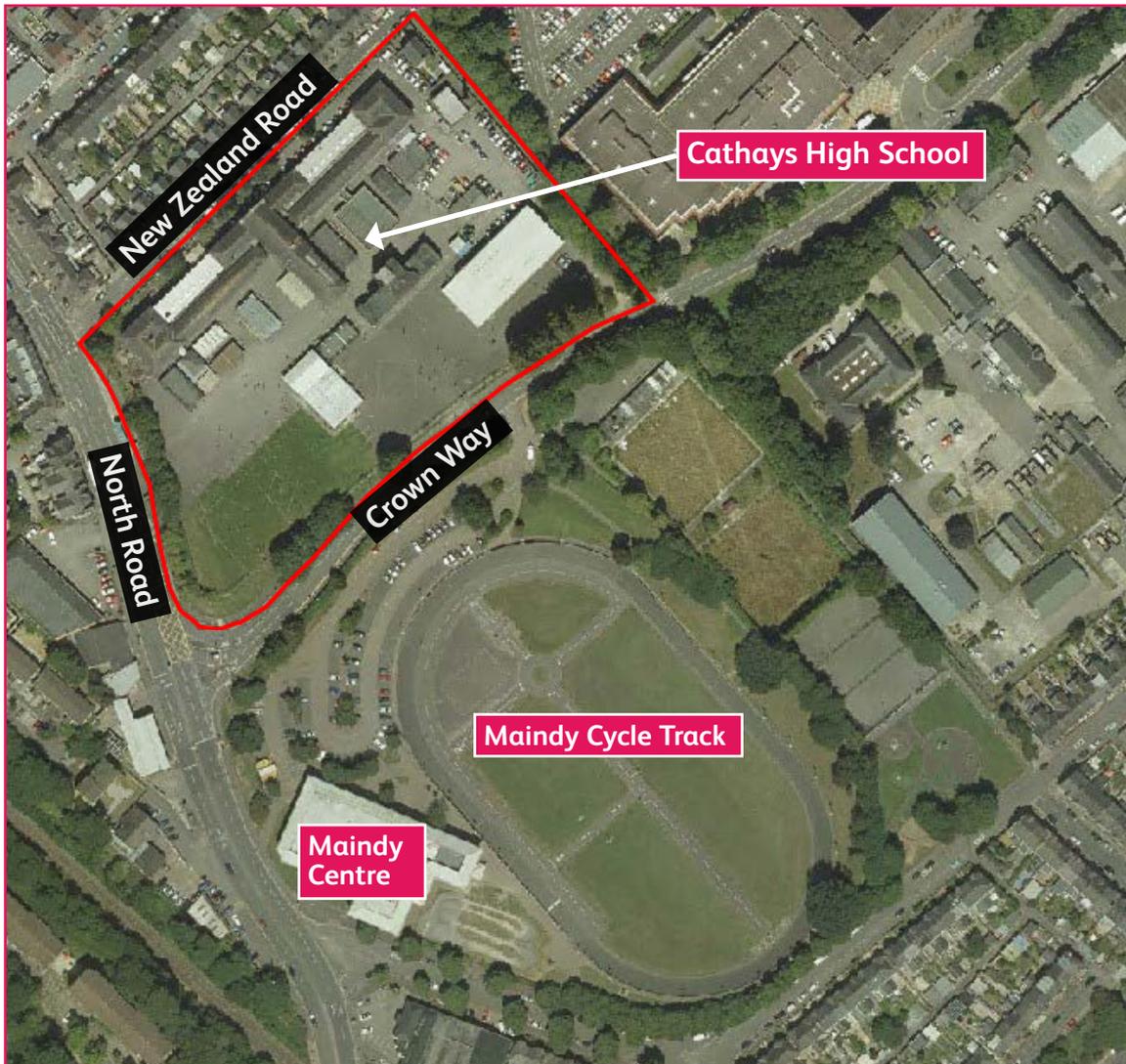
The new school building would still be close to the Maindy Centre. Currently, the Maindy Centre includes the indoor leisure centre and pool, the Maindy Cycle and BMX track, and outdoor football pitches.

The Maindy cycle track has been home to the Maindy Flyers Cycling Club since 1995. The club has approximately 200 members aged 5 to 18 years old. Cardiff's Road Safety Centre, providing adult and child cycle training, is also located at the Maindy site.

The cycle club has outgrown the facility and the track requires investment. The proposed redevelopment of Cathays High School provides an opportunity for a new track facility. A new track facility located in the heart of Cardiff Bay at the International Sports Village is to be brought forward in early 2021.

There would be improved community facilities located on the new Cathays High School site. The facilities would be available for use by all. Together this would create a hub for sports that would also be of benefit to the community.

Site map



Condition & Suitability

All school properties in Cardiff have been assessed for the condition of their buildings. All have been rated from A to D, with schools rated D in the poorest condition. This process helps us to prioritise which schools need improvements to their buildings and which need investment.

Cathays High School is rated as a “C” category for condition. This means the buildings are poor condition with major defects. The poor state of the buildings makes it hard for staff to deliver the curriculum. The school buildings have also been rated as C (Poor) for their suitability for teaching and learning. Much of the accommodation at Cathays is in demountable buildings.

Further details on the ratings can be found in the consultation document at:

www.cardiff.gov.uk/cathayshighproposals

Quality and Standards

Every school in Wales is inspected by Estyn.

Estyn ensures that schools are providing a good quality of education to their pupils and that all children, are supported to learn by excellent teaching and learning staff.

Schools are, also placed in one of the four colour-coded support categories (green, yellow, amber and red) as part of the Welsh Government’s National School Categorisation System. Amber and Red schools are those that require the most support.

Details of standards at Cathays High School as set out in the school’s Estyn report are outlined in the table below:

School	Inspection Date	Standards	Prospects for Improvement
Cathays High School	Feb 2013	Good	Good

The most recent Welsh Government School Categorisation in January 2020, categorised Cathays High School as Green.

This means Cathays High School:

- is a well run school with strong leadership
- is clear about priorities for improvement
- has a track record in raising standards
- has the capacity to support other schools

Further details on quality and standards can be found in the consultation document at:

www.cardiff.gov.uk/cathayshighproposals

How would support for pupils be affected?

The school would continue to provide support that is appropriate to the individual needs of each pupil.

There is no information to suggest that the need of any of the below groups would be negatively affected by the proposed changes:

- pupils with Additional Learning Needs
- pupils with English as an Additional Language
- pupils receiving Free School Meals
- Minority Ethnic pupils

Benefits of the proposal

- An increase in the number of English-medium secondary school places to help meet projected demand.
- An increase in the number of SRB places for learners aged 11-19 with an Autistic Spectrum Condition.
- School buildings in very poor condition would be removed.
- New build schools provide high quality facilities, which improve learning choices and opportunities for pupils. The Cardiff 2030 vision sets out the need to provide high quality school places. High quality learning environments have a strong impact on improving pupil outcomes.
- The new building would be fully accessible and compliant with the Equality Act 2010.
- Improved outdoor sports facilities would provide enhanced opportunities for both pupil and community use.

Potential disadvantages of the proposal

- There is potential for increased traffic congestion around the school site at the start and end of the school day. However, the Council would work with the Governing Body of the school to develop a Travel Plan to minimise any potential disruption.
- Some pupils with ALN can find change difficult. They may find moving to a new building on a new site unsettling. We know they would need carefully planned support to adapt to the new setting. However, there would be sufficient time to plan and support such a transition.

Risks associated with the proposal

- There is a risk that the projected increase in the number of pupils does not happen. However, based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff this appears unlikely. The Council will keep its projections under review and would respond to any such changes in demand if required.
- There may be development constraints that have not yet been identified. If any became apparent, there could be higher costs and/ or delays. Site surveys and geo-technical reports would take place to provide further information.
- The proposal may not be possible if the bid for Welsh Government funding is not successful.
- If the Council did not get the funding required from the Welsh Government then the Council would be fully responsible for all costs relating to the proposal. In this case, investment options would need to be reviewed.

How would staff be affected?

The Council has worked with Headteachers, Governors, unions and others to produce a Human Resources SOP Framework that is used when schools are reorganised. As part of this the Council provides direct advice, support and guidance to the Governing Bodies and members of staff in each of the schools affected throughout the process.

There is a proposed increase in pupil numbers at Cathays High School. This would require the Governing Body of Cathays High School to consider their staffing requirements to meet this increase.

Any vacancies that arise should be considered as redeployment opportunities for staff on the school redeployment register. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide this advice and support as necessary.

What happens next?

The Council will collect and summarise the feedback from this consultation. Council officers will then report this to the Council's Cabinet. This will help the elected members understand stakeholders' views and will give them information to help make their decision.

If the Cabinet decides to continue with the changes it must publish a document called a 'statutory notice'. The statutory notice sets out the details of the proposals and asks anyone who wants to object to do so. Objections must be written. They must be sent to the Council within the dates given on the notice.

The Cabinet may decide to approve or reject the proposal, or they may approve the proposal with some changes (modifications). The Cabinet would take any objections received in the Objection Period into account when making their decision.

Once a decision is made, we will let everyone affected by the proposal know. The decision will also be published on the Council's website.

If these proposals were agreed, when would the new school buildings open?

It is intended that building work would start in the 2023/24 school year and be completed for pupils to use all new facilities in the 2025/26 school year.

Have Your Say!

You can complete this response form online at www.cardiff.gov.uk/cathayshighproposals

We are proposing to:

- Increase the capacity of Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new buildings on the Maindy Centre site adjacent to Crown Way and North Road;
- Increase the Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition from 16 to 50 places
- Improve community facilities in Cathays and Gabalfa by making the new school facilities available for shared use with the wider local community;
- Continue to provide space for the local community to have access to off-road open spaces for informal leisure use

1. Please tell us whether you are responding as (tick all that apply)

- | | |
|-------------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> Parent or Guardian* | <input type="checkbox"/> Grandparent* |
| <input type="checkbox"/> Member of Staff* | <input type="checkbox"/> Pupil* |
| <input type="checkbox"/> Governor* | <input type="checkbox"/> Local Resident |
| <input type="checkbox"/> Other (please specify) _____ | |

Please confirm which schools you are affiliated with

2. Do you support the proposal to increase the number of places at Cathays High School from 1,072 to 1,450?

Yes No No opinion

Please explain why

3. Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

Yes No No opinion

Please explain why

4. Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

Yes

No

No opinion

Please explain why

5. Are there any changes you think could improve these proposals?

6. Are there any alternatives options you would like to suggest?

7. Do you have any other comments?

Name _____

Address _____

Post Code _____

The closing date for responses to this consultation is 19 March 2021.

The Council is not able to consider any consultation responses received after this date.

Consultation responses will **not** be counted as objections to the proposal.

Objections can only be registered following publication of a statutory notice.

If you wish to be notified of publication of the Consultation report please provide an email address. If you do not provide an email address we cannot keep you up to date

Thank you for your comments

Please return this form to the School Organisation Planning Team, Room 401, County Hall, CF10 4UW by no later than 19 March 2021.

The information you have provided above will be processed by Cardiff Council in line with the Data Protection Act 2018 and General Data Protection Regulation. The information provided to us in relation to this consultation will be treated as confidential but it may be used by the Council or disclosed to others when required by law. The purpose of processing the personal data is required to perform a specific task in the public interest. Any responses received can be requested under the Freedom of Information Act and may have to be made public, however any information that would identify an individual such as name and address would be removed.

For further information on how Cardiff Council manages personal information, see our full Privacy Policy on the Council's website https://www.cardiff.gov.uk/ENG/Home/New_Disclaimer/Pages/default.aspx

APPENDIX 3

Records of:

- Cathays High School Governing Body Meeting (10th February 2021)
- Cathays High School Staff Meeting (22nd February 2021)



Schools Programme
Record of Virtual Governing Body Meeting
Cathays High School
10 February 2021



Present: Richard Portas (SOP), Michele Duddridge-Friedl (SOP), Brett Andrewartha (SOP), Anita Batten (HR), Els Rowlands (HR), Rachel Burgess Willis (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

The meeting was held via Microsoft Teams

Welcome and Introductions

Michele Duddridge-Friedl (MDF) opened the meeting, welcomed governors and introduced officers.

MDF advised that notes of the meeting were being taken and would form part of the consultation feedback.

MDF presented a PowerPoint setting out details of the proposal:

- Background
- What is being proposed?
- English-medium (EM) pupil secondary forecasts and projections in Cardiff
- EM pupil forecast in Cathays and surrounding area if proposal is implemented
- EM pupil forecast in Cathays and surrounding area if proposal is not implemented
- Cathays High School condition categorisation.
- Cathays High School suitability categorisation.
- Quality and Standards
- Land considerations
- Transport considerations
- Proposal benefits
- Potential disadvantages and risks
- Alternative options discounted
- Finance
- Human Resources
- What happens next

Anita Batten (AB) advised that the proposal was positive with the proposed expansion and redevelopment of the school. The Governing Body would need to assess staffing levels and estates requirements. There would be regular dialogue with trade unions, staff and governing bodies throughout the process.

Questions and Answers

MDF invited questions from governors

The questions asked by governors are set out in *italics* below with the officer response given directly below.

Q - How does MIM funding work?

A: The Mutual Investment Model (MIM) is a partnership between Welsh Government and the private sector to deliver infrastructure schemes. The model is an innovative way to invest in public infrastructure developed in Wales. The delivery of the school building would involve a 25-year contract which would offer gold standard support and maintenance. The Council own the land, but the buildings would be owned and maintained by the building company for 25 years, during which time they would maintain via 'life cycling', replacing things as required so that when the building is handed back to the Council after 25 years, it is still fit for purpose.

Q - The school currently generates income from hiring out the building. Would we still be able to do this?

A - Yes. Although there may be a management fee for site and pitch maintenance.

Q - What are the plans for the existing school site?

A - The proposal is at an early stage and this level of detail has not yet been worked through.

Q - What are the plans for student consultation?

A – Plans for student consultation have been discussed with the Headteacher, Mr Davies. There are challenges due to Covid and will be using virtual forums to facilitate this, with the view to reaching as many students as possible.

Q - I am aware that the new build Eastern High had difficulty with an external partner and maintenance of the site facilities.

A – There are no plans for a maintenance contract however more discussions are needed with the school around this.

Q - How would open access areas be maintained?

A - The intention is to open up MUGA's for community use. Further consideration would need to be given to the maintenance of any open access areas.

Q - Should you be considering additional capacity?

A - What has been modelled would allow the school to grow at the rates currently predicted.

Q - How would pupils be accommodated while the new school is being built?

A – A new modular block is being provided for September 2021.

Q - Is it guaranteed that the new cycle track will be operational in Cardiff Bay before the existing one at Maindy goes?

A- No guarantees, but will be considered by Cabinet.

Q – Will the Maindy Leisure Centre be retained or demolished?

A – The plan is for the centre to remain.

Q – Will there be space for a Prayer Room?

A - That would be up to the school to decide.

Q - We will need CCTV or a control room as the area is very open with a lot of footfall.

A- Will need to look at MIM model to see where security is mentioned. Able to go into more detail at the appropriate time.

Q – With regard to ICT, setting up a centralised Hub model for all schools is not without its difficulties.

A- This is something that can be discussed in more detail with the school.

Q - Will Purdah (pre-election period) affect progress?

A- We have taken Purdah into account. Has been challenging with Purdah and Covid.

MDF- Please include in your responses anything you like about the proposal, you know about your community. Good to have a holistic approach with positives and negatives illustrated.

There were no further questions, MDF thanked governors and the meeting closed.



**Schools Programme
Record of Virtual Staff Meeting
Cathays High School
22 February 2021**



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Angela Withey (SOP), Hibah Iqbal (SOP), Rachel Burgess Willis (SOP), Anita Batten (HR), Louise Flynn (HR), Steve Davies (Cathays High School Headteacher), School Staff

Please note: The following is not a transcript but a contemporaneous note of the meeting

The Meeting was held via Microsoft Teams Live Event

Welcome and Introductions

Richard Portas (RP) opened the meeting, welcomed staff and set out details of the proposed changes

There was a presentation from Michele Duddridge-Friedl (MDF) which set out the following:

- Background
- What is being proposed?
- English-medium (EM) pupil secondary forecasts and projections in Cardiff
- EM pupil forecast in Cathays and surrounding area if proposal is implemented
- EM pupil forecast in Cathays and surrounding area if proposal is not implemented
- Cathays High School condition categorisation.
- Cathays High School suitability categorisation.
- Quality and Standards
- Land considerations
- Transport considerations
- Proposal benefits
- Potential disadvantages and risks
- Alternative options discounted
- Finance
- Human Resources
- What happens next

Anita Batten (AB) advised that HR would support the school with workforce planning requirements

Questions and Answers

RP invited questions from staff

The questions submitted by staff are set out in *italics* below/over with the officer response given directly below.

Q - Raising Standards Leader for Health and Wellbeing, which involves leading the PE department. The school is extremely keen for enhanced sports facilities. Is it likely the sports hall will remain open or will there be a new build one?

A - Design work had not yet been developed however there is a requirement to meet certain standards when bringing forward new proposals. The school would be a 100% new build, and therefore have a new sports hall etc.

Q - Will there be a multi-purpose, all weather 3G/4G pitches on site?

A - There is limited space available, but the expectation is that there would be two 3G pitches plus a number of MUGA's.

Q - Currently the school has four classes on at the same time, with only two indoor/all-weather facilities. This means the school has to hire other facilities, which is extremely costly.

A - There may be a need to supplement facilities off site, but it is not possible to confirm the position at this stage.

Q - With ever-increasing numbers of pupils asking for places of worship whilst at school, will there be planning of such places in the proposal?

A - The school would have a set build area, but if this is considered a priority by the school, it could be considered.

Q – Would it be possible for staff to have their own teaching rooms, considering the current Pandemic and potential further Pandemic issues?

A - Under the design guidance the school would work on the basis of a c80% utilisation rate. The school buildings would be designed in consultation with the school management team and wider staff. The design process would determine whether this is appropriate for the school.

Q - I am ALNCO and oversee the current SRB Provision. New and purpose build provision for ASC is fantastic and the increased SRB numbers is welcomed. A purpose build area of the school alone will not meet the needs of pupils. We pride ourselves on our inclusive nature and SRB pupils successfully access a high percentage of mainstream lessons. How much consideration would be given to the design of the whole school with that large number of highly complex pupil to ensure that all facilities were as 'ASC friendly' as possible? How much input would the specialists within our school feed into this? I assume the site will be fully accessible for those with mobility and sensory needs. Can you confirm this will be the case?

A - The school would be consulted with as part of the design process. The thoughts of staff (including specialist staff) throughout the design process would be expected and welcomed.

A - All new builds have to meet Equality standards.

Q - I work with a parent learning group and it would be a great opportunity to develop stronger community links. At the moment there are not many community space in Cathays and parents could benefit from the facilities.

A - Community use will be considered.

Q - I understand there is a new demountable block being placed on the current site to increase capacity for September 2021. Will this be sufficient to accommodate the further projected annual increases in pupil numbers up to the opening of the new building? If not what else will be done to accommodate the increased number of pupils between now and 2025?

A - Discussions are ongoing with the school and looking for opportunities to utilise teaching spaces. Headteacher – the school has planned to increase to 8FE over the next 2 years and looking at utilisation of the site.

Q - Has the pupil density been considered?

A - On the basis that you meant utilisation, this would be factored into the design, curriculum design and timetable.

Q – Would there be the opportunity for a performing arts area, dance studio etc.?

A- Yes, these facilities are included within the design standards. Again, the design process would work through the priorities for the school. There would be an opportunity for staff to visit other schools around the country to see how space is utilised in new build schools when Covid restrictions allow.

There were no further questions, RP thanked the staff and the meeting closed.

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Records of Pupil Engagement:

- Cathays High School Pupils (26th February 2021)
- Albany Primary School Pupils (19th March 2021)
- Allensbank Primary School Pupils (16th March 2021)
- Gladstone Primary School Pupils (16th March 2021)



Schools Programme
Record of Virtual Pupil Engagement Meeting
Cathays High School
26 February 2021



Present: Mr Jay (Cathays High School), Cathays High School pupil representatives, Michel Duddridge Friedl (SOP), Rosalie Phillips (SOP), Hibah Iqbal (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

SOP officers met with a group of Cathays High School pupil representatives regarding the proposed changes to school. In line with national Covid-19 restrictions the pupils were not in school at that time and the session was run virtually via Microsoft Teams and supported by members of the Cathays High School staff.

Welcome and Introductions

Michele Duddridge-Friedl (MDF) opened the meeting and welcomed pupils. She advised pupils that the Council was proposing to make changes to the school and that we were seeking their views on this as part of the public consultation. In addition to the session there would also be a pupil survey which was going to be distributed to pupils via the school.

There was a presentation from MDF which covered the following:

- Background
- Cardiff priorities for 21st Century Band B
- What is being proposed for Cathays High School
- Site Map
- Why are more places needed?
- Why expand and replace Cathays High School
- Condition and Suitability
- Quality and Standards
- Benefits of the proposal
- Potential disadvantages and risks
- Timescales
- What happens next?

Discussion Points

The pupils were aware of the proposed changes and the following points were raised:

- A new building would improve education
- A bigger school would provide more places for those needing them
- A new building would provide a better environment for pupils and access for the community to facilities
- Additional ASC places would be good
- Improved physical and mental wellbeing
- Space for creative subjects

- Hub for community providing space during the weekend/holidays
- Any new school build would need to be sustainable and environmentally friendly
- What would happen to the old school?
- The size of school could be daunting for some pupils
- The existing school building has a lot of history which would be lost
- Most of the children already at Cathays High School would not benefit from the new school
- Potential disruption during construction
- Potential for increased traffic
- Pupils would like to be involved in the development of any plans taken forward

MDF thanked the pupils for their input and the session ended.



Present: Albany Primary School Y6 pupils, Brett Andrewartha, Hibah Iqbal (SOP), Ian Warbuton (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Brett Andrewartha (BA) opened the meeting by explaining to the pupils that Cardiff Council are planning on making some changes to Cathays High School and that we want to seek their opinions on these changes. Notes of the points raised would be taken and fed back to the Council Cabinet.

BA then presented the pupil presentation which covered the following

- 21st Century Schools
- Proposed changes to Cathays High School
- Positives
- Negatives
- Risks
- Questions

Discussion Points

The questions asked by the pupils are set out in *italics* below with the officer response given directly below.

Question 1 - how many floors will there be?

BA – the school hasn't been designed yet but we know that there is enough room on the site; a high school would normally have 2/3 floors and doesn't need to be any more than that.

Question 2 – how much will it cost?

BA – high schools are very expensive. Both Eastern High and Cardiff West Community High School are similar and they cost more than £30m each.

Question 3 – will be built before September?

BA – it take a long time to build a school. The first stage is asking people what they think; we think it would take until 2025 to build.

Question 4 – will it have a sixth form?

BA – yes, the same as now.

Question 5 – will there be one main lunch hall?

BA – there is usually more than one area but food is prepared in one kitchen. The school hasn't been designed yet and we'll discuss this with pupils and the headteacher to see what people want and what would work.

Question 6 – the corridors are narrow. Will the new school have wider corridors?

BA - Cathays is an old building like Albany with the only way to have bigger corridors is to have smaller classrooms. A new school can be designed differently to include wide corridors and no dark areas. We want it to be open and welcoming for children.

The pupils identified a number of facilities they would like to see in any new school:

- Basketball and netball court and 3G pitch
- Bike rack
- Space for lockers
- 3D printers
- Wellbeing/games room, bean bags
- Digital art
- Art tables you can stand at
- Tennis court
- Library
- Afterschool access to IT and homework facilities

BA advised that there are things that teachers would want and will be doing now too not just in 2025 but for when pupils go in September.

Both the teacher and pupils had been to Cathays High School at home time and felt that a one way system would help to deal with buses and cars. They were also in favour of car parking for parents, wider roads and railings.

BA advised that the council is in favour of active travel. Active travel is using an active mode e.g. walking, cycling or scooting, something which doesn't create pollution. For some children a bus is needed if they live further, and a few may need cars. The Council will work with the school to see how children can walk safely but also make roads safer for walking. We don't want parents driving, and may some roads. There won't be car parks for parents as active travel is encouraged.

The Council will also look at changes to bus services.

The pupils identified the aspects of the proposal they liked / didn't like. The following points were raised:

Likes

- Everyone likes it
- More classrooms for subjects
- More space
- Gaming room
- More activities
- Upgraded and modern, not old

- Outdoor space
- New building = less risk, less repairs
- More energy efficient

Dislikes/worries

- Getting lost
- It will take a long time to build so we won't benefit
- Disruption – will pupils have to go between the two schools?

BA - we can feedback views on having a plan regarding layout. The Council wants to build the school as quickly as possible but it does take a long time. Hope it's while you're still there and go onto sixth form with lots of facilities. We also want to make the school a community facility you can use later in life too, for adults, sports, all sorts; not that it closes doors after 3.30pm. Sometimes when expanding, a phased approach is used, but with this one there will be a direct cross over, change after the summer holidays

There was a show of hand and all of the pupil were excited.



Present: Year 5 pupils (Allensbank Primary School), Class Teacher, Rosalie Phillips (SOP), Hibah Iqbal (SOP), Rachel Burgess-Willis (SOP), Shirley Karseras (SOP), Ian Warburton (SOP), Jo Phillips (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Rosalie Phillips (RP) opened the meeting by explaining to the pupils that Cardiff Council are planning on making some changes to Cathays High School and that we want to seek their opinions on these changes. The remaining SOP members introduced themselves. Rachel Burgess-Willis (RBW) advised that she would take notes of their points raised on the whiteboard, Shirley Karseras (SK) also advised that she would take a note of points raised to feedback to the Council Cabinet.

RP then presented the pupil presentation which covered the following

- 21st Century Schools
- Proposed changes to Cathays High School
- Positives
- Negatives
- Risks
- Questions

Questions and Answers

The question asked by the pupils are set out in *italics* below with the officer response given directly below.

Question 1. Is the skate park going to stay?

RP – Things may move around on the site but a skate park would still be there.

Question 2. How many classrooms will there be in the new school?

RP – It's hard to say at this stage. Each classroom would be built to accommodate 30 children but there will be lots of other rooms for specific parts of the curriculum like design and technology, food science, drama and science labs.

Question 3. Will the school be bigger?

RP – Yes; there will be room for 1450 pupils.

Question 4. Will the swimming pool stay?

RP – Yes the leisure centre and swimming pool will still be there.

Question 5. How is it going to fit into a tiny place?

RP – Are you worried that the site will be too small? If you look at the map and see where the school currently is and the size of the Maindy Cycle Track site, it will fit. There would also be sport pitches.

Question 6. Will the uniform change?

RP – This is decided by the Headteacher and Governing Body of Cathays High School, but there is currently no plan or discussions to change the uniform.

Question 7. What is going to happen to the old building?

RP – It is possible that it would get knocked down or used for something else, but we don't know at the moment.

Question 8. Are there plans to make the classrooms bigger?

RP – 21st Century Schools are built to certain regulations and rooms have to be of a standard specified size. However other secondary schools that have recently been built in Cardiff, have made use of flexible spaces where wall dividers can be moved to make classrooms bigger and smaller.

Question 9. Will Cathays High School pupils move before the building gets knocked down?

RP – No. New schools take time to build and so pupils will stay in the old school until the new school is finished. They would then move into the new buildings.

Question 10. Will the school be built on that timeframe?

RP – We have mentioned in the presentation that even though there is a lot of work and planning that goes into building a new school, there are always risks and sometimes plans do change.

Question 11. How much money will it be to build this school that is proposed?

RP - It varies depending on lots of things, but typically a new primary school is £6-7m and a secondary school is £35-40m.

Question 12. Will the school have access to the leisure centre?

RP – This will be for the school and leisure centre to discuss. I believe there is an arrangement currently so it may continue.

Question 13. Will local schools get to see what happens on the site and help design it?

RP – Yes there is lots of discussion with local schools and the community about school design.

RP explained what the process would be after the consultation period ended and reaffirmed that pupil voice was very important in deciding these proposals. She then thanked the pupils for their participation.



Present: Miss Watson (Gladstone Primary School), Year 6 pupils (Gladstone Primary School), Rosalie Phillips (SOP), Hibah Iqbal (SOP), Rachel Burgess-Willis (SOP), Shirley Karseras (SOP), Ian Warburton (SOP), Jo Phillips (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Rosalie Phillips (RP) opened the meeting by explaining to the pupils that Cardiff Council are planning on making some changes to Cathays High School and that we want to seek their opinions on these changes. The remaining SOP members introduced themselves. Jo Phillips (JP) advised that she would take notes of their points raised on the whiteboard, Shirley Karseras (SK) also advised that she would take a note of points raised to feedback to the Council Cabinet .

RP then presented the pupil presentation which covered the following

- 21st Century Schools
- Proposed changes to Cathays High School
- Positives
- Negatives
- Risks
- Questions

Discussion Points

The pupils didn't have any direct questions but were then asked what they liked / didn't like about the proposal or if they had any worries about the proposal. The following points were raised:

- Several pupils didn't think it was a good idea and asked how long it would take to build. RP stated that if the proposal was approved then the school would open on its new site in 2025.
- Miss Watson asked the children to think about younger brothers and sisters that might benefit.
- The majority did however think it was a good idea as it would increase the number of places at the school and ensure that all the children who wanted to go to Cathays High School could go.
- When asked about the increase in pupil places at the SRB, the majority of pupils thought this was a good idea.
- All of the pupils believed that the community would benefit by having access to the facilities outside of school hours.
- The pupils thought that extra traffic and traffic noise would be a consequence of a bigger school and that this was a concern for them.
- One pupil was concerned that if the classes were made bigger then this would impact on the corridor size; which would be already under pressure given the extra

pupils. RP advised that 21st Century Schools are built to ensure that there is sufficient and appropriate access for all pupils.

- Around half of the pupils said they used the cycle track and that moving it to Cardiff Bay was too far away for them. They would like it to remain in the local area so that they could still use it.
- One pupil suggested that by moving the cycle track to Cardiff Bay, meant that more people in Cardiff could use it.

Miss Watson advised that engagement was harder for the pupils this year as they had not had the opportunity to do the normal transitioning activities with Cathays High School.

RP thanked everyone for their input and agreed to send a copy of the presentation to the school for possible further discussion.

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Records of Public Meetings:

- Virtual Public Meeting (24th February 2021)
- Virtual Public Meeting (01st March 2021)
- Virtual Public Meeting (16th March 2021)



Present: Richard Portas (SOP), Michele Duddridge-Friedl (SOP), Stuart Davies (HT Cathays High School), Jo-Anne Phillips (LA), Hibah Iqbal (SOP), Rosalie Phillips (SOP), Ian Warburton (SOP), Members of the public

Please note: The following is not a transcript but a contemporaneous note of the meeting

The meeting was held via Microsoft Teams Live Event

Welcome and Introductions

Richard Portas (RP) opened the meeting, welcomed attendees and introduced Stuart Davies (SD), the Headteacher of Cathays High School.

SD set out the schools position on the proposal. The school viewed, the proposed changes as an exciting opportunity for staff, pupils and for the local community.

Cathays is a 'green' categorised school where teaching is excellent, pupil support is at a high level and pupils have excellent outcomes.

Notwithstanding the success of the school, the facilities available limit the full potential in developing young people in the community. The school feels that this is an excellent opportunity which the school needs and the community deserves

RP provided a brief overview of the proposal being consulted on.

There was a presentation from Michele Duddridge-Friedl setting out details of the proposal:

- Background
- What is being proposed?
- English-medium (EM) pupil secondary forecasts and projections in Cardiff
- EM pupil forecast in Cathays and surrounding area if proposal is implemented
- EM pupil forecast in Cathays and surrounding area if proposal is not implemented
- Cathays High School condition categorisation
- Cathays High School suitability categorisation
- Quality and Standards
- Land considerations
- Transport considerations
- Proposal benefits
- Potential disadvantages and risks
- Alternative options discounted
- Finance
- What happens next?

Questions and Answers

RP invited questions from the public

The questions submitted by those who attended the meetings are set out in *italics* below with the officer response given directly below.

Please note that the questions have been copied as written / translated directly from Teams Live Event meeting log.

Q - What is meant by community space for all, and what are the details of its planned inclusion?

RP - The proposal will look to protect open access space for the community whilst providing enhanced facilities (i.e. sports hall) that will be made available to the community. The Council is also exploring whether some of the facilities could be made available on an open access basis. Designs have not yet been progressed as we are at the early stages of the process, but any plans would be subject to a planning application that would include a full consultation process. Residents and the community would be able to feed into this.

Q - What is meant by enhanced community facilities?

SD - This means that the new school building and facilities would add value to the local community in terms of improved sports facilities, cultural and creative spaces such as performing arts areas, meeting places for community groups etc.

Q - Will this proposal mean that we lose Maindy velodrome as well as the leisure centre?

RP - A replacement velodrome is to be built at the International Sports Village, the leisure centre is expected to be retained as it is.

Q - If the cabinet report for the replacement track is being considered on 18th March, that is only 1 day before the end of the consultation report for this proposal. That does not allow much time to fully consider the cabinet report? Also, is there a guarantee that it would be open before the existing track is redeveloped, is the funding in place?

RP - I appreciate your concerns but the cabinet report will be published before the proposal is debated by Cabinet and hence will be available for your consideration. Yes, the track is proposed to be in place before the school is built.

Q - I understand that the land was bequeathed to the City by Lord Bute and there is a covenant to retain the land as public open space? I also believe it is not possible to build on the site as that the land is the site of an old dump, is that correct?

RP - The Council is committed to public open spaces and we are looking at solutions to enhance facilities for the community. The covenant will be assessed as the scheme progresses. The land has been assessed by qualified surveyors and building work would be compliant.

Q - How will the new school be carbon neutral in both its build and running? Also, why is green space being taken away from the local area given Cardiff's commitment to keeping green areas to support the move to next zero emissions by 2030?

RP/SD - The Council would work with the Welsh Government to achieve a carbon neutral school that considers the operations of the building and embodied carbon through construction. This is an aspiration that would develop as designs are progressed by Welsh Government. Regarding open space, the Council is committing to open access space as part of this proposal.

Q - What proportion of the current site has buildings on it? What proportion of the proposed site at Maindy will be built on? Which part of the Maindy site will be built on? Will there be height restrictions on the buildings?

RP - As we have stated, this is an early stage of the proposal and as such, we have not yet progressed to the design stage. It is therefore not possible to confirm the proportion of the Maindy site that would be used for buildings, building heights etc. Any designs would require planning permission and would consider the local area. We can confirm the proportion of buildings on the existing site in due course.

Q - The increase in mainstream and specialist school places will have a huge impact on traffic congestion. How can local residents comment fully on the proposal when no details of the transport arrangements are provided, e.g maps etc?

RP/MDF - As we have stated, this is an early stage of the proposal. Until the design stage is reached, it is not possible to produce a map as the particular arrangements addressing traffic issues will not be known, but the Council would undertake a full traffic assessment as part of the planning and design process. Furthermore, the school would also have an Active Travel Plan and encourage behavioural change for pupils accessing the facilities. We are required to undertake public consultation as part of the school planning process. If we are able to proceed to the design phase, all designs would be made available for the public to consider and share their views.

Q - You have indicated Crown way may close as part of the transport arrangements but would this not increase congestion and reduce air quality along sections of Whitchurch road? As an alternative, why not close Maindy Road off North Road instead? This would reduce traffic in a residential area. Crown Way only has access to public buildings and will limit access to Companies House, why close it? Will New Zealand Road remain a no through road?

RP - All options are being considered and we welcome your input on this matter. At this stage there are currently no plans to make changes to New Zealand Road.

Q - Why is the proposal to expand the school to 240 pupils per year group when the projections indicate the maximum in-catchment demand to be for 105 pupils? Will there subsequently be proposals to change the catchment area of adjoining areas such as Cardiff High School? If the school was built just to accommodate projected numbers, could it be built on the existing school site?

RP - There is no space on the existing site for permanent expansion, the current site being undersized. The Council has considered the city wide position in developing this proposal. The Council will look to review catchments, and changes made as required, when the capacity is in place.

Q - If there are likely to be insufficient places to serve Fitzalan High School in the future, why not build the proposed replacement Fitzalan School with increased capacity, rather than expect pupils to travel to other catchment areas?

MDF - Fitzalan is already at 10FE. The Council believes that expanding the capacity of Fitzalan beyond 10FE would make the school more difficult to manage effectively especially when one considers the diverse community attending the school.

Q - Why are there question disappearing from the Q&A record, are they being deleted?

Rosalie Phillips - No questions are being removed, there is a limit to how many can be displayed.

Q - Meetings via this platform make it very difficult for members of the public to self-organise. Does this make everything easier for you?

MDF - Regrettably, the current pandemic is placing constraints on how consultations are run and makes it more difficult for us. In Cardiff we consistently seek to provide more interactive methods beyond what is formally required to engage with stakeholders, to gain an insight into key concerns and be made aware of any suggestions regarding how the proposals could potentially be improved.

Q - I think it is really good that Cathays is being rebuilt and am surprise that it is assessed as C in condition terms. I totally support the addition of improved facilities for children, but should not the Council be considering other government buildings (e.g. Companies House, the barracks etc.) when developing its plans?

RP - These sites are not owned by the Council and are working, operational sites not currently for sale. We do look at all sites that may be available.

Q - Why is not a more holistic approach being adopted by the council regarding the two current school proposals in the area, in terms of cumulative impact?

MDF - The proposals are very different. The proposal regarding primary places reflects an under demand for Gladstone and Allensbank, and a growing demand for Ysgol Mynydd Bychan. We are consulting on a temporary measure to address these issues. This proposal for Cathays High School is a permanent change based on forecasts as presented.

Q - Is the proposal being assessed in terms of wellbeing goals and will this be published?

RP - Yes, this will be available as we progress through the stages of the project.

Q - I have a positive view of the proposal, but the lack of detail is an issue. Also the MIM financial model is a very expensive way of funding projects; based on the lack of detail how do you know the Council commitment is for 19% of the overall cost of the proposal?

RP - I understand the concerns but only limited details are available at this early stage of the consultation. With respect to finance, the Mutual Investment Model (MIM) finance model is that adopted by Welsh Government and the budget modelling is part of the original Band B proposals.

MDF - This meeting is part of the engagement process with the community. We are asking for all opinions for us to consider, positive and negative, in order to help inform this process.

RP thanked everyone for attending and expressing their views.

The meeting ended at 18:50



**Schools Programme
Record of Virtual Public Meeting
Cathays High School
1st March 2021**



Present: Richard Portas (SOP)), Michele Duddridge Friedl (SOP), Stuart Davies (HT Cathays High School), Rosalie Phillips (SOP), Ian Warburton (SOP), Members of the public (aprox 28)

Please note: The following is not a transcript but a contemporaneous note of the meeting

The meeting was held via Microsoft Teams Live Event

Welcome and Introductions

Richard Portas (RP) opened the meeting, welcomed attendees and introduced Stuart Davies (SD), the Headteacher for Cathays High School.

RP provided a brief overview of the proposal being consulted on.

Owing the technical difficulties the planned presentation setting out details of the proposed changes was unable to be run. The presentation was based on information contained in the consultation document which set out details of the proposal and Michele Duddridge-Friedl (MDF) provided an oral overview of the presentation which included:

- Background
- What is being proposed?
- English-medium (EM) pupil secondary forecasts and projections in Cardiff
- EM pupil forecast in Cathays and surrounding area if proposal is implemented
- EM pupil forecast in Cathays and surrounding area if proposal is not implemented
- Cathays High School condition categorisation
- Cathays High School suitability categorisation
- Quality and Standards
- Land considerations
- Transport considerations
- Proposal benefits
- Potential disadvantages and risks
- Alternative options discounted
- Finance
- What happens next?

E-mail/telephone contact details were provided for anyone wishing to request a copy of the presentation.

Attendees were also advised that an additional public meeting had been scheduled for 16 March 2021. Anyone wishing to attend was to e-mail schoolresponses@cardiff.gov.uk

Stuart Davies set out the schools position on the proposal. The school viewed the proposed changes as an exciting opportunity for staff, pupils and for the local community. Cathays is a 'green' categorised school where teaching is excellent, pupil support is at a high level and pupils have excellent outcomes.

Notwithstanding the success of the school, the facilities available limit the full potential in developing young people in the community. The school feels this is an excellent opportunity which the school needs and the community deserves

Question and Answers

RP invited questions from those attending

The questions submitted by those who attended the meeting are set out in *italics* below with the officer response given directly below.

Please note that the questions have been copied as written / translated directly from Teams Live Event meeting log.

A number of members of the public expressed their frustration at not being able to view the presentation.

Q - I am totally in agreement with the provision of new facilities, but I would like to ensure that there will be no disruption to New Zealand Road, either during the construction or operation phases?

RP - There are no particular plans for any alteration to New Zealand Road. There would be an impact on traffic during the construction phase and this would be mitigated by a construction management plan. This incorporates, delivery scheduling, delivery routes, health and safety measures etc. It is too early in the process to have details of these arrangements.

In terms of the new school facilities, an active travel plan would be developed, encouraging the use of cycle and walking routes. It is too early at this stage to know if there would be pick up/drop off places or how particular roads would be affected. This is an early stage of engagement and details regarding transport arrangements would be made known during the design stage, should the proposal go ahead.

Q - Cathays High is located closer to Marlborough Primary School than our catchment school of Cardiff High. The latter cannot currently accommodate all of our children. For those of us hoping to get into the new Cathays High, will the Council join up the new segregated cycle routes on Wellfield Road and Albany Road by making Crwys Road and Whitchurch Road segregated cycle lanes too?

RP - We are looking at cycle routes, walking routes as well as all travel options. These will be developed if the proposal progresses.

MDF - When we have established patterns of uptake, transport arrangements etc, we review catchments to reflect these patterns. This includes, safe walking routes, cycle routes; all aspects of travel.

Q - I totally agree that the updating and expansion of the school is a good thing, but I have concerns about the loss of the velodrome. There are many users of this facility other than Maindy Flyers but removing from the track current central location and building an, as yet unspecified replacement in the bay is not necessarily the answer in my view?

RP - There is a paper being presented to Cabinet on 18th March which will set out details of consultations with the cycling community. Please pass on any further comments that may inform this paper. If the proposal to relocate the velodrome were to go ahead, this would be expected to be in place before development on the existing site, with no loss of cycling facilities anticipated.

Again we are at early stages so the design and proposed facilities have not been developed, but it is very likely the specification would be as a minimum equal to that of the velodrome in place with the expectation of enhancement.

Q - Having worked at the velodrome, I was given the impression that the land underneath the facility is toxic?

RP. The site was a clay pit. At this stage, no full surveys have been undertaken. This consultation sets out the principals of the proposal; if the proposal progresses, this together with other factors would be considered and any building works would be fully compliant.

Q - Will the pool stay open during the building of the new school?

RP - There is no proposal to change the pool, or access to the pool, and yes, the pool would stay open.

Q - Is there any information regarding what the old school site will be used for? Is the old school building being demolished?

RP - Some of the new school facilities would be on the existing site but the details of the arrangements including the plans for the existing buildings, are not available at this stage.

Q - What about issues with litter?

SD - We have tried to actively manage some of the issues that have been raised regarding litter. The school has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the site team now clears litter on New Zealand Road, the lane and Crown Way. These measures were started in October because of historical issues. Whilst it has been difficult to establish a routine due to Covid restrictions, I hope the residents have seen evidence of the benefit of these initiatives.

RP - The new site will be bigger with better catering facilities. There is an expectation that more pupils would remain on site during the day which has a number of potential benefits such as safeguarding and the minimising of littering.

Comments were expressed by attendees supporting the retention of public open space and expressing support for the arrangements to reduce littering.

There were no further questions and RP thanked everyone for attending and expressing their views.

The meeting ended at 15:01



Schools Programme
Record of Virtual Public Meeting
Cathays High School
16th March 2021



Present: Richard Portas (SOP), Michele Duddridge-Friedl (SOP), Stuart Davies (HT Cathays High School), Jo-Anne Phillips (LA), Hibah Iqbal (SOP), Rosalie Phillips (SOP), Ian Warburton (SOP), Members of the public

Please note: The following is not a transcript but a contemporaneous note of the meeting

The meeting was held via Microsoft Teams Live Event

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed attendees.

RP provided a brief overview of the proposal being consulted on.

There was a presentation from Michele Duddridge-Friedl setting out details of the proposal:

- Background
- What is being proposed?
- English-medium (EM) pupil secondary forecasts and projections in Cardiff
- EM pupil forecast in Cathays and surrounding area if proposal is implemented
- EM pupil forecast in Cathays and surrounding area if proposal is not implemented
- Cathays High School condition categorisation
- Cathays High School suitability categorisation
- Quality and Standards
- Land considerations
- Transport considerations
- Proposal benefits
- Potential disadvantages and risks
- Alternative options discounted
- Finance
- What happens next?

Questions and Answers

RP invited questions from the public

The questions submitted by those who attended the meetings are set out in *italics* below with the officer response given directly below.

Please note that the questions have been copied as written / translated directly from Teams Live Event meeting log.

Q - What other measures are being considered other than the closure of Crown Way? Whilst I understand the rationale of looking at this, it would cause real problems for traffic flow up Whitchurch Road which is already heavily congested

RP - The proposal is not yet at the point where a full transport assessment would be undertaken. Consideration is being given to active travel links, the cycle superhighway and bus routes. The closure of Crown Way is also being considered with no plans to consider any other arrangements at this point. We are mindful of not creating a worse traffic position.

Q - A large proportion of existing students attend Cathays from outside the Cathays catchment area. Has a scoping exercise been done for this.

RP - The proposal is at the early stage and consulting on the principle not the design. In the event of the proposal being progressed we would come back with the full design as part of pre planning consultation with plenty of opportunities to respond at that point.

MDF - There are insufficient English-medium places, with more children than capacity. Cathays High School is well located to meet demand within the local and wider area. There are schools where increasing the size would not be appropriate and we need to ensure high quality provision in schools like Cathays. We need to ensure there is enough English medium, Welsh-medium and Faith provision across the city. Once there is sufficient capacity in the system, we will be looking at catchment area changes.

Q - Will local primary schools have access to the sports/recreational facilities provided by the new site?

RP - Yes, part of 2st Century Schools Programme is offering facilities at a lower rate for the community and primary schools. The Cathays Headteacher has been unable to join the meeting because of technical issues but supports this and has advised via the chat bar that this is an area that the school wishes to develop more fully with partner primary schools and the community over the coming years.

Q - Ah this question is not so much to do with travel, rather to do with offering places to where children live the residential areas are being expanded in the south, why not increase places in the south?

RP - There is growth across the city, with developments in the north and west outweighing developments in the south e.g. Plasdwr in the NE of the city. Cathays is centrally located and well placed for developments in the north and west. Fitzalan at 10FE covers the south and also developing Willows High School.

MDF - Some of the largest developments are in the north and require their own schools. We need to ensure an equitable distribution of each type of provision, in both the short and long term. Looking at solutions to future proof provision, what can add value, catchment layouts, travel distances. How will this work as a whole and how best to provide. We want children to be able to access schools. It also adds value to the local community and the wider area.

Q - The size increase in Fitzalan and Willows is negligible compared to the 400 places proposed for Cathays.

RP - We do have places available and we do have a wider view. The Cathays Headteacher supports making facilities available for local primaries. We want to make sure primary needs are taken into account.

Q - Whilst this is a schools consultation, what consideration is being given to the loss of the cycle track from the area given, as you say, the centrality of the provision? Can anyone comment on this?

RP - A Cabinet paper has been brought forward setting out proposals to relocate the cycle track to the International Sports Village in co-operation with cycling groups. The proposal is part of the overall improvement of facilities and links to the cycle superhighway. Very important we have links to cycling and help people to access this.

State of the art 3G pitches, sports provision and opportunities to improve arts provision are all part of the Cathays High School proposal with lots of positives.

Q - Maindy is recognised as one of the few green spaces for Gabalfa, Maindy. We are concerned about the downsizing of green space.

RP - We're not at the stage of bringing forward a planning application. When we have solid proposals we can. The cabinet paper has committed to providing access for the local community. We know we need to use the Maindy Centre site and part of the existing school site and will be looking to enhance and maximise community spaces. Understand the sensitivities but do not have design detail at this point.

Q - There are 140+ trees in Maindy - what provisions will be made to preserve i.e. not just replacement with spindly trees?

RP - We would need to undertake a tree assessment, assess for TPOs and take account of ecology. When looking at design we would look to maximise and maintain trees and supplement if needed. We're just not at the design point.

Q - There is a proposal of using half of existing school site - do you have any ideas of what the other half be used? I heard that the council may dispose of the other half?

RP - We haven't issued any plans. There are a number of options but until we have a design partner on board we are not able to progress this. Part of the existing site is needed and have committed to open access space and enhanced facilities but not able to specify at this point.

Q - If Crown Way is closed where will the traffic be redirected?

RP - As said earlier, we're still in the early stages, more design detail is needed and at that point we will take comments from Traffic and Transport colleagues.

Q - The question about half sites is that the information provided talks about retaining the existing site but relocating the main building on the cycle track side of Crown Way. What will the current site be used for if not the main school building?

RP - Not able to build on the cycle track area as that ground won't be suitable. The building would largely be on the Maindy Centre site. We're certain we'll put a 3G pitch but this is very high level and we don't have the design team on board yet.

**Q - Are there any assurances that New Zealand road won't be opened up.
Would Crown way still be open for cycling and pedestrians?**

RP - There are some different solutions but can't say where building would be located without design team to say what shape, size and location would look like. Will be considered by Welsh Government and Meridian. That will be based on survey feedback, feedback from planning process, statutory consultees etc.

**Q - What will happen to the BMX track? It is very much loved and well used.
We don't want it to move to Cardiff Bay**

RP - Guarantee it's not moving to Cardiff bay. Want to make sure it stays in the local area. Could be that design team say if we relocate it, that space can be used for something else or just leave it as is

RP thanked everyone for attending and expressing their views.

The meeting ended at 18:50

Records of virtual drop in Sessions/phone calls:

- 09th March 2021
- 10th March 2021



**Schools Programme
Record of Drop in Session Phone Call
Cathays High School Proposal
09 March 2021**



Please note: The following is not a transcript but a contemporaneous note of the call

A local resident called regarding the proposed redevelopment of the school and the potential impacts on the local community.

Whilst supporting the planned school improvement, the caller strongly objected to the proposed transfer to the Maindy cycle track to Cardiff Bay and is part of a community fight to retain this historic track on its existing site

They also had a number of other concerns as set out below:

- concerns about existing trees on the existing Cathays High School site and would fight any plans to remove these
- were there were any plans to build in the Maindy Leisure Centre Car Park as they had would also have strong objections to this
- lack of information in respect of building plans which does not allow for informed decisions
- the future of the pump track

The caller was advised that the proposed transfer of the cycle track was being considered as part of the development of the sports village provision



**Schools Programme
Record of Drop in Session Phone Call
Cathay High School Proposals
10 March 2021**



Please note: The following is not a transcript but a contemporaneous note of the call

A local resident called regarding the proposed redevelopment of the school and the potential impacts on the local community.

Whilst supporting the planned school improvement, the caller had a number of concerns as set out below:

- concerns re the timing of the consultation and the time allowed for feedback
- concerns about the loss of Maindy Cycle Track which was a historical community asset
- the cycle track and school should not be linked
- clarity around the future use of the existing school site ere there were any plans to build in the Maindy Leisure Centre Car Park as they had would also have strong objections to this
- lack of information in respect of building plans which does not allow for informed decisions



**Schools Programme
Record of Virtual Drop in Session
Cathays High School Proposals
10 March 2021**



Present: Rosalie Phillips (RP), Rachel Burgess Willis (RBW), Ysgol Mynydd Bychan parent

Please note: The following is not a transcript but a contemporaneous note of the meeting

Two local residents met with officers regarding the proposed redevelopment of the school and the potential impacts on the local community.

Whilst supporting the planned school improvement, they had a number of concerns as set out below:

- concerns re increased traffic
- concerns re parking
- why had consideration not been given to developing the existing school site
- could the existing Cathays High School site be suitable for a new build Ysgol Mynydd Bychan?
- if the new build for Cathays High School doesn't go ahead at Maindy could that site be considered for a new build Ysgol Mynydd Bychan?
- What does 'community use' mean?



Schools Programme
Record of Virtual Drop in Session
Cathays High School Proposals
10 March 2021



Present: Brett Andrewartha (BA), Rachel Burgess Willis (RBW), Rosalie Phillips (RP), Local Residents/Ysgol Mynydd Bychan parents

Please note: The following is not a transcript but a contemporaneous note of the meeting

Two local residents/Ysgol Mynydd Bychan parents met with officers regarding the proposed expansion and redevelopment of Cathays High School.

The points raised and information provided are set out below.

How do the proposals for Cathays High School and Ysgol Mynydd Bychan dovetail; want to be sure that replying to the Cathays proposal does not exclude a new site for Ysgol Mynydd Bychan.

BA – this issues had already been raised. There would not be sufficient space to accommodate a compliant Cathays High School and a new primary school.

If the Cathays High School proposal did not go ahead, the site at Maindy could be considered for Ysgol Mynydd Bychan.

AB – there are no plans for this. There are sufficient primary places in the local area to allow for reorganisation. The capacity of Allensbank Primary School is capped at 315 places and the school also has ALN provision that occupies two classrooms. There is a high level of surplus which affords the opportunity to consider the expansion of Ysgol Mynydd Bychan in the first instance. A site swap could be a solution but not the only option. Any views put forward would be for the Council Cabinet to consider however the site is not considered suitable/vacant at this time.

A new Ysgol Mynydd Bychan on the Cathays site is not being considered at this time however if the weight of responses supported this, a political decision would need to be taken.

AB – all SOP proposals are agreed by Cabinet however there are wider considerations also.

What does community use mean? Would there still be some use of the existing Cathays High School site?

BA – the existing site has been ruled out to build on while the school is operational. Building across the road could allow the school to function with the existing site needed for external outdoor facilities; the Maindy site is not sufficiently large.

Would facilities also be available for use by residents?

BA – yes, e.g. MUGA facilities which would be available beyond the school day.

Would be in favour of access from Crown Way but not from New Zealand Road; would not want parking access either on this residential road.

BA – all responses will be summarised and seeking views from other service areas. Looking at the education side but these views would also form part of pre-planning.

Any new school will impact on facilities on the Maindy site.

BA – there is no plan to remove the leisure centre as part of this proposal.

Currently open access to the cycle track and green area around it which would not be available during school hours.

BA – there would need to be an area for school facilities but also consideration of open access areas e.g. playground. It is recognised that the area is used by local residents. Discussion around the BMX track and there is a commitment to retaining this on site. The proposal is not yet at the design stage but would encourage responses on these aspects.

It is a complicated site; what is the indicative timetable?

BA – the anticipated timescales are as set out in the consultation document. The history of the site is known and it is recognised that there are risks around this with further site investigation work needed.

What about replacement parking for the leisure centre? Parking is needed at public facilities.

BA – the car park is used by patrons and also by staff at Cathays High School and discussions would be needed around this.

Would the proposal for a new cycle track as part of the wider Atlantic Wharf development go ahead first?

BA – this would have to go ahead first. A Cabinet paper on this is due to be considered next week and will be published on Friday.

Is the Cathays proposal being looked at by Cabinet in June?

BA – the expectation is that both the Cathays and Allensbank/Ysgol Mynydd Bychan post consultation reports will be considered by Cabinet in June. Limited by pre-election period and not able to do anything ahead of this.

Both proposals seem to be linked. It is difficult to know how to respond when there are so many unknowns. Why have both proposals been brought forward together?

BA – proposals have been brought forward as quickly as possible. The Cathays High School proposal has taken time to develop and the Allensbank Primary/Ysgol Mynydd Bychan proposal has been brought forward as early as possible. Looking at sites in the local areas and options appraisal around temporary/permanent solutions. Decision to bring forward short term option for Ysgol Mynydd Bychan. The proposal is at the formative stage and a range of feedback has been received. Looking for a locally informed solution.

There were no further questions and the session closed



**Schools Programme
Record of Virtual Drop in Session
Cathays High School Proposals
10 March 2021**



Present: Rosalie Phillips (RP), Hibah Iqbal (HI), local resident

Please note: The following is not a transcript but a contemporaneous note of the meeting

A local residents met with officers regarding the proposed redevelopment of the school and the potential impacts on the local community.

Whilst supporting the planned school improvement, they had a number of concerns as set out below:

- concerns around impact on Canada Road and Cosmeston Street
- concerns re increased traffic
- concerns re increased noise
- concerns re parking
- concerns re loss of green space (not everyone is able to walk as far as Bute Park) and would want green space retained

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Formal responses to consultation:

- Local Members for Gabalfa - Cllrs Rhys Taylor and Ashley Wood
- Estyn
- Cathays High School Governing Body
- Cathays High School Headteacher
- Gladstone Primary School Chair of Governors
- Whitchurch High School Headteacher
- Cardiff Ajax Cycling Club
- Cardiff Junior Triathlon Club
- Whitchurch Cycling Club

The expansion and redevelopment of Cathays High School

Cllr Rhys Taylor

Cllr Ashley Wood

The consultation provides comments on the council's proposals to:

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community;
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

We recognise projected demand for places at Cathays High and welcome the proposed investment in 21st century school and the associated facilities.

Our comments relate to the wider implications of the proposals, namely the loss of Maindy cycle track and open access space, the potential closure of Crown Way to through traffic, and comments regarding the potential for New Zealand Road to be re-opened to through traffic as a result.

We note the challenges of the staged statutory consultation process for school reorganisation and the ability of this stage of the consultation to address some of the wider questions generated by such a scheme. This has however created uncertainty and concern with residents feeling unable to engage fully with the process.

Crown Way

There is significant concern about the potential for the closure of Crown Way to through traffic. Whilst we understand the rationale, given that the new school site may be situated across the current and new site, however there are significant implications for traffic through Gabalfa should the road be closed. Witchurch Road is already – in a pre-pandemic context – congested, and the restriction of through traffic along Crown Way will have implications for traffic travelling via Crwys Road and City Road and up to North Road.

The council must be creative in addressing the challenges posed by a split site, for example could a bridge be constructed to connect the sites.

New Zealand Road

We understand that during the public meetings on the consultation, officers made reference to the potential for New Zealand Road to be re-opened to through traffic. We understand that the design proposals will be subject to a full traffic assessment, but we cannot envisage any scenario where re-opening the road would be suitable or desirable. It would be contradictory to the council's intention to create low-traffic neighbourhoods by funnelling traffic down a compact residential street, and ongoing discussions with officers around proposals to designate New Zealand Road as a school street.

21st century school facilities

It is important that local primary schools and the public are able to make full use of the recreational facilities that form part of 21st century schools. There is a distinct lack of such facilities in the immediate area, especially for local primary schools who currently travel in order to access facilities for sport activities.

With regards to the cycle track, we note that cycling groups are content with the proposals and that the council has committed to maintaining the cycle track at Maindy until the proposed velodrome at the International Sports Village is operational.

Support for the relocation of the track is not universally shared amongst residents. Many are concerned about the loss of the track from the area and open space as a result of the proposals. We also have concerns about any potential revenue implications for Maindy Leisure centre should the proposals for Cathays High not materialise as envisaged and the council opening a competing facility in the Bay.

Residents are also concerned about the loss and distancing of facilities and open public space from the area, which many will find harder to access.

Green spaces

We would welcome further detail and consultation in future on the maximisation of open green space and both the retention and growth of tree cover as a result of the scheme.

Estyn's response to the proposed redevelopment of Cathays High School

This report has been prepared by Her Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisation (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia, which deliver school improvement services to the schools within the proposal.

Introduction

The proposal is by Cardiff City Council.

The proposal is for the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. Five secondary schools are included in Cardiff's Band B 21st Century schools programme, including Cathays High School.

Summary / Conclusion

The proposer outlines the benefits of the proposal in addressing the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows. The proposal addresses a plan to provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area who require a place in an English-medium community high school.

It is Estyn's opinion that the proposal is likely to at least maintain the current standards of education in the area.

Description and benefits

The proposer has provided a clear rationale for the proposal. It is to expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023.

Cathays High School is rated as a "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is demountable accommodation. To support the Council's aim to ensure that school facilities are fit for purpose, the proposal describes the intention to

replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road.

Currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to develop further the specialist provision within the school and to increase the number of places available from 16 to 50. This development would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.

The proposal highlights the challenges posed by the constrained school site, which limits access for pupils to outdoor facilities and does not include any full-size school pitch provision for pupils. It identifies that enhanced school facilities would be made available for shared use with the wider local community.

The proposer considers advantages and disadvantages of the proposal. For example, Cathays High School buildings have a backlog of maintenance issues and addressing the maintenance backlog would only address health and safety issues. This would not provide a sustainable school for the future. However, when identifying a potential increase in traffic as a disadvantage, the proposal offers little information as to how the local authority will deal with this.

The local authority identifies suitably a number of potential risks linked with the proposal, including unidentified development constraints, the possibility that they cannot secure Welsh Government funding and that the projected increase in the number of pupils does not happen. The proposer considers that based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff, the last of these appears unlikely.

The proposer outlines that the proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). They recognise the potential risk if the Council does not get the funding from the Welsh Government, and as a result the Council would be fully responsible for all costs relating to the proposal. In this case, the council would have to review investment options to ensure the delivery of sufficient school places. However, the proposer does not consider suitably how the reduction in places in neighbouring schools, due to the increased capacity at Cathays High, will affect the budgets of these schools.

The proposer identifies a few other options that they have considered. They note that they have considered the impact of refurbishing the current building at Cathays High School and this would address the capacity needs to Cathays High School. However, it considers that this would not be cost effective and would not significantly improve the learning environment or address the increase in the number of English-medium places required at secondary age over a wider area. The proposer identifies that the construction of new facilities for Cathays High School would take place on the nearby Maindy Centre site and potentially on a proportion of the existing site, which it thinks is the most suitable site for the expansion and will support open community access.

The proposer gives due regard to the potential disruption to pupils during the construction work. It notes that pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready. The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. The ASC staff would support the pupils who attend the ASC SRB to enable them to adapt to the changes proposed

The proposer has suitably considered the impact of the proposal on learner travel arrangements, which is likely to be limited. It intends to support home to school travel in line with the council's home to school transport policy. It further recognises the Council's policy to increase the use of sustainable modes of transport. The proposer supports the objectives in the Active Travel Plan ensuring that they will make improvements to on-site and off-site infrastructure required to facilitate active journeys.

The proposal shows clearly how surplus places will be affected at the school and in neighbouring schools. However, the rationale for creating extra spaces at Cathays High School appears to be based on the need to address overspill from other areas.

The proposal document identifies that the local demand for places at Cathays High School is projected to drop off slightly. It bases the proposal to create extra spaces at the school on an expectation of additional demand from new housing citywide, and notes that 'Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as a result of new housing developments'. As a result, when considering alternative options the local authority does not provide sufficient detail as to why they have discounted expanding provision elsewhere while providing better facilities of a similar size at the new Cathays site. The proposer identifies that they have completed a suitable equalities impact assessment, although it has not included this assessment in the proposal. The proposer believes that the proposal neither enhances nor impacts negatively on equality.

The proposer has completed a suitable Welsh language impact assessment. It does not expect any negative impact on the Welsh Language from this proposal and the proposal would not change the number of Welsh-medium secondary school places available in the area.

The proposer has completed a suitable community impact assessment. The proposer believes that the proposal will enhance the opportunities for a number of community organisations to make use of Cathays High site outside of school hours.

These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school have minimal impact on the wider community. It identifies appropriately positive impacts on the community. It recognises that there are very few open spaces for residents in this area and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. It believes that the newly built accommodation will improve access and facilities for pupils with special educational needs.

Educational aspects of the proposal

The proposal does not provided sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school. The proposer notes only that in 2020 the regional consortia placed the school in the green colour coded support category. The proposer has outlined the most recent Estyn inspection outcomes, however, this report is from 2013.

The proposer gives on overarching statement on how it considers standards in education will be maintained and improved. It states that it works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong. It highlights that it does not expect the proposal to have any negative impact on the quality of standards of education. The proposer expects that 21st century school facilities will better support the delivery of high quality education.

The proposer stipulates that the proposed new 21st Century School will meet the needs of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022. It proposes that the expansion and redevelopment of Cathays High School will provide facilities that allow for real-world practical learning with local organisations and employers context. The proposer mitigates the risk of the proposed changes, by ensuring that they would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.

The proposer suitably considered that the proposal would strengthen the current provision offered for pupils with special educational needs. There is currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) located at Cathays High School which supports up to 16 pupils aged 11-18. The proposed new school, as a 21st Century school building would tailor the new SRB facilities to the needs of the young people who access it. The proposer aims to design the new resource base to fit the pupils' learning needs and to provide a calm and structured environment to help with anxiety and sensory challenges.

The proposer does not believe there will be any impact on pupils with English as an additional language. There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals. The proposer notes that there would be no negative effect on provision for any ethnic group. The options, suggest that Cathays High School will enhance the learning experiences and opportunities to all ethnic groups by making use of the expertise and skills within the local area.

Cathays High School Governing Body

The Cathays High School Governing Body gave their response via the online consultation form:

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- The Governing Body recognises the rationale for increasing the numbers at Cathays High and increasing to an 8 FE intake. We appreciate the Local Authority's recognition of Cathays High School's sustained success as a Green school with a good Estyn judgement and that Cathays' success with ensuring all pupils make progress. We would agree, therefore, that the school is well-placed in terms of teaching, learning, wellbeing and leadership capacity to increase in size. The Governing Body also recognises the improved opportunities in terms of economies of scale of increasing to a more optimum 8FE from the current 6FE. The school is well placed to receive pupils from all over the city due to our proximity to main public transport routes. This will enable an increase in numbers without significant increases in traffic or air pollution.

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- The Governing Body is in complete agreement that the school will benefit significantly from a new school building and enhanced community facilities. These are urgently needed so that our pupils, families, staff and community have access to the state-of-the-art, 21st century facilities to which other school communities have been able to enjoy. The new facilities will be integral to ensuring we continue our journey as an excellent school. It will allow us to develop our new curriculum for Wales at Cathays with flexible and purpose-built facilities. As a school, we will also use these facilities to ensure the very best teaching and learning in every classroom and that we continue to be an inclusive and welcoming community.
- Having a new build will mean that these aims can be built into the very fabric of the building from the outset, ensuring that they are integrated parts of the school. We will use the new facilities to become a school at the heart of our community taking the opportunity to use these facilities to build a strong local community for Cathays and Cardiff, ensuring that we develop young people invested in, and feeling a clear sense of belonging to, their local society.

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- The Governing Body totally supports the proposal to increase the size of the SRB from 16 to 50. As a school, we pride ourselves on our strong inclusive culture and ethos. We have developed an outstanding SRB that has seen many young people successfully overcome barriers to learning and social inclusion to gain strong qualifications, improved social skills and clear learning and career pathways after

their time with us ends. The main barrier to us expanding this successful provision and supporting more young people is the physical limitations of our school, even though we currently have 21 students within the SRB. The new, purpose-built facilities will allow us to use our expertise and experience to support more young people who would otherwise not be able to access the facilities and provision.

Are there any changes you think could improve these proposals?

- It is vital that the school has the sporting facilities on-site that have been promised in the initial consultation. Students of Cathays High School have been significantly disadvantaged over many years with a lack of on-site sporting pitches and facilities and this needs to be rectified in the new design and build. We need to ensure that there is ample on-site parking for those staff that are unable to walk, cycle or use public transport to get to school. In other recent school site developments, this has not been ensured and staff have ended up having to park in the residential streets. The Governing Body would whole-heartedly support a more developed active travel plan for those students and staff where this was a feasible option. The security of the site needs to be of paramount importance. The Governing Body understands that new designs have to follow Welsh Government regulations on site security but would like to emphasise the importance of this. The Governing Body would also wish to emphasise the need for a building that is as carbon neutral as possible in both the building process and the finished design and build.

Cathays High School – Headteacher

The Headteacher of Cathays High School gave their response via the online consultation form:

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- The additional places are needed to support all children in Cardiff being able to have high quality secondary education. Cathays High School is a good school with strong outcomes for all pupils and very high quality teaching and learning which can benefit more young people in the city. Furthermore, the school is perfectly situated geographically to take pupils from all over the city given the ample public transport links with the rest of the city which will mean the increase in pupils should not see a correspondingly high increase in the amount of traffic as a result.
- The increase for the school will take it to an 8 form of entry which is a more optimal number in terms of securing value for money without losing the benefits that having a close-knit community brings in terms of all colleagues knowing the needs of all the young people we support. It will also ensure that we are able to ensure that other schools across the city do not go over the 10FE optimal number which could make them less effective.

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- Cathays High's building was first opened in 1932 as two single-sex grammar schools for around 500 students combined. We are now a high school of over 1,000 students with less space than the original grammar had. The subsequent temporary accommodation is inadequate to meet our needs in many places. We are also a very over-crowded site with limited space for young people and staff to work, learn, play at break and lunch or undertake extra-curricular activities. There are no sports pitches at Cathays and children and staff have to be transported to Heath Park to undertake field sports which limits what can be undertaken and cuts into the curriculum time for the PE team.
- Also, our ability to support the local community with sports, cultural and activity space is very limited. This is an area we would love to be able to provide a better service in and to develop links with community groups so that we can utilise the knowledge and expertise in our curriculum to enable our young people to learn new skills and have new experiences. This would hopefully ensure that the new facilities will be a key part of building strong local communities with young people invested in their local area, giving them a feeling of belonging and care for Cathays, Cardiff and Wales.

- Cathays High School is an excellent school in many ways with very talented, committed and hard-working pupils and staff. What we don't have at the moment is an outstanding building, facilities or site. The young people, families, staff and wider community of Cathays deserve the chance to live, work, and have access to these state-of-the-art buildings and facilities.

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- Cathays High's SRB is well-established and has been judged as providing excellent support and education for young people on the autistic spectrum. It has secured excellent outcomes from starting points of all the children who have been part of the provision enabling them to have onward learning pathways once they have completed their secondary education. The colleagues of the SRB develop strong and meaningful relationships with the families of the young people who access the SRB and have ensured that they work together to provide the very best support for our students. Therefore, it is a sensible and well-reasoned plan to increase the number of places available in the SRB on a purpose-built site.
- There are increasing needs for SRB placements within Cardiff that often outstrip the supply of places across the city. Cathays High is currently limited by our small site and facilities from expanding the SRB any further. It is imperative therefore, that a well-established and successful SRB is allowed to expand to meet this increased need in a cost-effective and value-for-money provision.

Are there any changes you think could improve these proposals?

- I would urge the cabinet to consider the closure of Crown Way to through traffic as it is currently a hazard to children attending the school and requires a significant amount of resource to supervise the starts and ends of each school day.

Do you have any other comments?

- I think it is absolutely essential to the continued success of Cathays High that it has a new site and facility to bring into the 21st century and provides the young people, their families, the staff and the wider-community of Cathays and Cardiff with access to purpose-built state of the art facilities. It will enable us to plan a meaningful new curriculum which meets the needs of our community and recognises and celebrates the diversity of our community and our similarities as citizens of Cardiff, Wales and the world. As a school, we would relish the opportunity to better meet the needs of our wider-community through building on the success of our Family Learning Group and providing access to our facilities and engagement in our pupils' curriculum.

Gladstone Primary School – Chair of Governors

A response from the Chair of Governors at Gladstone Primary School included the following points:

- All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays High School do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site. For example swimming lessons in the pool, use of the area inside the velodrome to develop cycling skills, use of the site for sports days and other sporting events.

Whitchurch High School - Headteacher

The Headteacher at Whitchurch High School gave their response via the online consultation form:

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- Assuming that the need in the southern part of the city is confirmed and that this increase doesn't affect pupil numbers in neighbouring schools.

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- The current school building is clearly no longer fit for 21st century learning.

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- Given the projected need, this would make sense.

Do you have any other comments?

- I think that there would need to be an absolute commitment that increasing pupil numbers in Cathays does not have a detrimental effect on pupil numbers in neighbouring secondary schools.

Cardiff Ajax Cycling Club

The proposals overall appear to be potentially beneficial to the community as a whole. The Cycling Club's interest is in relation to the closure and relocation of the velodrome as a result of the proposed expansion.

Cardiff Junior Triathlon Club

Maindy Leisure Centre is our home training facility. We ask that when the school is designed some area is made available for us to continue to be able to run & cycle in a safe enclosed area.

Whitchurch Cycling Club

- Whitchurch Cycling Club are supportive **in principle** of improvements to cycling infrastructure in Cardiff and welcome the investment in improved facilities. However, we consider that the new track proposed at the International Sports Village should be **in addition** to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate. The COVID-19 pandemic has seen a welcome increase in the number of cyclists within the city and it is important that these cyclists are encouraged to continue to participate in the sport both for exercise and for active travel in the future. The Maindy cycle track is in an excellent position in a central location within the city in close proximity to the Taff trail and other local cycle routes and should be supported moving forward as part of a network of cycling facilities.
- We therefore **object** to the proposed loss of Maindy track as part of the Cathays High School redevelopment proposals for the reasons set out below.

Lack of Consultation

- Maindy cycle track is a well-used cycling facility used by a number of Cardiff-based clubs. It is disappointing that the consultation document only refers to Maindy Flyers and doesn't mention the other clubs that use the facility on a regular basis, such as Whitchurch Cycling Club, Cardiff Social Cycling, Ajax, JIF, Cardiff University and Cardiff Junior Triathlon Club. All regular club users of the facility should have been consulted on the proposals.
- Furthermore, the consultation form does not seek views on the proposed loss of the cycle track, which will have discouraged interested parties from making comments about this important element of the proposal. Furthermore, the wording of question one implies that you are only entitled to an opinion if you are affiliated to a local school. The poor wording and limited scope of the consultation form means that it will not provide a true picture of the strength of opposition to the loss of the track.

Conflict with Planning Policy

- It is considered that the proposed replacement cycle track would be contrary to Policy C2 of the adopted Local Development Plan on the Protection of Existing Community Facilities. This policy states:
 - Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:
 - i. An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;

- ii. It can be demonstrated that the existing provision is surplus to the needs of the community.
- The supporting text for the policy states that this policy would apply to both commercial and non-commercial uses and both land and buildings. As the facility is not surplus to requirements, the alternative cycle track would need to be provided in the 'vicinity.' The proposed alternative site in the Bay is 4.3 miles away or a 23-minute cycle (as identified on Google Maps using National Cycle Network route 8). This alternative site is not 'in the vicinity.'
- In the lighter summer months in particular, many of our younger members can ride to Maindy to take part in sessions, as the track is currently in a very accessible location to the main centre of population. Given the distance of proposed replacement site at the International Sports Village, this would involve many of our members having to travel by car to the venue, as it is too far to expect young children to cycle to the alternative venue, take part in a coached cycling session, then cycle home. Other members may be reluctant to travel at all, which may affect the financial viability of the club being able to offer such sessions.

Maindy track is not developable

- We are aware that ground investigations have been carried out due to former use of Maindy track as a clay pit and it is understood that the track itself is not suitable for built development and would therefore need to be used for the school sports provision. If this is the case, it would be logical to retain the track as part of the school's sports facilities. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches.
- It is recognised that there is a potential safety issue if ball sports were played in close proximity to cyclists on the track. However, the facilities would be used at different times. The peak demand for the cycle track would be at weekends and evening, whereas pitches would be during the school day. An alternative could be to erect a high fence around the central part of the track to prevent balls entering the track. A bridge could provide access from outside the track into the centre to avoid pupils and other users having to cross the track.
- The retention of the cycle track would also generate an income and help the financial viability of the Maindy Centre.
- Alternatively, there appears to be no reason why any pitches could not be accommodated on the site of the existing school once the buildings are demolished. In the interim, the school could continue to use the pitches at Heath Park, as per the current situation.

Proposed new velodrome at International Sports Village not a suitable replacement

- Unfortunately, Whitchurch Cycling Club have received no information on the proposed new facility to determine whether it would meet the needs of our club. Whilst I understand the Maindy Flyers have been in discussions about the proposals and are supportive, they are not the only cycling club in Cardiff that uses Maindy track. If the scheme is going to be a Council funded scheme rather than a private facility for Maindy Flyers, then all clubs should have been consulted.
- It is disappointing that initial information on the replacement track only became publicly available on 11th March, just a week before this consultation ends, which gives interested parties insufficient time to assess and respond to the information. It should be noted that Whitchurch Cycling Club obtained the details of the new track from social media, rather than being notified by the Council.
- The Cabinet report for the International Sports Village only contains partial information on the proposal, as 5 of the key Appendices that would have provided some clarity are listed as confidential. We therefore do not have full details to assess whether the proposal is indeed a like-for-like replacement. We have concerns that the track is shorter than Maindy (333m compared to 450m). This will mean that banking will need to be steeper, making it unsuitable for free wheel bikes. This will have a drastic effect on most users if they do not have a fixed wheel track bike, and it won't be suitable for our youngest members, who currently ride at Maindy. In addition, you will be unable to cycle to the facility on a track bike, as it is law you bike must have a brake. We note that a 1km closed circuit loop is proposed, and this is welcomed, but it would appear to be something that is open access rather than something a club could use exclusively for training. It also won't give our members the velodrome experience that they currently have at Maindy. We have been provided with no information on the costs for users of the facilities or what availability there would be for clubs other than Maindy Flyers. In the absence of such information, it is difficult to determine if the proposed velodrome would be a suitable replacement.
- It is welcomed that there is a commitment that any replacement facility would be operational before the proposed closure of Maindy, but we have concerns over the timescales. Given that a detailed business case has not been developed or approved by Cardiff Council, and the proposal has yet to reach planning application stage, completion in 2022 seems unrealistic. There is therefore a real danger that the city could be left without a facility. If the existing track was retained, the timescales would be less critical.

Summary of the responses received an appraisal of views expressed

1. The points of view received as part of the consultation are set out in *italics* below and have been grouped according to the points raised where appropriate.
2. The Council's response to each point can be seen underneath, under the heading "Appraisal of views expressed."
3. Formal responses were received from:
 - Local Members – Cllr Rhys Taylor & Cllr Ashley Wood (Gabalfa Ward)
 - Estyn
 - Cathays High School Governing Body
 - Cathays High School Headteacher
 - Gladstone Primary School Chair of Governors
 - Whitchurch High School Headteacher
 - Cardiff Ajax Cycling Club
 - Cardiff Junior Triathlon Club
 - Whitchurch Cycling Club

Local Member responses

4. Councillors **Rhys Taylor & Ashley Wood** (Gabalfa ward) submitted a joint response. The response included the following points: (a copy of the full response can be seen at Appendix 7)
 - *We recognise projected demand for places at Cathays High and welcome the proposed investment in a 21st century school and the associated facilities.*
 - *Our comments relate to the wider implications of the proposals, namely the loss of Maindy cycle track and open access space, the potential closure of Crown Way to through traffic, and comments regarding the potential for New Zealand Road to be re-opened to through traffic as a result.*
 - *We note the challenges of the staged statutory consultation process for school reorganisation and the ability of this stage of the consultation to address some of the wider questions generated by such a scheme. This has however created uncertainty and concern with residents feeling unable to engage fully with the process.*

Crown Way

- *There is significant concern about the potential for the closure of Crown Way to through traffic. Whilst we understand the rationale, given that the*

new school site may be situated across the current and new site, however there are significant implications for traffic through Gabalfa should the road be closed. Whitchurch Road is already – in a pre-pandemic context – congested, and the restriction of through traffic along Crown Way will have implications for traffic travelling via Crwys Road and City Road and up to North Road.

- *The council must be creative in addressing the challenges posed by a split site, for example could a bridge be constructed to connect the sites.*

New Zealand Road

- *We understand that during the public meetings on the consultation, officers made reference to the potential for New Zealand Road to be re-opened to through traffic. We understand that the design proposals will be subject to a full traffic assessment, but we cannot envisage any scenario where re-opening the road would be suitable or desirable. It would be contradictory to the council's intention to create low-traffic neighbourhoods by funnelling traffic down a compact residential street, and ongoing discussions with officers around proposals to designate New Zealand Road as a school street.*

21st century school facilities

- *It is important that local primary schools and the public are able to make full use of the recreational facilities that form part of 21st century schools. There is a distinct lack of such facilities in the immediate area, especially for local primary schools who currently travel in order to access facilities for sport activities.*
- *With regards to the cycle track, we note that cycling groups are content with the proposals and that the council has committed to maintaining the cycle track at Maindy until the proposed velodrome at the International Sports Village is operational.*
- *Support for the relocation of the track is not universally shared amongst residents. Many are concerned about the loss of the track from the area and open space as a result of the proposals. We also have concerns about any potential revenue implications for Maindy Leisure centre should the proposals for Cathays High not materialise as envisaged and the council opening a competing facility in the Bay.*
- *Residents are also concerned about the loss and distancing of facilities and open public space from the area, which many will find harder to access.*

Green spaces

- *We would welcome further detail and consultation in future on the maximisation of open green space and both the retention and growth of tree cover as a result of the scheme.*

Appraisal of views expressed

5. The Council welcomes the support for the expansion and redevelopment of Cathays High School and the expansion of SRB provision at the school.
6. Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years.
7. City-wide projections show that the demand for places in the English-medium secondary sector will further increase during the period of the Band B investment programme. The number of pupils in each of the year 3 to year 6 age groups in English-medium primary schools exceeded the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools at January 2020.
8. The projections, based upon the most recent school census data (PLASC) received in 2020, show that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.
9. Based on the existing housing city-wide, the highest intakes at entry to secondary education (Year 7) of around 4,115 pupils are expected in 2022/2023 and 2023/2024. The intakes that follow are expected to reduce to around 3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/2029.
10. Separate to this, additional secondary school places will be required to accommodate children from new housing developments in the catchment areas of some existing schools.
11. The five secondary schools included in Cardiff's Band B 21st Century schools programme, including Cathays High School, are proposed to expand from a combined capacity of around 35.5 forms of entry to around 44 forms of entry. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows.
12. Forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area and the wider area.
13. Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.

14. There are currently no large planned housing developments within, or close to, the Cathays High School catchment area. However, there are planned housing developments in the south of the city. This will significantly increase pupil numbers in neighbouring school catchment areas.
15. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
16. A new Cathays High School with 240 places in each year group would:
 - create an efficient class organisation
 - provide sufficient capacity for local children expected to want an English-medium community high school place, and
 - contribute some additional places to meet the projected demand from the wider area.
17. The Council's policy is to increase the use of sustainable modes of transport. Most journeys to education in Cardiff are within 3km of people's homes. Improvements to the safety of roads and routes for walking and cycling within school catchment areas would encourage more active travel.
18. This proposal will increase educational activity on this site through the expansion of mainstream and SRB places. The expanded provision will result in more trips to the site. These have the potential to add/alter existing pressure on the local highway network.
19. The Council's Local Development Plan (2006-2026) includes a target of 50% of all journeys to be made by sustainable transport. This will be achieved by ensuring that new development is fully integrated with transport infrastructure. This mitigates the transport impacts and maximises opportunities for travel by sustainable modes. It is important that this new school facility fully reflects the Council's transport policies and makes a positive contribution to modal shift. This can be achieved by ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. The provision of on-site facilities, such as secure cycle parking spaces and lockers for storage of cycling clothes and equipment will also be essential.
20. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. Currently no pupils (other than SRB pupils) are eligible for learner transport. The SRB pupil learner transport will need appropriate suitably segregated facilities for drop-off and pick-up. However, facilities for general pick up and drop off of other pupils by car should not be provided.
21. Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School

Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school. The expansion of Cathays High School, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles.

22. Transport mitigation for the development will be identified through the Transport Assessment (TA) process. The first part of the TA has now assessed the traffic impact on the highway network. It has identified that potential changes are expected to result in some additional queuing at peak periods. However it is considered that the overall traffic impact of the development can be accommodated by the network.
23. The subsequent completion of the full TA will identify necessary works, including any safety measures, traffic calming and facilities for pedestrians, cyclists and scooting.
24. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.
25. The Active Travel Plan for the new school should be linked to the Active Travel Plans for the local cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new Cathays High School are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff.
26. At the Council's Cabinet meeting on in March 2021 it was recommended that the plans for the new Velodrome at the International Sports Village were approved in principal.
27. In December 2020, Cabinet gave authority to begin the consultation process relating to the proposed expansion of Cathays High School. The Council has been keen to modernise the city's Velodrome facility for some time. The delivery of a new Velodrome facility on an alternative site would allow the land currently occupied by the Maindy Velodrome to be used to support the school expansion should it be required.
28. The current Velodrome benefits from having access to Maindy Leisure Centre for storage of circa 400 cycles, workshop space, welfare facilities and studio space to ensure sessions can continue in poor weather and also to allow for meetings and off-bike training.

29. The proposal is to deliver a new purpose built Velodrome facility at the International Sports Village. The relocation of the track element is to be funded by a capital contribution from the Council. The balance of development - the Performance Hub - including storage, workshop space and welfare facilities will be delivered through revenue income. The current program set out in Confidential Appendix 2 anticipates the Velodrome could be operational within the International Sports Village by the end of 2022.
30. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.
31. The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road and general leisure activities.
32. It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.
33. In addition, it is proposed that the playground at Gelligaer Street will remain. The BMX track for community use will be retained or relocated elsewhere on the Maindy or current site. The open-access MUGAs will also continue to be provided.
34. The views expressed during the consultation regarding the uncertainty around the site layout and the implications for access to open space are acknowledged. Further work has been undertaken to produce an indicative red line boundary map for the proposed school site which takes account of views submitted during consultation. This identifies the extent of the open access space that would be available, and includes the retained leisure centre and BMX track areas outside of the development boundary. These open space areas would be in addition to the facilities that would be provided within the boundary of the school, that would be available to the community outside of school hours. The red line boundary map is attached as Appendix 10.

Estyn

35. A response from Estyn included the following points: (a copy of the full response can be seen at Appendix 7)

- *The proposer outlines the benefits of the proposal in addressing the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows. The proposal addresses a plan to provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area who require a place in an English-medium community high school.*
- *It is Estyn’s opinion that the proposal is likely to at least maintain the current standards of education in the area.*
- *The proposer has provided a clear rationale for the proposal. It is to expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023.*
- *Cathays High School is rated as a “C” category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is demountable accommodation. To support the Council’s aim to ensure that school facilities are fit for purpose, the proposal describes the intention to replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road.*
- *Currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18. The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to develop further the specialist provision within the school and to increase the number of places available from 16 to 50. This development would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.*
- *The proposal highlights the challenges posed by the constrained school site, which limits access for pupils to outdoor facilities and does not include any full-size school pitch provision for pupils. It identifies that enhanced school facilities would be made available for shared use with the wider local community.*
- *The proposer considers advantages and disadvantages of the proposal. For example, Cathays High School buildings have a backlog of maintenance issues and addressing the maintenance backlog would only address health and safety issues. This would not provide a sustainable*

school for the future. However, when identifying a potential increase in traffic as a disadvantage, the proposal offers little information as to how the local authority will deal with this.

- The local authority identifies suitably a number of potential risks linked with the proposal, including unidentified development constraints, the possibility that they cannot secure Welsh Government funding and that the projected increase in the number of pupils does not happen. The proposer considers that based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff, the last of these appears unlikely.*
- The proposer outlines that the proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). They recognise the potential risk if the Council does not get the funding from the Welsh Government, and as a result the Council would be fully responsible for all costs relating to the proposal. In this case, the council would have to review investment options to ensure the delivery of sufficient school places. However, the proposer does not consider suitably how the reduction in places in neighbouring schools, due to the increased capacity at Cathays High, will affect the budgets of these schools.*
- The proposer identifies a few other options that they have considered. They note that they have considered the impact of refurbishing the current building at Cathays High School and this would address the capacity needs to Cathays High School. However, it considers that this would not be cost effective and would not significantly improve the learning environment or address the increase in the number of English medium places required at secondary age over a wider area. The proposer identifies that the construction of new facilities for Cathays High School would take place on the nearby Maindy Centre site and potentially on a proportion of the existing site, which it thinks is the most suitable site for the expansion and will support open community access.*
- The proposer gives due regard to the potential disruption to pupils during the construction work. It notes that pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready. The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. The ASC staff would support the pupils who attend the ASC SRB to enable them to adapt to the changes proposed*
- The proposer has suitably considered the impact of the proposal on learner travel arrangements, which is likely to be limited. It intends to support home to school travel in line with the council's home to school transport policy. It further recognises the Council's policy to increase the use of sustainable modes of transport. The proposer supports the*

objectives in the Active Travel Plan ensuring that they will make improvements to on-site and off-site infrastructure required to facilitate active journeys.

- The proposal shows clearly how surplus places will be affected at the school and in neighbouring schools. However, the rationale for creating extra spaces at Cathays High School appears to be based on the need to address overspill from other areas. The proposal document identifies that the local demand for places at Cathays High School is projected to drop off slightly. It bases the proposal to create extra spaces at the school on an expectation of additional demand from new housing citywide, and notes that 'Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as a result of new housing developments'. As a result, when considering alternative options the local authority does not provide sufficient detail as to why they have discounted expanding provision elsewhere while providing better facilities of a similar size at the new Cathays site. The proposer identifies that they have completed a suitable equalities impact assessment, although it has not included this assessment in the proposal. The proposer believes that the proposal neither enhances nor impacts negatively on equality.*
- The proposer has completed a suitable Welsh language impact assessment. It does not expect any negative impact on the Welsh Language from this proposal and the*
- proposal would not change the number of Welsh-medium secondary school places available in the area.*
- The proposer has completed a suitable community impact assessment. The proposer believes that the proposal will enhance the opportunities for a number of community organisations to make use of Cathays High site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school have minimal impact on the wider community. It identifies appropriately positive impacts on the community. It recognises that there are very few open spaces for residents in this area and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. It believes that the newly built accommodation will improve access and facilities for pupils with special educational needs.*

Educational aspects of the proposal

- *The proposal does not provided sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school. The proposer notes only that in 2020 the regional consortia placed the school in the green colour coded support category. The proposer has outlined the most recent Estyn inspection outcomes, however, this report is from 2013.*
- *The proposer gives on overarching statement on how it considers standards in education will be maintained and improved. It states that it works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong. It highlights that it does not expect the proposal to have any negative impact on the quality of standards of education. The proposer expects that 21st century school facilities will better support the delivery of high quality education.*
- *The proposer stipulates that the proposed new 21st Century School will meet the needs of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022. It proposes that the expansion and redevelopment of Cathays High School will provide facilities that allow for real-world practical learning with local organisations and employers context. The proposer mitigates the risk of the proposed changes, by ensuring that they would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.*
- *The proposer suitably considered that the proposal would strengthen the current provision offered for pupils with special educational needs. There is currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) located at Cathays High School which supports up to 16 pupils aged 11-18. The proposed new school, as a 21st Century school building would tailor the new SRB facilities to*
- *the needs of the young people who access it. The proposer aims to design the new resource base to fit the pupils' learning needs and to provide a calm and structured environment to help with anxiety and sensory challenges.*
- *The proposer does not believe there will be any impact on pupils with English as an additional language. There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals. The proposer notes that there would be no negative effect on provision for any ethnic group. The options, suggest that Cathays High School will enhance the learning experiences and opportunities to all ethnic groups by making use of the expertise and skills within the local area.*

Appraisal of views expressed

36. The Council acknowledges the conclusions of Estyn on the overall merits of the proposals.
37. Issues related to traffic are addressed at paragraph(s) 17 – 26.
38. It is not expected that there would be a reduction in places in neighbouring schools due to the increased capacity at Cathays High School or any resulting affect on the budgets of these schools. As set out in the consultation document planned housing in the south of the city will significantly increase pupil numbers in neighbouring school catchment areas.
39. If Cathays High School remained at its existing capacity of 5.5 forms of entry, or a minor expansion to six forms of entry, there would not be enough places to meet demand from within its catchment area and the excess demand from within the neighbouring catchment area of Fitzalan High School.
40. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
41. As set out at paragraph 40, the expansion of Cathays High School will provide sufficient places to meet demand from within the neighbouring catchment area of Fitzalan High School. The Council has made a clear commitment to continuing investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life. A new build Fitzalan High School is currently in progress. Consideration was given to increasing the capacity of Fitzalan High School. However, given the nature of the catchment area and the challenges presenting, it was concluded that retaining the school at its existing capacity was the most appropriate option.
42. Information from the most recent Cathays High School Estyn report was included in the consultation document in accordance with the requirements of the School Organisation Code.
43. However, Estyn's view that additional information the proposal does not provided sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school is acknowledged and will be considered when bringing forward any future proposals.

Cathays High School Governing Body

44. The Cathays High School Governing Body gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- *The Governing Body recognises the rationale for increasing the numbers at Cathays High and increasing to an 8 FE intake. We appreciate the Local Authority's recognition of Cathays High School's sustained success as a Green school with a good Estyn judgement and that Cathays' success with ensuring all pupils make progress. We would agree, therefore, that the school is well-placed in terms of teaching, learning, wellbeing and leadership capacity to increase in size. The Governing Body also recognises the improved opportunities in terms of economies of scale of increasing to a more optimum 8FE from the current 6FE. The school is well placed to receive pupils from all over the city due to our proximity to main public transport routes. This will enable an increase in numbers without significant increases in traffic or air pollution.*

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- *The Governing Body is in complete agreement that the school will benefit significantly from a new school building and enhanced community facilities. These are urgently needed so that our pupils, families, staff and community have access to the state-of-the-art, 21st century facilities to which other school communities have been able to enjoy. The new facilities will be integral to ensuring we continue our journey as an excellent school. It will allow us to develop our new curriculum for Wales at Cathays with flexible and purpose-built facilities. As a school, we will also use these facilities to ensure the very best teaching and learning in every classroom and that we continue to be an inclusive and welcoming community.*
- *Having a new build will mean that these aims can be built into the very fabric of the building from the outset, ensuring that they are integrated parts of the school. We will use the new facilities to become a school at the heart of our community taking the opportunity to use these facilities to build a strong local community for Cathays and Cardiff, ensuring that we develop young people invested in, and feeling a clear sense of belonging to, their local society.*

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- *The Governing Body totally supports the proposal to increase the size of the SRB from 16 to 50. As a school, we pride ourselves on our strong inclusive culture and ethos. We have developed an outstanding SRB that has seen many young people successfully overcome barriers to learning and social inclusion to gain strong qualifications, improved social skills and clear learning and career pathways after their time with us ends. The main barrier to us expanding this successful provision and supporting more young people is the physical limitations of our school, even though we currently*

have 21 students within the SRB. The new, purpose-built facilities will allow us to use our expertise and experience to support more young people who would otherwise not be able to access the facilities and provision.

Are there any changes you think could improve these proposals?

- It is vital that the school has the sporting facilities on-site that have been promised in the initial consultation. Students of Cathays High School have been significantly disadvantaged over many years with a lack of on-site sporting pitches and facilities and this needs to be rectified in the new design and build. We need to ensure that there is ample on-site parking for those staff that are unable to walk, cycle or use public transport to get to school. In other recent school site developments, this has not been ensured and staff have ended up having to park in the residential streets. The Governing Body would whole-heartedly support a more developed active travel plan for those students and staff where this was a feasible option. The security of the site needs to be of paramount importance. The Governing Body understands that new designs have to follow Welsh Government regulations on site security but would like to emphasise the importance of this. The Governing Body would also wish to emphasise the need for a building that is as carbon neutral as possible in both the building process and the finished design and build.*

Appraisal of views expressed

45. The Council welcomes the support of the Governing Body.
46. The Council notes the request for consideration to be given to on-site parking for those staff that are unable to walk, cycle or use public transport to get to school. The Council is committed to maximising opportunities for more people to travel to school sites across Cardiff by sustainable modes. It is important therefore that this new school facility fully reflects the Council's transport policies and makes a positive contribution to the modal shift.
47. Access to the site by private car will need to be carefully managed, particularly given how close the site is to existing residential housing. On-site parking should be planned in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (SPG) (2018). The parking requirements for schools within the SPG is one parking space per 30 pupils.
48. The Council welcomes the Governing Body's commitment to building stronger links with the community and to encouraging use of the school facilities.
49. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis.
50. The Welsh Government's aim for shared facilities in community-focussed school are to:

- Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
- Operate in line with the national agenda for sport taking into account nationally adopted strategies;
- Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
- Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
- Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

51. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.
52. Any new buildings would meet Welsh Government funding conditions such as BREEAM (Building Research Establishment Environmental Assessment Method) (a sustainability assessment method that is used to masterplan projects, infrastructure and buildings) certification and be designed in accordance with the Department of Education: Area guidelines.
53. Detailed designs would be agreed with the Headteacher and governing body if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

Cathays High School – Headteacher

54. The Headteacher of Cathays High School gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- *The additional places are needed to support all children in Cardiff being able to have high quality secondary education. Cathays High School is a good school with strong outcomes for all pupils and very high quality teaching and learning which can benefit more young people in the city. Furthermore, the school is perfectly situated geographically to take pupils from all over the city given the ample public transport links with the rest of the city which will mean the increase in pupils should not see a correspondingly high increase in the amount of traffic as a result.*

- *The increase for the school will take it to an 8 form of entry which is a more optimal number in terms of securing value for money without losing the benefits that having a close-knit community brings in terms of all colleagues knowing the needs of all the young people we support. It will also ensure that we are able to ensure that other schools across the city do not go over the 10FE optimal number which could make them less effective.*

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- *Cathays High's building was first opened in 1932 as two single-sex grammar schools for around 500 students combined. We are now a high school of over 1,000 students with less space than the original grammar had. The subsequent temporary accommodation is inadequate to meet our needs in many places. We are also a very over-crowded site with limited space for young people and staff to work, learn, play at break and lunch or undertake extra-curricular activities. There are no sports pitches at Cathays and children and staff have to be transported to Heath Park to undertake field sports which limits what can be undertaken and cuts into the curriculum time for the PE team.*
- *Also, our ability to support the local community with sports, cultural and activity space is very limited. This is an area we would love to be able to provide a better service in and to develop links with community groups so that we can utilise the knowledge and expertise in our curriculum to enable our young people to learn new skills and have new experiences. This would hopefully ensure that the new facilities will be a key part of building strong local communities with young people invested in their local area, giving them a feeling of belonging and care for Cathays, Cardiff and Wales.*
- *Cathays High School is an excellent school in many ways with very talented, committed and hard-working pupils and staff. What we don't have at the moment is a an outstanding building, facilities or site. The young people, families, staff and wider community of Cathays deserve the chance to live, work, and have access to these state-of-the-art buildings and facilities.*

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- *Cathays High's SRB is well-established and has been judged as providing excellent support and education for young people on the autistic spectrum. It has secured excellent outcomes from starting points of all the children who have been part of the provision enabling them to have onward learning pathways once they have completed their secondary education. The colleagues of the SRB develop strong and meaningful relationships with the families of the young people who access the SRB and have ensured that they work together to provide the very best support for our students.*

Therefore, it is a sensible and well-reasoned plan to increase the number of places available in the SRB on a purpose-built site.

- *There are increasing needs for SRB placements within Cardiff that often outstrip the supply of places across the city. Cathays High is currently limited by our small site and facilities from expanding the SRB any further. It is imperative therefore, that a well-established and successful SRB is allowed to expand to meet this increased need in a cost-effective and value-for-money provision.*

Are there any changes you think could improve these proposals?

- *I would urge the cabinet to consider the closure of Crown Way to through traffic as it is currently a hazard to children attending the school and requires a significant amount of resource to supervise the starts and ends of each school day.*

Do you have any other comments?

- *I think it is absolutely essential to the continued success of Cathays High that it has a new site and facility to bring into the 21st century and provides the young people, their families, the staff and the wider-community of Cathays and Cardiff with access to purpose-built state of the art facilities. It will enable us to plan a meaningful new curriculum which meets the needs of our community and recognises and celebrates the diversity of our community and our similarities as citizens of Cardiff, Wales and the world. As a school, we would relish the opportunity to better meet the needs of our wider-community through building on the success of our Family Learning Group and providing access to our facilities and engagement in our pupils' curriculum.*

Appraisal of views expressed

55. The Council welcomes the support of the Cathays High School Headteacher and the commitment to support the local community.
56. It is acknowledged that the provision of 21st Century School facilities will support the development of the school and help to build on existing successes.
57. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

Gladstone Primary School – Chair of Governors

58. A response from the Chair of Governors at Gladstone Primary School included the following points: (a copy of the full response can be seen at Appendix 7)

- *All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays High School do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site. For example swimming lessons in the pool, use of the area inside the velodrome to develop cycling skills, use of the site for sports days and other sporting events.*

Appraisal of views expressed

59. There are no proposed changes to The Maindy Leisure Centre arising out of these proposals and pupils and the wider local community will continue to be able to access these facilities.

Whitchurch High School - Headteacher

60. The Headteacher at Whitchurch High School gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?

- *Assuming that the need in the southern part of the city is confirmed and that this increase doesn't affect pupil numbers in neighbouring schools.*

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

- *The current school building is clearly no longer fit for 21st century learning.*

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

- *Given the projected need, this would make sense.*

Do you have any other comments?

- *I think that there would need to be an absolute commitment that increasing pupil numbers in Cathays does not have a detrimental effect on pupil numbers in neighbouring secondary schools.*

Appraisal of views expressed

61. The Council welcomes the support of the Whitchurch High School Headteacher and the commitment .to support the local community.
62. Issues related to the need for places are addressed at paragraph(s) 6 – 16.

Cardiff Ajax Cycling Club

63. A response from Cardiff Ajax Cycling Club included the following points: (a copy of the full response can be seen at Appendix 7)
- *The proposals overall appear to be potentially beneficial to the community as a whole. The Cycling Club's interest is in relation to the closure and relocation of the velodrome as a result of the proposed expansion.*

Appraisal of views expressed

64. The Council welcomes the support of Cardiff Ajax Cycling Club.
65. A separate Cabinet report exploring the proposed move of the Cycle track to Cardiff Bay Velodrome was considered on 18 March 2021. A copy of the report can be seen at Appendix 11.
66. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the new Velodrome facility will (as far as is possible within the existing budget constraints) meet their expectations.
67. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.

Cardiff Junior Triathlon Club

68. A response from Cardiff Junior Triathlon Club included the following points: (a copy of the full response can be seen at Appendix 7)
69. *Maindy Leisure Centre is our home training facility. We ask that when the school is designed some area is made available for us to continue to be able to run & cycle in a safe enclosed area.*

Appraisal of views expressed

70. The Council acknowledges the views of Cardiff Junior Triathlon Club. The existing velodrome facility at Maindy Leisure Centre will remain open until the new facility at Cardiff Bay International Sports Village is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.
71. The design of the new school building will be informed by a number of factors including the provision of suitable appropriate sports facilities.

72. There will be opportunities for local community groups to make use of the new sporting facilities that will be available for community use at the new build Cathays High School.

Whitchurch Cycling Club

73. A response from Whitchurch Cycling Club included the following points: (a copy of the full response can be seen at Appendix 7)
- *Whitchurch Cycling Club are supportive in principle of improvements to cycling infrastructure in Cardiff and welcome the investment in improved facilities. However, we consider that the new track proposed at the International Sports Village should be in addition to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate. The COVID-19 pandemic has seen a welcome increase in the number of cyclists within the city and it is important that these cyclists are encouraged to continue to participate in the sport both for exercise and for active travel in the future. The Maindy cycle track is in an excellent position in a central location within the city in close proximity to the Taff trail and other local cycle routes and should be supported moving forward as part of a network of cycling facilities.*
 - *We therefore object to the proposed loss of Maindy track as part of the Cathays High School redevelopment proposals for the reasons set out below.*

Lack of Consultation

- *Maindy cycle track is a well-used cycling facility used by a number of Cardiff-based clubs. It is disappointing that the consultation document only refers to Maindy Flyers and doesn't mention the other clubs that use the facility on a regular basis, such as Whitchurch Cycling Club, Cardiff Social Cycling, Ajax, JIF, Cardiff University and Cardiff Junior Triathlon Club. All regular club users of the facility should have been consulted on the proposals.*
- *Furthermore, the consultation form does not seek views on the proposed loss of the cycle track, which will have discouraged interested parties from making comments about this important element of the proposal. Furthermore, the wording of question one implies that you are only entitled to an opinion if you are affiliated to a local school. The poor wording and limited scope of the consultation form means that it will not provide a true picture of the strength of opposition to the loss of the track.*

Conflict with Planning Policy

- *It is considered that the proposed replacement cycle track would be contrary to Policy C2 of the adopted Local Development Plan on the Protection of Existing Community Facilities. This policy states:*
- *Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:*
 - An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;*
 - It can be demonstrated that the existing provision is surplus to the needs of the community.*
- *The supporting text for the policy states that this policy would apply to both commercial and non-commercial uses and both land and buildings. As the facility is not surplus to requirements, the alternative cycle track would need to be provided in the ‘vicinity.’ The proposed alternative site in the Bay is 4.3 miles away or a 23-minute cycle (as identified on Google Maps using National Cycle Network route 8). This alternative site is not ‘in the vicinity.’*
- *In the lighter summer months in particular, many of our younger members can ride to Maindy to take part in sessions, as the track is currently in a very accessible location to the main centre of population. Given the distance of proposed replacement site at the International Sports Village, this would involve many of our members having to travel by car to the venue, as it is too far to expect young children to cycle to the alternative venue, take part in a coached cycling session, then cycle home. Other members may be reluctant to travel at all, which may affect the financial viability of the club being able to offer such sessions.*

Maindy track is not developable

- *We are aware that ground investigations have been carried out due to former use of Maindy track as a clay pit and it is understood that the track itself is not suitable for built development and would therefore need to be used for the school sports provision. If this is the case, it would be logical to retain the track as part of the school’s sports facilities. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches.*
- *It is recognised that there is a potential safety issue if ball sports were played in close proximity to cyclists on the track. However, the facilities would be used at different times. The peak demand for the cycle track would be at weekends and evening, whereas pitches would be during the school day. An alternative could be to erect a high fence around the central part of the track to prevent balls entering the track. A bridge could provide access from outside the track into the centre to avoid pupils and other users having to cross the track.*

- *The retention of the cycle track would also generate an income and help the financial viability of the Maindy Centre.*
- *Alternatively, there appears to be no reason why any pitches could not be accommodated on the site of the existing school once the buildings are demolished. In the interim, the school could continue to use the pitches at Heath Park, as per the current situation.*

Proposed new velodrome at International Sports Village not a suitable replacement

- *Unfortunately, Whitchurch Cycling Club have received no information on the proposed new facility to determine whether it would meet the needs of our club. Whilst I understand the Maindy Flyers have been in discussions about the proposals and are supportive, they are not the only cycling club in Cardiff that uses Maindy track. If the scheme is going to be a Council funded scheme rather than a private facility for Maindy Flyers, then all clubs should have been consulted.*
- *It is disappointing that initial information on the replacement track only became publicly available on 11th March, just a week before this consultation ends, which gives interested parties insufficient time to assess and respond to the information. It should be noted that Whitchurch Cycling Club obtained the details of the new track from social media, rather than being notified by the Council.*
- *The Cabinet report for the International Sports Village only contains partial information on the proposal, as 5 of the key Appendices that would have provided some clarity are listed as confidential. We therefore do not have full details to assess whether the proposal is indeed a like-for-like replacement. We have concerns that the track is shorter than Maindy (333m compared to 450m). This will mean that banking will need to be steeper, making it unsuitable for free wheel bikes. This will have a drastic effect on most users if they do not have a fixed wheel track bike, and it won't be suitable for our youngest members, who currently ride at Maindy. In addition, you will be unable to cycle to the facility on a track bike, as it is law you bike must have a brake. We note that a 1km closed circuit loop is proposed, and this is welcomed, but it would appear to be something that is open access rather than something a club could use exclusively for training. It also won't give our members the velodrome experience that they currently have at Maindy. We have been provided with no information on the costs for users of the facilities or what availability there would be for clubs other than Maindy Flyers. In the absence of such information, it is difficult to determine if the proposed velodrome would be a suitable replacement.*
- *It is welcomed that there is a commitment that any replacement facility would be operational before the proposed closure of Maindy, but we have concerns over the timescales. Given that a detailed business case has not been developed or approved by Cardiff Council, and the proposal has yet to reach planning application stage, completion in 2022 seems unrealistic.*

There is therefore a real danger that the city could be left without a facility. If the existing track was retained, the timescales would be less critical.

Appraisal of views expressed

74. The Council acknowledges the views of Whitchurch Cycling Club.
75. Responses to the consultation were received from Cardiff Ajax and Cardiff Junior Triathlon and these are set out at paragraph(s) 64 and 69 - 70.
76. The consultation undertaken related to the proposed expansion of Cathays High School. The consultation response form included questions relevant to this, however the form also provided the opportunity for respondents to suggest any changes that could improve the proposals, alternative options and any other comments they wished to make.
77. In addition to the consultation response form, consultees also had the option of writing to the Council, contacting the School Organisation Planning Team via e-mail or telephone, requesting an officer call back for any specific questions or attend an online public meeting/drop in sessions. All of these options provided the opportunity for views to be recorded.
78. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations.
79. A separate Cabinet report exploring the proposed move of the Cycle track to Cardiff Bay Velodrome was considered on 18 March 2021. A copy of the report can be seen at Appendix 11.
80. Any transfer of the cycle track to the Cardiff Bay Velodrome must meet all relevant planning requirements. Any matters related to planning policy would be considered as part of the planning permission process.
81. Discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision.
82. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.

Engagement with pupils

83. Officers met with groups of pupils from Albany Primary School, Allensbank Primary School, Gladstone Primary School and Cathays High School pupil regarding the proposal.

84. In line with national Covid-19 restrictions, these meetings were conducted virtually via Microsoft Teams and supported by members of the school staff.
85. Officers opened the meetings by explaining to the pupils that Cardiff Council are planning on making some changes to Cathays High School and that we want to seek their opinions on these changes. Notes of their points raised would be taken and fed back to the Council Cabinet. The pupil presentation covered the following:
- 21st Century Schools
 - Proposed changes to Cathays High School
 - Positives
 - Negatives
 - Risks
 - Questions
86. Copies of the meeting notes can be seen at Appendix 4.

Albany Primary School representation

87. The pupils were made aware of the proposed changes and the following points were raised:
- *how many floors will there be?*
 - *how much will it cost?*
 - *will it be built before September?*
 - *will it have a sixth form?*
 - *will there be one main lunch hall?*
 - *the corridors are narrow. Will the new school have wider corridors?*
88. The pupils identified a number of facilities they would like to see in any new school:
- *Basketball and netball court and 3G pitch*
 - *Bike rack*
 - *Space for lockers*
 - *3D printers*
 - *Wellbeing/games room, bean bags*
 - *Digital art*
 - *Art tables you can stand at*
 - *Tennis court*
 - *Library*
 - *Afterschool access to IT and homework facilities*

Allensbank Primary School representation

89. The pupils were made aware of the proposed changes and the following points were raised:

- *Is the skate park going to stay?*
- *How many classrooms will there be in the new school?*
- *Will the school be bigger?*
- *Will the swimming pool stay?*
- *How is it going to fit into a tiny place?*
- *Will the uniform change?*
- *What is going to happen to the old building?*
- *Are there plans to make the classrooms bigger?*
- *Will Cathays High School pupils move before the building gets knocked down?*
- *Will the school be built on that timeframe?*
- *How much money will it be to build this school that is proposed?*
- *Will the school have access to the leisure centre?*
- *Will local schools get to see what happens on the site and help design it?*

Gladstone Primary School representation

90. The pupils were made aware of the proposed changes and the following points were raised:

- *Several pupils didn't think it was a good idea and asked how long it would take to build. RP stated that if the proposal was approved then the school would open on its new site in 2025.*
- *The majority did however think it was a good idea as it would increase the number of places at the school and ensure that all the children who wanted to go to Cathays High School could go.*
- *When asked about the increase in pupil places at the SRB, the majority of pupils thought this was a good idea.*
- *All of the pupils believed that the community would benefit by having access to the facilities outside of school hours.*
- *The pupils thought that extra traffic and traffic noise would be a consequence of a bigger school and that this was a concern for them.*
- *One pupil was concerned that if the classes were made bigger then this would impact on the corridor size; which would be already under pressure given the extra pupils. RP stated that 21st Century Schools are built to ensure that there is sufficient and appropriate access for all pupils.*
- *Around half of the pupils said they used the cycle track and that moving it to Cardiff Bay was too far away for them. They would like it to remain in the local area so that they could still use it.*
- *One pupil suggested that by moving the cycle track to Cardiff Bay, meant that more people in Cardiff could use it.*

Cathays High School Pupil representation

91. The pupils were aware of the proposed changes and the following points were raised:

- *A new building would improve education*
- *A bigger school would provide more places for those needing them*
- *A new building would provide a better environment for pupils and access for the community to facilities*
- *Additional ASD places would be good*
- *Improved physical and mental wellbeing*
- *Space for creative subjects*
- *Hub for community providing space during the weekend/holidays*
- *Any new school build would need to be sustainable and environmentally friendly*
- *What would happen to the old school?*
- *The size of school could be daunting for some pupils*
- *The existing school building has a lot of history which would be lost*
- *Most of the children already at Cathays High School would not benefit from the new school*
- *Potential disruption during construction*
- *Potential for increased traffic*
- *Pupils would like to be involved in the development of any plans taken forward*

241 pupils from Cathays High School also completed an online survey in which they gave their views. A full report detailing the findings of the survey can be seen at Appendix 9.

Response to views expressed

92. The Council welcomes the view of the Cathays High School pupils.
93. Any new build school would include a range of facilities including space of creative subjects and enhanced sports facilities.
94. Any new build school would conform to environmental and sustainability standards.
95. The future use of the existing High School site will be subject to further consideration, taking account of the views of a range of stakeholders.
96. It is acknowledged that increasing the size of school could cause difficulties for some pupils. The Council will work with the school to ensure that any pupil concerns are addressed.
97. The Council has significant experience in the successful delivery of building projects on the sites of occupied school sites as a result of progressing a large

and growing school organisation programme. The proposed replacement of Cathays High School with a separate new building would limit the disruption to pupils, staff and parents.

98. Any building work carried out would be managed effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained.
99. Issues related to traffic are addressed at paragraph(s) 17 -26.
100. Detailed designs would be agreed with the Headteacher and governing body if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

Other responses received

Traffic and congestion

101. *This has not taken account of the people who live in the area. The traffic in Crown Road is already unsafe at school finishing times. People parking their cars all the way along the road, on both sides, holding up traffic and blocking the paths. This will get worse - with 50% more pupils and, thus, increased traffic. This takes no account of the environmental cost and the fact that local residents are going to find the area inaccessible at certain times of the day. It's bad enough already. 50% more traffic? Even worse? Unacceptable.*
102. *There will be strong opposition from local residents to any changes to allow New Zealand Road to become a through road.*

Appraisal of views expressed

103. Issues related to traffic and congestion are addressed at paragraph(s) 17 - 26.

Community access to the new facilities

104. *It is imperative that local residents also have extensive 'out of school hours' access to the new facilities (this could for example be administered by the management at Maindy Leisure Centre). Local primary school children should also be given full access to benefit from the new facilities which are being promised to pupils at Cathays High school, since the Maindy site is currently used by nearby primary schools for outdoor PE and sports lessons.*

Appraisal of views expressed

105. The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities. It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.

106. In addition, it is proposed that the playground at Gelligaer Street will remain. The BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site. The open-access MUGAs will also continue to be provided.
107. Many schools have established or are developing sports and wider leisure provision for use by the public.
108. A key objective is to enable third party access the sports facilities at schools. This would be on a sustainable financial basis.
109. Welsh Government's aim for shared facilities in community-focussed schools are to:
- provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - operate in line with the national agenda for sport taking into account nationally adopted strategies; • generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 - increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities; • use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
 - provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

Loss of Community Green Space

110. *You have to take into consideration too that travelling to other areas is impossible for some people. We don't have enough green areas locally anyway.*
111. *Maindy is recognised as one of the few green spaces for Gabalfa and Maindy residents. We are concerned about the downsizing of green space.*

Appraisal of views expressed

112. Issues related to open access space are addressed at paragraph 32.

Alternative Options

113. *Refurbish the existing school.*

114. *Rebuild on current site, plus possibly use old bowling green which is currently unused.*
115. *Why not move into companies house grounds instead of across the road thus preserving the cycle track.*
116. *Build a new school on the Maindy Barracks site.*
117. *Build a new school on land at the Heath Hospital site.*

Appraisal of views expressed

118. The Cathays High School buildings have a backlog of maintenance issues and 'doing nothing' is not an appropriate option. Addressing the maintenance backlog would only address health and safety issues. It would not provide a sustainable school for the future.
119. The Council would also need to identify alternative means of accommodating the projected increase in pupils requiring secondary school places in coming years.
120. Refurbishment of the existing buildings would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area. Refurbishing the school would not be cost effective and would not significantly improve the learning environment. There may still be long-term maintenance issues, which would compromise the value of money which can be achieved through the investment of public money.
121. Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.
122. The alternative site options put forward during the consultation are not in Council ownership or available for consideration.

Pre-existing Land Covenant

123. *I understand that the land was bequeathed to the City by Lord Bute and there is a covenant to retain the land as public open space? I also believe it is not possible to build on the site as that the land is the site of an old dump.*

Appraisal of views expressed

124. A pre-existing land covenant sets out that the land on which the Maindy Centre is located is restricted to use for park, open space, recreation and playground.
125. Should the proposal to transfer Cathays High School to the Maindy Centre site be progressed, appropriation of the land for Education purposes would be necessary. This process could only commence at a later stage of the planning process.

Loss of the Maindy Velodrome

126. *I totally disagree with local children losing the cycle track facility and access to the Maindy centre. There isn't enough facilities for young people and children already in the area. I'm concerned about people's health and mental health if these facilities are taken away.*
127. *Maindy velodrome should not be demolished. If playing fields are needed, they should be able to use the ones in the middle of the track or in Bute park which is a short walk away - there is no need to be bussed up to Heath Park.*
128. *Why destroy a sports facility which has not only produced world renowned athletes but is also a vital part to the social life of the community.*
129. *What will happen to the BMX track? It is very much loved and well used. We don't want it to move to Cardiff Bay*

Appraisal of views expressed

130. A Cabinet report from March 2021 set out the proposal to relocate the cycle track to the International Sports Village at Cardiff Bay. Cardiff Council has consulted with local cycling groups. The proposal is part of the overall improvement of facilities and links to the cycle superhighway.
131. If the proposal to relocate the velodrome were to go ahead, this would be expected to be in place before development on the existing site, with no loss of cycling facilities anticipated.
132. The proposal design and proposed facilities have not yet been developed, but it is very likely the specification would be as a minimum equal to that of the velodrome in place with the expectation of enhancement.

133. The BMX track will not be moving to Cardiff Bay. Cardiff Council will ensure that this facility remains in the local area. It is possible that it could be relocated, but this will be considered in more detail at the design stage if the proposal is progressed.

Insufficient information available

134. *The information provided in the consultation document is unclear on the details of what would happen to the existing Maindy site. It's not clear where on the site the new buildings are planned for, and which of the existing facilities will be removed. It would also be helpful to know the anticipated disruption caused by construction, i.e. will the leisure centre have to close during this period?*
135. *The information provided so far is not sufficient, an actual plan would be useful, particularly to assess the impact on the Maindy leisure centre.*

Appraisal of views expressed

136. Issues related to the level of details information are addressed at paragraph 32.

Closure of Crown Way

137. *What other measures are being considered other than the closure of Crown Way? Whilst I understand the rationale of looking at this, it would cause real problems for traffic flow up Whitchurch Road which is already heavily congested*

Appraisal of views expressed

138. Feedback from the consultation regarding Crown Way is noted. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

Pupil Behaviour

139. *What about issues with litter?*

Appraisal of views expressed

140. Cathays High School has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the site team clears litter on

New Zealand Road, the lane and Crown Way. These measures were started in October because of historical issues.

141. The new school site will be bigger with better catering facilities. There is an expectation that more pupils would remain on site during the day which has a number of potential benefits such as safeguarding and the minimising of littering.

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The Expansion & Redevelopment of Cathays High School

REPORT FINDINGS



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Background

The Welsh Government wants all schools in Wales to be fit for the 21st century, with high quality buildings, modern facilities and enough places for pupils of all ages.

Proposals

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community;
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

Methodology

Cathays High Survey - Open from Friday 29th January to Friday 12th March

- A letter was sent to all parents of pupils in the schools affected, providing them with information explaining how to take part in the consultation.
- A communication campaign was conducted via social media

Cathays High Pupil Survey - Open from Friday 12th March to Friday 19th March

- Survey links were sent to the head teachers with the intention of teachers guiding pupils through the survey.

Comments regarding the surveys could be sent via surveyschoolresponses@cardiff.gov.uk

Responses

There were 494 responses received in total across the 2 consultations:

- Cathays High main survey – 194
- Cathays High pupil survey – 291

There were 9 emails / letters received in relation to the consultation, these can be viewed in Appendix A.

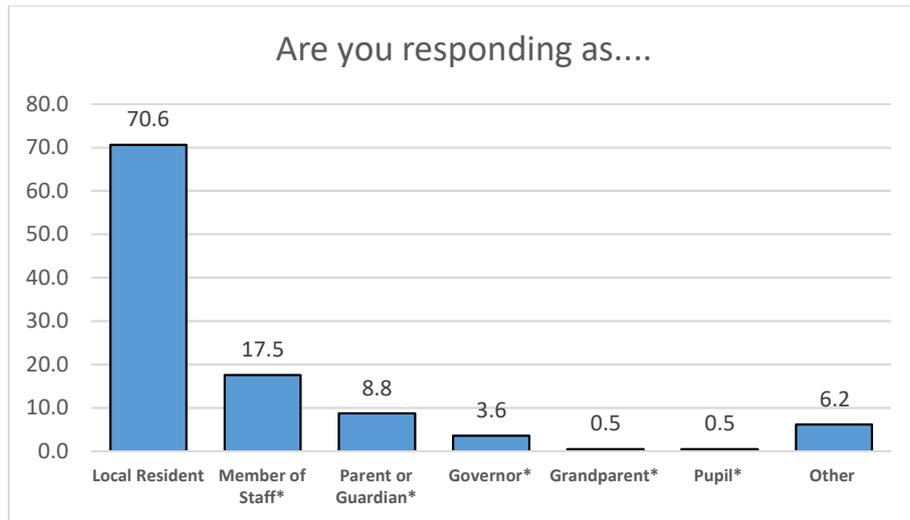
CATHAYS HIGH SCHOOL RESEARCH FINDINGS

Results

Cathays High Parents Survey

Are you responding as.....

Seven in ten (70.6%) responses to the survey were from local residents, this was followed by around one in six (17.5%) that came from members of staff.



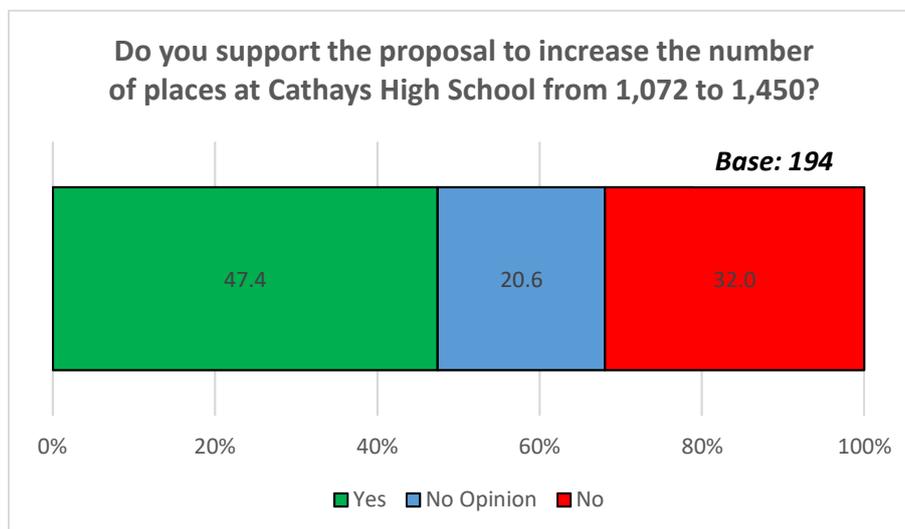
N.B. Percentages do not sum to 100% as respondents could select more than one option

Please confirm which school/s you are affiliated with:

	No.
Cathays High School	41
Cathays	3
Albany Primary School	1
Gladstone, Cathays	1
Joint response of the Governing Body of Cathays High School	1
local resident whose children attended Welsh medium school	1
Maindy Flyers	1
Marlborough and st teilos	1
Marlborough Primary	1
Marlborough Primary & Cardiff High	1
Rhiwbeina Primary	1
Whitchurch	1
YMB, Allensbank, Cathays	1
Ysgol Mynydd Bychan	1
Ysgol Mynydd Bychan & Ysgol Glantaf	1
Total	57

Do you support the proposal to increase the number of places at Cathays High School from 1,072 to 1,450?

Just under a half (47.4%) of respondents agree with the proposal to increase the number of spaces at Cathays High School, this figure rises to three in five (59.7%) if the respondents that selected no opinion are excluded from the analysis.



Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
General agreement with the proposal	36	29.0	<ul style="list-style-type: none"> Supporting the community and Cardiff with modern education facility. Investment in young people, especially now, is so important. Cathays High School is a central school in the city and serves many children in the surrounding communities. If there is need to take in more pupils then it seems ok. Good to expand!
Protect local green spaces / facilities	22	17.7	<ul style="list-style-type: none"> My concern is about losing the cycle track in this area of Cardiff. I don't support it if it's at the expense of valuable community sport facilities. This space is a god send for me as a parent. We use the bike track regularly. It is a great space and has a great community feel with both old and young using it together.
Demand for places	17	13.7	<ul style="list-style-type: none"> To fulfil the local demand for school places in the area. Strong need for extra places in the community.

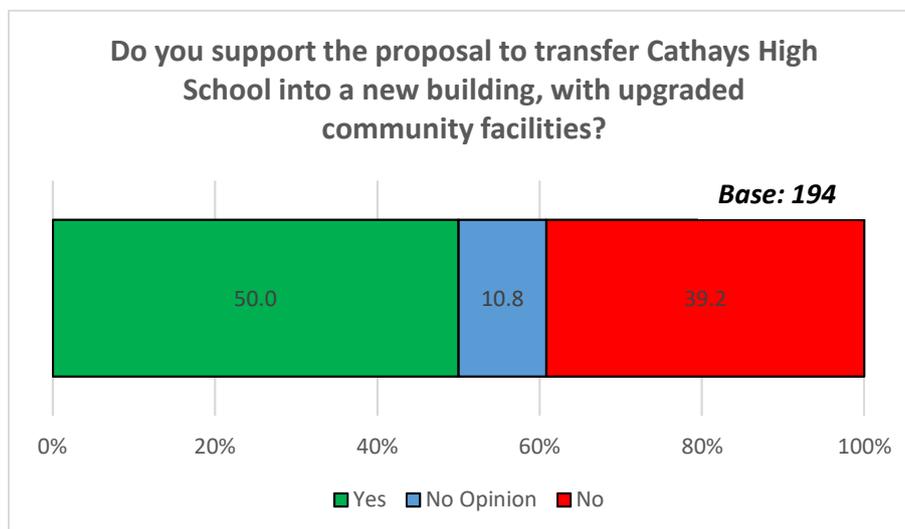
The Expansion & Redevelopment of Cathays High School

			<ul style="list-style-type: none"> Recently as a school we have seen an increasing demand for places. At times, parents are requesting Cathays over schools in their catchment areas. It would be good to fulfil their requests and increase numbers in the school.
No Opinion / More information required	13	10.5	<ul style="list-style-type: none"> We haven't thought about high school yet. Cannot gauge from the information provided by initial proposal docs or the consultation sessions what the new site for the school would entail to accommodate these numbers of pupils.
Concerns over access links / increased traffic in area	12	9.7	<ul style="list-style-type: none"> I am a local resident and I feel that this number of pupils for a residential area is too many as it was cause a huge increase in traffic in the residential area. Currently the junction of Cosmeston St and Gelligaer Street is congested at times due to parents dropping off and collecting their children. In an area that is already saturated with traffic, parked cars and litter this development would be a nail in the coffin for local residents.
Generally against the idea	9	7.3	<ul style="list-style-type: none"> More students could lead to more problems. Once again this will impact the surrounding residents and facilities.
Extra Spaces are not required	9	7.3	<ul style="list-style-type: none"> The council's projections for the catchment show that this capacity is not required. Focus should be on adding capacity at schools that are already oversubscribed. I do not believe there is the demand in the local area to justify the expansion.
ASB / Litter Concerns	6	4.8	<ul style="list-style-type: none"> I am concerned as resident immediately adjacent to the current school and moving to gelligaer street about anti-social behaviour, noise and fear of leaving the house. The pupils at Cathays High are often rude using foul language around primary school children and they leave large amounts of litter in the areas surrounding the school.
Current School not fit for purpose	4	3.2	<ul style="list-style-type: none"> Only if the new school building is there, the current building is not fit for the number of pupils currently.
Misc. / Other	5	4.0	<ul style="list-style-type: none"> I have no objection to expansion only your proposals.
Total Respondents	124	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

A half (50.0%) of respondents support the proposal to transfer Cathays High School into a new building with upgraded community facilities, this figure rises slightly (56.1%) if no opinion responses are discarded.



Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Protect local green spaces / facilities	57	38.5	<ul style="list-style-type: none"> The existing Maindy centre is so important to me and my family's wellbeing physically and mentally. The increased urban footprint of a green site squanders precious green space. I use the Maindy track and feel that it's an important part of community culture. It is important that open, green spaces are available for the community. The current track area is used so its loss without any open air space in its place would be felt. Loss of Maindy track would severely detriment local community.
Current School not fit for purpose	37	25.0	<ul style="list-style-type: none"> Definitely needed, the current building looks old and tired and not a suitable and exciting learning environment. The current school building is clearly no longer for 21st century learning. The building is not fit for purpose for current future learning requirements for young people.

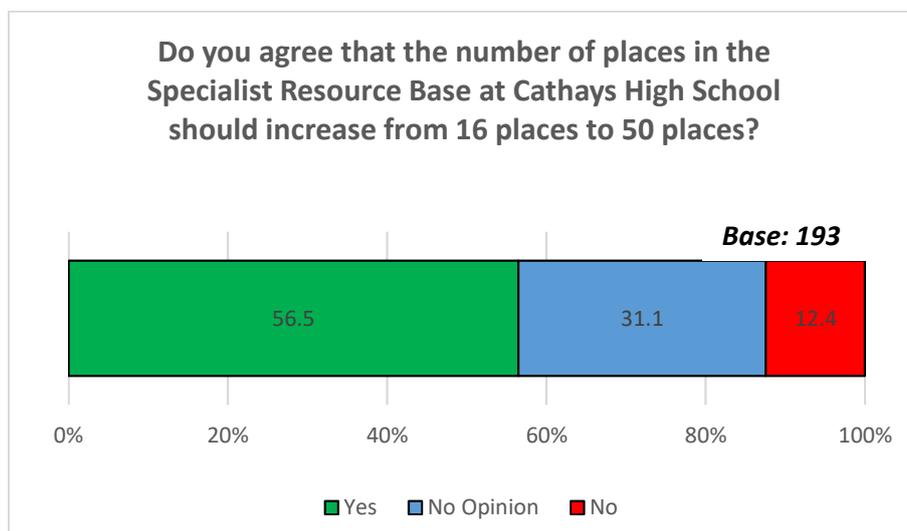
The Expansion & Redevelopment of Cathays High School

			<ul style="list-style-type: none"> The current state of the school building and the lack of space and facilities for students
General Agreement with proposals	29	19.6	<ul style="list-style-type: none"> It is needed. It will be beneficial to the community. If current building can't facilitate.
No Opinion / More information required	10	6.8	<ul style="list-style-type: none"> I don't have children. There has been no information provided on the new building, other than it will have a serious negative impact on local green space areas and parking for local residents. I would want more detailed information on exactly what building work is planned, disruption during construction period and final impact on the surroundings.
Upgrade / Develop on existing site	9	6.1	<ul style="list-style-type: none"> Because there is enough room to rebuild the school safely on the existing site with it fenced off. Huge hospitals have been built in a short time so it could be done over the summer. I support a new building but on the same site as at present.
Misc. / Other	12	8.1	<ul style="list-style-type: none"> The community services should be up graded if need be independently of whether the new school is built. They are 2 separate issues. Maindy centre is a gift from marques of bute, cannot build on site. Companies house adjacent to school makes more sense.
Total Respondents	148	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

Over a half (56.5%) of respondents agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places. However, if no opinion responses are excluded from the analysis, agreement with this increases to around four in five (82.0%).



Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
General agreement with proposals	67	65.7	<ul style="list-style-type: none"> It should be part of the community. Such an important and valuable resource. Again, given the projected need, this would make sense. If needed and facilities available, it makes sense. Having specialist resources to support these pupils is fantastic!
No Opinion / More information required	18	17.6	<ul style="list-style-type: none"> I don't have any children in education. Don't have enough knowledge to say either way. As a local resident, I am unsure about the issues regarding this in the school and don't feel its appropriate for me to comment on something I don't know enough about.
Protect local green spaces / facilities	11	10.8	<ul style="list-style-type: none"> Keep our track for health and wellbeing. I do not support it due to the destruction of important local infrastructure like the cycling track.

General disagreement with proposals	9	8.8	<ul style="list-style-type: none"> Far too many children in the school already. Unsure whether SRB units really gain from such a significant expansion. The pupils benefit from being in small, focussed environment to feel supported. A more than double increase would be unsettling.
Misc. / Other	2	2.0	<ul style="list-style-type: none"> This is a loaded question designed to get a particular response and justify a decision that has already been made.
Total Respondents	102	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Are there any changes you think could improve these proposals?

Respondents were invited to highlight any changes they feel could improve the proposals. All valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Protect local green spaces / facilities	58	49.6	<ul style="list-style-type: none"> Ensure green space, trees etc. kept and ability for community to still walk dogs, run around the Maindy site walkers. Please ensure that there is still a well-lit park space in the local area to walk in the evening. I currently use Maindy centre because it is accessible and well lit. Keeping proper open areas for residents who walk in the area around Maindy Centre and the cycle track. Making sure that the playground and surrounding green areas are protected. Don't get rid of the Maindy velodrome and facilities. It's hard to get to the bay. We have nothing in Cathays.
Develop on existing site	17	14.5	<ul style="list-style-type: none"> Improve the existing building and develop on the existing site. Refurbish the existing building. Build on the site you currently have.
More information required	15	12.8	<ul style="list-style-type: none"> Insufficient information with regard to facilities currently available at Maindy, it is more than just a cycle track, what about the swimming pool, Gym and fitness facilities. A fuller review of options, greater engagement with residents, plans that are more fully formed. It's rather

The Expansion & Redevelopment of Cathays High School

			<p>terrible to expect people to give an opinion based on such little information.</p> <ul style="list-style-type: none"> The information provided so far is not sufficient, an actual plan would be useful, particularly to assess the impact on the Maindy leisure centre.
Alternative site suggestions	11	9.4	<ul style="list-style-type: none"> Use companies house site instead. A rethink to approaching other public sector owned sites in the area.
Concerns around traffic / parking issues	6	5.1	<ul style="list-style-type: none"> I think real consideration needs to take place regarding the impact on community areas, traffic congestion and the wellbeing of local residents and primary school aged children with the increased number of high school pupils and potentially large/tall buildings taking up public space.
Misc. / Other	14	12.0	<ul style="list-style-type: none"> Provide more places in the catchment areas of the children that are traveling in. How does the cycle superhighway fit in with active travel plans? Has this been incorporated into the travel plans?
Total Respondents	117	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Are there any alternative options you would like to suggest?

Respondents were then given the opportunity to suggest any alternative options they had in relation to the proposals. All valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Develop on existing site	35	35.4	<ul style="list-style-type: none"> To further develop the existing site. Improve the existing building and develop on the existing site. I would like the current building at Cathays high to be rebuilt and developed. Knock down and rebuild the school instead of destroying Maindy velodrome.
Alternative site suggestions	29	29.3	<ul style="list-style-type: none"> Alternately look for existing industrial or commercial sites in the local area - including the Maindy Barracks, the public office next to the Heath Hospital etc.

The Expansion & Redevelopment of Cathays High School

			<ul style="list-style-type: none"> • Why not build the school on the site of the barracks? It's a big site, hardly used, in public ownership. • Why not move into companies house grounds instead of across the road thus preserving the cycle track.
Protect local green spaces / facilities	25	25.3	<ul style="list-style-type: none"> • Not expanding the school and improving the current site without expanding on green areas or changing the current facilities that are highly valued by the local community. • The current green space at Maindy should be preserved. Moving it to the Bay is of no use to local residents. Crowbarring even more building works into the area following the major high rise development on lower end of Maindy Road would be overwhelming. if you do have to expand the site, you could relocate caretaker's house to New Zealand road and expand across the pedestrian path. - this would release a considerable space to develop? Consulting with Companies House re compulsory purchase of strip of additional land may be beneficial - they're employees will also be affected? could also develop separate ALN provision in grass area behind barracks on Crown Way or on old bowling green site, keeping the current public amenities largely unchanged. Expanding into Maindy track with unavoidable main roadway through school yard is impractical. • I fail to see why the cycle track cannot remain when it is unlikely that the area can be built upon due to its history as a clay pit now filled with historic waste.
Concerns around traffic / parking issues	4	4.0	<ul style="list-style-type: none"> • Ensure proposals do not impact on traffic in local streets. Crown way traffic pre pandemic is absolutely horrendous given the newish traffic lights at the bottom and crossing by pool North rd side limits cars turning left during rush hour causing tailbacks along Whitchurch Rd. Parents dropping grown children off also double park along crown way when dropping off and picking up causing problems.
Misc. / Other	17	17.2	<ul style="list-style-type: none"> • Stop favouring Welsh language education at the cost of English language education. • Share space with other organisations when not in sure to make it sustainable.

The Expansion & Redevelopment of Cathays High School

			<ul style="list-style-type: none"> Think before you commit to it, better planning would be a start.
Total Respondents	99	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you have any other comments?

Respondents had the chance to leave any other comments they had in relation to the proposals. All valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Protect local green spaces / facilities	44	40.7	<ul style="list-style-type: none"> I have no real objections to the school side of things, but worry that you are taking a leisure centre away from the local community that contains a swimming pool, cycle track, gym. These shouldn't be replaced half way across the city!! Local facilities helps to cut down on traffic congestion. The current school site should be used to replace what has been taken away. I am concerned the site will just be sold to the highest bidder. More greenspace and community facilities please. I think it would be a shame for the velodrome to go, it's been used by a large number of people throughout lockdown and I expect this will continue. Unless good, always available, green area alternatives are provided on the site of the old school this will be a huge loss and real shame. Stop erasing green spaces and local amenities. Stop thinking about cash from developers before the welfare of Cardiff residents. Taking the cycle track away from this site is a terrible idea - it is still used by many children / families - not just the professional cyclists. This is important to maintain local exercise and training on bikes. Removal of bike track would be detrimental to the local community.
Traffic / Parking / Pollution / Litter Concerns	22	20.4	<ul style="list-style-type: none"> My main concerns as a local resident is a) parking b) litter. Litter always increases during term time, particularly around the bus stop. If School organised litter picks were a regular event I would be happy with the new arrangements. Please ensure pupils are taught not to litter or that fines are given. There is an enormous amount of litter around the school and local areas.

The Expansion & Redevelopment of Cathays High School

			<ul style="list-style-type: none"> Strongly opposed to any changes to allow New Zealand road to become a through road.
More information required / More consultation work needs to be carried out	21	19.4	<ul style="list-style-type: none"> Has any attempt been made to inform local residents of the proposals? I live at the top of Lisvane Street and I've had no letter about it - there's no information at the site itself. The only reason I know about the plans is because I follow the Cardiff Social Cycling facebook page. Whilst i'm supportive of the principle of expanding the school onto a new site, I would find it helpful to have more detail on what the impact will be to those residents who currently use the Maindy site. I think it is really important to include this in a wider discussion about access to open spaces and leisure facilities in Cathays. It is unclear if the cycling track or the pool will remain and those are big concerns.
General agreement with the proposals	14	13.0	<ul style="list-style-type: none"> The children of the Cathays/Roath area deserve to learn in an appropriate learning environment. Improved facilities and increased spaces is a good thing. We just need to ensure that the staffing and resources are appropriate for the increasing amount of children.
Alternative site suggestions	5	4.6	<ul style="list-style-type: none"> Concerned about the loss of Maindy cycle track. Surely this being where it is far more sustainable than shoving it down the bay, where quite frankly, a lot more people will have to drive their bikes there. Can't land at the government offices on Crown Way be used instead?
Overdevelopment	5	4.6	<ul style="list-style-type: none"> We have been bludgeoned by large builds in immediate vicinity of school - see large Maindy road build. Maindy area is an enjoyed green space for local residents. It should remain so without interference or erosion.
Misc. / Other	10	9.3	<ul style="list-style-type: none"> There is nothing mentioned about green energy programme built into the school and building for the future of Cardiff. The school would require green energy programme which would teach the kids about green energy. I do hope the new build will have MORE than JUST sport!! Drama? Auditorium? Local theatre groups? IT facilities?!
Total Respondents	108	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

About You

What was your age on your last birthday?

Over a half (54.8%) of respondents were aged 35-54.

	No	%
Under 16	1	0.5
16-24	15	8.2
25-34	36	19.6
35-44	54	29.3
45-54	47	25.5
55-64	14	7.6
65-74	8	4.3
75+	1	0.5
Prefer not to say	8	4.3
Total Respondents	184	100.0

Are you...?

Almost three in five (58.7%) respondents were female.

	No	%
Female	108	58.7
Male	69	37.5
Other	1	0.5
Prefer not to say	6	3.3
Total Respondents	184	100.0

Do you identify as a disabled person?

Nine in ten (90.1%) respondents do not identify as disabled.

	No.	%
Yes	6	3.3
No	163	90.1
Prefer not to say	12	6.6
Total Respondents	181	100.0

Please tick any of the following that apply to you:

30 people stated they had one or more of the health conditions listed.

	No	%
Long-standing illness or health condition (e.g. cancer, HIV, diabetes or asthma)	9	30.0
Mental health difficulties	7	23.3
Learning impairment/difficulties	3	10.0
Visual impairment	2	6.7
Deaf/Deafened/Hard of Hearing	1	3.3
Mobility impairment	1	3.3
Wheelchair user	0	0.0
Prefer not to say	11	36.7
Other	0	0.0
Total Respondents	30	-

N.B. Percentages do not sum 100% because respondents could select multiple conditions

What is your ethnic group?

Where the term 'British' is used, this refers to any of the four home nations of Wales, England, Northern Ireland and Scotland, or any combination of these.

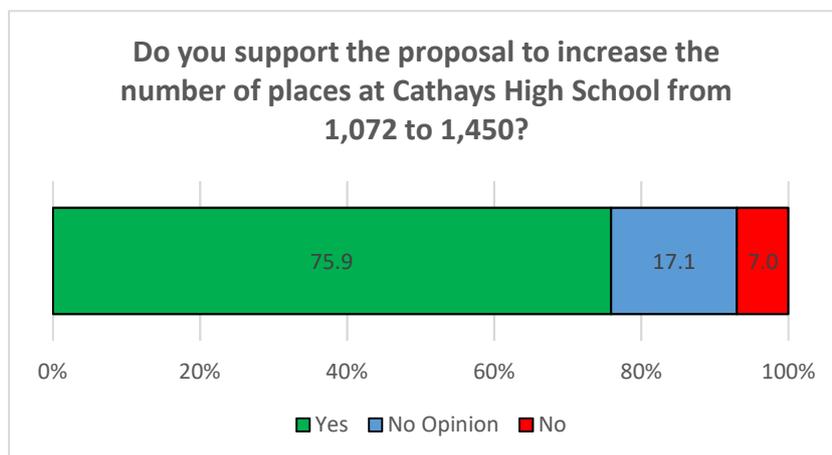
Respondents of a White British background make up 82.5% of all those responding to the survey.

	No.	%
White - Welsh/English/Scottish/Northern Irish/British	151	82.5
White - Any other white background	5	2.7
Asian/Asian Welsh/British – Pakistani	3	1.6
Asian/Asian Welsh/British - Indian	2	1.1
Mixed/Multiple Ethnic Groups - Any other	2	1.1
Mixed/Multiple Ethnic Groups - White & Asian	1	0.5
White - Irish	1	0.5
Prefer not to say	18	9.8
Total Respondents	183	100.0

**CATHAYS HIGH SCHOOL
(PUPIL SURVEY)
RESEARCH FINDINGS**

Do you support the proposal to increase the number of places at Cathays High School from 1,072 to 1,450?

Three quarters (75.9%) of pupils responding to this question agree with the proposals to increase the number of places at Cathays High School. However, if no opinion responses are discarded this figure rises to over nine in ten (91.6%).



Pupils were then given the opportunity to explain their reasons for supporting / not supporting the proposal. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comments
General agreement with proposals	65	34.6	<ul style="list-style-type: none"> • Because i think it will be good. • Because it will allow Cathays to accept more students. • The more pupils the better. • Yes, as we will gain more areas for learning. • So other students who come to Cathays can express the fun in Cathays.
Gives more people the opportunity of a good education	52	27.7	<ul style="list-style-type: none"> • I agree because Cathays High School is a really good school and to be able to have more places would be nice. • Yes, it ensures that there is more space available for new year 7s (especially). • It will give more children the chance to have education at Cathays high. • It will allow more people to have the opportunity of great education and will ensure that if the numbers

The Expansion & Redevelopment of Cathays High School

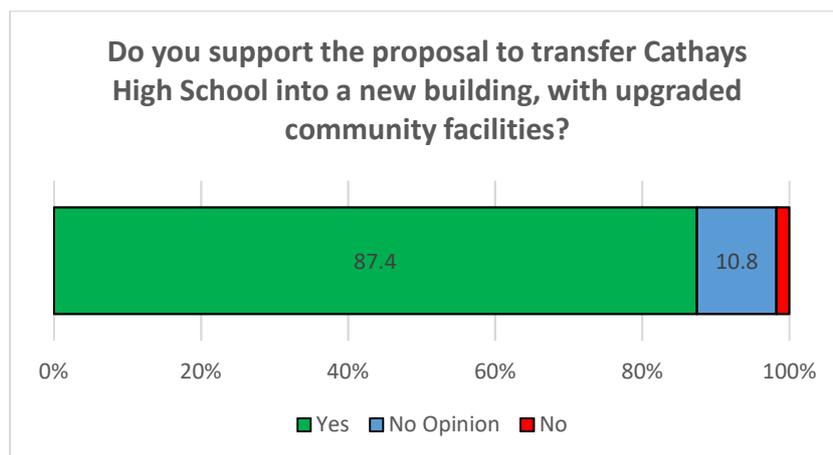
			of students increase, there is enough places for them.
More Space	19	10.1	<ul style="list-style-type: none"> Increasing spaces means more facilities and opportunities. This can help students to learn different subjects. More room and spaces are included.
No Opinion	19	10.1	<ul style="list-style-type: none"> I don't really mind. It doesn't really effect my education.
General disagreement with proposals	17	9.0	<ul style="list-style-type: none"> I personally have objections to expanding the numbers of places. I disagree because the more children they add the less attention children get.
More Friends	11	5.9	<ul style="list-style-type: none"> It is nice to have more people in school as you can make new friends and meet new people.
Good for the school / area	6	3.2	<ul style="list-style-type: none"> So the school becomes more popular and more people have the chance to get on.
Total Respondents	188	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?

More than four in five (87.4%) pupils responding to this question agree with the proposal to transfer Cathays High School into a new building with upgraded community facilities. This figure increase to 98.0% if no opinion responses are discarded from the analysis.

The Expansion & Redevelopment of Cathays High School



Pupils were then given the opportunity to explain their reasons for supporting / not supporting the proposal. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comments
Will improve learning	74	37.0	<ul style="list-style-type: none"> • It would make a better learning environment. • I think this is a great idea because we could have more space to do more creative things. • So we can fit more people and have better facilities. • I believe a better learning environment and a new one at that will help improve productivity and learning experience. • Pupils would feel more happy and relaxed in the building, resulting in better mental wellbeing and academic success. We would have better facilities for our sports teams. More facilities to look after pupil wellbeing. Better physical health for pupils and teachers with warmer classrooms and nicer toilets. Better facilities for the arts and technology. Easier access to get around the school. More places to sit undercover outside.
Current facilities outdated / Building not fit for purpose	59	29.5	<ul style="list-style-type: none"> • The old building is outdated and it is not suited to 21st century education. • Because most of the stuff there is pretty old, we need some new things to enhance our learning ability. • Yes because in some parts of the school, some places may need a lot of constructions and needed to be fixed so i think yes. • Cathays has needed a new school building for the longest, it's literally falling apart and not an encouraging environment to work in.

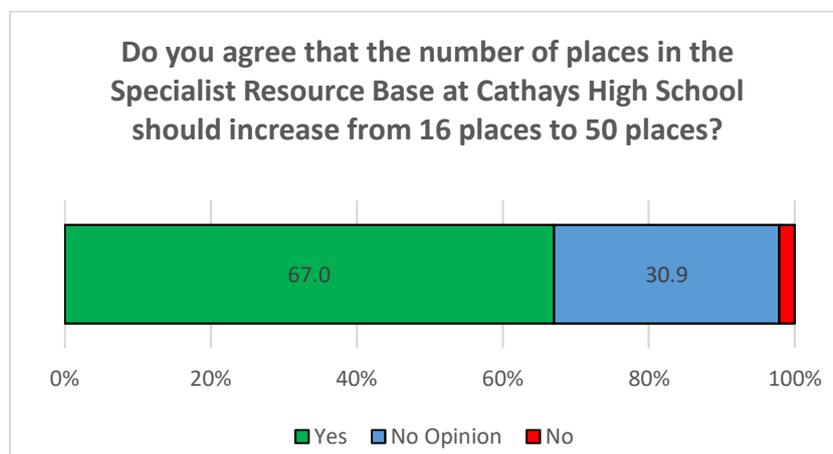
The Expansion & Redevelopment of Cathays High School

General agreement with the proposals	48	24.0	<ul style="list-style-type: none"> • So it is more modern. • Because that would be a nice change. • I think it's great to have a new building.
No Opinion	14	7.0	<ul style="list-style-type: none"> • I don't have an opinion on this. • I don't mind.
General disagreement with proposals	4	2.0	<ul style="list-style-type: none"> • I think its fine as it is.
Misc. / Other	5	2.5	<ul style="list-style-type: none"> • So it doesn't look like a church.
Total Respondents	200	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?

Two thirds (67.0%) of pupils responding to this question agree with the proposal to increase the number of places at the Specialist Resource Base. This figure increase to 96.9% if no opinion responses are discarded from the analysis.



Pupils were then given the opportunity to explain their reasons for supporting / not supporting the proposal. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comments
Ensures all children can get an education	78	56.1	<ul style="list-style-type: none"> • Because it would tell autistic people they are always welcome. • Kids with special needs deserve to have Cathays as an option. • There are many children in Cardiff who deserve this support and are being turned away to lack of spaces by upgrading the SRB we will make sure every child is happy. • Because illnesses shouldn't stop you from getting an education. • Main stream students shouldn't be the only one focused on. If there's were able to be more places for the specialist base, children who require these resources would be able to receive them.
No opinion / unsure	35	25.2	<ul style="list-style-type: none"> • I don't know if they should increase. • I don't have any experience with the specialist resource base. • I have no opinion on this.
General agreement with the proposal	19	13.7	<ul style="list-style-type: none"> • It's good to have a good place. • I just think it's a good idea.
General disagreement with proposal	7	5.0	<ul style="list-style-type: none"> • Too many places
Total Respondents	139	-	

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Are there any changes you think could improve these proposals?

Pupils were given the opportunity to suggest any improvements that they'd like to see to the proposals. 65 pupils left a valid response, resulting in 4 main themes, these can be viewed below:

- Installation of lockers
- Sports facility suggestions
- Bigger / Improved canteen
- Improved teaching facilities

Are there any alternative options you would like to suggest?

Pupils were given the opportunity to suggest any alternative options that they'd like to see to the proposals. 74 pupils left a valid response, resulting in 4 main themes, these can be viewed below:

- Sports facility suggestions
- Installation of lockers
- More Space / Wider corridors
- Prayer room / Quiet areas

Do you have any other comments?

There were 37 valid comments received to this question spreading across many themes, these comments have been passed on to the relevant team.

What things do you like about Cathays High School at present?

Sports facilities / Outside areas (28.2%) was the thing pupils liked most about their school at present, this was followed by the teachers (22.7%).

Theme	No.	%
Sports Facilities / Outside Areas	61	28.2
The Teachers	49	22.7
Specific Classes	28	13.0
Size / Layout of School	24	11.1
Friends	11	5.1
The community / location of the school	10	4.6
Diversity in the school	8	3.7
Variety of Lessons / Clubs	6	2.8
Canteen / The Food	5	2.3
Misc. / Other	43	19.9
Total Respondents	216	-

The Expansion & Redevelopment of Cathays High School

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

What things do you dislike about Cathays High School at present?

Around seven in ten (68.9%) pupils that left a response to this question feel that the current state of the building is the thing they dislike most about Cathays High School.

Theme	No.	%
School is rundown / Outdated / Too small	131	68.9
Outside facilities / area	12	6.3
Pupils / Bullies	9	4.7
No Lockers	8	4.2
No Library	7	3.7
Lack of Sports Facilities	6	3.2
Canteen	5	2.6
Teachers	5	2.6
Misc. / Other	29	15.3
Total Respondents	190	-

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Which of the following things would you like to see in your new build school (tick all that apply)

New equipment and facilities (87.1%) was deemed the most important thing that pupils would like to see at their new build school, this was followed by new learning environments (74.6%) and a library (72.4%). Although perceived at the least important thing to see in the new school, around two fifths (41.9%) of pupils would like to see a new drama / dance studio.

	No.	%
New equipment and facilities	243	87.1
New learning environments	208	74.6
Library	202	72.4
Sports facilities such as an all-weather 3G pitch	190	68.1
Improved ICT	185	66.3
Multi Use Games Areas (MUGAs)	180	64.5
New drama / dance studio	117	41.9
Other (please specify)	59	21.1
Total Respondents	279	-

N.B. Percentages do not sum 100% because respondents' options could fall into multiple themes

Is there anything that you are worried or concerned about when thinking about the proposal?

Pupils were given the opportunity to leave feedback around any worries / concerns they had with the proposals. 42 pupils left a valid response, resulting in 4 main themes, these can be viewed below:

- Getting Lost / Finding way around new building.
- Facilities at new school.
- Time it'll take to build.
- Disruption to Education.

TRAVEL

How do you currently travel to school?

Walking and travelling by Car were the most common ways that pupils travel to Cathays High School (46.2% and 43.4% respectively), this was followed by just over a third (35.0%) that travel by Bus.

	No.	%
Walk	132	46.2
By Car	124	43.4
By Bus	100	35.0
Cycle	12	4.2
Scooter	1	0.3
Total Respondents	286	-

N.B. Percentages do not sum 100% because respondents' mode of travel could fall into multiple themes

Is there anything that the Council could do to help encourage you to actively travel to school? (E.g. bike shelters)

Pupils felt that the installation of bike shelters / racks was the key element in encouraging them to actively travel to school (58.0%), this was followed by an improved / free bus service (17.0%).

Theme	No.	%
Bike Shelters / Racks	58	58.0
Improved / free Bus Service	17	17.0
Better Car Parking	8	8.0
Free Bikes / Scooters	6	6.0
Other	17	17.0
Total Respondents	100	-

N.B. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

About You

What is your age group?

Four fifths (79.4%) of responses were from the 11-15 age group.

	No.	%
11-15	228	79.4
16-18	47	16.4
Prefer not to say	12	4.2
Total Respondents	287	100.0

Are you...?

A half (50.9%) of responses were from females, compared with 43.2% that were from males.

	No.	%
Female	146	50.9
Male	124	43.2
Prefer not to say	12	4.2
Other	5	1.7
Total Respondents	287	100.0

Do you identify as a disabled person?

Over nine tenths (94.4%) of respondents do not identify as disabled.

	No.	%
Yes	9	3.2
No	268	94.4
Prefer not to say	7	2.5
Total Respondents	284	100.0

Please tick any of the following that apply to you:

Of the 88 respondents that indicated they have one or more of the following conditions, around a fifth suffered with a long standing illness / mental health difficulties (20.5% and 19.3% respectively).

	No.	%
Long-standing illness or health condition (e.g. cancer, diabetes, or asthma)	18	20.5
Mental health difficulties	17	19.3
Learning impairment/ difficulties	11	12.5
Visual impairment	8	9.1
Deaf/ Deafened/ Hard of hearing	3	3.4
Mobility impairment	1	1.1
Prefer not to say	27	30.7
Other	23	26.1
Total Respondents	88	-

N.B. Percentages do not sum 100% because respondents could select multiple options

Do you consider yourself to be Welsh?

Three fifths (61.4%) of respondents do not class themselves as Welsh

	No.	%
No	170	61.4
Yes	107	38.6
Total Respondents	277	100.0

Are you....

A third (33.8%) of respondents are Asian, this was followed by just over a quarter (26.3%) who are White.

	No.	%
Asian	95	33.8
White	74	26.3
Black	37	13.2
Mixed	27	9.6
Prefer not to say	26	9.3
Other	22	7.8
Total Respondents	281	100.0

APPENDIX A - RECEIVED EMAILS / LETTERS

Local Resident Response

We would like to make the follow response to the public consultation carried out in regard to the expansion proposed for Cathays High School:

There is no denying that we feel very saddened by the prospect of losing the benefits of the Maindy site as it currently exists. For over 20 years we as a family have made significant use of the cycle track, the swimming pool and the open-air amenities surrounding the track itself for exercising, dog walking and generally enjoying the open green space.

Therefore, while appreciating that Cardiff children need good quality education provision, and this must be provided in appropriate and modern buildings, we feel it is also essential to preserve as much as possible of the current open air space. Consequently reference within the consultation document to the area “south of the cycle track” for this purpose strikes us as worrying inadequate.

Accepting that an extension to Cathays High School will be built in order to secure high quality education for Cardiff children in future years, we feel that it is imperative that local residents also have extensive ‘out of school hours’ access to the new facilities (this could for example be administered by the management at Maindy Leisure Centre);. Local primary school children should also be given full access to benefit from the new facilities which are being promised to pupils at Cathays High school, since the Maindy site is currently used by nearby primary schools for outdoor PE and sports lessons.

Done in the spirit that this is a project resulting in the mutual benefit for the whole community and not just for those children enrolled in Cathays High School, there is great potential for an exciting integrated school / community project, which would maximise the investment the council is proposing. Anything other than this would be a sacrifice of a much loved and used community open space, with nothing in return.

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Local Resident Response

Hi,

I'm writing to you today as a resident on New Zealand Road and I'm concerned about a proposal to increase capacity of Cathays high school. I wish to object to this proposal. My concerns are the reduction of well-lit green space to walk local to New Zealand road, increase of traffic on New Zealand Road due to construction and the school operation, and an increase in litter which we see a lot of on the street due to the school. Please reply with the registration of my objection.

Local Resident Response

I am writing regarding the Cathays High School expansion/redevelopment.

I am very concerned at the lack of information regarding how this expansion will happen and how one can " replace the Cathays High School buildings with new build accommodation on the Maindy Centre site ", The young lady who provided me with information on the phone said that the velodrome area would not be built on and that Maindy pool would not be demolished. How then will you propose to fit a new larger school on the site? It is obvious, as reported in several news outlets that the velodrome area must be used to some degree.

I strongly object to the building of a large school building on the velodrome and was assured that Maindy pool will not be affected, so I hope this is the case. I am also very dismayed that a PFI type contract is being used to finance a school project.

Please send me more information on this project

Local Resident Response

I am emailing to give a better indication of my viewpoint as a local Cathays resident regarding the proposed Cathays High School improvements. The brief survey was not fit for purpose as the questions were leading, did not mention any negatives of the proposals so I was unable to update you on local opinion. Please find my opinion below. Please add my opinion to the consultation document.

I oppose any plan that would remove the cycle track. It is too useful and historic to remove. It is well used and loved by Cathays residents and clubs from around the area. Not just Maindy flyers as stated, but also by Cardiff university triathlon club, Cardiff university cycling club, Ajax, and others. The proposed replacement in the Bay is too far away. Any proposal to remove the track would be fought against by these groups.

Shared use of the track (School use in day, club use in evenings and weekends) would seem a fair compromise to me.

If the middle of the track was repurposed from a cycling proficiency site to a school playing field in the weekday daytimes I would not oppose this, provided an alternate same size venue for cycling proficiency was created elsewhere in Cathays.

There are beautiful and mature trees at the North part of Maindy track. Cardiff Council has loudly stated its commitment to maintaining trees. I would strongly oppose any plan to remove any trees.

There is a running and exercise station that runs along the outside of the track. I would oppose any plan that does not maintain this.

There is no mention in the plans for changes to Maindy sports centre. I assume this is safe from any planned changes? I would oppose any changes to the centre.

I see from one report that the bike pump track is not planned for any changes. I welcome this.

I do not have strong opinions about the number of car parking spaces for Maindy sports centre since I walk to it. It would seem sensible to me however to ensure plans maintained to same number of spaces as I have frequently seen the car park full.

At present there is a recycling area in the carpark. I would oppose any plan that does not maintain these.

I hope that you are able to take opinions of Maindy track users into account and come up with a plan that allows school improvements without damaging other areas of the community.

Local Resident Response

I write with a number of concerns regarding the above proposal.

1. **Additional unnecessary traffic/ environmental impact.** A large proportion of Cathays high school children already travel from other areas of Cardiff. I believe it would therefore be preferable to expand schools in the catchment areas that require the places.
2. **Location far from children's communities** - There are no housing developments planned for Cathays, however there are for the south of Cardiff. This confirms point 1 above that expansion of schools would be best targeted towards those areas.
3. **Traffic** An over 40 percent increase in student places (additional 400 places) will definitely increase traffic in this existing busy area. Even with a traffic management plan this will have an additional adverse effect on the residential community. I believe it would be unwise to close Crown way and have a detrimental effects on the residential areas..
4. **Downscaling of Existing size community green space** -Maindy green area is an open space which is enjoyed daily by 100s of adults, children, dog walkers, cyclists, skateboarders, runners daily. This area is recognised as one of the few spaces for residents in Cathays/ Gabalfa and Maindy. There is a circular walk on the external perimeter of the cycle track lined with trees/ grass which is enjoyed by the whole community. Many people visiting several times a day. Bute park is a considerable extra distance to get to especially for those who are elderly, disabilities and young children. Our concern is that losing this Green space will lead to the community just pounding the streets as there would not be any other short circular walks available.
5. **Trees** - As you'll see from either visiting the Maindy site or page 17 of the Consultation document, it is a very green area. There are many mature trees around the 'bowling green' and the 'green belt' itself around the cycling track. There are over 140 trees in the Maindy site (additional trees in the bowling green). Some of these trees are ever green/ conifers, well established oak trees etc. Rather than uprooting the existing trees and planting new trees which would take several decades to develop, it would be wise to preserve existing trees.
6. **Value contradiction** This current proposal contradicts /conflict with the need to preserve green space for emotional and physical well-being and the environmental issues of unnecessary travelling across Cities/ pollution. In addition, the current

proposal of the number of places is unnecessary to serve the Cathays catchment area

The scenario proposed is very much a 'robbing Peter to pay Paul' ...ie 'robbing Cathays to pay Fitzalan High school, Willows High School, Cardiff High school' etc

Suggestions and 'Hopes'

1. A Scoping exercise to determine how many existing Cathays pupils are travelling from outside the Cathays catchment area.
2. Consideration that additional school places are built in areas that require them i.e. where Demand is - rather than creating additional congestion in Cathays community of Buses/ teachers/ support staff/ children trekking from outside the Cathays Catchment areas.
3. If the proposal goes ahead as a very minimum I would like to see that the green area circular perimeter of the cycling track is kept for the residential community to use daily as it is currently – we dearly love this area. In addition, that the pupil numbers are reduced to be in line of what's needed/ demand in Cathays area ie that schools are expanded in other areas of Cardiff where the places are needed in those communities.
4. When the original idea of rebuilding Cathays school was proposed, it was on the assumption that it would be unlikely that there would be an issue building on the cycling track. Now that this has been realised that it's not possible to build directly on the cycling track it will inevitably be a larger financial commitment to optimise each inch of the other parts of space in that area. This leads me to wondering if anyone has considered any of these 2 options?
Option 1 Relocating the school into a section of Bute park and compensating for this by providing upgraded green facilities at Maindy.
Or **Option 2** Rebuilding the 1000 place school in Maindy and building a 400 place school on the south of Cardiff ie Splitting the school into 2 ie with one part in the south of Cardiff for approximately 400 places (because there are insufficient places in the Fitzalan: willow school for the south). For example this could be next to the new proposed cycling track or nearby. This idea may sound drastic to split the school in 2 separate schools but if you consider where the demand for school places are, additional congestion if all in Maindy and the realisation now that the space in Maindy isn't as much as initially suspected this is highly likely to be a better financial and environmental option for the short and longer term.

Thank you for taking the time to read this letter and I would be grateful if you could take this concerns on board for our community and Cardiff as a whole.

Local Resident Response

I am a parent of primary school aged children in north Cardiff, and a regular user of Maindy cycle track. My children (aged 6 and 9), together with my husband and I are all members of Whitchurch Cycling Club, and my oldest child is also a member of Cardiff Junior Triathlon Club. Pre-lockdown, my family were using the cycle track twice a week for club activities so are well placed to comments on the proposals.

I wish to object to the proposals for a number of reasons. My comments are arranged into seven main areas of concern:

- Proposed size of the school
- Impact on Whitchurch Cycling Club
- Lack of Consultation
- Conflict with planning policy
- Maindy track is not developable
- Proposed new velodrome at International Sports Village not a suitable
- Impact on Cardiff Junior Triathlon Club

Proposed size of the school

We accept that the existing Cathays High School buildings are rated as category “C” and are therefore in poor condition, and we do not object in principle to a replacement school. However, we have significant concerns that a school of the size proposed is not justified by the evidence that is contained in the consultation document and other sources. The consequence of building a school of this size is the loss of an excellent cycling facility that is well used by residents from across Cardiff.

If a smaller school was proposed, in line with the extensive evidence on the number of pupils living within the local catchment area, this would require a smaller footprint and could potentially be accommodated within the existing school site, together with the former bowling greens and tennis courts between the cycle track and Maindy Barracks. This could be achieved without the need for Maindy cycle track to be lost.

We have the following concerns about the evidence justifying an 8 FE expansion:

- The consultation states that *“based on the numbers of pupils in existing housing in the Cathays High School catchment area an English-medium community secondary school of three forms of entry, providing 90 places per year group, would be sufficient to serve the existing catchment area.”* This is clearly supported in the figures, with Table 5 showing forecasts of between 68 and 105 pupils in the catchment per annum. This is not projected to increase as a result of new housing development.
- The consultation identifies that there is insufficient capacity in Fitzalan High to accommodate the number of pupils living within the Fitzalan catchment and it is therefore proposed that Cathays High would accommodate the excess demand. This is considered a wholly inappropriate approach. A replacement Fitzalan School has recently been granted planning permission, which would have offered the

opportunity to address known capacity issues. However, the replacement Fitzalan school has the same capacity as the existing school. Why wasn't it expanded to meet forecast need? When this was questioned at the online public meeting, two reasons were given. The first was that 8-10 FE was the optimum size for schools, and Fitzalan is a 10 FE. However, other schools in Cardiff exceed this – Whitchurch High is listed in the school admissions booklet as 13 FE.

- The second reason given was around limiting the number of different communities mixing in the school. This isn't logical, as the Fitzalan catchment has not changed as a result of the redevelopment – the same communities are still within the catchment area.
- It is not appropriate to expect children to travel across Cardiff to attend secondary school due to insufficient space within their catchment schools. This conflicts with Cardiff's own policy aim in the adopted LDP, which "seeks to minimise travel demand". Places should be available within catchment schools and where this is not possible, action should be taken to address this by increasing capacity in that school, not expecting other schools to address the deficit.
- It was advised at the public meeting that there will be changes to the catchment areas once the 21st Century Schools Band B proposals have been implemented. Why have these proposed changes not been included within this proposal? Any proposed changes to catchment area should have formed part of this consultation as this will influence the responses of consultees.
- A summary of the allocation of school places for 2021/22 was published on 1st March 2021. This identified that the published admission number for Cathays High School was 240, which conflicts with the consultation document, which states that the published admission number is 165. It is concerning that provision is already being made for an 8FE school in advance of the outcome of the consultation.
- A total of 164 out of the 240 places allocated were for pupils living outside of the catchment. No information has been provided on how many of these pupils listed Cathays High as a first choice. However, both Fitzalan High and Cardiff High were unable to cater for all catchment area children, so it is assumed that a significant proportion of children allocated to Cathays High would have expressed a first preference to attend their local catchment school. Why should Cathays High have to accommodate pupils from other areas due to insufficient capacity?
- The furthest distance someone was admitted to Cathays High was 6.083 miles. It is neither appropriate nor sustainable for pupils to have to travel over 6 miles to school, when other closer options should be available.

Impact on Whitchurch Cycling Club

Whitchurch Cycling Club is a Cardiff based club with over 200 active members aged from 3 to over 60. A significant number of our members live in north Cardiff, where Maindy track is easily accessible.

The Club has a weekly track booking, which alternates between an adult session jointly with Cardiff Social Cycling, and a children's session. The children's sessions have seen our younger members aged between 3 and 14 riding on the track in a safe environment, where they can learn valuable cycling skills. My own children have been riding on the track since the age of 4 and have gained a great deal from having a local facility which caters for a range of abilities in such a good location.

Whitchurch CC members, particularly those with young children, will be adversely affected by the relocation of the facility to the International Sports Village due to the distance. This is discussed further below.

Lack of Consultation

Maindy cycle track is a well-used cycling facility used by a number of Cardiff-based clubs. It is disappointing that the consultation document only refers to Maindy Flyers and doesn't mention the other clubs that use the facility on a regular basis, such as Whitchurch Cycling Club, Cardiff Social Cycling, Ajax, JIF, Cardiff University and Cardiff Junior Triathlon Club. All regular club users of the facility should have been consulted on the proposals.

Furthermore, the consultation form does not seek views on the proposed loss of the cycle track, which will have discouraged interested parties from making comments about this important element of the proposal. Furthermore, the wording of question one implies that you are only entitled to an opinion if you are affiliated to a local school. The poor wording and limited scope of the consultation form means that it will not provide a true picture of the strength of opposition to the loss of the track.

Conflict with Planning Policy

It is considered that the proposed replacement cycle track would be contrary to Policy C2 of the adopted Local Development Plan on the Protection of Existing Community Facilities. This policy states:

Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:

- i. An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;*
- ii. It can be demonstrated that the existing provision is surplus to the needs of the community.*

The supporting text for the policy states that this policy would apply to both commercial and non-commercial uses and both land and buildings. As the facility is not surplus to requirements, the alternative cycle track would need to be provided in the 'vicinity.' The proposed alternative site in the Bay is 4.3 miles away or a 23-minute cycle (as identified on Google Maps using National Cycle Network route 8). This alternative site is not 'in the vicinity.'

In the lighter summer months in particular, many of our younger members can ride to Maindy to take part in sessions, as the track is currently in a very accessible location to the main centre of population. Given the distance of proposed replacement site at the International Sports Village, this would involve many of our members having to travel by car to the venue, as it is too far to expect young children to cycle to the alternative venue, take part in a coached cycling session, then cycle home. Other members may be reluctant to travel at all, which may affect the financial viability of the club being able to offer such sessions.

Maindy track is not developable

We are aware that ground investigations have been carried out due to former use of Maindy track as a clay pit and it is understood that the track itself is not suitable for built development and would therefore need to be used for the school sports provision. If this is the case, it would be logical to retain the track as part of the school's sports facilities. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches.

It is recognised that there is a potential safety issue if ball sports were played in close proximity to cyclists on the track. However, the facilities would be used at different times. The peak demand for the cycle track would be at weekends and evening, whereas pitches would be during the school day. An alternative could be to erect a high fence around the central part of the track to prevent balls entering the track. A bridge could provide access from outside the track into the centre to avoid pupils and other users having to cross the track.

The retention of the cycle track would also generate an income and help the financial viability of the Maindy Centre.

Alternatively, there appears to be no reason why any pitches could not be accommodated on the site of the existing school once the buildings are demolished. In the interim, the school could continue to use the pitches at Heath Park, as per the current situation.

Proposed new velodrome at International Sports Village not a suitable replacement

Unfortunately, Whitchurch Cycling Club have received no information on the proposed new facility to determine whether it would meet the needs of our club. Whilst I understand the Maindy Flyers have been in discussions about the proposals and are supportive, they are not the only cycling club in Cardiff that uses Maindy track. If the scheme is going to be a Council funded scheme rather than a private facility for Maindy Flyers, then all clubs should have been consulted.

It is disappointing that initial information on the replacement track only became publicly available on 11th March, just a week before this consultation ends, which gives interested parties insufficient time to assess and respond to the information. It should be noted that Whitchurch Cycling Club obtained the details of the new track from social media, rather than being notified by the Council.

The Cabinet report for the International Sports Village only contains partial information on the proposal, as 5 of the key Appendices that would have provided some clarity are listed as confidential. We therefore do not have full details to assess whether the proposal is indeed a like-for-like replacement. We have concerns that the track is shorter than Maindy (333m compared to 450m). This will mean that banking will need to be steeper, making it unsuitable for free wheel bikes. This will have a drastic effect on most users if they do not have a fixed wheel track bike, and it won't be suitable for our youngest members, who currently ride at Maindy. In addition, you will be unable to cycle to the facility on a track bike, as it is law you bike must have a brake. We note that a 1km closed circuit loop is proposed, and this is welcomed, but it would appear to be something that is open access rather than something a club could use exclusively for training. It also won't give our members the velodrome experience that they currently have at Maindy. We have been provided with no information on the costs for users of the facilities or what availability there would be for clubs other than Maindy Flyers. In the absence of such information, it is difficult to determine if the proposed velodrome would be a suitable replacement.

It is welcomed that there is a commitment that any replacement facility would be operational before the proposed closure of Maindy, but we have concerns over the timescales. Given that a detailed business case has not been developed or approved by Cardiff Council, and the proposal has yet to reach planning application stage, completion in 2022 seems unrealistic. There is therefore a real danger that the city could be left without a facility. If the existing track was retained, the timescales would be less critical.

Impact of Cardiff Junior Triathlon Club

Cardiff Junior Triathlon Club is currently based at Maindy, offering four sessions a week for young people aged 8-14. Maindy is an excellent venue as it allows members to participate in all three disciplines on a single site – the first hour is running and cycling on the track and the second hour is swimming. Maindy has also been used as a venue for a number of Junior and Adult triathlon races, which have attracted participants from across South Wales. It is one of the few locations in Wales that can accommodate all disciplines on a single site.

If the cycle track is lost, there is no other facility in Cardiff that could offer this provision. Whilst Cardiff International Pool would be located in closed proximity to the proposed velodrome, it is likely that they would be run by different operators and therefore running a combined triathlon session may not be possible, particularly as it is understood that there are limited slots available for lane swimming at the International Pool.

Furthermore, some Junior Triathlon Club members may be unwilling or unable to travel to the Sports Village to train if they are local to Maindy due to the distance.

Local Councillor – Ashley Wood

The consultation provides comments on the council's proposals to:

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community;
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

We recognise projected demand for places at Cathays High and welcome the proposed investment in 21st century school and the associated facilities.

Our comments relate to the wider implications of the proposals, namely the loss of Maindy cycle track and open access space, the potential closure of Crown Way to through traffic, and comments regarding the potential for New Zealand Road to be re-opened to through traffic as a result.

We note the challenges of the staged statutory consultation process for school reorganisation and the ability of this stage of the consultation to address some of the wider questions generated by such a scheme. This has however created uncertainty and concern with residents feeling unable to engage fully with the process.

Crown Way

There is significant concern about the potential for the closure of Crown Way to through traffic. Whilst we understand the rationale, given that the new school site may be situated across the current and new site, however there are significant implications for traffic through Gabalfa should the road be closed. Whitchurch Road is already – in a pre-pandemic context – congested, and the restriction of through traffic along Crown Way will have implications for traffic travelling via Crwys Road and City Road and up to North Road.

The council must be creative in addressing the challenges posed by a split site, for example could a bridge be constructed to connect the sites.

New Zealand Road

We understand that during the public meetings on the consultation, officers made reference to the potential for New Zealand Road to be re-opened to through traffic. We understand that the design proposals will be subject to a full traffic assessment, but we cannot envisage any scenario where re-opening the road would be suitable or desirable. It would be contradictory to the council's intention to create low-traffic neighbourhoods by funnelling traffic down a compact residential street, and ongoing discussions with officers around proposals to designate New Zealand Road as a school street.

21st century school facilities

It is important that local primary schools and the public are able to make full use of the recreational facilities that form part of 21st century schools. There is a distinct lack of such facilities in the immediate area, especially for local primary schools who currently travel in order to access facilities for sport activities.

With regards to the cycle track, we note that cycling groups are content with the proposals and that the council has committed to maintaining the cycle track at Maindy until the proposed velodrome at the International Sports Village is operational.

Support for the relocation of the track is not universally shared amongst residents. Many are concerned about the loss of the track from the area and open space as a result of the proposals. We also have concerns about any potential revenue implications for Maindy Leisure centre should the proposals for Cathays High not materialise as envisaged and the council opening a competing facility in the Bay.

Residents are also concerned about the loss and distancing of facilities and open public space from the area, which many will find harder to access.

Green spaces

We would welcome further detail and consultation in future on the maximisation of open green space and both the retention and growth of tree cover as a result of the scheme.

Whitchurch Cycling Club

Whitchurch Cycling Club is a Cardiff based club with over 200 active members aged from 3 to over 60. A significant number of our members live in north Cardiff, where Maindy track is easily accessible.

The Club has a weekly track booking, which alternates between an adult session jointly with Cardiff Social Cycling, and a children's session. The children's sessions have seen our younger members aged between 3 and 14 riding on the track in a safe environment, where they can learn valuable cycling skills.

Whitchurch Cycling Club are supportive **in principle** of improvements to cycling infrastructure in Cardiff and welcome the investment in improved facilities. However, we consider that the new track proposed at the International Sports Village should be **in addition** to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate. The COVID-19 pandemic has seen a welcome increase in the number of cyclists within the city and it is important that these cyclists are encouraged to continue to participate in the sport both for exercise and for active travel in the future. The Maindy cycle track is in an excellent position in a central location within the city in close proximity to the Taff trail and other local cycle routes and should be supported moving forward as part of a network of cycling facilities.

We therefore **object** to the proposed loss of Maindy track as part of the Cathays High School redevelopment proposals for the reasons set out below.

Lack of Consultation

Maindy cycle track is a well-used cycling facility used by a number of Cardiff-based clubs. It is disappointing that the consultation document only refers to Maindy Flyers and doesn't mention the other clubs that use the facility on a regular basis, such as Whitchurch Cycling Club, Cardiff Social Cycling, Ajax, JIF, Cardiff University and Cardiff Junior Triathlon Club. All regular club users of the facility should have been consulted on the proposals.

Furthermore, the consultation form does not seek views on the proposed loss of the cycle track, which will have discouraged interested parties from making comments about this important element of the proposal. Furthermore, the wording of question one implies that you are only entitled to an opinion if you are affiliated to a local school. The poor wording and limited scope of the consultation form means that it will not provide a true picture of the strength of opposition to the loss of the track.

Conflict with Planning Policy

It is considered that the proposed replacement cycle track would be contrary to Policy C2 of the adopted Local Development Plan on the Protection of Existing Community Facilities. This policy states:

Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:

- i. An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;*
- ii. It can be demonstrated that the existing provision is surplus to the needs of the community.*

The supporting text for the policy states that this policy would apply to both commercial and non-commercial uses and both land and buildings. As the facility is not surplus to requirements, the alternative cycle track would need to be provided in the 'vicinity.' The proposed alternative site in the Bay is 4.3 miles away or a 23-minute cycle (as identified on Google Maps using National Cycle Network route 8). This alternative site is not 'in the vicinity.'

In the lighter summer months in particular, many of our younger members can ride to Maindy to take part in sessions, as the track is currently in a very accessible location to the main centre of population. Given the distance of proposed replacement site at the International Sports Village, this would involve many of our members having to travel by car to the venue, as it is too far to expect young children to cycle to the alternative venue, take part in a coached cycling session, then cycle home. Other members may be reluctant to travel at all, which may affect the financial viability of the club being able to offer such sessions.

Maindy track is not developable

We are aware that ground investigations have been carried out due to former use of Maindy track as a clay pit and it is understood that the track itself is not suitable for built development and would therefore need to be used for the school sports provision. If this is the case, it would be logical to retain the track as part of the school's sports facilities. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches.

It is recognised that there is a potential safety issue if ball sports were played in close proximity to cyclists on the track. However, the facilities would be used at different times. The peak demand for the cycle track would be at weekends and evening, whereas pitches would be during the school day. An alternative could be to erect a high fence around the central part of the track to prevent balls entering the track. A bridge could provide access from outside the track into the centre to avoid pupils and other users having to cross the track.

The retention of the cycle track would also generate an income and help the financial viability of the Maindy Centre.

Alternatively, there appears to be no reason why any pitches could not be accommodated on the site of the existing school once the buildings are demolished. In the interim, the school could continue to use the pitches at Heath Park, as per the current situation.

Proposed new velodrome at International Sports Village not a suitable replacement

Unfortunately, Whitchurch Cycling Club have received no information on the proposed new facility to determine whether it would meet the needs of our club. Whilst I understand the Maindy Flyers have been in discussions about the proposals and are supportive, they are not the only cycling club in Cardiff that uses Maindy track. If the scheme is going to be a Council funded scheme rather than a private facility for Maindy Flyers, then all clubs should have been consulted.

It is disappointing that initial information on the replacement track only became publicly available on 11th March, just a week before this consultation ends, which gives interested parties insufficient time to assess and respond to the information. It should be noted that Whitchurch Cycling Club obtained the details of the new track from social media, rather than being notified by the Council.

The Cabinet report for the International Sports Village only contains partial information on the proposal, as 5 of the key Appendices that would have provided some clarity are listed as confidential. We therefore do not have full details to assess whether the proposal is indeed a like-for-like replacement. We have concerns that the track is shorter than Maindy (333m compared to 450m). This will mean that banking will need to be steeper, making it unsuitable for free wheel bikes. This will have a drastic effect on most users if they do not have a fixed wheel track bike, and it won't be suitable for our youngest members, who currently ride at Maindy. In addition, you will be unable to cycle to the facility on a track bike, as it is law you bike must have a brake. We note that a 1km closed circuit loop is proposed, and this is welcomed, but it would appear to be something that is open access rather than something a club could use exclusively for training. It also won't give our members the velodrome experience that they currently have at Maindy. We have been provided with no information on the costs for users of the facilities or what availability there would be for clubs other than Maindy Flyers. In the absence of such information, it is difficult to determine if the proposed velodrome would be a suitable replacement.

It is welcomed that there is a commitment that any replacement facility would be operational before the proposed closure of Maindy, but we have concerns over the timescales. Given that a detailed business case has not been developed or approved by Cardiff Council, and the proposal has yet to reach planning application stage, completion in 2022 seems unrealistic. There is therefore a real danger that the city could be left without a facility. If the existing track was retained, the timescales would be less critical.

Estyn

This report has been prepared by Her Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisation (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia, which deliver school improvement services to the schools within the proposal.

Introduction

The proposal is by Cardiff City Council.

The proposal is for the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. Five secondary schools are included in Cardiff's Band B 21st Century schools programme, including Cathays High School.

Summary / Conclusion

The proposer outlines the benefits of the proposal in addressing the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows. The proposal addresses a plan to provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area who require a place in an English-medium community high school.

It is Estyn's opinion that the proposal is likely to at least maintain the current standards of education in the area.

Description and benefits

The proposer has provided a clear rationale for the proposal. It is to expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023.

Cathays High School is rated as a "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is demountable accommodation. To support the Council's aim to ensure that school facilities are fit for purpose, the proposal describes the intention to replace the Cathays High School

buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road.

Currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to develop further the specialist provision within the school and to increase the number of places available from 16 to 50. This development would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.

The proposal highlights the challenges posed by the constrained school site, which limits access for pupils to outdoor facilities and does not include any full-size school pitch provision for pupils. It identifies that enhanced school facilities would be made available for shared use with the wider local community.

The proposer considers advantages and disadvantages of the proposal. For example, Cathays High School buildings have a backlog of maintenance issues and addressing the maintenance backlog would only address health and safety issues. This would not provide a sustainable school for the future. However, when identifying a potential increase in traffic as a disadvantage, the proposal offers little information as to how the local authority will deal with this.

The local authority identifies suitably a number of potential risks linked with the proposal, including unidentified development constraints, the possibility that they cannot secure Welsh Government funding and that the projected increase in the number of pupils does not happen. The proposer considers that based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff, the last of these appears unlikely.

The proposer outlines that the proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). They recognise the potential risk if the Council does not get the funding from the Welsh Government, and as a result the Council would be fully responsible for all costs relating to the proposal. In this case, the council would have to review investment options to ensure the delivery of sufficient school places. However, the proposer does not consider suitably how the reduction in places in neighbouring schools, due to the increased capacity at Cathays High, will affect the budgets of these schools.

The proposer identifies a few other options that they have considered. They note that they have considered the impact of refurbishing the current building at Cathays High School and this would address the capacity needs to Cathays High School. However, it considers that this would not be cost effective and would not significantly improve the learning environment or address the increase in the number of English-medium places required at secondary age over a wider area. The proposer identifies that the construction of new facilities for Cathays High School would take place on the nearby Maindy Centre site and

potentially on a proportion of the existing site, which it thinks is the most suitable site for the expansion and will support open community access.

The proposer gives due regard to the potential disruption to pupils during the construction work. It notes that pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready. The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. The ASC staff would support the pupils who attend the ASC SRB to enable them to adapt to the changes proposed

The proposer has suitably considered the impact of the proposal on learner travel arrangements, which is likely to be limited. It intends to support home to school travel in line with the council's home to school transport policy. It further recognises the Council's policy to increase the use of sustainable modes of transport. The proposer supports the objectives in the Active Travel Plan ensuring that they will make improvements to on-site and off-site infrastructure required to facilitate active journeys.

The proposal shows clearly how surplus places will be affected at the school and in neighbouring schools. However, the rationale for creating extra spaces at Cathays High School appears to be based on the need to address overspill from other areas.

The proposal document identifies that the local demand for places at Cathays High School is projected to drop off slightly. It bases the proposal to create extra spaces at the school on an expectation of additional demand from new housing citywide, and notes that 'Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as a result of new housing developments'. As a result, when considering alternative options the local authority does not provide sufficient detail as to why they have discounted expanding provision elsewhere while providing better facilities of a similar size at the new Cathays site. The proposer identifies that they have completed a suitable equalities impact assessment, although it has not included this assessment in the proposal. The proposer believes that the proposal neither enhances nor impacts negatively on equality.

The proposer has completed a suitable Welsh language impact assessment. It does not expect any negative impact on the Welsh Language from this proposal and the proposal would not change the number of Welsh-medium secondary school places available in the area.

The proposer has completed a suitable community impact assessment. The proposer believes that the proposal will enhance the opportunities for a number of community organisations to make use of Cathays High site outside of school hours.

These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school have minimal impact on the wider community. It identifies appropriately positive impacts on the community. It recognises that there are very few open spaces for residents in this area and

therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. It believes that the newly built accommodation will improve access and facilities for pupils with special educational needs.

Educational aspects of the proposal

The proposal does not provide sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school. The proposer notes only that in 2020 the regional consortia placed the school in the green colour coded support category. The proposer has outlined the most recent Estyn inspection outcomes, however, this report is from 2013.

The proposer gives an overarching statement on how it considers standards in education will be maintained and improved. It states that it works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong. It highlights that it does not expect the proposal to have any negative impact on the quality of standards of education. The proposer expects that 21st century school facilities will better support the delivery of high quality education.

The proposer stipulates that the proposed new 21st Century School will meet the needs of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022. It proposes that the expansion and redevelopment of Cathays High School will provide facilities that allow for real-world practical learning with local organisations and employers context. The proposer mitigates the risk of the proposed changes, by ensuring that they would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.

The proposer suitably considered that the proposal would strengthen the current provision offered for pupils with special educational needs. There is currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) located at Cathays High School which supports up to 16 pupils aged 11-18. The proposed new school, as a 21st Century school building would tailor the new SRB facilities to the needs of the young people who access it. The proposer aims to design the new resource base to fit the pupils' learning needs and to provide a calm and structured environment to help with anxiety and sensory challenges.

The proposer does not believe there will be any impact on pupils with English as an additional language. There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals. The proposer notes that there would be no negative effect on provision for any ethnic group. The options, suggest that Cathays High School will enhance the learning experiences and opportunities to all ethnic groups by making use of the expertise and skills within the local area.

Appendix 10: Indicative site layout

Site Boundaries - Cathays High School and Maindy Site



Key:

- Cathays High School - 46,000m²
- Open Access - 13,775m²
- Maindy Centre - 7,225m²

Note: all areas are approximate and boundary lines indicative. Boundary lines are to be confirmed at design stage.

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CABINET MEETING: 18 MARCH 2021

**VELODROME & INTERNATIONAL SPORTS VILLAGE
DEVELOPMENT STRATEGY**

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

AGENDA ITEM: 13

Appendices 2 to 6 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

1. To seek approval of a revised masterplan for the leisure component of the International Sports Village (ISV) development in Cardiff Bay.
2. To seek authority to develop a detailed delivery strategy including consideration of the long-term operation of the various leisure facilities at ISV.
3. To set out a plan for delivery of a new Velodrome facility at ISV.

Background

4. The Council commenced the redevelopment of the peninsula site known as the International Sports Village in Cardiff Bay, in 1999. The site has proven to be a complex long-term project involving extensive land reclamation and remediation works and significant infrastructure investment. The Cardiff Pointe residential site was sold by the Council to fund the replacement for the Empire Pool, which needed to be demolished to make way for the construction of the Principality Stadium, and was later acquired by Greenbank Partnerships Ltd in 2010.
5. The Council completed construction of the new Cardiff International Pool in 2008 and the Cardiff International White Water (CIWW) attraction in 2010. CIWW has subsequently enhanced with a Flowrider surfing attraction, a High-Ropes experience, and an outdoor climbing wall. The Council also disposed of its leasehold interest in circa 4 acres of land off Olympian Drive to enable construction of a new 40,000 sq ft retail warehouse building to enable the relocation of Toys R Us out of the city centre to make way for delivery of the St David's 2 shopping centre. Appendix 1 provides a plan of the site and an illustration of the development that has been delivered to date.

6. In 2012, the Council entered into a long-term Development Agreement with Greenbank Partnership Limited (GPL) following a market procurement exercise. GPL put forward an exciting and comprehensive strategy for the redevelopment of the peninsula site covering their own Cardiff Pointe site and the Council's Waterfront site. The Council's principle priority at the time was to construct a new Ice Arena to replace the one demolished to make way for the St David's 2 shopping centre, and to deliver a Snow-Dome attraction.
7. The Development Agreement involved the transfer of land from the Council to GPL on a 999 year lease in two phases as illustrated by the plan at Appendix 1: Phase One on committing to the Ice Arena development; and Phase Two on committing to the delivery of the Snow-Dome facility.
8. The cost of delivering the new Ice Arena far outweighed its anticipated commercial value. To ensure delivery of a state-of-the-art facility, the Council agreed to commute a proportion of s106 contributions and affordable housing contributions generated by the planning permission for residential development on the adjacent Cardiff Pointe site. To meet the Council's aspirations, GPL decided to forward fund early delivery of the new Ice Rink in advance of residential sales on Cardiff Pointe.
9. GPL completed the Ice Arena development in 2016. They have also delivered 100 private residential properties on Cardiff Pointe and c150 units of affordable housing on adjacent sites. However, since 2018 further development has stalled.
10. The Council retains a significant land holding at the International Sports Village site illustrated by the ownership plan attached at Appendix 1. In March 2018, Cabinet provided authority to secure the freehold reversion of the former Toys R Us building including a large service yard and circa 300 car parking spaces. The rationale for the acquisition was to improve the development potential of the Council's adjoining land holding known as Retail 3, as the former Toys R Us lease contained several covenants that affected the development potential of the Retail 3 site.
11. In October 2019, Cabinet approved a new strategic plan for completing the ISV development which involved repositioning the proposed leisure development on to lower value land to the rear of the site (former Toys R Us and Retail 3). This would help to establish a critical mass of leisure attractions by positioning new leisure facilities adjacent to the existing leisure facilities and would free up the Waterfront site for higher value residential-led mixed use development. Delivery of the plan was subject to reaching agreement with Greenbank regarding land interests in the area.

Issues

12. The Council and Greenbank have been engaged in dialogue over an extended period of time regarding their respective land interests, including the land subject to the Development Agreement. The Cardiff Pointe residential scheme is an important development in its own right, planned to deliver circa 850 new homes in the Local Development Plan. The Council remains keen for the next phase of construction to commence as soon as possible, not least to provide

existing residents with certainty regarding the future of the site. The Council is in the process of negotiating a land transaction with Greenbank that will enable further development on the site to be accelerated and will return to Cabinet in the spring/early summer for authority to proceed, once draft terms are ready for approval.

Velodrome

13. In December 2020, Cabinet gave authority to begin the consultation process relating to the proposed expansion of Cathays High School. The Council has been keen to modernise the city's Velodrome facility for some time. The delivery of a new Velodrome facility on an alternative site would allow the land currently occupied by the Maindy Velodrome to be used to support the school expansion should it be required.
14. The current Velodrome benefits from having access to Maindy Leisure Centre for storage of circa 400 cycles, workshop space, welfare facilities and studio space to ensure sessions can continue in poor weather and also to allow for meetings and off-bike training.
15. The proposal is to deliver a new purpose built Velodrome facility at the International Sports Village. The relocation of the track element is to be funded by a capital contribution from the Council. The balance of development - the Performance Hub - including storage, workshop space and welfare facilities will be delivered through revenue income. The current program set out in Confidential Appendix 2 anticipates the Velodrome could be operational within the International Sports Village by the end of 2022.
16. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.
17. Estimated costs associated with the relocation of the Velodrome are set-out in Confidential Appendix 3 and the strategy for meeting these costs is set out in Confidential Appendix 4. At this stage authority is being sought to progress the development of a detailed business plan. This will include the development of detailed designs to a stage where they are ready for submission for planning approval. Given that an element of the cost of delivering this facility is based on income a final approval from Cabinet is required once detailed costs and projected income are fully understood and can be presented in a final business case.
18. The business case will also set out the proposal for operating the Velodrome facility. It is not intended for the Council to operate the facility. At this point in the process it is envisaged that the facility will be operated via a management agreement or lease with a third party. The various options and wider considerations will need to be considered in detail at a future date.

New Development Strategy

19. The relocation of the Velodrome to the International Sports Village site has presented an opportunity to further refine the development strategy presented to Cabinet in October 2019. The strategic plan to deliver residential-led mixed use development on the waterfront land and leisure development clustered around existing facilities to the rear of the site remains in place. The Velodrome presents an opportunity to amend the strategy for development of the leisure destination.
20. A new indicative masterplan is attached as Appendix 5. The scheme accommodates the new Velodrome facility and a small number of additional leisure assets to complete the scheme. The key features of the leisure development strategy are as follows:
 - A new 333m dedicated Velodrome facility with associated bicycle storage, workshop space, clubhouse and spectator stand.
 - A new 1km closed-loop circuit for cyclists, runners and other activity uses. Currently specified at 3m wide, this facility has the potential to be upgraded to 6m wide to enable use as a competition facility subject to attracting additional funding from relevant bodies. The intention is to provide free to use access for local residents. If the track is extended to 6m, dedicated access will also need to be provided for competitive sport purposes.
 - The former Toys R Us building (circa 40k sq ft) will be retained and refurbished to create an attractive and valuable commercial retail asset. The intention is to attract a large format bicycle retail store to complement the Velodrome and the closed-loop circuit. There will also be adequate space within the building to accommodate an additional leisure attraction.
 - Over the longer-term there is the potential to extend the CIWW to position the entrance of the facility in direct alignment with the current alignment of Olympian Drive to provide a focal point for the new public realm and improved visibility of the facility from the main entrance to the site.
 - The existing Ice Rink has the potential to be extended at the rear to complete the development. A new attraction could be provided as part of a review of the facility to improve its overall commercial viability and long-term sustainability. Ideally, the attraction would make use of the plant and machinery already available within the Ice Arena. This will be brought forward on a commercial basis.
 - Olympian Drive to be reduced, and subsequently eliminated once an adequate alternative access has been provided across the rear of the waterfront land to create an enhanced pedestrian environment at the heart of the leisure development. In particular, removal of the road will improve safe pedestrian connection between key facilities and establish a new all year-round external event space. Opportunities to improve biodiversity will be delivered through the proposed public realm

improvement including the planting of trees, the introduction of pocket parks and the general greening of the area as appropriate.

- As an initial step, undeveloped land will be set out as surface car parking to meet the on-site contractual requirements and to provide additional spaces to avoid visitors parking in adjacent residential areas. The long-term strategy is to consolidate parking to release further land for leisure development and for the site to become established as a Park & Ride destination. The intention is for the Council to retain full control of all on-site car parking to generate income to support delivery of the masterplan and the long-term upkeep of the leisure destination.
 - Highways improvements including the removal of the round-a-bout on Watkiss Way to make way for a new shared surface crossing to provide better connections between the new leisure facilities and CIWW.
 - A new road to be provided by the developers of the residential scheme on the waterfront land linking the Cardiff Pointe residential scheme to the existing round-a-bout joining International Drive with Ferry Road eliminating the need for Olympian Drive.
 - There is also the potential to accommodate a hotel on-site.
21. The Bay edge walkway will be fully retained and maintained for public use with public access protected. The proposed residential-led development of the waterfront land has potential to deliver a new 'destination' food & beverage promenade at ground level along the water's edge with views across Cardiff Bay fully open to the public. Above this active ground floor will be a series of relatively high-density residential-led mixed-use blocks, medium height (10-14 stories) to create a new district befitting of its unique, high quality waterfront aspect.
22. As the plans develop, the Council will consider utilisation of s106 contributions generated from the waterfront land to support completion of the ISV leisure destination.

Transport Strategy

23. Transport connectivity will become an increasingly important factor in the long-term success of the project. The site is within walking distance of Cogan Station via the Pont-y-Werin Bridge and this important link will need to be promoted as a primary link to increase usage. There is potential to improve access to the Station and to improve signage.
24. There are regular bus services which connect the site to the city centre in circa 15 minutes. As the site matures and additional car parking provision is provided, the Council will explore its use as a Park & Ride destination. The potential establishment of a Park & Ride could help to increase the regularity of bus services from the ISV to the Inner Harbour and the City Centre.
25. Cycling access to the site will be improved significantly by the plans to deliver a bridge across the River Taff as part of the Channel View redevelopment. This will help to link the site to the existing cycle superhighway in Cardiff Bay. This is an important development given the nature of the leisure destination being

proposed, and the focus on delivering cycling facilities on-site, where users will need to access the site via bicycle.

26. There is an opportunity to make better use of the Bay itself and the River Taff to link the site to the Inner Harbour and the City Centre via water-taxi. As part of the development of the waterfront promenade, a new water taxi landing bay will be explored.
27. Whilst the Council is keen to improve public transport access to the site, there will also need to be an adequate number of parking spaces provided in order to meet existing contractual/planning obligations relating to the International Pool and the Ice Arena as well as the proposed new leisure development and to ensure local residents are not adversely impacted.

Delivery Strategy

28. It is anticipated that completion of the leisure destination, including parking provision, landscaping, public realm improvements and highways adaptations will cost in the region of £20m. Initial appraisal of potential income streams associated with the various facilities proposed, including parking income and rental income suggests that the development could be funded on a commercial basis.
29. At this stage the Council is only committing to delivery of the Velodrome track facility and is not seeking authority to deliver any other aspect of the masterplan through this report. Authority is being sought to develop a business case setting out detailed costs, income streams and a proposed investment programme for completion of the development to be presented back to a future meeting of Cabinet for authority to proceed.
30. A key aspect of the business plan will be the future operation of the facilities on-site and the ongoing maintenance of landscaping and public realm. Prior to the pandemic a number of operators/providers showed interest in developing a destination experience at the ISV. Most of these discussions were around developing a wider offer bringing in further adventure experiences such as rock climbing, sky-diving, indoor skiing (conveyor belt), zip-wire alongside new e-sport experiences. New facilities could be managed in conjunction with the International Pool, Ice Arena and CIWW under a singular brand giving customers easier access to a wider range of activities. As part of the development of the business case it is proposed to undertake a soft-marketing exercise to determine the level of interest in operating the site as a destination and to confirm the level of income/rent that could be generated to support the business plan.
31. The car parking strategy will also be central to the business plan given the level of income that can potentially be generated. The site will initially need to provide a minimum of 800 spaces on-site for use by the International Pool, Ice Arena, CIWW and the new Velodrome. These spaces are already available on site but will need to be relocated around the site to align with the masterplan. It is proposed that leisure users will receive a concession for a number of hours (to be agreed).

Waterfront Land

32. The Council has been engaged in discussions with Greenbank regarding the Development Agreement entered into in 2012 and the need to reset arrangements to enable the wider development to progress. The discussions have progressed amicably and have involved potential asset swaps as well as various disposal/acquisition proposals. It is intended to return to Cabinet in spring/early summer with a final proposal that will conclude the 2012 Development Agreement and enable future development to progress.

Reasons for Recommendation

33. To set out a plan for completion of the International Sports Village development in Cardiff Bay including the new Velodrome facility.

Financial Implications

34. This report sets out and seeks Cabinet approval of a revised development strategy for the completion of the International Sports Village (ISV). Whilst approval is being sought at this stage for the wider development strategy, it is anticipated that further detailed proposals will be brought to Cabinet on some of the specific elements of the wider masterplan as set out in paragraph 20 in due course. More detailed financial implications will be provided as and when these detailed proposals are brought forward, with clear funding strategies identified to implement these proposals.
35. At present, there is no specific funding available within the budgetary framework for the redevelopment of the International Sports Village. Any proposals brought forward must therefore be on a self-financing basis utilising capital receipts and s106 contributions generated.
36. This report seeks approval in principal to relocate the Velodrome to International Sports Village, as well as delegated authority to progress a Final Business Case including a planning application to be presented back to a future meeting of Cabinet for final approval. The proposed cost plans for delivery of the Velodrome and wider development are set out in **Confidential Appendix 4**, with the majority of these costs supported by an independent development appraisal attached in **Confidential Appendix 3**. It is anticipated that the capital costs of relocating the Velodrome will be funded by a capital contribution from the Council, whilst the delivery of the Performance Hub is expected to be funded on an Invest to Save basis by future revenues it will generate.
37. The operational business plan costs and revenues for the Velodrome are included within **Confidential Appendix 4**. These remain high level at this stage and will be further tested within a Final Business Case which will be brought back to Cabinet for a final decision in due course, along with final costs and funding solutions for approval.
38. The sensitivities regarding the delivery of the Velodrome by May 2023 are covered in the main body of the report, with the proposed timescales for delivery set out in **Confidential Appendix 2**. This delivery programme will

need to be proactively managed, reviewed and closely monitored to minimise the risk of financial implications, as well as potential downtime for the velodrome or delays to the construction of the school.

39. The final recommendation within the report seeks delegated authority to prepare a business case and conduct a soft market testing exercise for potential operating partners of leisure components within International Sports Village ahead of returning to Cabinet for a final decision. Proposed costs for this are allocated and shown with **Confidential Appendix 4**, although at this stage no suitable funding source has been identified to cover these costs.
40. Careful consideration must be given to the VAT implications of these proposals due to the tax status of the International Sports Village sites. The Council opted to tax this land as part of the original International Sports Village development, with specific VAT advice provided at the time setting out a range of potential uses and categories of suitable partner organisations for these sites, as well as some restrictions in order to protect the Council's VAT partial exemption position. Restrictions on future operational arrangements of velodrome are likely to include the Council being unable to bring operation of the facility in-house at any point, instead granting an operating lease to a third party with VAT chargeable on the lease in order to protect Council's partial exemption position. Further detailed VAT advice will be required on specific proposals for the future operation of the Velodrome, as well as vacation of existing leases with GLL, which must be taken into account in a timely manner during the decision making process. Initial advice can found at Confidential Appendix 6.
41. This report proposes that the Council will bring forward a long-term car parking strategy in a phased approach subject to development/operational interest within the wider ISV Development. In the interim, the Council will need to retain a minimum of 800 spaces within the Sports Village for the use of the International Pool, Ice Arena, CIWW, Toys'R'Us and the new Velodrome. The Council intends to retain full control over the car parking arrangements, with the income generated being utilised to maintain the car parking, associated public space and to service debt.
42. The Council previously acquired the Toys R Us site in March 2018 to consolidate its land ownership in the area, with the cost of this acquisition funded initially from forthcoming capital receipts with the intention to recover these through disposals at a later date. Incorporated within this report are a range of proposals, including retaining the Toys R Us site and pursuing a land exchange deal with Greenbank. The financial implications of this revised development proposal will include the non-recovery of the original capital receipt utilised to acquire the Toys R Us site in March 2018, therefore reducing the amount of capital receipts available to be used in other regeneration projects.

Legal Implications

43. This report proposes a masterplan for the future development of the International Sports Village and the provision of a new velodrome facility, which will require the Council to enter into contractual arrangements for works and services, as well as property transactions

44. With regard to the intended property transactions, the Council will need to comply with its rules and procedures for the acquisition of and disposal of land and seek advice where appropriate from its qualified valuer. With regard to the intended procurement of works and services, the Council is required to follow its internal Contract Standing Orders and Procurement Rules internal together with the relevant statutory procurement requirements. This ensure the terms of the transactions represent best value.
45. It is expected that further reports will prepared relating to the proposals arising from this report upon which detailed legal and financial consideration, including taxation, and any wider consideration such as Equality duties, will need to be provided in relation to these matters at the relevant time.
46. The Cabinet needs to take account of the Council's fiduciary duties to the local residents and taxpayers. As such, proper consideration needs to be given to the risks, rewards and potential future liabilities of the proposals which are the subject of this report.
47. The decision about these recommendations has to be made in the context of the Council's public sector equality duties. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions 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. If the recommendations in the report are accepted and when any alternative options are considered, the Council will have to consider further the equalities implication and an Equality Impact Assessment may need to be completed.
48. 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.
49. In discharging its duties under the Act, the Council has set and published wellbeing objectives designed to maximise its contribution to achieving the national wellbeing goals. The wellbeing objectives are set out in Cardiff's Corporate Plan 2018-21:
<http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf>
50. The wellbeing duty also requires the Council to act in accordance with '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 comprising 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 integrates 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

51. 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>
52. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Guidance (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.
53. The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

Property Implications

54. At this stage, as the Council is only committing to delivery of the Velodrome track facility and is not seeking authority to deliver any other aspect of the masterplan, there are no specific property implications in respect of this report. The Strategic Estates team will liaise where necessary with Major Projects, Finance and other relevant departments on any property related elements are required to deliver any proposals. Where there are Valuation, Estate Management or Transactional elements necessary to deliver the Velodrome and wider International Sports Village proposals, these should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

HR Implications

55. There are no HR implications arising from this report.

RECOMMENDATIONS

Cabinet is recommended to:

- (i) Approve the new masterplan to complete the leisure attraction at the International Sports Village attached at Appendix 5.
- (ii) Approve in principle the plans for the new Velodrome at the International Sports Village and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment & Development and

statutory officers to prepare a detailed business case including the appointment of professional advisors, procurement of a contractor and the development of a planning application to be presented back to a future meeting of Cabinet for final approval before entering contracts.

- (iii) Delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment & Development and statutory officers to prepare a detailed business case for completing the leisure attraction at the International Sports Village as set out in the masterplan at Appendix 5 and the development appraisal at Confidential Appendix 4, including undertaking a soft-market testing exercise relating to the future operation of the site, and to return to a future meeting of Cabinet for final approval.

SENIOR RESPONSIBLE OFFICER	Neil Hanratty Director of Economic Development
	12 March 2021

The following appendices are attached:

- Appendix 1 - Site Plan
- Confidential Appendix 2 - Velodrome Programme
- Confidential Appendix 3 - ISV Stage 1-2 Feasibility Study
- Confidential Appendix 4 - Financial Summary
- Confidential Appendix 5 - ISV Master-plan
- Confidential Appendix 6 – Tax Advice (March 21)

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SCHOOL ORGANISATION PLANNING: Cathays High School
Updating: Post Consultation

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?	
Name: Richard Portas	Job Title: Programme Director
Service Team: Schools Programme	Service Area: Education
Assessment Date: May 2021	

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

<p>To inform Cabinet of the responses received following public consultation held from 29 January until 19 March 2021 on the following proposal regarding the expansion and redevelopment of Cathays High School:</p> <ul style="list-style-type: none"> • Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023 • Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road • Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings • Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community • Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

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.]

Officers consulted with a range of stakeholders including pupils, local residents, local schools, Councillors, local community groups and residents on the proposal as set out at section 1.

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The consultation process involved:

- Publication of a bilingual consultation document outlining background, rationale and implications to parents, local childcare providers, Headteachers and Chairs of Governors of nearby schools, all Members of local wards and other stakeholders;
- Publication of a bilingual summary document setting out the main points of the consultation document;
- Publication of information in community languages upon request;
- Consultation meetings via Microsoft Teams with Governors and staff at Cathays High School;
- Consultation meetings via Microsoft Teams with pupil representatives at Cathays High School, Albany Primary School, Allensbank Primary School and Gladstone Primary School;
- An online pupil survey for pupils at Cathays High School;
- Public consultation meetings via Microsoft Teams Live Event at which the proposal was explained and questions answered;
- Drop-in sessions via Microsoft Teams where officers were available to answer questions;
- Letters setting out details of the proposal and where further information could be found were sent to local residents and businesses;
- A consultation response slip for return by post or e-mail, attached to the consultation document
- An online response from at www.cardiff.gov.uk/cathayshighproposals

In line with national Coronavirus restrictions that were in place during the consultation period all meetings took place virtually via Microsoft Teams and Microsoft Teams Live Event platforms.

For stakeholders who did not have access to digital platforms the opportunity to discuss the proposed changes via telephone was available.

The views expressed at Council organised meetings, drop in sessions, telephone calls, and on paper or electronically through the appropriate channels, have been recorded.

Responses to the public consultation included the following concerns:

- The need for school places;
- The level of detailed information available during the consultation;
- The potential impact on open access space;
- The future of the velodrome/BMX track;
- A pre-existing land covenant;
- Existing leisure centre facilities;
- The future use of the existing school site;

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<ul style="list-style-type: none"> • Potential disruption to the school and wider community during construction; • Pupil behaviour and littering and traffic management. 	
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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	x		
18 - 65 years	x		
Over 65 years	x		

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

The impact will be positive as the proposals will support the sufficiency of places in high quality learning environments in both mainstream and special provision.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the specialist provision within the school and to increase the number of places available from 16 to 50. This will have a positive impact.

The transfer of the school would allow the indoor facilities at Maindy centre to continue to be provided and, when completed, external sports facilities used by the school during the school day would be made available for wider community use outside of these hours.

Update once position re open access space is confirmed

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

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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		x	
Physical Impairment		x	
Visual Impairment		x	
Learning Disability		x	

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Long-Standing Illness or Health Condition		x	
Mental Health		x	
Substance Misuse		x	
Other		x	

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

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

If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.3 Gender Reassignment

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

	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)		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

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If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

The proposal would need to ensure compliance with the Council's policies on equal opportunities.

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		x	
Civil Partnership		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

N/A

3.5 Pregnancy and Maternity

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

4.C.400	Issue 1	Nov 11	Process Owner: Rachel Jones	Authorised: Rachel Jones	Page 5
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CARDIFF COUNCIL

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	Yes	No	N/A
Pregnancy		x	
Maternity		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

The proposal would need to ensure compliance with the Council's policies on equal opportunities.

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

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

The proposal would not have a differential impact upon one particular ethnic group as the provision would be available to all.

Specialist provision in Cardiff for children with complex learning disabilities or

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autism spectrum conditions have a higher than average BME population.

All pupils, of all ethnicities, will continue to have access to specialist provision, in all settings, on an equal basis.

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

The provision being proposed would be accessible to all ethnic groups and compliance with the Council's policies on equal opportunities would need to be ensured.

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		x	
Christian		x	
Hindu		x	
Humanist		x	
Jewish		x	
Muslim		x	
Sikh		x	
Other		x	

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

The proposal would not have a differential impact upon people with different religions, beliefs or non-beliefs as the provision would be available to all.

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

The senior staff in a school would be best placed to manage diversity in terms of belief. (e.g. provision of a space for prayer).

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		x	
Women		x	

CARDIFF COUNCIL

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

Maintained school provision admits pupils of both sexes and this would continue to be the case.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

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		x	
Gay Men		x	
Gay Women/Lesbians		x	
Heterosexual/Straight		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

Evidence collated by the Stonewall lobby group alleges that Lesbian, Gay, Bisexual people are likely to be discriminated against in workplace recruitment.

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this

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proposal. This would ensure that 21 good practice is followed, including the application of the Council's policies on equal opportunities.

3.10 Socio-economic Duty

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the Socio-economic Duty?

	Yes	No	N/A
	x		

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

The proposed changes is expected to have a positive impact on the Socio-economic Duty.

The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The delivery of 21st Century Learning environments will ensure that there are appropriate, high quality school places for young people, which needs to needs of Cardiff's growing and changing population.

The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education for mainstream of ALN pupils, at Cathays Highs School.

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

There is no information available that suggests that the proposals would have a negative effect on pupils who receive Free School Meals.

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

3.11 Welsh Language

4.C.400	Issue 1	Nov 11	Process Owner: Rachel Jones	Authorised: Rachel Jones	Page 9
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CARDIFF COUNCIL

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

	Yes	No	N/A
		X	

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

The Council does not expect any differential impact on the Welsh Language from this proposal.

The proposal would not change the number of Welsh-medium secondary school places available in the area.

Welsh is taught in English-medium schools in line with the National Curriculum. This would continue to apply if Cathays High School was expanded.

The Council works closely and constructively with partners on its Welsh Education Forum (WEF). The forum includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. It actively informs the planning of Welsh-medium places. It also supports the Council's plan to sustainably increase the number of Welsh learners. This includes learners in Welsh-medium schools and those learning Welsh in English-medium schools.

The Council and the Welsh Education Forum are committed to driving the increase in the number of pupils in Welsh-medium education. They aim to meet the targets within Cardiff's Welsh Education Strategic Plan (WESP) and set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the number of extra pupils that may come from new housing and the patterns of how many pupils are in Welsh-medium schools. This allows the Council to bring forward suitable plans to deal with any increase in demand.

Forecasts suggest that extra places will also be needed in Welsh-medium secondary schools. Separate proposals will be brought forward to address this. This will be at an appropriate time to ensure there are enough places available.

The Council must make sure that the expansion of school provision is brought forward in a strategic and timely manner.

These proposals do not include opportunities to develop Welsh medium ALN provision. The Council is taking separate steps to expand specialist ALN provision in the Welsh medium sector. This is through the WESP, the Educational Tribunal (ALNET) Act Regional Implementation Plan and the Cardiff

4.C.400	Issue 1	Nov 11	Process Owner: Rachel Jones	Authorised: Rachel Jones	Page 10
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CARDIFF COUNCIL

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ALN Strategy.

Since 2016 the number of SRB places for Welsh medium learners has increased from 20 SRB places at Ysgol Coed Y Gof to 60 SRB places between Ysgol Coed Y Gof and Ysgol Gymraeg Pwll Coch. At January 2019, about 25 SRB places will be taken up. There is spare capacity for growth in the Welsh-medium sector of up to 35 places.

In addition to these, a Welsh-medium primary 'wellbeing class' was established in 2016-17. It offers 6 month placements for up to 8 pupils in each year group with significant emotional health and wellbeing needs and 26 assessment/ 'Pupil Referral Unit -type' places.

In January 2018, a secondary 'virtual Pupil Referral Unit' offering specialist support to pupils learning through the medium of Welsh, at risk of exclusion was established, offering places for up to 18 pupils in each year group in the three Welsh medium secondary schools. These are sufficient to meet demand.

The Council is keeping capacity under review and will take steps to extend places in response to pupil needs.

In addition to the establishment of a greater number of places for learners in Cardiff with ALN, the Council are leading on the ALNET Regional Implementation Plan, Priority 7. This is to 'Review and improve Welsh medium provision and specialist support to increase regional capacity to support ALN'.

The objectives are to:

- Analyse how widespread ALN and the level of need are in the Welsh-medium sector. This will look at each local authority across the region (Cardiff, Vale of Glamorgan, Bridgend, Rhondda Cynon Taf, Merthyr);
- Map what Welsh-medium provision and support is available across the region;
- Increase sharing of good practice for ALN in the Welsh medium sector;
- Ensure that the ALNET Regional Implementation Plan supports and complements regional WESP priorities.

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

4. Consultation and Engagement

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

The Council's Accessibility Officer would be given the opportunity to comment on the scheme.

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

Groups	Actions
Age	
Disability	
Gender Reassignment	
Marriage & Civil Partnership	
Pregnancy & Maternity	
Race	
Religion/Belief	
Sex	
Sexual Orientation	
Socio-economic Duty	
Welsh Language	
Generic Over-Arching [applicable to all the above groups]	<p>If the proposal were to proceed:</p> <ul style="list-style-type: none">• compliance with the Council's policies on equal opportunities would need to be ensured.• an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

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

4.C.400	Issue 1	Nov 11	Process Owner: Rachel Jones	Authorised: Rachel Jones	Page 12
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CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**

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 : Rachel Burgess Willis	Date: May 2021
Designation: Project Officer	
Approved By: Brett Andrewartha	
Designation: School Planning Team Manager	
Service Area: Education	

- 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 2536 / 3262 or email equalityteam@cardiff.gov.uk

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SCHOOL ORGANISATION PLANNING: PRIMARY SCHOOL PLACES TO SERVE CATHAYS AND PARTS OF GABALFA, HEATH, LLANDAFF NORTH AND PLASNEWYDD

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM: 6

Reason for this Report

1. The purpose of this report is to inform the Cabinet of the responses received following consultation on proposals regarding primary school provision to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

Background

2. At its meeting on 17 December 2020, the Council's Cabinet authorised officers to:
 - consult on a proposal to increase the capacity of Ysgol Mynydd Bychan from c0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places) from September 2022
 - undertake a stakeholder engagement exercise to shape proposals that would be taken forward to provide an appropriate balance of Welsh-medium and English-medium primary school places to serve the area.
3. It was noted that consultation on the Admission Arrangements for the 2022/23 academic year would include a proposal to reduce the Published Admission Number of Allensbank Primary School from 45 to 30 places.

Issues

4. The consultation period ran from 29 January 2021 until 19 March 2021.
5. The consultation sought the views of stakeholders on an interim proposal to expand Ysgol Mynydd Bychan to 315 places and potential long term solutions to ensure an appropriate balance of English-medium and Welsh-medium primary school places.

6. The process involved:
- Publication of a bilingual consultation document outlining background, rationale and implications to parents, Headteachers and Chairs of Governors of nearby schools, all Members of local wards, local residents and other stakeholders (a copy of the consultation document can be seen at Appendix 1);
 - Publication of information in community languages;
 - Consultation meetings via Microsoft Teams consisting of a prepared presentation and question and answer sessions with Staff and Governors at Allensbank Primary School (notes from the meetings can be seen at Appendix 2);
 - Consultation meetings via Microsoft Teams consisting of a prepared presentation and question and answer session with Staff and Governors at Ysgol Mynydd Bychan (notes from the meetings can be seen at Appendix 2);
 - Consultation meetings via Microsoft Teams consisting of a prepared presentation and question and answer sessions with Governors at Albany Primary School, Gladstone Primary School and St Monica's Church in Wales Primary School (notes from the meetings can be seen at Appendix 2);
 - Consultation meetings via Microsoft Teams consisting of a prepared presentation and question and answer session with years 4, 5 and 6, in addition to school council pupil representatives from Ysgol Mynydd Bychan (notes from the meetings can be seen at Appendix 3);
 - Consultation meeting via Microsoft Teams consisting of prepared presentation and question and answer session with year six pupil representatives at Allensbank Primary School (notes from the meetings can be seen at Appendix 3);
 - Public consultation meetings via Microsoft Teams Live Event at which the proposal was explained and questions answered (notes from the meetings can be seen at Appendix 4);
 - Drop-in sessions via Microsoft Teams with individuals where officers were available to answer questions (notes from the meetings can be seen at Appendix 5);
 - Letters setting out details of the proposal and where further information could be found were sent to local residents and businesses;
 - A consultation response slip for return by post or e-mail, attached to the consultation document;
 - An online response form at www.cardiff.gov.uk/allensbankmynyddbychan
7. For stakeholders who did not have access to digital platforms the opportunity to discuss the proposed changes via telephone was available.
8. The views expressed at Council organised meetings, drop in sessions, phone calls and on paper or electronically through the appropriate channels, have been recorded.

Responses received regarding the proposal during the consultation period

9. In total 209 responses were received including 175 online survey, 13 formal responses and a further 21 email responses.
10. Formal responses were received from:
 - Local Members for Gabalfa - Cllrs Rhys Taylor and Ashley Wood
 - Estyn
 - Member of Parliament for Cardiff North – Anna McMorrin MP
 - Member of the Senedd for Cardiff North - Julie Morgan AS/MS
 - Chair of Governing Body, Allensbank Primary School
 - Headteacher of Allensbank Primary School
 - Chair of Governing Body, Ysgol Mynydd Bychan
 - Staff, Ysgol Mynydd Bychan
 - Chair of Governing Body, Gladstone Primary School
 - Chair of Governing Body, St. Monica's CiW Primary School
 - Chair of Governing Body, Ysgol Glan Ceubal
 - Rhieni dros Addysg Gymraeg (RhAG)
 - Cymdeithas Yr Iaith
11. Full copies of the formal responses can be seen at Appendix 6.
12. The response from Estyn set out its view that the proposal is likely at least to maintain the existing standards in terms of education, provision and leadership and management for children in the area in the short term. Estyn noted that the proposal supported the growth of Welsh-medium education in Cardiff suitably and the Welsh Governments Cymraeg 2050 aspirations, and that the consultation aligns with the Bilingual Cardiff Strategy, Cardiff's Welsh in Education Strategic Plan, and contributes towards achieving the targets that are set out in the Cymraeg 2050 strategy.
13. Estyn was however also of the view that overall the proposal did not support strategic long term-planning in relation to Welsh-medium education.
14. Views were sought from interested stakeholders via an online survey and a hard copy version of the survey within the consultation document.
15. Of the 175 responses to the wider stakeholder survey, 140 responses (79%) were received from stakeholders who identified themselves as parents. Of these, 84 were parents of Ysgol Mynydd Bychan pupils, 23 were parents of Allensbank Primary School pupils and 16 were parents of Ysgol Glan Ceubal pupils. Forty seven (25%) responses were received from stakeholders who identified as local residents (24 of whom are also parents). The remaining responses were from a range of stakeholders including staff, governors, local members and other interested parties.

16. Of the 21 e-mail responses received, 20 were from stakeholders who identified themselves as parents. Of these, 13 were parents of Allensbank Primary School pupils, 4 were parents of Ysgol Glan Ceubal pupils and 3 were parents of Ysgol Mynydd Bychan pupils. One stakeholder identified themselves as a local resident.
17. A summary of the responses received from all stakeholders, and appraisal of views expressed, can be seen at Appendix 7.
18. A summary analysis of the responses received are included in Appendix 8.
19. The details presented in this report represent the views expressed during the consultation process. These include the wider stakeholder survey, formal responses, e-mail responses, views expressed at public meetings, drop in sessions and pupil consultation meetings.

Responses received regarding the proposed expansion of Ysgol Mynydd Bychan and consolidation of Allensbank Primary School from 2022

Wider stakeholder survey

20. Of the 172 stakeholders who responded to the proposed expansion of Ysgol Mynydd Bychan from September 2022, 57% supported the proposal to increase places in Ysgol Mynydd Bychan, 33% did not support the proposal and 10% had no opinion.
21. However, of the 173 stakeholders who responded to the question regarding the proposal to locate additional places for Ysgol Mynydd Bychan on the Allensbank Primary School site, 74% did not support the proposal, 18% supported the proposal and 8% had no opinion.
22. Of the 174 stakeholders who responded to the question regarding the proposal to reduce the number of places at Allensbank Primary school, 38% of respondents supported the proposal, 26% did not support the proposal, while 36% had no opinion.
23. The views expressed in the wider stakeholder survey reflect those raised in the e-mail responses received.
24. Reasons for supporting the proposed changes included:
 - Understanding of the rationale for expanding Ysgol Mynydd Bychan in line with demand if capacity is unavailable;
 - Understanding of the rationale for reducing Allensbank Primary School in line with demand and surplus capacity;
 - The rationale for sharing sites given close proximity of both schools;
 - Increasing Welsh-medium provision;
 - Commending the Council for working to support and meet Cymraeg 2050 targets.

25. Concerns raised related to:

- The potential impact of the proposed changes on Allensbank Primary School;
- The potential impact of the reduction in the available accommodation space on Allensbank Primary School;
- The potential impact on staff and pupils, arising out of Ysgol Mynydd Bychan operating across two sites;
- The perceived negative impact on Welsh language acquisition for Ysgol Mynydd Bychan pupils accommodated on the Allensbank Primary School site ;
- The perceived negative impact on pupils and staff wellbeing at both schools;
- The difference in the racial demographic between the two schools;
- The perceived negative impact an enlarged school could have on the ethos and unity of Ysgol Mynydd Bychan;
- The perceived negative impact on prospective parents of Ysgol Mynydd Bychan pupils who may have concerns about the school operating across two sites;
- Catchment area arrangements, available capacity and undersubscription in other local welsh-medium schools (namely, Ysgol Glan Ceubal);
- The absence of long-term proposals for the development of Welsh-medium provision at Ysgol Mynydd Bychan
- Uncertainty around the future of Allensbank Primary School.

Pupil representation – Allensbank Primary School

26. Officers met virtually via Microsoft Teams with Year 6 pupils of Allensbank Primary School to present the proposal and discuss the proposals and gather their opinions.

27. The points raised by the pupils included the following:

- Questions regarding potential changes to demand for Allensbank Primary School and what this would mean for the school;
- The benefits of interacting with other pupils, making new friends and learning from each other;
- The opportunity for more pupils to attend Ysgol Mynydd Bychan;
- Potential for communication issues due to language difference;
- Concerns for potential splitting of siblings and impact on parents having to attend two sites;
- Concerns around lack of space during the pandemic;
- Concerns around reduced playground space and time;
- Perceived disruption to learning.

Pupil representation –Ysgol Mynydd Bychan

28. Officers met virtually via Microsoft Teams with Years 4, 5 and 6 pupils of Ysgol Mynydd Bychan to discuss the proposals and gather their opinions.

29. The points raised by the pupils included the following:
- Questions regarding whether the short term solution would remain permanent;
 - Questions regarding alternative available land for a new build school;
 - The benefits of interacting with English speaking pupils in improving their Welsh;
 - The increase of Welsh speakers across Cardiff and positive contribution to Cymraeg 2050 targets;
 - Concerns around the potential splitting of friends and siblings across sites and the upset this could cause;
 - Perceived difficulties for parents potentially going to two sites;
 - Concerns around the negative impact on acquisition of Welsh and potential loss of language skills;
 - Perceived difference in resources available at Allensbank Primary School and Ysgol Mynydd Bychan;
 - Pupils stated a preference for a new build 2FE school.

Responses received regarding long term changes to primary school provision

30. A summary of the responses received from all stakeholders, and appraisal of views expressed, can be seen at Appendix 7.
31. A summary analysis of the responses received are included in Appendix 8.
32. As part of the consultation stakeholders were also asked to consider changes that could be made to support all children and families in the community to access a local school place. This information will be used to inform the development of proposals to ensure an appropriate balance of school places to serve the area in the long term.
33. Respondents were asked to share their views on longer term changes in relation to the school site(s) they were in favour of being used for each type of primary education (English medium places, Welsh medium places, and Church in Wales places).
34. The sites included the Albany Primary School site, the Allensbank Primary School site, the shared Gladstone Primary School/ St Monica's CiW Primary School site, and the Ysgol Mynydd Bychan site.
35. Respondents to the survey indicated a preference for:
- English medium provision on the Albany Primary School site (78.7% of respondents) and the shared Gladstone/ St Monica's site (55.7%);
 - Welsh medium provision on the Allensbank Primary School and Ysgol Mynydd Bychan sites (58.9% and 59.7% respectively);
 - Church in Wales provision on the shared Gladstone Primary School/ St Monica's Church in Wales Primary School site (85.5%).

36. However, as outlined in paragraph 14, the majority of responses received to the survey were from the parents of children at Ysgol Mynydd Bychan and Allensbank Primary School and these responses have to be considered within this context. Whilst the Council consulted with parents of children enrolled in primary schools across the wider area, few responses were received from parents of children enrolled at Albany, Gladstone or St Monica's primary schools (2, 0 and 3 responses respectively).
37. Furthermore, few responses were received from parents of children who are yet to apply for or enrol in primary education.
38. Any analysis of the responses received, and conclusions drawn from parents' responses must therefore be considered in the context of their weighting towards families enrolled at Allensbank Primary School or Ysgol Mynydd Bychan.
39. The main points raised in responses included:
- Wanting to ensure that demand for English-medium and Welsh-medium places is met;
 - Each school needing its own site;
 - Insufficient information provided in the consultation document regarding the long term position;
 - The location/proximity of sites suggested;
 - Being content with the current situation and do not see a reason to change things;
 - Being against the splitting of sites.
40. A number of alternative suggestions to the provision of primary school places were also put forward. These included:
- Establishing a new build 2FE school for Ysgol Mynydd Bychan;
 - Utilising the current Cathays High School site for a new build Ysgol Mynydd Bychan;
 - Swapping the Ysgol Mynydd Bychan and Allensbank Primary School sites;
 - Doing nothing - make use of the surplus places available in existing nearby schools, Ysgol Glan Ceubal in particular;
 - Exploring alternative land options;
 - Adjusting existing catchment areas;
 - Enhancing and expanding the existing Ysgol Mynydd Bychan site.

Response to views expressed during the consultation on short-term and long term changes

41. The proposed changes were developed as part of the Council's commitment to developing Welsh-medium provision and to contribute to the Welsh Government targets set out in Cymraeg 2050.

42. Responses to the proposed changes acknowledged that proposals to increase Welsh-medium places serving the area should be brought forward.
43. Whilst there was support overall for the expansion of Ysgol Mynydd Bychan, the majority of respondents including the Headteachers and Governing Bodies of Allensbank Primary School and Ysgol Mynydd Bychan had a number of concerns and did not support the interim expansion of Ysgol Mynydd Bychan as proposed.
44. The concerns expressed related to the challenges around operating a school over two sites, the impact on staff and pupils at Allensbank Primary School and Ysgol Mynydd Bychan, and a lack of clarity around the long term position.
45. The Council has, consistent with the approach of other Local Authorities, brought forward proposals to expand Welsh-medium provision making use of existing surplus capacity in English-medium schools. Many of Cardiff's Welsh-medium schools in Cardiff have opened as starter classes sharing accommodation with English-medium schools, including most recently Ysgol Hamadryad sharing the site of Ninian Park Primary School in Grangetown prior to its permanent move to Butetown.
46. The next nearest Welsh-medium primary school to Ysgol Mynydd Bychan, Ysgol Glan Ceubal, shares its site and building with Gabalfa Primary School. Similar permanent arrangements are in place at other schools including Ysgol Gynradd Gymraeg Pen Y Groes and Bryn Celyn Primary School. Cardiff also has two dual stream primary schools, namely Creigiau Primary School and Ysgol Gynradd Gwaelod Y Garth Primary School. It is highly likely that the city-wide expansion of Welsh-medium provision to meet Cymraeg 2050 targets in future will require some site sharing arrangements between Welsh-medium and English-medium schools or streams in the short term or permanently.
47. The layout of the Allensbank site also includes separate buildings, which would further allay any concerns around immersion.
48. The Council also sought to engage with local stakeholders and with each school community on longer term changes at the formative stage of their development to ensure that any such changes are developed with their input, and any concerns identified could form part of the strategic changes necessary.
49. There were also concerns that the targeted increase in demand for Welsh-medium provision may not be realised and that both schools could be left in the position of having to manage the proposed interim arrangement over a prolonged period.
50. The Council recognises that the education system is a key element in ensuring that children are able to develop their Welsh language skills, and for creating new speakers. At September 2020, approximately 18%

of the Reception age primary school places available city-wide were in Welsh-medium classes.

51. The Council is committed to the expansion of Welsh-medium education. In order to make further progress towards the Welsh Government target of 25-29% of pupils in Welsh-medium education by 2031, the number of pupils accessing Welsh-medium education at Reception age would need to increase.
52. Additionally the issue of surplus capacity in English-medium provision remains.
53. Where there is a higher than necessary number of school places, resources are being deployed inefficiently that could be better used to improve the quality of education for all learners. Combined with this are the difficulties associated with operating a primary school with a high proportion of its places unfilled. The size of the school, and the relatively low number of children on roll, means that the school will face financial difficulties.
54. Whilst there was support for the development of Welsh-medium education to support progress toward Cymraeg 2050 and support specifically for the expansion of Ysgol Mynydd Bychan, the interim proposal as set out in the consultation was not supported.
55. Intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes.
56. This is reflected in number of applications for entry to Reception in September 2021 submitted by the closing date for applications of 11 January 2021, prior to the consultation.
57. In the initial round of allocations on 16 April 2021, the Council had processed 37 applications for admission to Ysgol Mynydd Bychan, including 33 within the catchment area of the school, for the 30 places available. The Council agreed the admission of 30 children to the school.
58. The Council agreed the admission of all 21 applicants for admission to Allensbank Primary School, including 17 children within the catchment area of the school, compared to 45 places available at the school.
59. The number of applicants offered places at Albany Primary School, Gladstone Primary School and Ysgol Glan Ceubal were 28 and 24 and 20 respectively.
60. Whilst Ysgol Gymraeg Melin Gruffydd (60 reception places) and Ysgol Y Wern (90 reception places) were fully subscribed at entry, each school was able to admit all applicants seeking a place in their catchment area school (53 and 85 in catchment allocations respectively).

61. City-wide, whilst the percentage of children enrolling in Welsh-medium Reception places in September 2021 is similar to that in September 2020 (c18.5%), the number of places allocated has fallen from c760 to c680 as a consequence of a reduced population.
62. City-wide, admissions data indicates that Welsh-medium Reception classes will retain c19% surplus places in the September 2021 intake. There is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places. However, longer term changes to provision would need to be made in order to make progress towards the Cymraeg 2050 targets.
63. Concerns were also raised during the consultation that the expansion of Ysgol Mynydd Bychan would negatively impact the take up of places at neighbouring Ysgol Glan Ceubal, and that alternative measures should be brought forward to support its growth.
64. Taking the above information into account, it is recommended that the proposed expansion of Ysgol Mynydd Bychan from 2022 is not progressed.
65. During the consultation, views were also sought on the provision of English-medium and Welsh-medium places to serve the area in the long term, with a number of alternative options put forward by respondents.
66. Any long term solution should seek to:
 - Expand Welsh-medium provision serving the existing catchment area of Ysgol Mynydd Bychan by 1 form of entry
 - Reduce English-medium surplus places to serve the combined catchment areas of Allensbank Primary School, Albany Primary School and Gladstone Primary School;
 - Provide greater certainty and stability of leadership, management, teaching and support staff, to support continued focus on teaching standards and improved outcomes for pupils;
 - Enable investment in school buildings to improve the learning environment.
67. Estyn noted in their consultation response that the proposed changes did not support strategic long term-planning in relation to Welsh-medium education. However the Council's current Welsh in Education Strategic Plan (WESP) 2017-2020, approved by Welsh Government, was developed at a time of higher birth rates and when projected intakes to primary education were at higher levels than at present. The Council's new WESP will set out the next steps in strategically increasing the proportion of children in Welsh-medium education to support the Cymraeg 2050 target of 1 million Welsh speakers.
68. Proposals for the expansion of Ysgol Mynydd Bychan sought to provide additional places to support the continued expansion of Welsh-medium

education and to contribute towards the Cymraeg 2050 targets, but acknowledged the overall sufficiency of places in coming years.

69. City-wide admissions data for September 2021 intake confirms the anticipated reduced take up of places in Welsh-medium and English-medium schools city-wide as a consequence of a falling population.
70. In accordance with the timetable set by Welsh Government, the Council is working closely with its partners on the Cardiff Welsh Education Forum to develop the new ten year WESP for the city. It is expected the plan will be available for public consultation in autumn 2021 before being submitted for approval to the Welsh Government in early 2022. The first ten year Plan will commence on 1 September 2022 and expire on 31 August 2032.
71. Consultation on the draft WESP will seek views on how best to grow Welsh-medium education and on how to meet the local targets set by Welsh Government, in order to inform future proposals. The consultation on the WESP will seek the views of a wide range of stakeholders city-wide, and also in the communities who responded to this consultation.
72. It is therefore prudent that responses to the WESP consultation in autumn 2021 are considered when developing revised proposals for primary school provision to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd, ahead of consideration by Cabinet.

Admission Arrangements

73. The Council's draft School Admissions Policy 2022/2023 was issued for consultation on 18 December 2020 to all those the Council are required to consult with as set out in the Welsh Government's School Admissions Code (Headteacher, Governing Bodies, Diocesan Directors, neighbouring Local Education Authorities). The consultation closed on 5 February 2021. Details of the consultation were promoted via social media and schools.
74. The proposed changes to the arrangements for 2022/2023 included:
 - an increase in the Admission Number for Ysgol Mynydd Bychan subject to approval by the Council's Cabinet of the proposal to increase the capacity of the school to 315 places
 - a reduction in the Admission Number for Allensbank Primary School to 30.
75. The policy was published on the Council website with details of how responses could be submitted which provided an opportunity for any interested parties to comment.
76. Responses were requested to be returned by 5 February 2021.

77. At its meeting on 18 March 2021, the Council Cabinet considered a report on the consultation and resolved that the Council's School Admission Arrangements 2022/2023 as set out in the Admission Policy 2022/2023 be agreed.

Impact on the Welsh Language

78. The Council works closely and constructively with partners on its Welsh Education Forum, which includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. The Forum actively informs the planning of Welsh-medium places, to continue to drive the Council's plan to sustainably increase the number of learners within Welsh-medium schools and those learning Welsh in English-medium schools.
79. The Council, and its partners on the Welsh Education Forum, are committed to driving the increase in number of pupils educated through the medium of Welsh, to meet the targets within Cardiff's WESP, and to meet the targets set out in the Welsh Government's Cymraeg 2050 strategy.
80. The Council monitors birth rates, the yield from proposed housing and the patterns of take-up in Welsh-medium provision at primary and secondary age, with a view to bringing forward appropriate plans to meet any increased demand.
81. The Council must ensure that the expansion of school provision is brought forward in a strategic and timely manner, which does not compromise existing provision. Significantly or rapidly expanding Welsh-medium primary school provision would, inevitably, have an impact on the take-up of places in other schools, and in turn on the ability of schools to balance budgets and to attract or retain staff.
82. The Council's aspirations for increasing the number of Welsh speakers, and the Welsh Government's Cymraeg 2050, propose a significant change. Cymraeg 2050 sets national targets of educating 40% of learners in Welsh-medium schools, and a further 30% of learners being educated in English-medium schools being fluent in Welsh. At present, c17% of Cardiff children entering primary education are educated in Welsh-medium schools or classes.
83. As outlined in paragraph 58, there is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places; however, longer term changes to provision would need to be made in order to make progress towards the Cymraeg 2050 targets.

Local Member consultation

84. Local members were consulted as part of the consultation. A formal response from Cllrs Rhys Taylor and Ashley Wood is included in Appendix 6.

Reason for Recommendations

85. Whilst there was support overall for the expansion of Welsh-medium education, the majority of respondents including the Headteachers and Governing Bodies of Allensbank Primary School and Ysgol Mynydd Bychan did not support the interim expansion of the Ysgol Mynydd Bychan as proposed.
86. In the short term there is sufficient capacity across the wider area to accommodate the demand for places.
87. The Cardiff Welsh Education Forum is currently developing the new 10 year Welsh in Education Strategic Plan for the city. The plan aims to set out the next steps in growing Welsh-medium education to support the Cymraeg 2050 target of 1 million Welsh speakers. It is expected the plan will be available for public consultation in the autumn before being submitted for approval to Welsh Government in January 2022.
88. Further work will be undertaken to bring forward permanent school organisation proposals which address the issues that informed the original proposal, take account of the issues raised during the consultation, and which align with the long term strategic aims of Cardiff's Welsh in Education Strategic Plan 2022-2032 .

Financial Implications

89. The recommendations to this report note that the published admission number for Allensbank Primary School will be reduced from 45 to 30, from September 2022. As schools' revenue budgets are predominantly predicated on the basis of pupil numbers, any reduction in pupil numbers would mean that the revenue budget for Allensbank would potentially reduce in comparison to previous years, should overall pupil numbers reduce. Current published admissions figures reflect present schools intake. Any reduction in the overall budget for the school could present challenges in terms of ensuring a balanced budget. Therefore, it is critical that the school is able to reduce its current expenditure levels to be able to operate within a reduced budget. As part of this, consideration will need to be given to any exit costs, should there be a need to reduce the overall staffing compliment within the school.
90. The other recommendations to this report seek approval for alternative proposals to be considered and brought to a future Cabinet meeting. This recommendation does not, in itself result in any direct financial implications. However, any alternative proposals that are developed will need to consider a range of financial aspects. These may need to include issues such as; financial resources required to fund pupil places, additional learning needs requirements, transport implications and capital

financing requirements, should any significant work to buildings be required. Also, should the alternative proposals result in the opportunity to dispose of school sites, consideration will need to be given to future use of the sites, demolition costs and costs associated with disposal of a capital receipt. Any capital receipt will need to be prioritised for use in meeting the capitals receipts target connected to the funding of the School Organisational Plan Programme.

Legal Implications (including Equality Impact Assessment where appropriate)

91. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age.
92. A local authority can make school organisation proposals, including making regulated alterations to a community school, under sections 42-44 of the Schools Standards and Organisation (Wales) Act 2013 ('the Act'), subject to compliance with the Act and the School Organisation Code 2018 ('the Code').
93. The Council must consult on its proposals (in accordance with section 48 of that Act and the Code). The report sets out the public consultation process that has been duly undertaken.
94. Following the public consultation, the Council is required to publish and circulate to all interested parties (listed in the Code) a consultation report:
 - (i) summarising each of the issues raised by consultees;
 - (ii) responding to these by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons;
 - (iii) setting out Estyn's response to the consultation in full; and
 - (iv) responding to Estyn's response by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons.
95. The consultation report may also make recommendations to the Cabinet about how to proceed, ie. to publish the proposals as consulted on with any appropriate modifications, to abandon the proposals and retain the status quo or to significantly recast the proposals and re-consult.
96. This Cabinet report, together with the appendices, constitutes the required consultation report. In considering this matter, the Cabinet is required to review the proposals, having regard to all further relevant information put forward during the consultation period (and otherwise).
97. The report recommendation, in light of the consultation responses, is to discontinue the current proposals, to instruct officers to explore revised proposals and bring a report back to a future Cabinet meeting. Members need to be satisfied that the proposed way forward is reasonable and appropriate having regard to the consultation responses. It should be noted that any revised proposals brought

forward in due course will be subject to a further consultation process in accordance with the requirements of the Act and the Code.

98. In considering the proposals, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions 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.
99. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers and must be able to demonstrate how it has discharged its duty.
100. An Equalities Impact Assessment should be carried out to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
101. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
102. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how its decisions will contribute towards meeting its well being objectives (set out in the Corporate Plan). Members must also be satisfied that the Council's decisions comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.
103. Further legal advice will be provided as proposals are revised and progressed.

HR Implications

104. The report notes that the agreed School Admission Arrangements 2022/2023 as set out in the Admissions Policy 2022/2023 included an Admission Number of 30 for Allensbank Primary School.
105. The Governing Body and Senior Leadership Team of Allensbank Primary School will need to consider addressing their budget deficit position

whilst reviewing their staffing establishment alongside the decline in the number of pupils currently on roll.

106. This will require full staff and trade union consultation and support will be provided by HR People Services.
107. Where a reduction in the levels of staffing is required, a key aspiration for the Council is to achieve staff reductions as far as possible either through voluntary redundancy or redeployment, rather than compulsory means. The Council is committed to maximising opportunities for school staff to secure employment in other Cardiff schools and therefore facilitates a redeployment process under the School Redeployment and Redundancy Policy.

Property Implications

108. Strategic Estates would support the Education team on asset management and any future land matters required as part of the future review process.
109. In the event of any land transactions, negotiations or valuations required to bring forward any future proposals, they should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

Traffic and Transport Implications

110. Ysgol Mynydd Bychan and Allensbank Primary School operate on constrained sites. Each site experiences issues with traffic and parking during morning drop-off and afternoon pick-up times.
111. Recently the Council introduced CCTV enforcement cameras in Llanishen Street outside Allensbank Primary School to enforce against parking on the 'Keep Clear' zig zag markings.
112. A temporary, staffed road closure was introduced outside Ysgol Mynydd Bychan on Canada Road when schools re-opened in summer 2020 following lockdown. This was to restrict vehicular access near the school in order to provide safe space for social distancing.
113. When schools re-opened in September 2020, concerns were raised by parents and ward members regarding traffic and parking outside Ysgol Mynydd Bychan on New Zealand Road.
114. An expansion of capacity at Ysgol Mynydd Bychan and the issues of traffic and parking at both Ysgol Mynydd Bychan and Allensbank Primary referred to above underline the need to introduce measures which discourage car travel and promote active travel to both school sites. One such measure is the introduction of a School Street which would restrict vehicular access along the street to residents, blue badge holders and authorised permit holders during drop off and pick up times. There is also

potential to do this on part of Llanishen Street. Plans are being progressed for School Streets on both streets, however both proposals will require consultations with residents and local businesses.

115. Officers have now obtained Welsh Government funding to create School Streets on both New Zealand Road, and Llanishen Street outside Allensbank Primary School later in this financial year. These will make the environment outside each school safer and more conducive to walking and cycling.
116. Another instrument is the development and implementation of a School Active Travel Plan. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys
117. All new (including reorganised) schools need to have a plan in place from the outset of their operation. The Council's Active Travel Plans officers can support the development of the Active Travel Plans and can support with engagement on the Active Travel Plans as part of an implementation of a proposed expansion of places.

Equality Impact Assessment

118. An initial Equality Impact Assessment has been carried out and is attached as Appendix 9.
119. The assessment notes that the points raised during the consultation should inform any revised proposals for primary school provision to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

RECOMMENDATIONS

Cabinet is recommended to:

1. Not progress the proposal to increase the capacity of Ysgol Mynydd Bychan from c0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places) from September 2022
2. Authorise officers to bring a further report to Cabinet for consideration, setting out details of revised proposals for permanent changes to primary school places serving Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd
3. Note that the agreed School Admission Arrangements 2022/2023 as set out in the Admissions Policy 2022/2023 includes an Admission Number of 30 for Allensbank Primary School.

4. Note that the proposed increase in the Admission Number to 45 places at Ysgol Mynydd Bychan in the Admissions Policy 2022/2023 will not be implemented.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	11 June 2021

The following appendices are attached:

- Appendix 1: Consultation document
- Appendix 2: Notes of meetings with staff and governors
- Appendix 3: Notes of meetings with pupils
- Appendix 4: Notes of public meetings
- Appendix 5: Notes of drop in sessions
- Appendix 6: Formal responses
- Appendix 7: Summary of consultation responses
- Appendix 8: Summary analysis of responses
- Appendix 9: Equality Impact Assessment

21st Century Schools Consultation Document 2021

THE PROVISION OF PRIMARY SCHOOL PLACES TO SERVE CATHAYS AND PARTS OF GABALFA, HEATH, LLANDAFF NORTH AND PLASNEWYDD

29 January - 19 March 2021



This document can be made available in Braille.
This consultation document is available at www.cardiff.gov.uk/allensbankmynddbychan
Information can also be made available in other community languages if needed
Please contact us on 029 2087 2720 to arrange this



Contents

Introduction

What is this booklet about?

What are we proposing to do?

Consultation

Views of children on the proposed changes

How can you find out more and let us know your views?

Your views are important to us

Explanation of terms used in this document

Why are we proposing these changes?

Cymraeg 2050

Welsh Medium Capital Grant scheme

City-wide population changes

Schools serving the area at present

Welsh-medium

English-medium

How many primary school places are needed?

Welsh-medium

The number of places in local Welsh-medium primary schools

The total number of children attending Welsh-medium primary schools in the area

Where do these children live?

Future demand for Welsh-medium community primary school places

Summary forecasts of demand for Welsh-medium places at entry to Reception

English-medium

The number of places in local English-medium primary schools

The total number of children attending English-medium primary schools in the area

Where do these children live?

Future demand for English-medium community primary school places

Summary forecasts of demand for English-medium places at entry to Reception

Meeting future demand for places in Welsh-medium and English-medium primary schools from September 2022

How could Welsh-medium places to serve the Ysgol Mynydd Bychan catchment area be increased from September 2022?

Area map

Proposed changes from September 2022

Long term changes to primary school provision

School Sites

Ysgol Mynydd Bychan

Albany Primary School

Allensbank Primary School

Gladstone Primary School/ St Monica's CiW Primary School site

How would other schools be affected?

Contents

Quality and standards (Double check against final draft)

Estyn

Welsh Government categorisation of schools

How would standards in other schools be affected?

Standards

Teaching and learning experiences

Care, support and guidance

Leadership and Management

How would nursery provision be affected?

How would secondary school provision be affected?

How would pupils with Additional Learning Needs be affected?

How would pupils receiving Free School Meals be affected?

How would pupils with English as an Additional Language be affected?

How would Minority Ethnic pupils be affected?

What are the benefits of the proposal?

Potential disadvantages of the proposal

Risks associated with the proposal

Admission Arrangements

Financial Matters

Human Resources Matters

Traffic and Matters

Learner Travel Arrangements

Impact of the proposal on the Welsh Language

Equalities

Community Impact

Potential Disruption to Pupils

Frequently asked questions

Next steps, how to make your views known and feedback form

Key Dates

Consultation period

Statutory Notice

Determination of the proposal

Decision Notification

Have Your Say

Introduction

What is this booklet about?

This booklet is for parents/carers, school staff, school governors and anyone who has an interest in education in Cardiff.

It sets out details of proposed changes to primary school provision serving Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

It will be of particular interest to parents/ carers of children attending, or expecting to attend, Ysgol Mynydd Bychan, Allensbank Primary School, Albany Primary School, Gladstone Primary School and St Monica's Church in Wales (CiW) Primary School.

We want everyone to understand what is being proposed, so you can tell us what you think about the changes.

What are we proposing to do?

The Council is seeking to:

- increase the number of Welsh-medium primary school places serving the existing catchment area of Ysgol Mynydd Bychan
- Reduce the number of English-medium surplus places serving the combined catchment areas of Allensbank, Albany and Gladstone Primary Schools

We would like to hear your views on proposals to:

- Increase the capacity of Ysgol Mynydd Bychan from approximately 0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places), from September 2022
- Reduce Allensbank Primary School to 1FE (210 places) from 1.5FE (315 places), retaining nursery and ALN provision, from September 2022.

Following consultation on these changes, the Council will consider whether these proposals should be implemented.

We are also seeking your views on how to ensure an appropriate balance of Welsh-medium and English-medium primary school places to serve the area in the long term. Your views will help to shape how schools serving the area are organised in the future.

During this consultation we are seeking your views on:

- the proposed statutory changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022
- the make up of primary school provision to serve the area, and any changes you feel would help to shape future proposals for the area.

Consultation

The aim of the consultation is:

- to give people an understanding of the issues around the number of places in the area and the demand for these school places;
- to identify people’s needs and aspirations regarding primary education provision in their area;
- to provide details of the primary school sites identified as potentially suitable for future school provision;
- to give people an opportunity to suggest any other sites which should be considered.

The consultation process must follow the Welsh Government guidelines as set out in the School Organisation Code 2018.

As part of this, we are asking people what they think about the changes we are proposing. There are a number of ways for people to tell us their views.

Table 1 below sets out who the Council is consulting:

Table 1: Groups the Council is consulting with	
Children and young people	Welsh Ministers
Parents/carers	Police & Crime Commissioner
School staff	Central South Consortium Joint Education Service (CSCJES)
School Governing Bodies	Welsh Language Commissioner
Local residents	Rhieni dros Addysg Gymraeg (RhAG)
Local Members/Assembly Members (AMs)/ Regional Assembly Members/Member of Parliament (MPs)	Trade Unions
Diocesan Directors of Education	Childcare providers
Neighbouring Authorities	Mudiad Meithrin
All Cardiff schools	Wales Pre-School Providers Association
Estyn	Clybiau Plant Cymru Kids Club
Communities First Partnership	National Day Nurseries Association
Community Council’s	Future Generations Commissioner
Children’s Commissioner	Cardiff and Vale University Health Board
Voluntary Sector organisations	Cardiff and Vale College
St David’s College	Welsh Education Forum (WEF)

Views of children on the proposed changes

Cardiff is committed to being a Child friendly city where children are able to inform decisions made that affect their lives and the services they access. It is important that when bringing forward proposals, suitable arrangements are made to consult with pupils. The Council will consult with pupils in local schools and the information gathered in these sessions will be included in the final consultation report.

How can you find out more and let us know your views?

- This consultation document is available on the Council website at www.cardiff.gov.uk/allensbankmynyddbychan
- If you are unable to access the document on-line, printed copies of this consultation document will be available by post on request. You may request a copy by telephoning **02920 872720**.
- We will also advise families with children at Albany, Allensbank, Gladstone and St Monica's CiW primary schools and Ysgol Mynydd Bychan, and those with children of pre-school age in the local area, how they can access a copy of the document.
- There are online meetings that you can attend where the changes we are proposing will be explained. You will have an opportunity to ask questions as part of these sessions. If you would like to attend an online meeting please contact us via e-mail to schoolresponses@cardiff.gov.uk confirming which meeting you would like to attend and we will provide a link and instructions on how you can access the meeting.
- Council officers will meet with the Governing Bodies and staff of the schools directly affected. Given the ongoing pandemic and the public health restrictions arising out of this this, these meetings will also take place online.
- You can also write to the Council to tell us what you think.

The dates of the consultation meetings are set out below:

Table 2: Consultation Meeting Dates

Nature of Consultation	Date/Time
Allensbank Primary School Governing Body	08 February 5:30pm
Allensbank Primary School Staff	11 February 5pm
Ysgol Mynydd Bychan Staff	23 February 4pm
Ysgol Mynydd Bychan Governing Body	25 February 6pm
Gladstone Primary School Governing Body	02 March 6pm
St Monica's CiW Primary School Governing Body	04 March 4pm
Online Public Meeting (through the medium of Welsh)	03 March 5:30pm – 7pm
Online Public Meeting (through the medium of English)	08 March 5:30pm - 7pm
Albany Primary School Governing Body	10 March 6pm

Your views are important to us

Your views matter and we want you to tell us what you think about the changes we have suggested in this document.

You can do this by:

- attending an online public meeting
- completing the consultation response form, which you can find on page 41
- completing the electronic response form which you can find at www.cardiff.gov.uk/allensbankmynyddbychan
- contacting the School Organisation Planning team by e-mail to schoolresponses@cardiff.gov.uk or by post to Room 401, County Hall, Cardiff, CF10 4UW. This can include requesting an officer call back if you have a specific question that you feel you would like further information about.

Please note that all comments sent in writing or by e-mail must contain the full name and postal address of the person making the comments.

The closing date for responses to this consultation is 19 March 2021.

Unfortunately we will not be able consider any consultation responses received after this date.

Explanation of terms used in this document

Please note the following terms used throughout this document:

Admission Number - all maintained schools admit pupils up to at least their Published Admission Number (PAN). The admission number is the number of pupil places available in each year group.

ALN - Additional Learning Needs. This may be due to learning difficulties, physical disabilities or behavioural problems. (ALN is sometimes referred to as Special Educational Needs).

Capital funding for schools - money used to build new school buildings or improve existing facilities.

Classroom – a room within a school of sufficient size for teaching.

Classbase – a classroom within a school that is used for teaching and is where a group of children are usually based.

Community School - a primary or secondary school where the Council arranges school admissions.

Catchment area - an area that a community school would normally serve. In Cardiff, children living within this area have higher priority for admission to the school than children outside of this area.

FE - a Form of Entry refers to a class of 30 children in each year group. A 2FE school is therefore two classes of 30 children in each year group. Schools with Forms of entry that are not whole numbers ordinarily operate mixed-age classes.

Local Authority - an organisation that is officially responsible for all the public services and facilities in a particular area.

Number on Roll data - the number of pupils at a school (not including nursery pupils).

PLASC - Pupil Level Annual School Census. In January of every year, the Welsh Government collects information from schools.

This includes the number of pupils at each school, their age groups, home addresses, ethnicity, and data on Welsh language, Special Educational Needs, first language and pupils who have Free School Meals.

Surplus places - empty/unfilled places in a school.

Statutory Notice - a statutory notice is the formal publication of a finalised proposal. This will only be undertaken if a decision is made by the Council Cabinet to proceed with a proposal following consideration of all responses from the consultation process. This is a legal requirement as outlined in the School Organisation Code (2018).

Voluntary Aided School - a primary or secondary school that normally has a religious character with church majority governance and where the Governing Body of the school is the admissions authority.

Why are we proposing these changes?

Cymraeg 2050

The Welsh Government published its Cymraeg 2050 strategy in 2017 which sets out a vision of reaching one million Welsh speakers by 2050.

The strategy can be found here:

www.gov.wales/cymraeg-2050-welsh-language-strategy

By 2050, the aim is for 40 per cent of children (in each year group) to be in Welsh-medium education. The strategy assumes that, nationally, 70 per cent of 15 year olds will be able to speak Welsh by 2050, made up of 40 per cent in Welsh-medium schools and 30 per cent in English-medium schools.

The Council recognises that the education system is a key element in ensuring that children are able to develop their Welsh skills, and for creating new speakers.

At September 2020, approximately 18% of the Reception age primary school places available city-wide were in Welsh-medium classes.

In order to make further progress towards the Welsh Government national target of 25-29% of pupils in Welsh-medium education by 2031, the number of pupils accessing Welsh-medium education at Reception age would need to increase.

Welsh Medium Capital Grant scheme

The Welsh Government invited all Local Authorities in Wales to submit bids for grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language.

Cardiff Council was successful in securing funds from this scheme.

The purpose of the grant is to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language.

The grant funding is aimed specifically at capital projects that will demonstrably contribute to meeting the Welsh Government's aim of reaching one million Welsh speakers by 2050. This funding is only available to support expansion in Welsh-medium education provision.

The successful bid included proposals to reorganise primary provision in the central area of Cardiff and to expand Welsh-medium primary places by an additional 1 Form of Entry (210 places).

City-wide population changes

Overall, intakes to primary schools in Cardiff grew consistently in the period 2005 to 2016, peaking at around 4,300 children enrolling in Reception year in 2015 and 2016. Since then, intakes have remained at high levels of approximately 4100 pupils in the past four intakes. The intakes closely matched the Council's projections, based on information supplied by the NHS.

Intakes of children from existing housing in coming years are projected to reduce significantly, to around 3,700 in September 2021. They are then expected to reduce further to approximately 3,500 in September 2023. This would mean that there are increased levels of surplus places citywide.

Schools serving the area at present

The Cathays, Gabalfa, Heath, Llandaff North and Plasnewydd areas are served by a number of Welsh-medium and English-medium primary schools.

Welsh-medium

Ysgol Mynydd Bychan serves a catchment area that includes the community of Cathays and parts of the communities of Gabalfa, Heath and Plasnewydd

The catchment areas of Ysgol Y Wern, Ysgol Glan Ceubal and Ysgol Melin Gruffydd lie adjacent to the catchment area of Ysgol Mynydd Bychan.

English-medium

When taken together, the combined catchment areas of Allensbank Primary School, Albany Primary School and Gladstone Primary School, form the secondary school catchment of Cathays High School. This catchment serves Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

St Monica's Church in Wales (CiW) Primary School and St Joseph's Roman Catholic (RC) Primary School also serve these communities.

How many primary school places are needed?

When considering how many school places are needed, the following factors are important:

- The number of places in each school
- The total number of children in the area
- Where do these children live?
- How many children will need places in future?

St Monica's Primary (CiW)



Welsh-medium

The number of places in local Welsh-medium primary schools

The capacity of a primary school is the number of places available in all age groups from Reception to Year 6, for children aged four to eleven.

The Admission Number of a school is the number of pupils that can be admitted in each year in a school. The capacity and admission number of a school are based on how classrooms and other spaces in the school are used for teaching and learning.

Table 3 below shows details of places available at schools serving the local area.

School	Current published capacity (age 4-11)	Places per year group (age 4-11)	Nursery places	Language medium	Category	Age range
Ysgol Mynydd Bychan	192	30	64	Welsh-medium	Community primary school	3-11
Ysgol Glan Ceubal	210	30	48	Welsh-medium	Community primary school	3-11
Ysgol Gymraeg Melin Gruffydd	420	60	64	Welsh-medium	Community primary school	3-11
Ysgol Y Wern	630	90	80	Welsh-medium	Community primary school	3-11
Total	1452	210	256			

The total number of children attending Welsh-medium primary schools in the area

The most recent verified school census data available at the time of publication is from January 2020.

Table 4 below shows:

- the number of pupils on roll in the Welsh-medium primary schools serving the area
- which schools those pupils attend
- the number of surplus (empty) places at each school at January 2020

School	Published Admission Number	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total children on roll	School Capacity	Surplus places	% surplus
Ysgol Glan Ceubal	30	13	30	19	23	20	20	10	135	210	75	35.7%
Ysgol Melin Gruffydd	60	45	60	60	60	59	55	57	396	420	24	5.7%
Ysgol Mynydd Bychan	30	31	31	30	26	28	28	28	202	192	-10	-5.2%
Ysgol Y Wern	90	89	90	89	84	77	69	72	570	630	60	9.5%
Total	210	178	211	198	193	184	172	167	1303	1452	149	10.3

The data indicates an overall surplus of 149 Welsh-medium places (c10%) across the wider area in January 2020.

Ysgol Mynydd Bychan is however operating over capacity. Whilst the school admits up to 30 pupils per year group allowing for efficient class organisation, the calculated capacity of the school within its existing accommodation is 192 places (18 places fewer than the 210 places for a 1 Form Entry school).

Where do these children live?

Table 5 below sets out the number of pupils resident in January 2020 within the catchment areas serving Welsh-medium primary schools in Central Cardiff, enrolled in Welsh-medium primary schools

Table 5 – Take up of places at Central Cardiff Welsh-medium primary schools, Reception to Year 6 (January 2020)							
School attended	Catchment area						Total
	Ysgol Glan Ceubal	Ysgol Hamadryad	Ysgol Melin Gruffydd	Ysgol Mynydd Bychan	Ysgol Y Wern	Other areas	
Ysgol Glan Ceubal	87	1	1	8	10	28	135
Ysgol Hamadryad	0	94	0	0	1	13	108
Ysgol Melin Gruffydd	34	0	319	6	25	113	396
Ysgol Mynydd Bychan	8	2	0	180	3	9	202
Ysgol y Wern	1	0	5	22	508	34	570
Other WM schools	10	96	12	10	6	0	134
Total	140	193	337	226	553	197	1545

Following consultation in early 2019, Council has agreed to reduce the Ysgol Mynydd Bychan catchment area and to transfer the southern part of its catchment to that of Ysgol Hamadryad from September 2021. The above table represents the new arrangements, including the reduced Ysgol Mynydd Bychan catchment area.

Future demand for Welsh-medium primary school places

Table 6 below sets out the recent demand for Reception places in Welsh-Medium primary schools serving Cathays, Gabalfa, Heath, Llandaff North and Plasnewydd, and projected demand reflecting recent take up and future populations in each area.

Table 6: Recent and projected take up of places in Welsh-medium community primary schools of pupils resident in the catchment areas of Ysgol Glan Ceubal, Ysgol Gymraeg Melin Gruffydd, Ysgol Mynydd Bychan and Ysgol Y Wern										
Catchment area	Places	PLASC (School census) data					Projected take up of places			
		2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Ysgol Glan Ceubal	30	19	24	16	25	12	17	16	14	15
Ysgol Gymraeg Melin Gruffydd	60	46	55	61	55	37	47	39	43	33
Ysgol Mynydd Bychan	30	41	31	38	38	35	38	32	34	36
Ysgol Y Wern	90	73	73	81	90	87	94	87	83	85
Total	210	179	183	196	208	171	196	174	175	169
Surplus places		31	27	14	2	39	14	36	35	41
Surplus %		14.8%	12.9%	6.7%	1.0%	18.6%	6.5%	17.4%	16.8%	19.4%

Whilst intakes to Ysgol Mynydd Bychan and Ysgol Y Wern have overall remained at high levels, intakes to Ysgol Glan Ceubal and Ysgol Gymraeg Melin Gruffydd fell in 2019/20 but increased in September 2020.

The above projections are based on the most recent PLASC data (January 2020) and do not take account of the uplift in demand for Reception places in September 2020. Census data for the 2020/21 school year is not yet available. When the new census data is available, updated projections for the catchment areas of Ysgol Glan Ceubal and Ysgol Gymraeg Melin Gruffydd are likely to be c8-12 pupils greater. The level of surplus places across the wider area would also be reduced by approximately 4-5%.

Summary of forecasts of demand for Welsh-medium places at entry to Reception

In summary, when taking into account the expected uplift, it is expected that there will be few surplus places at entry to Reception Year in 2020/21 and an overall projected surplus of between 12% and 14% in the years that follow, in Welsh-medium community primary schools across the combined catchment areas of Ysgol Mynydd Bychan, Ysgol Glan Ceubal, Ysgol Gymraeg Melin Gruffydd and Ysgol Y Wern.

Ysgol Mynydd Bychan



English-medium

The number of places in local English-medium primary schools

Table 7 below shows details of places available at the English-medium community primary schools which, when taken together, form the Cathays High School catchment area. St Joseph's RC Primary School and St Monica's CiW Primary School are also located in this area, and provide places for children within the area.

Table 7: Places available at English-medium primary schools serving the area						
School	Current published capacity (age 4-11)	Places per year group (age 4-11)	Nursery places	Language medium	Category	Age range
Allensbank Primary School	315*	45	64	English-medium	Community primary school	3-11
Gladstone Primary School	210**	30	64	English-medium	Community primary school	3-11
Albany Primary School	420	60	64	English-medium	Community primary school	3-11
St Monica's CiW Primary School	146	20	N/A	English-medium	Voluntary aided primary school	4-11
St Joseph's RC Primary School	210	30	32	English-medium	Voluntary aided primary school	3-11
Total	1301	185	224			

*Capacity capped at 315 places but sufficient accommodation for up to 360 places plus two specialist classrooms, or 420 places without specialist classrooms, by assigning rooms for other purposes

**Capacity capped at 210 places but sufficient accommodation for up to 270 places, if resource rooms assigned as classrooms.

The total number of children attending English-medium primary schools in the area

The most recent verified school census data available at the time of publication is from January 2020.

Table 8 below shows:

- the number of pupils on roll in the English-medium community schools serving the area
- which schools those pupils attend
- the number of surplus (empty) places at each school at January 2020

Table 8 : Number on Roll and total surplus capacity in English-medium schools – Reception to Year 6 (January 2020)

School	Published Admission Number	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total children on roll	School Capacity	Surplus places	% surplus
Allensbank Primary School	45	19	27	25	26	30	27	31	185	315	130	41.3 %
Albany Primary School	60	60	60	58	52	50	56	57	393	420	27	6.4 %
Gladstone Primary School	30	28	25	23	26	29	23	24	178	210	32	15.2 %
Subtotal Community schools	135	107	112	106	104	109	106	112	756	945	189	20 %
St Monica's CiW Primary School	20	18	24	21	17	28	13	20	141	146	5	3.4 %
St Josephs RC Primary School	30	21	29	22	29	30	26	30	187	210	23	11 %
Subtotal Faith schools	50	39	53	43	46	58	39	50	328	356	28	7.9%
Total Community and faith schools)	185	146	165	149	150	167	145	162	1084	1301	217	16.7%

Based on published capacities, the data indicates an overall surplus of 189 English-medium community places (20 %) within the area. The majority of this surplus (130 places) is at Allensbank Primary School with the school operating with 41.3 % surplus places. However, additional capacity of at least 105 places is available within these schools, if resource rooms were assigned as classrooms. This would increase current surplus to 28 % overall.

There is little surplus overall (28 places) in the two faith-based primary schools serving the area, amounting to 7.9 % of their combined capacity.

Where do these children live?

Table 9 below sets out the number of pupils resident within the catchment areas serving English-medium primary schools in Central Cardiff, enrolled at English-medium primary schools in January 2020.

Table 9 : Take up of places at English-medium primary schools, Reception to Year 6 (January 2020)					
School attended	CATCHMENT AREAS				School NOR
	Albany Primary School	Allensbank Primary School	Gladstone Primary School	Other areas	
Albany Primary School	177	3	21	192	393
Allensbank Primary School	9	124	8	44	185
Gladstone Primary School	10	22	102	44	178
St Joseph's R.C Primary School	0	103	8	76	187
St Monica's C.W Primary School	7	16	54	64	141
Subtotal	203	268	193	-	
Other EM Community schools	96	139	41	-	
Other EM faith schools	52	17	5	-	
Total	351	424	239		

Future demand for English-medium community primary school places

The take up of English-medium Reception places in the catchment areas of Albany, Allensbank and Gladstone Primary School has varied in recent years.

Table 10 below sets out the recent demand for Reception places in the English-medium community primary schools within the Cathays High School catchment area, and the projected demand for places reflecting recent take up and future populations in each area.

Table 10: Recent and projected take up of places in English-medium community primary schools of pupils resident in the catchment areas of Albany Primary School, Allensbank Primary School and Gladstone Primary School										
Catchment area	Places	PLASC (School census) data					Projected take up of places			
		2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Albany Primary School	60	52	45	49	46	46	44	38	35	35
Allensbank Primary School	45	41	31	40	42	37	33	34	36	39
Gladstone Primary School	30	34	27	36	25	30	33	24	26	22
Total	135	127	103	125	113	113	110	96	97	96
Surplus places		8	32	10	22	22	25	39	38	39
Surplus %		5.9 %	23.7 %	7.4 %	16.3 %	16.3 %	18.5 %	28.9 %	28.1 %	28.8 %

The above projections are based on the most recent PLASC data (January 2020) and do not take account of the demand for Reception places in September 2020 as census data for the 2020/21 school year is not yet available.

When the new census data is available, updated projections for the catchment areas may be reduced as a consequence of the uplift in demand for Welsh-medium places within the area.

Summary of forecasts of demand for English-medium places at entry to Reception

In summary, it is expected that there will be an overall projected surplus at entry to Reception Year of approximately 18.5% surplus in 2020/21 rising to between 28% and 29% in the years that follow, in English-medium community primary schools across the combined catchment areas of Albany Primary School, Allensbank Primary School and Gladstone Primary School. These figures are based on existing published capacities of 420, 315 and 210 places respectively.

If admission numbers and surplus places were calculated on the basis of capacities of 420, 360 and 270 places respectively as outlined on page 13, surplus places in the three English-medium community schools would increase to approximately 35% of capacity.

Allensbank Primary School



Meeting future demand for places in Welsh-medium and English-medium primary schools from September 2022

Local authorities must ensure that there are sufficient schools providing primary and secondary education for their area.

The Council is also committed to the development and expansion of Welsh-medium education, and to meeting the targets set by the Welsh Government in its Cymraeg 2050 strategy.

Within the catchment area of Ysgol Mynydd Bychan, projections indicate that 32-36 pupils would require places at entry to Reception year in the next three intakes (2021-2023). This assumes that the percentage of children within its catchment area remains at 15.6%, based on the recent take up of places in census years 2017-18, 2018-19 and 2019-20.

However, the more recent demand for places in 2019-20 indicates an increased proportion of children in the catchment area taking up places in Welsh-medium schools of 17.9%.

Demand within the Ysgol Mynydd Bychan catchment area for places at entry into Reception Year in the most recent intake in September 2020 was also greater than the 30 places available at entry to Reception Year in the school. The Council received 39 first choice preferences for the school from children resident within the school's catchment area. The total demand for places within the catchment area, including lower preferences, amounted to 45 pupils.

However, intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes. This is expected to be the case in the catchment area of Ysgol Mynydd Bychan.

Whilst there is sufficient capacity across the wider area to accommodate growth in Welsh-medium in the short term, the expected level of surplus places would not be sufficient to greatly increase Welsh-medium take up in the longer term to meet the Cymraeg 2050 targets.

In some areas of the city, such as the area served by Ysgol Mynydd Bychan, any further increase in demand could only be balanced by changes to school catchment areas or by increasing the number of places available. Whilst changes to catchment areas could help to improve the balance between the number of places available and children requiring a place in the short term, such changes would not support long term growth.

Table 11 (below) sets out alternative forecasts for this catchment area which take account of three scenarios:

- Demand for Welsh medium places continuing at 15.6% of the population in the Ysgol Mynydd Bychan catchment area
- A continued demand at the percentage of the most recent census year intake (17.9%), and
- an annual growth in demand by one percentage point from 17.9% to 20.9%.

Table 11: Projected and forecast demand for places in Welsh-medium Reception classes, of children resident in the Ysgol Mynydd Bychan catchment area, 2020 to 2024				
	2020/21	2021/22	2022/23	2023/24
Total population	243	203	216	229
Projected demand: 15.6%	38	32	34	36
Forecast demand: 17.9%	43	36	39	41
Forecast demand: 17.9% increasing to 20.9%	43 (17.9%)	38 (18.9%)	43 (19.9%)	48 (20.9%)

The scenarios in table 11 each take account of the known pre-school population in each age group in the area. Any increase to the percentage, and number, of children admitted to Welsh-medium education would result in a reduced number of children requiring places in English-medium schools.

Whilst Ysgol Mynydd Bychan admits up to 30 pupils per year group allowing for efficient class organisation, the calculated capacity of the school within its existing accommodation is 192 places (18 places fewer than the 210 places for a 1FE school).

The expansion of Ysgol Mynydd Bychan to 1.5FE (315 places) in the first instance is proposed as this would provide an appropriate number of places to meet the expected demand for places, whilst minimising the impact on neighbouring Welsh-medium schools, and would enable an efficient class structure to operate whilst the school grows.

This proposal seeks to implement changes in such a way that the potential for negative impact on any schools is limited.

An immediate expansion of Ysgol Mynydd Bychan to 2FE is not proposed at this time as this could represent a significant risk to sustaining the growth of other local Welsh-medium primary schools whilst local primary pupil populations are reducing.

Should Ysgol Mynydd Bychan admit more than 45 pupils, but not close to 60 pupils, this would limit the opportunities to create an efficient class structure and may have a negative impact on the school's ability to balance its budget.

Increasing the number of Welsh-medium primary school places at Ysgol Mynydd Bychan, from 30 to 45 places at entry to Reception Year, would:

- meet demand for places from the local community
- support the sustainable growth of Welsh-medium education in line with the aspirations of Cymraeg 2050
- allow for a greater number of children to benefit from the education on offer at the school
- provide greater opportunities for pupils and staff
- support the school to maintain and continue to build on its excellent standards as the new curriculum in Wales is introduced

How could Welsh-medium places to serve the Ysgol Mynydd Bychan catchment area be increased from September 2022?

The expansion of provision on the existing Ysgol Mynydd Bychan site is not possible due to site constraints.

The Council has investigated alternative site options that may be available and centrally located within the Ysgol Mynydd Bychan catchment area.

There is no suitable vacant site available that could accommodate an enlarged Ysgol Mynydd Bychan.

Reorganising primary school provision within the local area would result in creating additional Welsh-medium primary provision whilst retaining an appropriate number of English-medium places to meet demand within the locality based on population projections and historic take up patterns.

In 2020, there were 189 surplus places within English-medium primary schools in the area, with the number of surplus places projected to increase. Additional capacity could also be created within these schools by changing the use of some rooms to classrooms.

There are a number of primary schools within close proximity of Ysgol Mynydd Bychan.

Area map



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All of these sites could in future be used for Welsh-medium or English-medium Community schools. Table 12 below sets out details of these school and the distances between the school sites based on safe walking routes (miles).

Primary Schools	Ysgol Mynydd Bychan	Allensbank Primary School	Gladstone Primary School	Albany Primary School	St Monica's CW Primary School
Ysgol Mynydd Bychan	N/A	0.22	0.41	1.16	0.48
Allensbank Primary School	0.22	N/A	0.44	1.19	0.5
Gladstone Primary School	0.41	0.44	N/A	0.82	0
Albany Primary School	1.16	1.19	0.82	N/A	0.76
St Monica's CW Primary	0.48	0.5	0	0.76	N/A

Proposed changes from September 2022

The Council is proposing to implement a shared site arrangement for Ysgol Mynydd Bychan in the first instance. Ysgol Mynydd Bychan would retain its existing site and share part of the Allensbank Primary School site.

Such an arrangement could:

- enable the proposed expansion from 192 places (0.9FE) to 315 places (1.5FE), from September 2022
- provide an appropriate local solution, and
- limit the impact on all schools

Consideration has been given to how each of the school sites in the local area could support the expansion of Ysgol Mynydd Bychan.

Albany Primary School is 1.16 miles from Ysgol Mynydd Bychan and has few surplus places overall, and has therefore been discounted from being able to accommodate the additional Welsh-medium classes.

Allensbank Primary School is the closest school site to the site of Ysgol Mynydd Bychan, at less than 0.3 miles from Ysgol Mynydd Bychan. Allensbank Primary School is also well located for families enrolled in or applying for admission to Ysgol Mynydd Bychan as many of those children reside in the northern part of its catchment area.

Allensbank Primary School also has the highest level of surplus places, and the greatest number of surplus classrooms, not used as classbases, in the local area.

Whilst the shared Gladstone and St Monica's site also has some classrooms not used as classbases, the school is located further from the Ysgol Mynydd Bychan site (0.5 miles away). Gladstone Primary School also has a separate 'Boathouse' building but this is not used for classroom teaching at present and would require investment to upgrade it for this purpose.

Table 13 below sets out details of the number of children on roll at Allensbank Primary School from 2016 – 2020. In January 2020, 185 pupils were enrolled, compared to a maximum capacity in the school buildings of up to 420 pupils.

Table 13: Number of Pupils on Roll at Allensbank Primary School 2015 - 2019								
	Rec	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Jan-16	40	32	45	35	38	27	29	246
Jan-17	24	48	30	43	37	29	22	233
Jan-18	25	25	36	26	39	29	22	202
Jan-19	30	26	25	34	30	33	26	204
Jan-20	19	27	25	26	30	27	31	185

The high level of unfilled places at Allensbank Primary School is projected to continue. There is no data available to suggest that the number of pupils enrolling at Allensbank Primary School would exceed 210 in future years.

Where there is a higher than necessary number of school places, resources are having to be utilised that could be better used to improve the quality of education for all learners.

Combined with this are the difficulties associated with operating a primary school with a high proportion of its places unfilled. The size of the school, and the relatively low number of children on roll, means that the school will face financial difficulties.

The location of Allensbank Primary School, the level of surplus accommodation, and the site layout would allow for Reception intakes to Ysgol Mynydd Bychan to increase with Ysgol Mynydd Bychan operating between its existing site and sharing the buildings on the Allensbank Primary School site.

Reducing Allensbank Primary School to 210 places (a Published Admission Number of 30 places at entry to Reception) would release sufficient classrooms to allow for the expansion of Ysgol Mynydd Bychan to 315 places (Published Admission Number of 45 places at entry to Reception) from September 2022.

Long term changes to primary school provision

The Council submitted a capital grant application to the Welsh Government to reorganise primary provision in the central area of Cardiff and expand the number of Welsh-medium primary places by 1FE.

The Council is committed to implementing this increase. The expansion of Ysgol Mynydd Bychan by 0.5FE in the first instance represents the initial phase of progress towards this.

The Council considers that any long term solution should seek to :

- Expand Welsh-medium provision serving the existing catchment area of Ysgol Mynydd Bychan by 1 form of entry
- Reduce English-medium surplus places to serve the combined catchment areas of Allensbank Primary School, Albany Primary School and Gladstone Primary School
- Provide greater certainty and stability of leadership, management, teaching and support staff, to support continued focus on teaching standards and improved outcomes for pupils
- Enable investment in school buildings to improve the learning environment

Based on the projected demand for places and the available school sites, we are seeking the views of schools, parents and the wider community on long term solutions that would achieve the above outcomes. This could involve changes to the location of schools and/ or changes to how schools are organised.

Details of potential sites that could be used to provide a balanced and sustainable distribution of Welsh-medium and English medium (community) primary school places to serve the area are set out below.

The pages that follow set out the school sites for which the Council is partly or wholly responsible.

Each of the sites being considered are existing school sites. The Council has investigated whether other suitable alternative sites are available. There are no suitable vacant sites at this time that would enable the expansion of Welsh-medium primary school provision serving the Ysgol Mynydd Bychan catchment area.

The school sites are currently used for Welsh-medium and English-medium community schools and a Voluntary Aided (Faith-based) school. In the future the sites these schools are located on could change.

This document provides information about how many children live in this area, how they take up places at schools, and where there may be more or fewer places than needed.

We would welcome views from all who have an interest in local schools provision, including those living and working in the community, on how the school sites listed in the area could best contribute toward the long term solution that is required.

We would like to understand your views on:

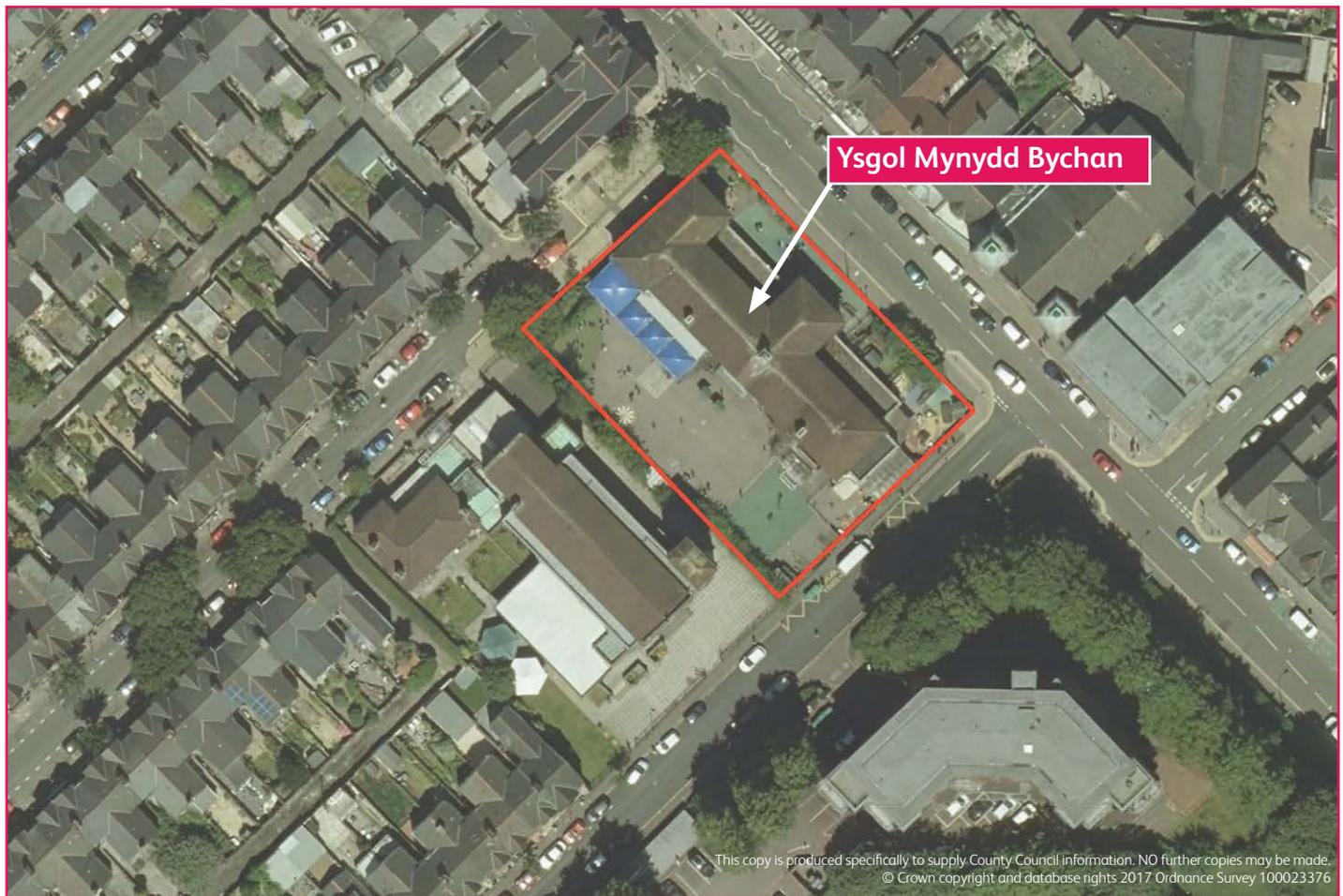
What works well, and why?

What doesn't work well, and why?

What changes could be made to school places in the area that would support all children and families in the community to access a local school place?

School sites

Ysgol Mynydd Bychan site



Ysgol Mynydd Bychan is located on a 0.2 hectare site on New Zealand Road, Cardiff CF14 3BR.

The published capacity of the school, in Reception to Year 6 is 192 places (0.9FE) arranged over one block.

The school also operates a 64 place nursery provision.

The school can currently admit up to 30 pupils per year group.

The site could accommodate a 0.9FE school with nursery.

There is not enough space on the site to allow for expansion of the school.

The school occupies a building which has been assessed as Condition category B (Satisfactory but with minor deterioration) and Suitability category B (Satisfactory). The school buildings are in good condition overall but minor maintenance and cyclical works are planned through the Council's Capital Asset programme.

Albany Primary School site



Albany Primary School is located on a 0.4 hectare site on Albany Road, Cardiff CF24 3RQ. The school is approximately 1.1 miles from Ysgol Mynydd Bychan.

The published capacity, in Reception to Year 6 is 420 places (2FE) arranged over three blocks. The school also operates a 64 place nursery provision.

The school can currently admit up to 60 pupils per year group. There has been a consistently high uptake of places with the school currently operating at close to its published capacity.

The site could accommodate a 2FE school with nursery.

The school occupies a building which has been assessed as Condition category C- (Poor with major defects) and Suitability category B (Satisfactory). The school buildings are in satisfactory condition overall but minor maintenance works are planned through the Council's Capital Asset programme.

Allensbank Primary School site



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Allensbank Primary School is located on a 0.5 hectare site on Llanishen Street, Cardiff CF14 3QE. The school is approximately 0.2 miles from Ysgol Mynydd Bychan.

The published capacity of the school, in Reception to Year 6, is 315 places (1.5FE), arranged over separate infant and junior buildings. The school also operates 64 place nursery and a Speech and Language early intervention class for up to 8 Foundation Phase pupils.

The school can currently admit up to 45 pupils per year group.

In recent years, the take up of places at the school has been lower than the number of places available with the school operating with c41 % surplus capacity, compared to its published capacity of 315 places (January 2020).

The site could accommodate a 2FE primary school (up to 420 pupils) plus nursery, or up to 360 pupils plus nursery and Specialist Resource Base/ Early Intervention Class provision. . As the intervention class is a city-wide provision for children from across the city, this could be relocated if necessary.

The school occupies two Grade 2 listed buildings which have been assessed as Condition category C+ (Poor with major defects) and Suitability category B (Satisfactory). The school buildings are in satisfactory condition overall although works to external walls and roofing are planned through the Council's Capital Asset programme. The sanitary provision requires some refurbishment and the site has some drainage issues to be resolved.

Gladstone Primary School/St Monica's CiW Primary School site



Gladstone Primary School is co-located with St Monica's CiW Primary School on a 0.5 hectare site on Whitchurch Road, Cardiff CF14 3JL approximately 0.4 miles from Ysgol Mynydd Bychan.

Gladstone Primary School occupies the junior building on the shared site.

The published capacity of the school, in Reception to Year 6, is 210 places (1FE). The capacity could increase to 270 places if resource rooms were used as classbases.

The published capacity of the school, in Reception to Year 6, is 315 places (1.5FE),

Demand for places at Gladstone Primary School has fluctuated with the school currently operating with a surplus of 15%, compared to its published capacity.

St Monica's CiW Primary School occupies the infant building on the shared site. The published capacity of the school, in Reception to Year 6, is 146 places (0.6FE). The school is currently operating with a surplus of 3.4%.

The combined school buildings could accommodate a 2 Form Entry primary school with nursery. The Boathouse building, currently used for storage, could provide an additional resource base but would require investment to do so.

The schools occupy two Grade 2 listed buildings which have been assessed as Condition category C+ (Poor with major defects) and Suitability category B (Satisfactory). The school buildings are in satisfactory condition overall although works to external walls and roofing are planned through the Council's Capital Asset programme. Work to replace windows in poor condition has been undertaken but is not yet complete. Boundary walls are also showing signs of deterioration due to age. The Boat House building is in poor condition. Full refurbishment of the Boat House building would be required to enable use by staff and pupils. This building may only be used for storage purposes.

How would other schools be affected

Proposals brought forward must ensure that the growth of schools is sustainable, whilst the potential negative impact on other schools is minimised.

The expansion of Ysgol Mynydd Bychan to 1.5FE in the first instance would provide an appropriate number of places to meet demand whilst minimising the impact on neighbouring Welsh-medium schools, and would enable an efficient class structure to operate whilst the school grows.

The expansion of Ysgol Mynydd Bychan would be expected to enable an increase in the take up of places at the school.

As the overall pupil population in primary schools is expected to fall in coming years, an increase in the take up of places at Ysgol Mynydd Bychan would be expected to coincide with a reduced take up of places in English-medium schools.

Tables 14 and 15 below set out how the number of pupils enrolled at local schools may be affected by the proposed changes.

School	Recent number of pupils enrolled					Forecast number of pupils enrolled				
	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025
Albany Primary School	404	399	371	365	393	367	392	396	404	407
Allensbank Primary School	246	233	202	204	185	185	147	134	125	116
Gladstone Primary School	184	193	178	167	178	175	186	185	186	186
St Monica's CiW Primary School	139	133	129	138	141	120	124	116	119	115
Ysgol Glan Ceubal	83	95	108	136	135	156	161	162	157	157
Ysgol Gymraeg Melin Gruffydd	411	412	413	415	396	401	389	385	379	374
Ysgol Mynydd Bychan	201	207	204	198	202	206	209	220	235	248
Ysgol Y Wern	466	492	522	546	570	585	610	622	620	615

If the proposed changes were to be implemented it is expected that some of the additional pupils enrolled at Ysgol Mynydd Bychan would be from within its catchment area and some from other areas of the city. This takes account of recent school preference patterns, and the overall fall in the population entering primary education in next three intakes.

An increase in the take up of places at Ysgol Mynydd Bychan from within its catchment area would mean that the take up of places in local English-medium schools would reduce. An increase in the take up of places at Ysgol Mynydd Bychan from within outside of its catchment area would mean that the take up of places in other Welsh-medium schools, in other parts of the city, would likely reduce.

School	Recent number of pupils enrolled					Forecast number of pupils enrolled				
	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025
Albany Primary School	404	399	371	365	393	367	392	396	404	407
Allensbank Primary School	246	233	202	204	185	185	147	137	132	128
Gladstone Primary School	184	193	178	167	178	175	186	187	190	193
St Monica's CiW Primary School	139	133	129	138	141	120	124	116	119	115
Ysgol Glan Ceubal	83	95	108	136	135	156	161	162	157	157
Ysgol Gymraeg Melin Gruffydd	411	412	413	415	396	401	389	385	379	374
Ysgol Mynydd Bychan	201	207	204	198	202	206	209	211	215	216
Ysgol Y Wern	466	492	522	546	570	585	610	622	620	615

Quality and standards

The Council works closely with two organisations in order to monitor the performance of schools and to support school improvement.

Estyn is the office of Her Majesty's Chief Inspector of Education and Training in Wales.

Estyn inspects quality and standards in schools and other education providers in Wales.

The Central South Consortium Joint Education Service (CSCJES) is the regional School Improvement Service for the five councils of Bridgend, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff and the Vale of Glamorgan. The Council works with the Consortium to support and challenge all schools in Cardiff.

Local Authorities, such as Cardiff Council, must consider Estyn reports and other evidence about school performance and effectiveness when suggesting changes to schools.

Local Authorities must also consider the likely impact of the proposed changes on:

- standards, wellbeing and attitudes to learning
- teaching and learning experiences
- care, support and guidance
- leadership and management

ESTYN

Schools are inspected as part of a national programme of school inspection. The purpose of an inspection is to identify good features and shortcomings in schools in order that they may improve the quality of education offered and raise standards achieved by their pupils (Estyn).

The relevant Estyn Inspection reports provide grades against Key Questions and provide schools with recommendations for improvement.

Inspections carried out between 2010 and 2017 provided judgements against three key questions:

Key Question 1: How good are the outcomes?

Key Question 2: How good is provision?

Key Question 3: How good are leadership and management?

Inspectors also provided an overall judgement on the school's performance at that time and prospects for improvement.

In these evaluations, inspectors used a four-point scale as set out in Table 16 below:

Judgement	What the judgement means
Excellent	Many strengths, including examples of sector-leading practice
Good	Many strengths and no important areas requiring significant improvement
Adequate	Good Strengths outweigh areas for improvement
Unsatisfactory	Important areas for improvement outweigh strengths

If a school is judged as adequate or unsatisfactory, they will be subject to monitoring by Estyn or the Local Authority until such time as they are judged to have made sufficient progress to be removed from the list of schools requiring improvement,

You can find inspection reports on the Estyn website www.estyn.gov.uk

Welsh Government categorisation of schools

In 2014, the Welsh Government introduced a new categorisation system.

It looks at each school's standards and how much a school is able to improve. This identifies the level of support schools require. Organisations such as the Central South Consortium (CSCJES) and the school improvement service then work with schools' leaders to identify, provide and/or broker any support required for further improvement.

The categorisation system is described in Table 17 below:

Category of support	What the category means
Green	A highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement.
Yellow	An effective school which is already doing well and knows the areas it needs to improve.
Amber	A school in need of improvement which needs help to identify the steps to improve or to make change happen more quickly.
Red	A school in need of greatest improvement and will receive immediate, intensive support.

Schools will be in one of four groups, A to D. Schools where the judgement is an A show the greatest capacity to improve along with the ability to support other schools. Those where the judgement is D need the most support.

The final categorisation is a colour code that shows the level of support a school needs – green, yellow, amber or red (with the schools in the green category needing the least support and those in the red category needing the most intensive support).

Updated categorisations for each school are published every year in January.

More information about the categorisation scheme can be found in the Welsh Government's parents' guide to the National School Categorisation System here:

<http://gov.wales/docs/dcells/publications/150119-parents-guide-en.pdf>

Ysgol Mynydd Bychan

An Estyn inspection in November 2015 judged the school's performance as good (many strengths and no important areas requiring significant improvement) with prospects for improvement also judged as good.

In the most recent Welsh Government School Categorisation in January 2020, the school was categorised as Green (a highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement).

Albany Primary School

An Estyn inspection in November 2012 judged the school's performance as good (many strengths and no important areas requiring significant improvement) with prospects for improvement also judged as good.

In the most recent Welsh Government School Categorisation in January 2020, the school was categorised as Yellow (an effective school which is already doing well and knows the area it needs to improve).

Allensbank Primary School

An Estyn inspection in January 2020, judged the school's standards, wellbeing and attitudes to learning, teaching and learning experiences, care support and guidance and leadership and management as good (many strengths and no important areas requiring significant improvement).

In the most recent Welsh Government School Categorisation in January 2020, the school was categorised as Yellow (an effective school which is already doing well and knows the area it needs to improve).

Gladstone Primary School

An Estyn inspection in February 2014 judged Gladstone Primary School performance as adequate (strengths outweigh areas for improvement), with prospects for improvement judged as good. A follow up monitoring visit in April 2015, judged the school to have made good progress in respect of the issues for action and the school was removed from the list of schools requiring Estyn monitoring.

In the most recent Welsh Government School Categorisation in January 2020, Gladstone Primary School was categorised as Yellow (an effective school which is already doing well and knows the area it needs to improve).

St Monica's CiW Primary School

An Estyn inspection in April 2019, judged the St Monica's CW Primary School standards, wellbeing and attitudes to learning, teaching and learning experiences, care support and guidance and leadership and management as good (many strengths and no important areas requiring significant improvement).

In the most recent Welsh Government School Categorisation in January 2020, St Monica's CW Primary School was categorised as Green (a highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement).

How would standards in schools be affected by the changes?

Standards

The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The Council works closely with the governing bodies of schools to make sure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education, the delivery of the Foundation Phase or each key stage of education at any of the schools or the ALN provision based at Allensbank Primary School.

Teaching and learning experiences

The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect this proposal to have any negative impact on the quality of standards of education or the delivery of the Foundation Phase and Key Stage 2.

Care, support and guidance

All schools have a suitable range of policies and provision in place to promote pupils' health and wellbeing.

Schools are committed to fostering school communities in which learning is valued and pupils achieve their potential in a happy and safe environment in which they show respect and tolerance for others.

The Council would work with the leadership of each of the schools to make sure everyone at the school understands their responsibility for helping to improve and sustain care, support and guidance.

Leadership and Management

The Council would continue to work with the leadership of each of the schools to make sure everyone in the school understands their responsibility for helping to improve and sustain high performance. It would support the school to have good relationships with parents and other partners so that pupils receive a high quality education.

The proposed changes would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.

How would nursery provision be affected?

Children in Cardiff are entitled to a part-time nursery place from the start of the term following their third birthday and must attend for a minimum of five half days. Nursery places are not allocated on a catchment area basis. Wherever possible places are offered in a local community school or nursery class within two miles of a child's place of residence. If places are unavailable in local community nursery schools or nursery classes, parents may apply for nursery education place funding with an approved provider that has to demonstrate it is able to meet the relevant quality.

The Governing Body of St Joseph's RC Primary School established a nursery class in September 2019, and the take up of nursery class places in the nearby English-medium community schools has fallen since.

The number of places provided in each area of the city is kept under review and will be adjusted to reflect local demand. There are no proposals to remove nursery provision from any schools in the area.

How would secondary school provision be affected?

Combined demand across the three Welsh-medium high school catchment areas is at a high level and can be accommodated within the existing school capacity.

The Council will consult on its Welsh in Education Strategic Plan (WESP) for the period 2022 – 2030 in 2021. Proposals to respond to changes in demand will be brought forward in good time to ensure that there are sufficient places to meet the demand for Welsh-medium places.

A proposal to expand and redevelop Cathays High School to meet demand from within its catchment and the wider area is part of the Council's 21st Century Schools Programme is being consulted on separately.

Full details on the proposed changes can be found on the Council website www.cardiff.gov.uk/cathayshighproposals

Additional support for pupils

Table 18 below shows the percentage of:

- Pupils with Additional Learning Needs
- Pupils receiving Free School Meals
- Pupils with English as an Additional Language
- Minority Ethnic pupils

at each school

Table 18: The percentage of pupils at each primary school in the area with Additional Learning Needs, receiving Free School Meals, with English as an Additional Language and identified as Minority Ethnic pupils in 2020

School	% of Pupils on School Action	% of Pupils on School Action Plus	% of Pupils with a statement of ALN	% of Free School Meal Pupils - 3 year average	% of Pupils with English as an Additional Language	% of Minority Ethnic Pupils
Ysgol Mynydd Bychan	6.4%	4.1%	NA	6.4%	NA	13.5%
Allensbank Primary School	6%	7.2%	3%	24.2%	39.2%	76.7%
Gladstone Primary School	8.7%	NA	NA	24.1%	44%	81.9%
Albany Primary School	2.7%	5.1%	2.1%	25.5%	33.6%	83.8%
St Monica's CW Primary School	NA	8.9%	NA	30.1%	51.2%	72.1%

*further information can be found on the website: www.mylocalschool.gov.wales

How would support for pupils with Additional Learning Needs be affected?

There is a Speech and Language early intervention class at Allensbank Primary School. The class admits up to 8 Foundation Phase children who were not making sufficient progress, but who have good prospects for returning to their local mainstream school.

Placements last 1 –3 years, depending on progress. Pupils are dual registered at their local school and supported to return at the end of the placement. Pupils continue to attend their local school for at least one day a week, to maintain links with local friends and to prepare for a successful early reintegration to their local school.

There are no plans to make any changes to this provision.

There is no information available that suggests that the proposals would have a negative effect on pupils with Additional Learning Needs.

How would pupils receiving Free School Meals be affected?

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

There is no information available that suggests that the proposals would have a negative effect on pupils who receive Free School Meals.

How would pupils with English as an Additional Language be affected?

Each of the English-medium schools has a greater proportion of pupils for whom English is not their home language, than the city-wide average. Pupils that receive support because they have English as an additional language can be supported in any school in Cardiff.

There is no information available that suggests that the proposals would have a negative effect on how children with English as an additional language are supported. All schools in Cardiff would continue to provide support that is appropriate to the individual needs of each pupil.

How would Minority Ethnic pupils be affected?

There is also no information available that suggests that the proposals would have a negative effect on provision for any ethnic group.

What are the benefits of the proposal?

The proposed changes would:

- meet demand for places from the local community
- support the sustainable growth of Welsh-medium education in line with the aspirations of Cymraeg 2050
- support Ysgol Mynydd Bychan to maintain and continue to build on its excellent standards as the new curriculum in Wales is introduced
- allow for a greater number of children to benefit from the education on offer at Ysgol Mynydd Bychan
- at least maintain the current standards of education and in the longer term would be to the benefit of all pupils in the area.

Potential disadvantages of the proposal

- there is potential for difficulties managing Ysgol Mynydd Bychan over a dual site
- there is potential for increased traffic congestion around the Allensbank Primary School site at the start and end of the school day. However, the Council would work with the Governing Bodies of the schools to develop a Travel Plan to minimise any potential disruption;
- English-medium places will be reduced due to the consolidation of Allensbank Primary School, however the Council will monitor demand over the coming years to ensure that there are sufficient places for those requiring English-medium education.

Risks associated with the proposal

- there is a risk that an increase in the number of pupils requiring Welsh-medium places does not happen. The Council will keep its projections under review and would respond to any such changes in demand if required;
- there is a risk that there will be a rise in demand for English-medium places,. However, the Council will monitor demand over the coming years to ensure that there are sufficient places for those requiring English-medium education. As the proposals retain all existing sites and do not reduce accommodation available, they would retain flexibility for future changes that may be identified as appropriate.

Admission arrangements

The relevant changes to the Council's policy on the admission of children to schools as a result of these proposals relate to the proposed changes in the Published Admission Number of Ysgol Mynydd Bychan, from 30 to 45, and of Allensbank Primary School from 45 to 30.

Consultation on the 2022/23 admission arrangements for community schools took place from 18 December 2020 – 5 February 2021 in accordance with the requirements of the Admissions Code. The consultation included the proposed changes to Published Admission Numbers.

Detailed information regarding admission arrangements is contained in the Council's Admission to Schools booklet, and this information can also be viewed on the Council's website (www.cardiff.gov.uk).

Financial Matters

The proposed scheme is to be funded through Welsh Medium grant funding made available by Welsh Government. Any additional capital funding required will be found within existing schools capital budgets.

The additional revenue costs of increased pupil numbers in both schools will be met through the school funding formula on the basis of pupil numbers. The impact on the overall existing delegated schools budgets should be offset by the projected decrease in Primary phase pupil numbers across Cardiff.

The financial impact on other schools within the locality will be considered, in full, for all options to ensure schools remain financially viable based on projected pupil intake.

Human Resources Matters

The proposals within this consultation document would increase the size of Ysgol Mynydd Bychan. The Governing Body and senior leadership team would need to plan for this expansion, ensuring their staffing structure is sufficient to address this. The Council's HR People Services would provide support with this and any vacancies which arise would present potential redeployment opportunities in line with the School Redeployment and Redundancy Policy.

Similarly, the proposal to reduce the Published Admission Number of Allensbank Primary School at 30 places (1FE) from 45 places (1.5FE) would also require the Governing Body and Senior Leadership Team to evaluate the impact of the proposed reduction on their staffing requirements moving forward. This may include undertaking appropriate workforce planning to review posts where they become vacant, or evaluating training options. In the event that the Governing Body does require there to be a reduction in the overall number of staff, then it is hoped that this could be achieved through voluntary means wherever possible.

Where any reduction could not be managed by voluntary means or by workforce planning, this would need to be managed in line with the School Redeployment and Redundancy Policy, which has been adopted by the school governing body. HR People Services would work with the Headteacher and Governing Body to provide support during this period, including the facilitation of the redeployment process.

It would also need to be assessed whether there are any specific staffing requirements in relation to the operation of Ysgol Mynydd Bychan across two school sites and any associated impact on Allensbank Primary School.

The consultation is also seeking views on how to ensure an appropriate balance of Welsh-medium and English-medium primary school places to serve the area in the long term. Any proposals considered as part of this would need to be assessed separately for the HR implications.

Traffic and Transport Matters

Ysgol Mynydd Bychan and Allensbank Primary School operate on constrained sites. Each site experiences issues with traffic and parking during morning drop-off and afternoon pick-up times.

Recently, the Council introduced CCTV enforcement cameras in Llanishen Street outside Allensbank Primary School to enforce against parking on Keep Clear 'Zig Zag' markings.

A temporary, staffed road closure was introduced outside Ysgol Mynydd Bychan on Canada Road when schools re-opened in summer 2020 following lockdown. This was to restrict vehicular access near the school in order to provide safe space for social distancing.

Since schools re-opened in September 2020, concerns have been raised by parents and ward members regarding traffic and parking outside Ysgol Mynydd Bychan on New Zealand Road. The Council plans to seek Welsh Government funding to create a School Street on New Zealand Road which would restrict vehicular access along the street to residents, blue badge holders and authorised permit holders during drop off and pick up times. This would make the environment outside the school safer and more conducive to walking and cycling.

The expansion of capacity at Ysgol Mynydd Bychan and the issues of traffic and parking at both Ysgol Mynydd Bychan and Allensbank Primary underline the need to introduce measures which discourage car travel and promote active travel to both school sites. One such measure is the introduction of a School Street. Plans are already being progressed for a School Street on New Zealand Road. There is also potential to do this on part of Llanishen Street. However, both proposals will require consultation with residents and local businesses.

Another instrument is the development and implementation of a School Active Travel Plan. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.

All new (including reorganised) schools need to have a plan in place from the outset of their operation. The Council's Active Travel Plans officers can support the development of the Active Travel Plans and can support with engagement on the Active Travel Plans as part of the implementation of the proposed expansion of places.

The Council's Road Safety Team already provides a programme of cycle and pedestrian training to further encourage take up of active travel to school. This support will continue as part of the ongoing engagement and support that will be provided by the Council's Schools Active Travel Team on Active Travel Plan development and delivery.

The Council has developed proposals for a segregated cycleway along Allensbank Road. This will provide a safe cycling connection to Llanishen Street which could be used by pupils travelling to Allensbank Primary School.

Learner Travel Arrangements

There are no plans to change the Council's policy on the transport of children to and from school. Any pupils affected by this proposal would be offered the same support with transport as is provided throughout Cardiff and in line with the same criteria that apply across Cardiff.

The Council's transport policy for school children can be viewed on the Council's website (www.cardiff.gov.uk).

In the event of the proposal being progressed to implementation, all pupils entitlement to free home to school transport would be re-assessed from the new location.

The Council provides free home to school transport for pupils with statements for ALN dependent on the shortest available walking distance that they live from their home address to the school/base location nearest appropriate gate.

The distance criteria used are that pupils of primary school age need to live two or more miles, and secondary aged pupils three or more miles, from the school via the shortest available walking distance to the nearest appropriate gate.

For pupils with ALN the Council also takes into consideration their:

- cognitive age, and then applies the relevant distance criteria for the cognitive age
- any disabilities that will impact their ability to walk these distances.

All pupils distance assessments for entitlement to free home to school transport are undertaken on the basis that the child is accompanied on the route to school as appropriate. It is the responsibility of parents or guardians of a child to arrange for their child to be accompanied along the walking route to school.

Impact of the proposal on the Welsh Language

It is anticipated that there would be a positive impact on the Welsh Language as a result of these proposals.

The proposals seek to align with the Bilingual Cardiff Strategy and strongly support the Welsh Government's strategy for the Welsh language by contributing to meeting the targets set out in the Cymraeg 2050 strategy.

The Council works closely and constructively with partners on its Welsh Education Forum, which includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. The Forum actively informs the planning of Welsh-medium places, to continue to drive the Council's plan to sustainably increase the number of learners within Welsh-medium schools and those learning Welsh in English-medium schools.

The Council, and its partners on the Welsh Education Forum, are committed to driving the increase in number of pupils educated through the medium of Welsh, to meet the targets within Cardiff's WESP, and to meet the targets set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the yield from proposed housing and the patterns of take-up in Welsh-medium provision at primary and secondary age, with a view to bringing forward appropriate plans to meet any increased demand.

The Council must ensure that the expansion of school provision is brought forward in a strategic and timely manner, which does not compromise existing provision. Significantly or rapidly expanding Welsh-medium primary school provision would, inevitably, have an impact on the take-up of places in other schools, and in turn on the ability of schools to balance budgets and to attract or retain staff.

The Council's aspirations for increasing the number of Welsh speakers, and the Welsh Government's Cymraeg 2050, propose a significant change. Cymraeg 2050 sets national targets of educating 40% of learners in Welsh-medium schools, and a further 30% of learners being educated in English-medium schools being fluent in Welsh. At present, c17% of Cardiff children entering primary education are educated in Welsh-medium schools or classes.

This proposal seeks to increase the number of Welsh-medium primary school places available in the area, and seeks to implement the change in such a way that the potential for negative impact on existing schools is limited.

There is a risk that provision of additional Welsh-medium primary school places may inhibit the growth at other local schools. It is intended that this impact is mitigated by implementing a phased increase in provision.

The provision of 105 additional Welsh-medium places at Ysgol Mynydd Bychan would mean that the overall proportion of Welsh-medium places city-wide is increased in an incremental and sustainable manner.

Equalities

An Equality Impact Assessment (EIA) is a process that looks at a policy, project or scheme to make sure it does not discriminate against anyone based on the protected characteristics set out in the Equality Act 2010 (age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion/belief, sex, sexual orientation).

An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society. Where particular groups are identified as being impacted, mitigating actions have been identified.

This assessment will be reviewed after the consultation and at key points if the proposals were to proceed.

Community Impact

When considering the potential for impact on the wider community as a result of a proposal, the following are taken into account: Public Open Space, parkland, the current use of school facilities by the community, noise and traffic congestion. Officers will work with schools and any community group to make sure that the proposal avoids negative impacts if possible.

The schools that might be affected by the proposals are existing schools. They offer a range of afterschool activities and some have community organisations offering services from the school. It is not thought that there would be a negative impact on any of these activities as a result of these proposals.

Potential Disruption to Pupils

The Council has significant experience in the successful delivery of building projects on the sites of occupied schools as a result of progressing a large and growing school organisation programme.

Any building work carried out on the Allensbank Primary School site would be managed effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained.

Gladstone Primary School



Next steps, how to make your views known and feedback form

What happens next?

Key Dates

The Council will collect and summarise the feedback from this consultation. Council officers will then report this to the Council's Cabinet. This consultation report will be available for anyone to view/download on the Council website. You can also get a copy by using the contact details in this document.

If the proposals to increase the number of Welsh-medium places at Ysgol Mynydd Bychan and to reduce the number of English-medium places at Allensbank Primary School are agreed to proceed following consultation there are a number of further stages that the Council would have to go through before a final decision is made.

Any proposed changes brought forward to ensure an appropriate balance of Welsh-medium and English-medium primary school places to serve the area in the long term would be subject to separate consultation and statutory processes.

These stages are set out in Table 19 below:

Table 19: Further stages (This timetable may be subject to change)	
Statutory Process	Timescale
Consultation Period	29 January – 19 March 2021
Consultation report considered by the Council Cabinet and published on the Council website	June 2021
Expected date for start of Objection Period, when statutory notice has been issued (when formal objections can be made)	June 2021
Expected date for end of Objection Period	July 2021
Final decision (determination) by the Council's Cabinet	October 2021
Objection report published on the Council website and notification of Cabinet's decision	October 2021

Consultation period

The consultation period for these proposals starts on 29 January 2021 and ends on 19 March 2021.

See page 41 for further details of how to respond and make your views known.

The Council will publish a consultation report on its website. The report must be published at least two weeks prior to the publication of a statutory notice.

You can also ask for a hard copy of the report.

The report will go over the issues raised during the consultation period and give the Council's response to these issues. The report will also contain Estyn's view of the proposals.

The Council's Cabinet will consider the consultation report and decide whether or not to go ahead with the proposed changes.

If the Cabinet decides to continue with the changes the Council must publish a document called a 'statutory notice'. This is an official statement saying that the changes will go ahead.

Statutory Notice

A statutory notice is the formal publication of a finalised proposal. The approval to publish a statutory notice must be given by the Council's Cabinet. This would only be considered after the Cabinet have received a report on all the consultation responses. This is a legal requirement as outlined in the School Organisation Code 2018.

The Council would publish the statutory notice on its website. It would also put copies of the notice at or near the main entrance to the school(s)/site(s) affected by the notice. Schools that are affected would also be given copies of the notice to give out to pupils, parents, guardians, and staff members (the school may also distribute the notice by email). The notice sets out the details of the proposals and asks anyone who wants to object to do so. Objections must be written. They must be sent to the Council within the dates given on the notice.

Determination of the proposals

Cardiff Council Cabinet would determine the proposal. This means they will make a final decision on whether the changes go ahead. The Cabinet may decide to approve or reject the proposal, or they may approve the proposal with some changes (modifications). The Cabinet will take any objections received in the Objection Period into account when making this decision.

Decision Notification

After determination, Cardiff Council would let everyone affected by the proposal know what the decision was. It will also be published on the Council's website.

Have Your Say!

You can complete this response form online at www.cardiff.gov.uk/allensbankmynyddbychan

We are proposing to:

- Increase the capacity of Ysgol Mynydd Bychan from c0.9FE (192 places) to 1.5 FE (315 places) from September 2022 and locate the additional school places in Allensbank Primary School in the first instance;
- Reduce Allensbank Primary School to 1FE (210 places), retaining nursery and Additional Learning Needs provision from September 2022.

Please tell us whether you are responding as (tick all that apply)

- | | |
|-------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Parent or Guardian* | <input type="checkbox"/> Grandparent* |
| <input type="checkbox"/> Member of Staff* | <input type="checkbox"/> Pupil (Which School?) |
| <input type="checkbox"/> Governor* | <input type="checkbox"/> Local Resident |
| <input type="checkbox"/> Other (please specify) _____ | |

Please confirm which schools you are affiliated with

1. Do you support the proposal to increase the number of places at Ysgol Mynydd Bychan from 192 places to 315, from September 2022?

Yes No No opinion either way

Please explain why

2. Do you support the proposal to locate the additional school places, for Ysgol Mynydd Bychan in Allensbank Primary School?

Yes No No opinion either way

Please explain why

3. Do you agree with the proposal to reduce Allensbank Primary School from 315 places to 210?

Yes

No

No opinion either way

Please explain why

We are also seeking your views on longer term changes that would:

- Expand Welsh-medium provision by 1 Forms of entry
- Reduce English-medium surplus places to serve the area
- Provide greater certainty and stability of leadership, management, teaching and support staff
- Enable investment in school buildings to improve the learning environment

1. Please consider the aims above and tell us which site(s) you are in favour of being used for each type of primary education in the longer term?

	English-medium places	Welsh-medium places	Church in Wales places
Albany site (up to 420 places, plus nursery)			
Allensbank site (up to 420 places, plus nursery)			
Shared Gladstone / St Monica's site (up to 420 places, plus nursery)			
Ysgol Mynydd Bychan site (192 places, plus nursery)			

2. Why do you think locating these schools on these sites would work well?

3. Are there any alternative sites or changes to the provision of primary school places you would like to suggest?

Please give us the details below including the site location

4. Please explain why this site(s) would be suitable for the provision of primary education places

5. Any other comments?

Name _____

Address _____

Post Code _____

The closing date for responses to this consultation is **19 March 2021**.

Consultation responses will not be counted as objections to the proposal. Objections can only be registered following publication of a statutory notice. If you wish to be notified of publication of the Consultation report please provide an email address. If you do not provide an email address we cannot keep you up to date.

Thank you for your comments

Please return this form to School Organisation Planning, Room 401 County Hall, CF10 4UW by no later than 19 March 2021

The information you have provided above will be processed by Cardiff Council in line with the Data Protection Act 2018 and General Data Protection Regulation. The information provided to us in relation to this consultation will be treated as confidential but it may be used by the Council or disclosed to others when required by law. The purpose of processing the personal data is required to perform a specific task in the public interest. Any responses received can be requested under the Freedom of Information Act and may have to be made public, however any information that would identify an individual such as name and address would be removed.

For further information on how Cardiff Council manages personal information, see our full Privacy Policy on the Council's website https://www.cardiff.gov.uk/ENG/Home/New_Disclaimer/Pages/default.aspx

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APPENDIX 2

Records of Meetings with Staff and Governors:

- Allensbank Primary School Governing Body Meeting (8th February 2021)
- Allensbank Primary School Staff Meeting (11th February 2021)
- Ysgol Mynydd Bychan Staff Meeting (23rd February 2021)
- Ysgol Mynydd Bychan Governing Body Meeting (25th February 2021)
- St. Monica's CiW Primary School Governing Body Meeting (4th March 2021)
- Albany Primary School Governing Body Meeting (10th March 2021)
- Gladstone Primary School Governing Body Meeting (15th March 2021)



Schools Programme
Record of Virtual Governing Body Meeting
Allensbank Primary School
08 February 2021



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Anita Batten (HR), Louise Flynn (HR), Rosalie Phillips (SOP), Allensbank Primary School governors

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed governors.

The proposed changes reflect the balance of primary school places and demographic changes.

The meeting was part of the first stage of formal consultation on proposed changes to Allensbank Primary School and Ysgol Mynydd Bychan from September 2022.

The process also allowed for engagement to ensure an appropriate balance of places to serve the area in the longer term.

Notes of the meeting were being taken and would form part of the consultation feedback.

RP advised governors that the proposed increase at Ysgol Mynydd Bychan from 30 to 45 places could happen in 2021 on a temporary basis if required, subject to engagement with the relevant governing bodies. Officers were working through admissions data and this would be discussed further once the position was established.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?

- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Anita Batten (AB) advised governors that in the event of the proposals being progressed, HR would be providing support to the governing body to consider workforce requirements. Any changes to the staffing structure if agreed would be a matter for governors. There was a period of time prior to the implementation of any proposals and there may be staff progressing/leaving for other reasons.

Questions and Answers

The Chair of Governors invited questions from governors.

The points raised are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

Examples from elsewhere

- *are there examples of this type of arrangement elsewhere which could be provided to the school?*

MDF advised that the proposed site sharing arrangements had been done previously at both primary and secondary e.g. Welsh-medium starter classes utilising spare capacity on English-medium primary school sites prior to permanent arrangements being established.

There are challenges and will look to provide details of both short and long term arrangements which look at all aspects.

Equalities and inclusion

- *concerns around the message the proposed changes may send to children and parents. The demographic makeup of both schools was very different and there was potential for segregation by language to result in social and racial segregation by default. This was a particular concern for governors.*
- *understand the need for Welsh-medium places but concerned about the long term implication for EAL children.*

- *it would have been helpful if integration has been considered prior to consultation.*
- *how do the proposed changes fit with equality and inclusion. Children from EAL backgrounds do not attend Welsh-medium and concerned that the proposals will result in a widening of segregation in the community. How did, what was being proposed fit with the Welsh Government Strategic Equality Plan.*
- *how can the Equality Impact Assessment (EqIA) carried out prior to consultation be accessed; why had this not been provided with the consultation document; how can it be ensured that Black and Minority Ethnic families are not disadvantaged?*
- *concerns that the proposed changes could result in investment in facilities for children accessing Welsh-medium provision and not those attending Allensbank Primary. Was investment in Allensbank subject to agreement of the proposal?*

MDF advised that implementation of any agreed proposal did not have to mean full separation; whilst there was a desire to ensure Welsh language acquisition, there were opportunities to work together. Any temporary measures brought forward would not require changes to catchment areas. Demand for Welsh-medium places was increasing and there were challenges around how this demand could be met.

It was recognised that Black and Minority Ethnic families were not choosing Welsh-medium education and the Council was seeking to gain a better understanding around this and to challenge misconceptions. Ysgol Hamadryad is located in an area with a high Black and Minority Ethnic population and had worked with the community to understand barriers. Cymraeg 2050 sets out targets for increasing the number of Welsh speakers and the Council is required to respond to this by increasing the number of children in Welsh-medium education and to increase the level of Welsh in English-medium schools. There is consistent demand for Welsh-medium places in excess of supply in the local area with limited scope for expansion on existing Welsh-medium school sites.

Governors observed that building an inclusive community was an ongoing process and that dispelling myths around Welsh-medium was not sufficient.

MDF acknowledged that there were differences between communities and there was a need to understand parental choice. The proposal allowed for engagement on a longer term solution and wanting stakeholders to consider all options.

The Chair observed that the changes to Welsh-medium provision were political and not driven by communities.

RP advised that in the event of the proposed changes being taken forward, there would be detailed discussions around inclusion and opportunities to bring the two school communities together. All potential solutions were welcome and would be noted.

It was recognised that there was a high level of concern around inclusion and the need to ensure that any proposal taken forward reflected the diverse local population.

MDF advised governors where a copy of the EqIA could be accessed. Proposals are considered in the round and the EqIA would be reviewed as the proposal moved through the process.

There were ongoing works at Allensbank related to the roof and windows and health and safety as part of the Asset Programme. Additional funding was available through the Welsh-medium grant and if the proposal was progressed to implementation, consideration would be given to improving the whole school site with any investment not exclusive to accommodation for Ysgol Mynydd Bychan.

The Headteacher asked for assurances that the works on the roof, windows and stone work would be completed by September as the school building was CADW listed which could delay works. RP advised governors that the proposed works were going through a tender exercise which would include an application to CADW as part of the process.

Utilisation of Welsh-medium capacity at other schools/changes to catchment areas

- *why had the option of adjusting catchment areas not been considered as this would be less disruptive.*
- *why were surplus places in Welsh-medium schools e.g. Ysgol Glan Ceubal not being used to meet increased demand for Welsh-medium which would be more financially efficient.*
- *had the possibility of a school site swap been considered.*

BA advised governors that whilst it was possible to change catchment areas, any changes had to be sustainable. The Council was working towards Welsh Government targets and changes to catchment areas would not support this.

Whilst there was capacity in the older age groups at some Welsh-medium schools, this was not suitable for young age groups where demand was increasing.

Information included in the consultation document

- *query re the basis for Welsh-medium demand forecasts specifically Table 11 on page 18 of the consultation document.*
- *The information included in the consultation document indicated there are fewer English-medium places (Table 4 which sets out capacities for Welsh-medium of 1452 and 1301 for English-medium).*
- *the NOR quoted in the consultation document (185) did not reflect the situation at the school which has 216 children on roll.*

BA advised governors that Table 11 on page 18 of the consultation document represented projected demand for Welsh-medium places based on demand for places continuing at 15.6% of the population in the Ysgol Mynydd Bychan catchment area,

continued demand at the percentage of the most recent census year intake (17.9%), and an annual growth in demand by one percentage point from 17.9% to 20.9%.

Welsh-medium and English-medium catchment areas are not directly comparable. Ysgol Mynydd Bychan serves a wider area which is why there are a greater number of places. The Ysgol Mynydd Bychan catchment is not dissimilar to the combined catchments of Allensbank, Albany and Gladstone Primary Schools however admissions are limited to the northern part of the catchment.

BA advised that the NOR included in the consultation document reflected the number of 4 – 11 years old pupils on roll at the school in January 2020 (PLASC). There had been a small increase (5 pupils) in the number of 4 – 11 year olds on roll at the school since that time.

The long term future of Allensbank Primary School

- *why was there a need to reduce Allensbank Primary School to 1FE?*
- *what is likely to happen in the longer term? Whilst the schools are closely located they do not share the same cohort.*
- *were there any assurances about the future of Allensbank Primary School?*
- *Allensbank Primary School serves as a valuable asset for a mobile community. Communities elsewhere such as the Ysgol Hamadryad catchment were more mixed and not able to make a direct comparison.*
- *how would the proposed changes work? Was there any scope for a more creative/inclusive way; is there potential to share spaces that would benefit both sets of learners? How do proposed cuts to English-medium primary school places align with the proposed expansion of Cathays High School?*
- *concerns that the level of expenditure indicated longer term arrangements and the impact on works on children at the school*

RP advised governors that the physical capacity of Allensbank was greater than the number of children on roll at the school over recent years. Where schools are not able to sustain high numbers there were opportunities to consolidate. BA set out the example of a school with an admission number of 45 admitting 31 children which would result in the school having to run mixed classes or employing additional staff.

MDF advised that there was no connection between the proposed consolidation of Allensbank and the plans to accommodate Ysgol Mynydd Bychan provision at the school.

The Chair observed that this was not clear.

RP advised that there was a lack of building capacity within the area coupled with the need to protect open access land which is reflected in the Cathays High School proposal. There were a range of potential long term solutions and looking to engage

with the community on this. The Council was not pre-empting the long term outcome and was seeking engagement on longer term solutions.

AB advised governors that any reduction in the size of the school could result in a reduced school budget which would have implications for staffing. This would largely depend on the extent of any change, the demographic of the staff group and the wishes of staff, with the hope being that compulsory redundancies could be avoided however this could not be guaranteed. There was a HR Framework in place to support redeployment and HR would support the Governing Body and individual staff. Any shared site arrangements would require agreement around site management.

RP advised that any building works would be phased appropriately with full consideration given to children already at the school. It was not the intention for the arrangement to continue in the longer term.

Traffic and transport

- *there may be children from across Cardiff accessing Welsh-medium provision. When would there be feedback from Transport? In the longer term should there be a move towards looking at a new build Welsh-medium primary school?*
- *how would concerns raised by the governing body be addressed?*

Logistics

- *what support and capacity does Ysgol Mynydd Bychan have to manage children across two sites?*
- *how would Ysgol Mynydd Bychan operate across two sites?*
- *would there be more than two Ysgol Mynydd Bychan classes on site?*
- *how would the arrangement work when Welsh schools are looking to preserve language and do not want to mix e.g. keyworker hub model?*

RP advised governors that initial discussions had taken place with Health & Safety and Transport with further discussion needed. Any operational requirements would be carefully considered particularly in the context of COVID-19 e.g separate entrances.

The Headteacher advised that there was one main useable entrance for the Foundation Phase and that staggering start times would not be an option.

RP advised that the Council would not want the arrangement to be in place over a prolonged period; indicative timeline in place and aware of the need to progress solutions.

Any concerns raised by governors would be considered as part of the feedback on the consultation.

MDF advised that planning for the Keyworker Hub model had arisen out of the numbers of children needing places and staff availability and was subject to daily change but understood the perception. Whilst there were issues around language immersion, there were opportunities when co-locating.

Demand for places

- *why were the number of English-medium primary school places serving the area being reduced at the same time as the proposed expansion of Cathay High School was being brought forward?*
- *what would happen if forecasts change; what if there is a fall in demand for Welsh-medium places and a corresponding increase in demand for English-medium places?*
- *the Allensbank Primary catchment is the only school showing an increase in projected demand.*

MDF advised governors that the proposed expansion of Cathays High School had been brought forward in order to meet demand for places in the wider area. Whilst the primary schools that sit within the Cathays High School catchment generated lower numbers, there was demand in excess of supply outside of this and there would need to be a rebalancing of secondary school catchments once the capacity that will be available is known. Cathays High School is well located and will support growth as a result of the Local Development Plan (LDP) in both the short and medium term.

RP advised that the consolidation of Allensbank would help to manage risks around planning. Demand for places at Ysgol Mynydd Bychan has been consistently high and this was expected to continue.

BA advised that whilst there was a projected increase in the number of children within the Allensbank Primary School catchment area, intakes to the school did not reflect this with children taking up places at schools across a wide area.

Arrangements for September 2021

- *any short term proposals for 2020/21 would have to be considered in much greater detail. Ysgol Mynydd Bychan not aware of this.*
- *Health & Safety concerns; had a COVID-19 risk assessment been undertaken.*

RP advised that there had been initial discussions with Health & Safety and Fire officers but that detailed discussion would be needed if progressing.

The Ysgol Mynydd Bychan Chair of Governors was aware of proposals. The Allensbank Headteacher advised that the Ysgol Mynydd Bychan Headteacher was not aware of any plans for 2021 or options in terms of different year groups. MDF advised that there had been discussions with local schools with details shared with Allensbank in the first instance. RP advised that there may have been some miscommunication.

Communication

- *concern regarding the way in which the proposed changes were brought to the attention of the school in the first instance.*

RP advised that an apology had been made for the way in which details of the proposal were made known to the Headteacher and did so again.

The Chair of Governors thanked officers for the opportunity to meet and discuss the proposed changes. He queried whether there would be an opportunity for governors to review a draft copy of the minutes prior to publication.

MDF advised that contemporaneous notes of the meeting had been taken which would reflect the points raised and the replies given but would not be a detailed transcript of the meeting.

A copy of the draft notes could be made available and consideration given to any suggested amendments.

MDF advised that governors were able to reply in a number of different ways, as a governing body, as a member of staff, as a parent or resident and may have different views based on role.

BA advised that formal responses from the governing body, headteacher and staff would be published; personal responses would not be published.

RP thanked governors at the meeting closed at 8pm.



Schools Programme
Record of Virtual Staff Meeting
Allensbank Primary School
11 February 2021



Present: Richard Portas (SOP), Michele Duddridge-Friedl (SOP), Brett Andrewartha (SOP), Anita Batten (HR), Louise Flynn (HR), Hibah Iqbal (SOP), Allensbank Primary School staff

Please note: The following is not a transcript but a contemporaneous note of the meeting.

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed staff.

The meeting was part of the first stage of formal consultation on proposed changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022.

The process also allowed for engagement to ensure an appropriate balance of places to serve the area in the longer term.

Notes of the meeting were taken and would form part of the consultation feedback.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations

- What happens next?

Anita Batten (AB) advised staff that in the event of the proposals being progressed, HR would be providing support to them. There would be full consultation for any changes. In recognition of the difficulties that staff had faced from Covid 19 and the possible stress from this proposal, staff were advised that they had access to the Health and Wellbeing website.

Questions and Answers

RP invited questions from staff.

The points raised are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

School Performance

- *Allensbank Primary School staff have worked hard over last few years to improve standards and this proposal will have negative affect on numbers going forward.*
- *The school has been on a long journey including a glowing report last year from Estyn and the relationships being fostered with parents. Is the Authority only considering pupil numbers?*

MDF advised that there had been site sharing arrangements at other schools which had not impacted on intakes; schools are trusted in the community.

As set out in the presentation a range of factors are considered including standards and do not see that the proposal would have a negative impact. The proposal is for a temporary arrangement with the community involved in identifying a long term solution. Pupils are taking up English-medium (EM) places but not to the same degree as previously which results in financial difficulties for school. This is an opportunity for the school to shape proposal to meet the needs of the community.

Equalities

- *The Equality Impact Assessment (EqIA) states that the proposal will have a differential impact on race. What are these and what steps are the council taking to ensure that this group is not negatively impacted?*

RP advised that the EqIA is only at a starting point which will be reviewed at and updated throughout the process; feedback from the proposal will inform the EqIA. Work will be carried out to ensure that no group is negatively impacted.

BA advised that Welsh-medium (WM) may be taken up by a more ethnically diverse pupils and be a positive impact.

MDF stated that the Council would work with the Headteacher and staff of Allensbank to ensure that there was effective engagement with 'hard to reach' groups based on their experience and knowledge in how to do this.

Interim proposal

- *Temporary for how long? Is this sustainable as Ysgol Mynydd Bychan grows?*
- *Very stressful for staff as the proposal is uncertain with temporary arrangement – feels like we are getting squeezed out. Already stated that there is nowhere to build a new school.*
- *When will the building work start? How will disruption be managed?*
- *How many classes will this be for? Has the well-being of the WM children been assessed? How would they feel by not being allowed to engage with assemblies, playtime etc*
- *Creigiau is not in the same position as them. Can they interact? Feel for Ysgol Mynydd Bychan pupils not seeing other friends. Logistics of how Ysgol Mynydd Bychan would access the site? Would the car park be used – parking is difficult already.*

RP advised that views on a permanent solution were being sought as part of the engagement.

MDF advised that a temporary arrangement allowed more time for a permanent solution to be identified.

RP advised that the Council was not wanting to change Allensbank beyond this proposal and hoped that this gave some comfort. Works that were on-going would all going well be finished soon. Allensbank would benefit from the works, holistic view of benefits to the entire site.

RP advised that there were shared site arrangements elsewhere with interaction to eliminate that feeling of segregation.

MDF provided the example of Creigiau Primary School; whilst there is immersion in WM during the day, they also mix at play time. Also WM starter schools quite often sit on an EM site and mixing does happen. Borrowing physical space.

MDF advised that other schools had gone through this. There ideally would be some opportunity to mix and integrated projects have been very successful. Not all nursery children attend a linked primary school across Cardiff, Allensbank are lucky in this respect.

RP advised that officers would work with staff in this respect.

Staff and Governor Concerns

- *Staff feel this is the beginning of the end for Allensbank. What does displacement of staff mean? What consideration has gone into staff well-being at this time and what will the Authority do to help with this?*
- *Concerns by staff at both schools and governors at both schools. How much is this being listened to? And what other options are there? New build can't take place in this area so this feels like it's not temporary.*

RP advised that this was a consultation and no decision had been made.

AB advised that it would be remiss not to mention that there may be an impact. Appreciate that the pandemic has had a major impact on staff in school and understand that there may be concerns around the timing but there was never a right time. Additional support available where the Council can gain a greater understanding of concerns and if the current health and well-being is not meeting needs. Can have speculative conversations now but usually best to wait to see what happens.

RP advised that there isn't physical space to expand at Ysgol Mynydd Bychan. Feedback will be taken on board and Cabinet make decision on this.

BA advised that there was a need to balance places across the city, not build new schools.

Impact on pupils/site options

- *How will this affect out of catchment children? And has a site swap been considered?*

RP advised that there are lots of options across the wider area and any ideas should be fed back.

MDF advised that there would be no change for out of catchment children and any prospective nursery children are contacted to show what provision and options they have available to them.

BA advised that pupils can apply to any school out of their catchment.

BA advised staff on how responses to the consultation could be made; any formal staff response and any from the Headteacher would be published as part of the consultation but individual responses would be summarised.

The Headteacher thanked officers and staff, reiterated strength of feeling felt by staff and concerns for YMB and Allensbank.

RP thanked staff and the meeting closed.



**Schools Programme
Record of Virtual Staff Meeting
Ysgol Mynydd Bychan
23 February 2021**



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Rosalie Phillips (SOP), Jo Phillips (SOP), Louise Flynn (HR), Hibah Iqbal (SOP), Ian Warburton (SOP), Catherine Canning (SOP), James Eul (HR), Ifan Brychan (Bilingual Cardiff), Ysgol Mynydd Bychan staff

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed staff.

The proposed changes reflect the balance of primary school places and demographic changes.

The meeting was part of the first stage of formal consultation on proposed changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022.

The process also allowed for engagement to ensure an appropriate balance of places to serve the area in the longer term.

Notes of the meeting were being taken and would form part of the consultation feedback.

RP advised staff that the proposed increase at Ysgol Mynydd Bychan from 30 to 45 places could happen in 2021 on a temporary basis if required, subject to engagement with the relevant governing bodies. Officers were working through admissions data and this would be discussed further once the position was established.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?

- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Louise Flynn (LF) advised staff that in the event of the proposals being progressed, HR would be providing support to them. There would be full consultation for any changes. Staff were also advised that they had access to the Health and Wellbeing website.

Questions and Answers

RP invited Headteacher Sian Evans (SE) to speak.

SE thanked RP for the presentation.

The staff are grateful that Cardiff Council wanted to increase Welsh-medium provision.

There are children from all different backgrounds at Ysgol Mynydd Bychan. Parents are not choosing Ysgol Mynydd Bychan as their first choice because they cannot guarantee they will get a place and more pupil places should lead to greater uptake.

Ysgol Mynydd Bychan has good relations with the local English-medium schools and the staff did not want to damage that.

SE invited questions from the staff.

The points raised are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

Funding

- *If the grant is used for a short-term solution, will this reduce what can be do in the long term?*

RP advised that, whatever is done with the funding, £1.8million will not be enough. It's not possible to say what the additional funding will be, but a budget will be set when it's known how the proposal is moving forward.

Shared school site

- *Concern that Allensbank Primary School has no outside space for the Foundation Phase.*
- *Parents may not want to choose Ysgol Mynydd Bychan because it is on a split site.*
- *The school welcomes more pupils but don't want to be on a split site for more than two years.*
- *There is a difficulty if the children are hearing English spoken on site.*

RP said that potential options would need to be worked through. There is no fixed solution. All the viable options need to be put forward and the situation needs consideration moving forward. There are potential benefits of having the two schools on one site e.g. building relations, having a joint curriculum.

Michele Duddridge Friedl (MDF) agreed that there is a need to preserve immersion in the Welsh language. However, Cymraeg 2050 is not just about fluent Welsh speakers, but also increasing the number of people who are confident and able to speak Welsh. Previous shared sites have had separate play times, but there can also be times when children mix. There may be opportunities to share Welsh-medium expertise without compromising immersion.

Long-term plans

- *It is difficult to provide a concrete response to the consultation. There is a big difference between being on a shared site for 2-3 years and being on a shared site indefinitely. If it ends up as 6-7 years, the disadvantages then outweigh the advantages. Is there a concrete timetable and, if not, why not?*

RP advised that longer-term proposals will be developed from this engagement. He agreed that the split site is not suitable in the long term. There are complexities and a number of different solutions to providing additional places quickly. It is difficult to give a firm timetable.

MDF added that the school staff know the local community and complexities. Instead of the council bringing forward a solid proposal at this time it is better to involve the stakeholders who have knowledge of the families living in the area and what people need.

Previously, when proposals for the Four Wards were put out as a statutory consultation initially, it was not taken well. An engagement exercise was then undertaken and the end result (Ysgol Hamadryad) was different to what was in the original consultation document. In densely populated areas it is important to get views and ideas on what's available.

Building Standards

- *What would the standard for the building be if the school moved to the Allensbank site? Would it be 21st Century school standards or stay as it is?*

RP explained that Building Bulletin requirements are there to acquire Welsh Government funding or investment. The Welsh-medium capital grant does not have building standards attached to it. There is no requirement to meet Building Bulletin guidance and it is only guidance, not a statutory requirement. Allensbank is the closest and largest site in the area. The council would work with both governing bodies to utilise the site in the best way possible.

Alternative Sites

- *It is difficult to know if other sites will be available in the future.*
- *The current Cathays High School proposal would lead to a loss of space from the leisure centre. Could the leisure centre be part of the school and land from the old Cathays site be used?*

RP advised that the council is looking to maximise the use of the site, but, while there is nothing to stop schools using the leisure centre, having the leisure centre as part of the school is not viable. Some of the existing site will be used for the new high school.

Other Schools

- *How have Allensbank Primary School reacted? We don't want animosity between the schools.*

RP said that concerns had been raised by the governing body and staff around equalities and generally around sharing a site. These concerns will need further consideration, but need to know what the solution is and work from there.

MDF advised that the main concerns are staff worries about reducing the size of the school and the possibility of pupil numbers growing again, as populations often go in cycles. Allensbank Primary School attracts a range of communities that are transient in nature e.g. parents taking up temporary work placements at the hospital. They prefer English-medium, as they are unlikely to stay in Wales long-term. They do use the extra space available and so are reluctant to lose it. There is also a worry about access and egress points in relation to Covid-19 and ensuring the safety of pupils and staff.

SE thanked officers for the opportunity to meet and discuss the proposed changes.

RP thanked staff and the meeting closed at 5.15pm.



Schools Programme
Record of Virtual Governing Body Meeting
Ysgol Mynydd Bychan
25 February 2021



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Rosalie Phillips (SOP), Louise Flynn (HR), Ysgol Mynydd Bychan governors

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed governors.

The meeting was part of the first stage of formal consultation on proposed changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022.

The proposed changes reflect the balance of primary school places and demographic changes.

The process also allowed for engagement to ensure an appropriate balance of places to serve the area in the longer term.

Notes of the meeting were being taken and would form part of the consultation feedback.

RP advised governors that the proposed increase at Ysgol Mynydd Bychan from 30 to 45 places could happen in 2021 on a temporary basis if required, subject to engagement with both schools. Officers were working through admissions data and this would be discussed further once the position was established.

What is being proposed?

There was a presentation from Michele Duddridge Friedl (MDF) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations

- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Louise Flynn (LF) advised governors that in the event of the proposals being progressed, HR would be providing support. There would be full consultation on any changes.

Questions and Answers

RP invited questions from governors.

The Headteacher thanked officers for the presentation. The school was grateful that grant funding had been secured and welcomed the proposed increase in Welsh-medium (WM) places.

The points raised are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

Site Arrangements

- *Concerns that the Allensbank Primary School buildings are not fit for purpose. Does the listed status of the buildings restrict the works that could be done to support the curriculum for whoever occupies the school?*
- *Clearly demand for WM in the area. Concerns that parents on the edge of the catchment may be put off by the thought of a split site arrangement. What is the experience of this elsewhere?*
- *The initial reaction from existing parents had been of concern across all of the year groups.*
- *Would public space at Cathays High School site be available for use by other schools?*

RP advised that the secured grant funding could be utilised to improve facilities however additional funding would also be needed. 21st Century schools was a separate funding stream with specific requirements. All of the schools in the area have restrictions e.g. outdoor space but able to make significant improvements.

MDF advised that there are a number of variables considered when parents are making decision re schools. Some parents will want a smaller school and understand

concerns. Ysgol Mynydd Bychan is an established good school; good schools elsewhere with demand increasing for those schools also. The expectation in the case of Ysgol Mynydd Bychan was that parents trust in the school would prevail and there would not be a long term impact.

RP advised that the Council had committed to open access to land as part of the Cathays High School proposal; the proposal was in the early stages and the design process was yet to be defined. The proposal is for a full range of 21st Century School facilities and would want all schools to have access to these.

Pupil Numbers

- *Risk around pupil numbers not materialising. What position would the school be in if numbers did not increase and a split site arrangement was maintained?*

MDF advised that there was a risk that this could happen and had opted to go with an engagement approach to allow for a community solution to be identified. The Council is of the view that there is sufficient accommodation available across the area and difficult decisions may need to be taken. In a situation where the population is not growing; need to maximise investment and looking at options with the community.

Demand for WM is growing and Ysgol Mynydd Bychan is an established, well respected school. It can be more difficult for newer schools and the impact of Ysgol Mynydd Bychan expanding may be felt elsewhere in the short term but do not expect this to be the case in the longer term.

Language Acquisition

- *What assessment has been made of the impact of a shared site arrangement on language acquisition?*

RP advised that the proposal was in the early stages of development; two desktop options of what this could look like had been tested with Health & Safety and Fire officers. There would need to work with both schools around the operational details. One option around Foundation Phase and on around KS2; experience elsewhere and lessons learnt from this.

MDF advised that Ysgol Mynydd Bychan was publically recognised for work with English Medium (EM) schools. Cymraeg 2050 also looking at Welsh language provision in EM schools and how to improve this; positive opportunity to build on existing successes. Ysgol Pen y Groes, Ysgol Glan Ceubal and Ysgol Coed-y-Gof- all share EM sites. The importance of full language immersion in R – Y2 is recognised.

The proposed changes present opportunities for community cohesion but will be looking at the concerns being raised. Schools views on how best this could work needed.

Long-term Plans

- *The proposed long term solutions put forward are limited to existing school sites; does this include the Cathays High School site?*

- *As Cathays High School is not an option, there is no long term option other than Ysgol Mynydd Bychan and Allensbank swapping sites; are there any other options under consideration?*
- *Supportive of the growth of WM provision and recognise position re sites. What is the vision beyond the short term? There is a risk of remaining in the interim position and need to feel more assured.*
- *Understand points around community cohesion however this would be more difficult for one school over two sites. Appreciate that consultation is to put forward ideas however the situation is difficult for the school (Ysgol Mynydd Bychan) and have to protect staff, pupils and parents. Working across two sites would be an issue if a long term thing and would need to know what would happen beyond 2/3 years.*

RP advised that the development of the Cathays High School site included the protection of open access community space and not in a position to have another school on the site. The birth rate was reducing with a corresponding increase in surplus places which had to be addressed.

There were a number of options that could be considered. The Council was seeking views and difficult to say what should be done at this point; engaging with the local community and should be looking at the existing estate in the first instance.

MDF advised that a range of factors were considered when bringing forward proposals e.g. numbers, projections, catchment area changes, existing assets. There is projected demand for 2FE EM (community) and 2FE WM going forward; no changes were being proposed to RC and CiW provision. The Council is seeking the views of the community on how best to reorganise to meet demand. There are a number of ways in which this could be done and seeking views ahead of consultation on a long term solution.

RP advised that the concerns raised were recognised. There are a number of ways forward and have opted to engage with the community. It is not in the Council's interest for any interim arrangement to continue and committed to a long term solution however it was not yet know what this would be.

MDF advised that capital funding had been secured to increase WM by 1FE and clear that the proposal is to increase provision at Ysgol Mynydd Bychan. Proposing to increase by 0.5FE in the first instance but the long term position is for Ysgol Mynydd Bychan to be 2FE. Projections indicate the need for 2FE EM and 2FE WM provision and not able to justify spend on additional new accommodation.

The Headteacher advised that Ysgol Mynydd Bychan would have to move in order to expand and would want to be able to tell children and parents that any move was to a building of the same standard or better.

Grant Funding

- *When was the grant funding received?*

MDF advised that this would need to be checked. She believed it was in the year prior to the drop off in pupil numbers in 2018 and time had been needed to ensure numbers stabilised.

Pupil Voice

- *Will pupils be contributing to the consultation?*

The Headteacher advised that this had been discussed with the SOP team and arrangements were being made for the views of pupils to be considered once the children were back in school.

The Headteacher thanked officers for the opportunity to meet and discuss the proposed changes.

RP thanked governors and the meeting closed at 19:45pm.



Schools Programme
Record of Virtual Governing Body Meeting
St Monica's CiW Primary School
04 March 2021



Present: Richard Portas (SOP), Michele Duddridge Friedl (MDF), Brett Andrewartha (SOP), St Monica's CiW Primary School governors

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed governors.

The meeting was part of the first stage of formal consultation on proposed changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022.

The proposed changes reflect the balance of primary school places, policy and demographic changes.

Notes of the meeting were being taken and would form part of the consultation feedback.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations

- What happens next?

Questions and Answers

RP invited questions from governors.

The questions asked are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

What do you want from us?

Interim proposal put forward; looking to develop a longer term position and interested in any views governors have in relation to that. There are a number of things that people may want to suggest as part of this proposal. Would be good to have a response from the GB regarding your long term considerations, as well as the interim proposal.

We would like a nursery. We are a family school, imbued with Faith.

Seeking views which include your aspirations. The current proposal is an interim solution. We are not looking to reduce Faith places, there are aspirations and desires of parents in the area that we can't meet at the moment. We would like to hear your ambitions. There are options for the future.

What is the timeline for the longer time plan?

Minimum of 9 months in terms of the statutory process; looking at an interim solution for two years.

How are projections worked out?

PLASC data will calculate percentages of each year group to give us reliable percentages.

Does the Allensbank site have capacity for 2 FE?

Yes; the Allensbank site can accommodate 2FE. There are different combinations, the numbers, changing ratios; looking to maximise places available in the local area.

St Josephs is not included in the proposal?

St Joseph's do not share a site with a community school. They are owned by a Diocese.

There were no further questions, RP thanked governors and the meeting closed.



**Schools Programme
Record of Virtual Staff Meeting
Albany Primary School
10 March 2021**



Present: Richard Portas (SOP), Brett Andrewartha (SOP), Rosalie Phillips (SOP), Albany Primary School governors

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcomed governors.

The meeting was part of the first stage of formal consultation on proposed changes to Ysgol Mynydd Bychan and Allensbank Primary School from September 2022.

The proposed changes reflect the balance of primary school places, policy and demographic changes.

There was no impact on Albany Primary School from the interim proposal but opportunity to put forward views on a long term solution.

Notes of the meeting were being taken and would form part of the consultation feedback.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards

- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Questions and Answers

RP invited questions from governors.

The points raised are set out in *italics* below and have been grouped according to the points raised where appropriate.

The Officer's response can be seen underneath.

Pupil Numbers

- *Albany Primary School has a diverse range of pupil with lots of EAL pupils, with these families less likely to opt for Welsh-medium (WM); how has the diverse nature of the area been considered?*

BA advised governors that there were two aspects to consider when looking at pupil numbers, projections and forecasts. Projections reflect take up of places, while forecasts allows for contextual information to be considered e.g. growth of WM. There is a need to consider saturation point with the take up of WM not equal across the city. Welsh Government target to increase WM places and proposing incremental increase.

It is recognised that pupil mobility is greater in some areas and looking to maintain a level of surplus to allow for this.

The Headteacher observed that there had been situations where children had been refused places at the school because of admin errors; important that there are tight systems in place when decision are being taken.

Options

- *What other options were considered for the short term?*
- *Why does Cardiff not have dual stream schools (WM/EM) and would this be considered in the future?*
- *Had there been discussions with Church schools; number of footprints available and could also be considered.*

RP advised that there were different ways of looking at this. Complex area and engaging on longer term solution. There are dual stream schools in Cardiff e.g. Creigiau Primary with 1FE EM and 1FE WM; there is also an agreed proposal for a new 1FE WM and 1FE predominantly EM with significant use of Welsh primary school at the new Plasdwr development.

The option of a new build primary school on the Cathays site was considered however there is not sufficient space available to allow for this. Complex situation with the best way forward being to engage with the community; interim approach allows for expansion of WM.

Officers had met with St Monica's CiW Primary School as part of the consultation and had asked them to consider issues also.

BA advised that officers had engaged with the Archdioceses ahead of bringing forward proposals. St Joseph's RC Primary School is high subscribed; St Monica's CiW Primary School share a site with a community school and are part of the consultation. The Council will be consulting on the Welsh in Education Strategic Plan (WESP) later in the year and will be consulting with the Archdioceses as part of this re how they can contribute to LA targets.

Data

- *What are the EAL figures in the consultation document based on? The document refers to 33.6% for Albany however the school has c70% EAL; how is this established?*

BA advised that Welsh Government publish data (My Local School) is used as source data.

Investment in school buildings

- *Schools in the area are concerned about buildings. Issues with the roof at Albany; will be money spent at Allensbank but need to consider spend on all schools. Children should be proud of where they go to school; work hard to maintain school; improved buildings lead to greater interest in a school.*

RP advised that there are issues with buildings across the whole estate. A need/evidence based approach to investment had been adopted and a two year asset programme agreed; looking at H&S, safeguarding and urgent maintenance. Pro-actively working around buildings and looking to move to long term planning rather than reactive works which will take some time.

Impact on other schools

- *The expansion of Ysgol Mynydd Bychan is likely to impact Ysgol Glan Ceubal.*

RP advised that the proposed expansion of Ysgol Mynydd Bychan has been brought forward on a phased basis to limit the impact on other schools; plan to grow Ysgol Glan Ceubal in line with policies.

Split site arrangement

- *A split site arrangement is very challenging and the introduction of Curriculum for Wales will compound this.*

RP advised that concerns around a split site arrangement had been raised. Increasing the size of any school results in challenges. Split site arrangements have been used elsewhere and looking to build on lessons learnt; will be working with both schools to support.

School identity

- *Challenging situation. Schools have identities which can be adapted in a WM environment.*

RP advised that community feelings were recognised. Range of complexities in the area and local input is needed to understand local issues.

Community impact

- *Has the impact on the community in the Allensbank been considered? Lots of Allensbank children walk to school, lots of WM children drive. What would be the impact of this?*

BA advised that based on PLASC data, Ysgol Mynydd Bychan is a small school serving a small area despite having a larger catchment. While Allensbank had 185 children on roll last year, 124 were from within the catchment with the remaining children coming from elsewhere. Allensbank had contracted to less than 1FE; long travel distances for WM in general, however Ysgol Mynydd Bychan is different. Working on Active Travel Plan to limit journeys taken.

RP advised that a Street School proposal was being developed which would help to limit traffic and drop off and pick up times.

Census

- *Concerns around how census will record population accurately; how population will present through the census which could impact on future planning.*

RP advised that the Council was waiting on the outcome of the census and appreciate that there are issues around this.

RP advised governor that whilst the interim proposal did not impact Albany Primary School, the Governing Body's view on long term proposals for the area was being sought. Individual comments/suggestions were also welcome.

RP thank governors and the meeting closed at 19:05pm.



Schools Programme
Record of Virtual Governing Body Meeting
Gladstone Primary School
15 March 2021



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Ian Warburton (SOP), Gladstone Primary School governors

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting and welcome governors.

The proposed changes reflect the balance of primary school places and demographic changes.

The meeting was part of the first stage of formal consultation on proposed changes to Allensbank Primary School and Ysgol Mynydd Bychan from September 2022.

The process also allowed for engagement to ensure an appropriate balance of places to serve the area in the longer term.

RP advised governors that the proposed increase at Ysgol Mynydd Bychan from 30 to 45 places could happen in 2021 on a temporary basis if required, subject to engagement with the relevant governing bodies.

What is being proposed?

There was a presentation from Brett Andrewartha (BA) setting out details of the proposal:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site

- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Questions and Answers

RP invited questions from governors.

Site options

- *Why wasn't St Joseph's included on the map of local schools and why has Roath Park Primary School not been considered as one of the options to accommodate the Ysgol Mynydd Bychan pupils?*
- *How will the split site be managed; how will the LA manage the situation if the temporary solution becomes more permanent?*
- *Do the LA own the site of Ysgol Mynydd Bychan? The school was a faith school and I understand there can be particular ownership arrangements in these cases.*

BA - St Joseph's is on the outskirts of the area considered, is exclusively a Faith school site and has limited scope for an alternative configuration of use. Roath Park, again is further away than all the schools highlighted in the presentation and consultation document, and has very little available space. Allensbank Primary School is not only the closest school, but has an excess of capacity beyond demand for places at the school, and a surplus large enough to enable the interim proposal.

RP - this is an interim proposal and there is no intention for this arrangement to become permanent. The LA have a lot of experience of two schools operating on one site, either as starter classes or as dual stream schools. The particular arrangements will be a matter for the governing bodies to agree regarding what solutions suit the pupils best. This may involve decisions relating to the location of younger or older year groups at the Allensbank site, use of buildings and outdoor areas etc.

MDF - will check on the legality of all plans brought forward but the Ysgol Mynydd Bychan site at this point will see no change of use and hence we do not foresee any issues.

Additional facilities

- *Will this proposal consider additional facilities for schools in the area, and access to these facilities?*

RP - the current consultation regarding Cathays High School involves the provision of additional facilities which could be accessed by the local community. Public open space access will be protected. Obviously, this is a congested area and site limitations apply to all schools in the area

MDF - the BMX track will be retained on the existing site if not necessarily at its current location and the leisure centre is to be retained.

Site use

- *All the space is being used and outdoor space is at a premium.*
- *Having two schools on one site doesn't always work well; when St Monica's moved to the Gladstone site, there were issues initially*

RP - schools which have any available space will always use this to maximise the use of the facility e.g. engagement rooms. Allensbank has significantly more space than required which affords more scope for use. Looking to engage with the local community such that we can make an informed assessment to best identify the best long term solution.

MDF - that particular move may not have been not managed as well as it should have been. We have implemented a number of shared site arrangements since, without issue.

Traffic & transport

- *There are already traffic issues in this area, how is the LA going to deal with the increased situation?*

RP - traffic considerations form a part of all proposals and will inform any implementation and operational arrangements.

RP suggested that this was an opportunity for the governing body to make a case for the arrangements which they felt best fit the needs of the community, and asked if it was possible for the governing body to give a formal response to the proposal.

RP thanked the governors for their time and the presentation was concluded at 18:53.

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APPENDIX 3

Records of Pupil Engagement:

- Allensbank Primary School Pupils (15th March 2021)
- Ysgol Mynydd Bychan Pupils (17th March 2021)



Present: Laura Williams (Allensbank Primary School), Year 6 pupils (Allensbank Primary School), Brett Andrewartha (SOP), Hibah Iqbal (SOP), Rachel Burgess-Willis (SOP), Shirley Karseras (SOP), Ian Warburton (SOP), Jo Phillips (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Brett Andrewartha (AB) opened the meeting by explaining to the pupils that Cardiff Council are planning on making some changes to schools within their area and wanted to seek their opinions on these changes. Rachel Burgess-Willis (RBW) introduced herself and stated that she would take notes of points raised.

AB then presented the pupil presentation which covered the following

The presentation covered:

- What is being proposed?
- English-medium places and pupil numbers
- Welsh-medium places and pupil numbers
- Proposed changes from 2022
- Positives
- Negatives
- Risks
- Questions

Questions and Answers

The questions asked by pupils are set out in *italics* below with the officer response given directly below.

Question 1

Is it going to be just the Year 6 pupils that move from YMB?

BA – This is a great question which lots of adults have already asked. We have not decided yet; it could be nursery, Reception or one of the older year groups. Both schools will decide what would be best.

Question 2

I have a concern about the change of language. As from September 2022, children would have to learn Welsh and would not be able to go to Allensbank Primary School.

BA – The proposal is to grow Ysgol Mynydd Bychan from Reception by 15 places. There would still be 30 places in every year in Allensbank Primary School which is more than currently attend the school and so children would still be able to go to

Allensbank Primary School and be taught in English just as it is now. There are also other English language schools within the area.

Question 3

What would happen if there was an increase in the number of parents that want to send their children to Allensbank Primary School?

BA – we have looked at lots of numbers which tell us that we have 20% more places than we need. So even if there was an increase in people wanting to go to Allensbank Primary School, then there should be enough places.

Question 4

Who will decide which group of children will come over to Allensbank Primary School from Ysgol Mynydd Bychan?

BA – the Council would like Ysgol Mynydd Bychan to decide this for themselves as they will know what works best. The Headteacher and Governing Body who run Ysgol Mynydd Bychan will decide and have discussions with Allensbank Primary School to see how it could best work and the reasons why.

Question 5

If pupils from Ysgol Mynydd Bychan were to use our classrooms, where will the Allensbank Primary School pupils go?

BA – Allensbank Primary School is quite a large school with two buildings and enough rooms to have 14 different classrooms so there should be more than enough space to move classes around, just in the way you move at the end of each year. There will still be enough other space in your school to allow you to do all the other things you like to do.

Question 6

If they took our classes, where would we do our art?

BA – Allensbank Primary School would have less classrooms if this went ahead. You would have to use the spaces differently. It may be fair to share this space with children from Ysgol Mynydd Bychan.

Whiteboard Session

AB then asked the pupils the following questions, with responses recorded below. RBW also recorded these on the whiteboard.

Question 1: Is there anything about what we are suggesting that you like?

A- It's a good idea. There are two different schools with two different languages. Our pupils would be able to meet Ysgol Mynydd Bychan pupils and interact and make friends with them. We would have the opportunity to learn things from them, like the Welsh language.

A- I like what you are doing as it will help children that don't have much space.

A- I think it's a good idea as it will give the people who want to go to Ysgol Mynydd Bychan a greater chance to go there.

Question 2: Is there anything about what we are suggesting that you don't like?

A – I think this is a bad idea as it would be hard for pupils from Allensbank Primary School as we would have to learn more Welsh which would be hard.

BA – the way in which Allensbank Primary School runs wouldn't change. It is only the children from Ysgol Mynydd Bychan who would be learning through the medium of Welsh.

A – it's not a good idea because children might not understand each other.

A – if Covid is still here in 2022, there might not be enough space or enough toilets to stay in bubbles.

A – it's not a good idea. How would the children from Allensbank Primary School and Ysgol Mynydd Bychan communicate with each other?

BA – The children from Ysgol Mynydd Bychan learn through the medium of Welsh but generally they can speak English too.

A – I don't like this idea as we don't know the children from Ysgol Mynydd Bychan and we would have to share our space. We already have problems with having access to PE in our school hall with other classes.

BA – this would hopefully be worked out between both schools so that things could be timetabled properly and facilities could be shared fairly.

A – we would have less space and less time on the playground.

A – it might not be good if we don't get along with each other.

Question 3. Is there anything that worries you?

A – its risky. Due to Covid we haven't had as much room or staff to do our science experiments. This would be worse as we would have to sanitise the room after Ysgol Mynydd Bychan children.

BA – hopefully Covid would be gone by then and schools wouldn't have to operate in this way any longer, but yes, Allensbank Primary School would have less rooms.

A – what if the Headteacher and the parents of Ysgol Mynydd Bychan don't want this?

BA – that's a very good point as the parents sent their children to Ysgol Mynydd Bychan and expected them to stay in that school building from Reception to Year 6 so we are also asking them for their opinions. If they decided that they didn't like this idea then we wouldn't be able to increase Welsh-medium places in this area.

A – it would be hard for the parents to have two children at two different schools.

BA – there are things that we can do to help families like having different starting and finishing times. I have two children that go to one school but with infants and juniors on separate sites and this is how they manage it.

A – the building work at Allensbank Primary School would be distracting for children.

BA – Cardiff Council are well practiced in refurbishing and opening new schools. They minimise any disruption by trying to get work done in the school holidays when the schools are empty.

BA thanked the pupils and explained that we would come back and let their school know the outcome of the proposal when the Cabinet had decided.



Present: Year 4/5/6 pupils (Ysgol Mynydd Bychan), Brett Andrewartha (SOP), Cerys Richardson (SOP), Hibah Iqbal (HI), Rosalie Phillips (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Brett Andrewartha (AB) opened the meeting by explaining to the pupils that Cardiff Council are proposing changes to their school and want to seek their opinions on these and answer any questions.

CR then presented the pupil presentation which covered the following:

- What is being proposed?
- English-medium places and pupil numbers
- Welsh-medium places and pupil numbers
- Proposed changes from 2022
- Positives
- Negatives
- Risks
- Questions

Questions and Answers

Members of the School Council asked questions on behalf of all pupils.

The questions asked by pupils are set out in *italics* below with the officer response given directly below.

Question 1

Would this be a permanent situation? Those children would not be part of Ysgol Mynydd Bychan.

BA – the Council wants to make sure there are enough places for children to go to Ysgol Mynydd Bychan. A way of doing this in the short term is to have some of the children at Allensbank Primary School; in the long term all the children would be together on one site.

Question 2

Is there any way of adding another level to the school building so all of the children could be on the same site?

BA – unfortunately that would be too difficult. It would be very disruptive and there would be issues with safety.

Question 3

If Years 5 & 6 were at Allensbank Primary School, does that mean they would never mix with pupils on the Ysgol Mynydd Bychan site?

BA – how children mix would need to be decided by the schools but would be difficult.

Question 4

Would the children at Allensbank Primary School still be able to speak Welsh?

BA – yes. The proposal is to share buildings and facilities and would expect the way children are taught now to continue.

Question 5

What happens if siblings are on different sites? This would be difficult for parents.

BA provided the example of a school where the FP and KS 2 are on different sites and how this worked. Understood that this was something those children and parents were used to and that this would be something new for Ysgol Mynydd Bychan.

Question 6

Is there any land available to build a new school for Ysgol Mynydd Bychan?

BA – have looked at other sites to see if they would be big enough, if they were owned by the Council and timing however no sites are available. Have looked at rearranging schools and decided to speak to everyone about how to grow Ysgol Mynydd Bychan.

Question 7

When would classes be moved to Allensbank Primary School?

BA – we are looking at doing this from September 2022.

Question 8

Is there room for a football pitch at Allensbank Primary School?

BA – the site is not big enough for a football pitch but the school does have a larger playground than Ysgol Mynydd Bychan.

Question 9

Do you think if Y1 and Y2 went to Allensbank, they would speak English instead of Welsh?

BA – that could be a risk but would look to organise in a way that would allow for language development.

CR – when I was young I went to Ysgol y Wern who shared with an English-medium primary school. The schools chose to have separate start/finish and lunch/play times.

BA – this has happened on other school sites e.g. Ysgol Melin Gruffydd shared a site with an English-medium school for a long period. New Welsh-medium schools often start off on an English-medium school site and grow.

Question 10

Is there enough space to play for all the pupils at Allensbank?

BA – Allensbank Primary School had more pupils before and there is more than enough outside space.

Question 11

What happens if teachers have different teaching methods/styles across sites?

BA – there would be no change to how children are taught. There may be opportunities to work with Allensbank pupils if the schools wanted to. Ysgol Pen y Groes shares with Bryn Celyn Primary School with both schools teaching in their own way.

Question 12

Concerned if R/Y1/Y2 went to Allensbank; that they could be bullied for speaking Welsh.

BA – we have met with Allensbank Primary School pupils and they are a lovely group, they are children who live in your local area and share the same hopes and dreams.

Question 13

Would it be possible to use the church next door to the Ysgol Mynydd Bychan to expand the school?

BA – we looked at sites in the local area and none were available.

Question 14

Would technology and resources provision be the same?

BA – yes. What is available at Ysgol Mynydd Bychan would be available at Allensbank.

Question 15

What facilities do they have at Allensbank Primary School?

BA – I've only visited a couple of times; they have a long playground, shelter areas, outside play areas but don't remember trees or artificial grass; could look at as part of the proposal.

Question 16

Ysgol Mynydd Bychan have an end of year Y6 show and school concerts. Would we still be able to do that?

BA – Yes, nothing to stop this from happening.

Question 17

What would happen to the school uniform?

BA – there would be no change to the school uniform.

Question 18

What about parking around Allensbank?

BA – we would work with parents and pupils to help understanding around how to get to school without using a car e.g. active travel. Parents could also park further away and walk.

Question 19

What about school trips?

BA – there would be no change to school trips.

Question 20

Would there be different rules at Allensbank?

BA - no

BA thanked the pupils for their excellent questions and asked if there was anything they liked about the proposed changes?

The pupils identified the following:

- good idea to expand the places at Ysgol Mynydd Bychan because children had missed out on the opportunity to come to the school
- liked the idea of meeting other children but would prefer to be on one site
- would encourage more people to speak Welsh in line with Cymraeg 2050
- would increase the number of Welsh speakers as this is the language of Wales
- good to bond with different pupils but sad for those who would be separated
- Ysgol Mynydd Bychan could help Allensbank pupils to speak more Welsh

The children were then asked if there was anything that they didn't like about the proposed changes?

The pupils identified the following:

- it wouldn't be the same as being at Ysgol Mynydd Bychan; no trees or the same facilities
- children have been at Ysgol Mynydd Bychan since nursery and would be strange to be on another site
- confusing to be working on two sites; could go to the wrong site
- could be worrying; concerned about language; children on the Allensbank site could be speaking English and effect those on the Ysgol Mynydd Bychan site
- influence on Allensbank site
- could be upsetting for pupils who have friends in other year groups who they wouldn't be able to see
- there could be more traffic with parents having to go to more than one site
- Ysgol Mynydd Bychan should have a new school
- opportunities for Y5 and Y6 to help out could be affected
- could cause difficulties for siblings on different sites
- concerns around language acquisition
- concerns around drop off/pick up

BA thanked the pupils. It was really helpful to hear their thoughts and hoped that this was not something that worried them.

Records of Public Meetings:

- Allensbank Primary School and Ysgol Mynydd Bychan – Welsh Language (3rd March 2021)
- Allensbank Primary School and Ysgol Mynydd Bychan – English Language (8th March 2021)



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Ifan Brychan (Bilingual Cardiff), James Eul (Bilingual Cardiff), Rosalie Phillips (SOP), Rachel Burgess-Willis (SOP), Shirley Karseras (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting, welcomed members of the public and outlined details of the proposals. He advised that there would be a presentation in Welsh followed by a question and answer session. Whilst it was possible for questions to be submitted in Welsh, answers would be provided in English.

Following some initial IT issues, a voiced over presentation in Welsh was shared with those in attendance.

The presentation covered:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Following this, a series of questions in both Welsh (translated by James Eul (JE)) and English were put to RP, Michele Duddridge Friedl (MDF) and Brett Andrewartha (BA).

Questions and Answers

The question submitted by those who attended the meetings are set out in *italics* below with the officer response given directly below.

Please note that the questions have been copied as written / translated directly from Teams Live Event meeting log.

Question 1

The proposals to open a YMB class on the Allensbank site are being described as "temporary", but there is no plan in the current plan for the long term ... so 1. What would be the time (in years) this 'temporary' provision; and 2. What would the long-term plan be?

The Council has gone out previously with other proposals which have not progressed. It was felt that a better solution could be found by taking it one step at a time and engaging more fully with the schools, parents and community to look at all options. The proposal is a way of increasing Welsh-medium provision ahead of a long term solution being identified.

Question 2

Splitting a close, prosperous school is a very serious step, and one must be sure that it is the best course of action for current and future children. Can you describe how you got to this scheme (from splitting YMB and part-setting it up in Allensbank) ... 1. please describe the other different options you have considered, 2. please describe how you came to this conclusion - what were the factors you took into account eg. costs, sustainability, child welfare and workforce.

As part of the Cathays proposal, the Council looked to see if a site could be identified for a new build primary school but unfortunately this is not possible. There has also been a drop in the birth rate and we do not feel that this would be the right thing to do. The aim of the engagement is to come up with a longer term solution.

In relation to costs, the funding will come from the Welsh Government grant available to support the growth of Welsh-medium education in the area. The sustainability of Welsh-medium education has to be considered when bring forward any changes with account taken of other schools. The aim is to grow provision rather than have a situation where schools share pupils differently. A number of desktop solutions which took account of H&S and safeguarding have been presented to the Governing Bodies and working through the details with schools. Allensbank Primary School was selected on the basis of available capacity and proximity which would better support a split site arrangement.

The Council's preferred option is to expand Green category schools, however this does not mean that there are no other options. A new 1FE Welsh-medium school temporarily located on the Allensbank site could have been an option, federated to Ysgol Mynydd Bychan or Allensbank Primary School. This is a consultation and we are looking to increase Welsh-medium provision by 15 places in the first instance.

In relation to the cost and sustainability issues that we have considered; we know that a 1FE school is difficult to sustain financially and don't present the best value across the city.

The longer term outlook shows that populations are reducing. This reduction combined with policy change at a national level (Cymraeg 2050) means that the Council has to consider the pattern of primary school provision. We want to hear from the local community and use that knowledge to develop a long term proposal.

Question 3

Can you explain the level of capital grant available to the Council and how this money is to be spent? If the current scheme is not approved, does the grant have to be returned to the Welsh Government?

£1.8m has been secured through the Welsh Government grant scheme for this proposal. The Council acknowledges that additional funds will be needed and will resource this.

There will also be a need for some refurbishment works at Allensbank. If this scheme is not approved then discussions would be undertaken with the Welsh government and it may be possible that the money could be used to provide Welsh-medium education elsewhere in the City.

Question 4

What procedures will be in place to ensure the immersion of pupils on the Allensbank site in the Welsh language, culture and traditions? Identity is the essence of the language, how do you want to maintain this on an English-speaking site? How do you want to ensure that pupils on the Allensbank site are not at any disadvantage compared to pupils on the Heath site?

The Council has tabled some options with the Governing Bodies and this will depend on where we go with the proposal. All of the options allow for specific safeguarding measures for both schools and access to the sites. On site arrangements would look at options around school start times, outside play space; segregation could be created with cones etc.

Before we decide what will happen, measures will need to be worked through with both schools so that neither set of pupils is disadvantaged. On some other shared sites around Cardiff, there is a high level of segregation and on others this is not the case.

It is important that the formal high quality learning and experience of delivering Welsh-medium education is preserved; there is no desire to reduce this. It is acknowledged that the use of the Welsh language through play and in the wider environment rather than just through a formal classroom setting is desired by parents opting for Welsh-medium education, however this might not be as easily facilitated in an urban setting compared to other areas.

Children would be fully immersed in the formal setting just as they would be on the Ysgol Mynydd Bychan site.

Welsh culture and traditions are not limited to Welsh speaking schools. This is developed through all schools and the desire to see this grow is supported by Cymraeg 2050. Ysgol Mynydd Bychan already works in partnership with English-medium schools in the area and this could be an opportunity to build on this and develop further.

Some schools already share a site with an English-medium and Welsh-medium cohort and actively look for opportunities to work together. Welsh-medium ethos can be preserved by children being able to play with other children speaking Welsh and also being able to play with the English-medium cohort too as part of their community.

Question 5

Wouldn't the easiest option just be for Mynydd Bychan and Allensbank to swap premises? The aim looks to be to increase Mynydd Bychan to the current capacity of Allensbank, and decrease the capacity of Allensbank to roughly the capacity of Mynydd Bychan?

This is an option and if it is what you think then feed it back, but there are other options that people may feel are better. You know your community and know what may work better than we do and so it is important that the long term solution is informed by all views.

Question 6

How does the Council justify the lack of a full options appraisal in the consultation in light of its duties to ensure value for money? For example, the direct exchange between the 2 schools, YMB and Allensbank is not considered?

The proposal is still at an early stage. We have to produce three Cabinet papers as part of a consultation – firstly we seek permission to consult, then report back the findings of the consultation and then to issue statutory notices.

The cabinet report submitted shows that we have considered a wide range of information and it is not just a value for money comparison; we have to consider the sustainability issues also including the position of other local schools.

Question 7

Why is the long term plan for expanding Welsh-medium provision so vague?

The Council will finalise a plan within the next year, or so for a 10 year strategic plan for Welsh education which will look at how we plan to achieve the targets set by Cymraeg 2050. There will be consultation on this in due course but this proposal is about a specific area and a specific need. We could have come up with something more complicated but felt that engagement with the community was a better way forward.

Question 8

How do you want to ensure a Welsh ethos within an English medium school?

As stated previously, Welsh ethos is about more than the Welsh language. English-medium schools are also very successful at celebrating what it means to be born in or live in Wales. We are looking at it in the broader sense that Welsh ethos is not only

possible in Welsh-medium schools in line with national policy which looks to improve understanding and knowledge of what it means to be Welsh.

Question 9

Part 1: How do you ensure that these are Mynydd Bychan pupils and that they are not swallowed up by Allensbank so that their identity is lost? Part 2: Where is the functionality of having a MB deputy / boss on site?

Part 1: we've already picked up some of these points. We would look to work with both schools on this and at the opportunities across a wider cohort of children. The site at Allensbank has sufficient room so that potentially more than one class could be taught there; this would be agreed in detailed discussions with the governing bodies.

Part 2: this decision would be down to the management team at Ysgol Mynydd Bychan and the governing bodies of both schools.

Question 10

Don't all the arguments the council has put forward point towards the exchange of the two buildings (YMB and Allensbank)? Wouldn't there be more local support for the proposal if this long-term option was part of the proposal?

There are very good reasons why we are coming forward with the proposal as it is. If however people feel that the exchange of sites would be a good solution then this should be fed through as part of the engagement and consultation process.

Question 11

May I confirm that you propose to expand existing year groups by 15 pupils in 2022?

Yes but not for all year groups.

Yes initially for September 2022, there will be an increase of 15 places. This will then grow in the long term for Ysgol Mynydd Bychan to become a 2 FE school, or for Welsh-medium provision to reach 2 FE.

There will also be a need for 2 FE English-medium community provision across the catchment area. You may want to suggest ways in which way you think this could be delivered given the accommodation available. There are pros and cons in terms of 1 FE and 2 FE schools. To clarify, there would be 45 places for Reception in September 2022 but the other year groups would remain at 30.

Question 12

What source of funding has the Council earmarked for project costs over and above the grant? You have mentioned this but has that funding been earmarked for YMB or would the school need to bid for that?

There will be no bid process for the funding. As we don't yet know what the long term solution is, we don't know what the budget requirements would be. There is a long term asset programme and this could be factored in in due course.

Question 13

How will you decide what children will potentially go to Welsh medium class in Allensbank vs Mynydd Bychan?

It could be older year groups, younger year groups or anything in between, there are multiple options. Will be guided by the Headteacher and governing body and will make sure that there is no detriment to learners and that it works in the best possible way, not just in the first year, but after that also.

Question 14

This is not a question: my name is owain lewis, i am a member of the cardiff language society cardiff, if any parents want to get in touch about their fears about this scheme, you can contact me via owain4@hotmail.com - we plan to hold a zoom session next week to discuss the consultation and possible response.

This is an offer from someone outside the Council for anyone who wants to have a conversation about this.

Question 15

More generally in terms of increasing the number of pupils learning welsh have you considered: 1) Changing the application process to include a preference (and therefore priority) for those wishing to have welsh medium education? 2) Clarifying that if you wish to have welsh medium education that you should not automatically include the schools in your catchment as your preferred choices especially in areas such as this where you know that places are limited? 3) Changing the funding allocation system so that all welsh learning is funded directly and equitably from WAG to encourage all schools to enhance welsh learning?

Part 1: this already exists for admission arrangements at Reception as you have three preferences, all of which are assessed equally and considered in line with the Council's Admission Policy and oversubscription criteria. These preferences can be any combination of Welsh-medium or English-medium schools. You will get the highest preference where possible.

Part 2: you have a minimum of three preferences but you can also inform the Authority if you have further preferences. You could include Ysgol Mynydd Bychan as it is your catchment school but you may also want to name other neighbouring Welsh-medium schools. Further help can be given by contacting the Admissions team as it is not always straightforward.

Part 3: we receive all of the funding for education from Welsh Government and it is distributed equitably across the whole of Cardiff. The Authority has a statutory duty to provide education. It is offered in both Welsh-medium and English-medium; there is however no requirement to give a first preference if the over subscription criteria applies. Furthermore, if the only school available in the preferred language of the applicant is further than two miles away from their address, then the Council funds the travel for the pupil to and from school.

No, there won't be a change to the way in which the funding allocation works. The strategy in Cardiff is to treat all learners equitably. There has been significant investment in Cardiff so that more children can access Welsh-medium education and

that travel times to do so are minimised. The Council would not prioritise funding based on the desire for Welsh-medium education. Every child has a pupil funding allocation and any additionality would only be for additional support that they may need for a specific additional learning need.

Question 16

Linguistically, how are you going to ensure that the pupils who are on site at Allensbank are not under any disadvantage compared to the pupils who will be surrounded by the language at Mynydd Bychan? If they are playing, socialising etc with Allensbank pupils, this engagement will be through the medium of English, have you considered the effect this will have on the pupils' fluency in Welsh and therefore their future academic progress?

This was covered previously.

Question 17

Last week, at a public meeting about Cathays school, you (from Michelle) said that a temporary site for the secondary school while rebuilding on the current site is not an option because it would have "detrimental impact on the pupils ". I see the scheme of splitting the YMB across two sites temporarily for an open period is also likely to have a detrimental effect. Can you comment on this RIGHT?

RP – Unfortunately it is not viable to relocate a secondary school to a different location for the Cathays scheme. The existing site is extremely constrained and not suitable for 21st Century learning.

There are previous examples for this type of arrangement at primary school when expanding the Welsh-medium provision and I don't think this is comparable [to the Cathays scheme].

The options around relocating a secondary school are not viable. The existing Cathays High School site is constrained and not suitable for 21st Century learning.

Relocation of Cathays High School to a site commensurate with it in this area is not possible. This is quite a different proposition than having some children attend a location within close walking distance of Ysgol Mynydd Bychan. We have to consider the use of public money against what we need to achieve whilst not compromising educational provision. People may feel that this proposal could compromise this provision. It is important that the consultation listens to the viewpoints of the stakeholders and addresses them. It may be that children have to access Welsh-medium in their neighbouring catchment whilst further long term proposals are worked through. The Council is seeking a solution that works for Welsh-medium and the wider community.

Question 18

How will this work in practice? Will the children in Allensbank attend the service at MB school etc? Have PE lessons with friends? How can they feel like they are part of a small mountain family? It is necessary for these children to feel part of Welsh education - attitudes and motivation are so important to creating lifelong learners who go on to use Welsh in their daily lives and there is a risk that a class will separately having less of this Welsh 'experience'.

This was covered previously. This proposal will allow for the growth of Welsh-medium places in the local area as part of the wider Cymraeg 2050 policy. This is an approach that we have taken previously and that will allow time to see how this can work through in the longer term. There are a range of onsite solutions and school arrangements that could support this proposal. This will be worked through closely with the staff and governing bodies of both schools.

We have had temporary arrangements previously in other parts of the city. We try to keep these temporary arrangements to a minimum time period while a permanent solution can be worked through. Understandably parents may find it difficult to engage without knowing the permanent location of any new provision, therefore we seek to get agreement with stakeholders as soon as possible. It is however a way of being able to develop the Welsh language through existing assets.

There have also been executive head arrangements previously which can provide a collegial aspect.

The council is committed to providing a rich Welsh experience for learners but Cardiff is a multi-cultural society and it is important that children in Welsh-medium education benefit from a wider multi-cultural enrichment too. I can appreciate the anxiety associated with this but we have done this successfully before and in this way we can support parental preference sooner than we would be able to if waiting for a permanent solution.

Question 19

By exchanging schools what would Mynydd Bychan pupils gain apart from classes? The building is in need of repair, there is no outside space for the F.P. What are the advantage for the pupils?

There is already significant investment being undertaken in Allensbank along with other primary schools in the area. As part of this proposal there would also be access to the grant funding from the Welsh Government. All schools in the local area are limited in terms of outdoor space; it is therefore important that the proposal asks the community what we can do to utilise space for the whole area.

Question 20

One of the biggest challenges for the Welsh language is the struggle to promote the language as a social language. Parents who choose to send their children to Welsh-medium schools are not just choosing formal education through the medium of Welsh. Wouldn't the children on the Allensbank site have different social experiences to the children attending the Heath site?

This was covered previously.

Both schools are part of the same community and whilst it's important to ensure the promotion of the language and social use of the language, all children have different social experiences. Children need the opportunity to play and grow together. Ysgol Mynydd Bychan would provide parity for all of the pupils within its care and would expect the school to maximise opportunities for all their children.

Question 21

Is Allensbank site suitable for 21st Century Learning?

21st Century learning is a Welsh Government grant funded programme that has design standards and principles that have to come forward as part of the investment. This proposal is not a 21st Century proposal however we would want investment to be made to improve the facilities. There are many high performing city centre schools that exist currently and therefore wouldn't expect this proposal to limit those opportunities.

There has been an offer from Owain Lewis from **Cymdeithas yr Iaith Gymraeg** to provide concerns or presumably ways to adapt or improve the proposal. His email address is in the published questions but please note that this is completely separate from the Councils proposal and engagement.

RP thanked all those who attended and the meeting closed at 19:15



Present: Richard Portas (SOP), Michele Duddridge Friedl (SOP), Brett Andrewartha (SOP), Rachel Burgess-Willis (SOP), Shirley Karseras (SOP), Jo Phillips (SOP), Ian Warburton (SOP)

Please note: The following is not a transcript but a contemporaneous note of the meeting

Welcome and Introductions

Richard Portas (RP) opened the meeting, welcomed members of the public and outlined details of the proposals. He advised that there would be a presentation followed by a question and answer session.

The presentation covered:

- What is being proposed?
- Background
- English-medium places
- Welsh-medium places
- Recent and future take up of places
- Pupils enrolled – English-medium schools
- Recent and future demand for English-medium places
- Pupils enrolled – Welsh-medium schools
- Recent and future demand for Welsh-medium places
- Pupils enrolled updated – 2020/21
- How might take up of Welsh-medium places change?
- Proposed changes from 2022
- Long term considerations
- Ysgol Mynydd Bychan site
- Albany Primary School site
- Allensbank Primary School site
- Gladstone Primary School/St Monica's CiW Primary School site
- Quality and Standards
- Impact of the proposals
- HR implications
- Other considerations
- What happens next?

Questions and Answers

The questions submitted by those who attended the meetings are set out in *italics* below with the officer response given directly below.

Please note that the questions have been copied as written / translated directly from Teams Live Event meeting log.

Question 1

Why has it not been shared with parents that the split site proposal will happen this year?

The Council is consulting and no decisions have yet been made.

Question 2

What will happen in Sept 2021/22 if there is again an oversubscription for Ysgol Mynydd Bychan?

We would need to look at the number of places in total that have been requested and consider the number of applications that are from within catchment. Would look at the nearest alternatives in the medium of choice.

Question 3

Why has a full site swop of both schools not been considered in this consultation? Why can't the schools simply swap locations?

Consulting on an interim proposal and asking all stakeholders to shape the long term position. This could be the way forward, please let us know your thoughts in your consultation responses.

Question 4

Can you tell us what long term solutions are being considered?

We want to shape this with the community. Given the complexities of the sites available, we are asking the local community to help shape the best way forward. There will be a separate consultation on a long term proposal at a later date.

Question 5

What are the timescales for the proposals?

Timescales are outlined in the presentation and consultation document.

Question 6

Would there be an impact on St Monica CIW Primary School?

We haven't yet come forward with a long term proposal yet. There could be an impact. We would ask for views/concerns on this.

Question 7

Why is everything from the perspective of YMB? .What about the detrimental affect of loss of space on Allensbank Primary School?

All parties have been considered. We do potentially see this as a positive; two different cohorts on a shared site can be a positive thing. There is a significant amount of space that isn't currently utilised; the site is larger than the average primary school site. We would hope to encourage and foster good working relationships between the two schools; improving the amount of Welsh that children are exposed to. Cymraeg 2050

target. In terms of financial planning for Allensbank, this would be beneficial with regard to running a large site, building maintenance costs etc,

Question 8

Capital funding – could Council consider building a new school site?

The Welsh Government has provided £1.8 m towards this proposal and will require additional funding in addition to this. Consulting on an interim proposal and will need another statutory consultation on a permanent proposal.

Question 9

What are the long term options for Welsh-medium education? Would the capital investment only benefit YMB?

No. Allensbank currently having investment works as part of the Capital Asset Program.

Question 10

What impact analysis has been done on the impact upon ethnic minority pupils & those pupil with EAL?

Question 11

Can the pupils from the two schools mix at breaktimes etc?

Question 12

Why do less minority children attend Welsh-medium schools and what might the impact be on them? Allensbank has high numbers of EAL, and FSM – we use the extra space to provide additional support.

Question 13

Will Allensbank have all the black and ethnic minority children and YMB all the white children?

There is no reason why there cannot be some integration between the two schools. We abide by the Equalities Act 2010. We are responsible for meeting needs of those with protected characteristics, to foster good relations and to tackle prejudice.

When we have undertaken consultation across the city we have seen misconceptions about which children are eligible for Welsh-Medium education. We seek to further promote Welsh-medium education and explore the reasons why families from Black and Minority Ethnic families may not want to access Welsh-medium provision.

The reality is the number of families from Black and Minority Ethnic groups taking up Welsh-medium places have risen. We need to do further research on the choices that families make re language provision.

Concerns re loss of space are understood. Pupils with additional needs will still be supported, as they are at other schools across Cardiff, regardless of the school size. There is full trust that the school will continue to provide a high level of support to all pupils as they do now, even if operating from marginally smaller space.

Question 14

What will happen if there is no oversubscription in 2021/2022?

It does look like the applications for places at YMB will exceed 30.

Question 15

The new build Cathays site – could this be the site for a new expanded YMB?

The Council has considered this, but the site is not large enough for a 2FE primary school. We need to consider the school estate that we have.

Question 16

Split site arrangements – how will the classes be split, will additional staff be needed? How long will a split site be needed?

There isn't a specific timescale set as we don't yet know what the long term solution will be.

We've issued a couple of options to the governing body of each school; have provided some drawings; there are various options. A whole range of discussions will need to be had with both schools. We have tested out the options with fire safety officers, health and safety.

Ysgol Mynydd Bychan would still be full Welsh immersion. Some Cardiff schools have dual language stream, e.g Creigiau; they function well. We have had site sharing arrangements with schools in the past – both temporary and permanent.

Site sharing between English-medium and Welsh-medium schools in Cardiff is not a new thing e.g. Gabalfa Primary School and Ysgol Glan Ceubal, Bryn Celyn Primary School and Ysgol Pen y Gores and Pentrebanne share a site with Ysgol Coed y Gof. Site sharing is also common across Wales.

No detail yet about revenue funding arrangements because we do not want to pre-empt the outcome of the consultation. These details will be discussed with the schools at a later date.

RP thanked all those who attended and the meeting closed at 19:15

Record of Drop In Sessions:

- Microsoft Teams (11th March 2021)
- Microsoft Teams (12th March 2021)
- Microsoft Teams (18th March 2021)



Present: Rosalie Phillips (RP), Hibah Iqbal (HI), Ysgol Mynydd Bychan parent

Please note: The following is not a transcript but a contemporaneous note of the meeting

The parent had a number of queries/concerns as set out below

What is the long term plan; the current plans seems short sighted

RP - the consultation has two aspects, proposed interim arrangements and also seeking views on a long term solution. There are many schools in the area and we're seeking views on the best way forward. The intention is for Ysgol Mynydd Bychan to be 2FE in the long term and we will consult on this at a later date.

It seems the long term options are limited

RP – site sharing arrangements have been done before and proposing this ahead of finalising a long term solution e.g. Ysgol Hamadryad utilised accommodation at Ninian Park Primary school prior to moving to their new school building.

How did they manage integration of Welsh? There are a lot of English speaking children and this would impact immersion

RP – it has worked successfully and Welsh language acquisition has not been affected.

There would be difficulties managing a split site

RP - there is demand for places at Ysgol Mynydd Bychan. We are consulting on a proposed change and are seeking views on this; we are listening to concerns being raised and will consider how these could be addressed.

What is stopping a school swap from happening?

RP – this has been suggested by a number of people and we will consider whether this is viable.

The lack of a long term solution is what is causing concern

RP – it is in no one's interest to retain a split site arrangement. The engagement exercise is seeking views on a long term solution which the community can buy into.

It has been a difficult year for children and being separated from Ysgol Mynydd Bychan will be a lot for them to cope with.

RP – consulting on a proposal. All the views expressed will be presented to Cabinet and inform the decision taken.

We definitely want to increase capacity but it is about finding the right way to do this

RP – We are also going to meet with pupils regarding their views on the proposed changes which will be central to the way forward. It is difficult but seeking views that will inform a long term solution.



Schools Programme
Record of Virtual Drop in Session
Allensbank Primary School/Ysgol Mynydd Bychan
12 March 2021



Present: Brett Andrewartha (BA), Hibah Iqbal (HI), Ysgol Mynydd Bychan parent

Please note: The following is not a transcript but a contemporaneous note of the meeting

The parent had a number of queries/concerns as set out below

Troubled and anxious with this proposal, regarding splitting on two sites. I'm a Welsh speaker and my children have a good level of Welsh too. When we send children to Welsh primary schools it's so they become fluent in Welsh but also to participate in Welsh culture and life.

Aware you don't need to speak Welsh to be Welsh but need to acknowledge that speaking helps with culture and life and getting jobs.

Splitting the site will weaken provision and children won't be fluent in Welsh. I have seen how Ysgol Mynydd Bychan works, they are fluent by age 11. Covid has already impacted this. Reception pupils haven't been able to interact, even though the parent may speak Welsh, not speaking in school has an impact, and it's about educational attainment too.

Have read the consultation document and spoken to the Councillor, heard you talk about other successes. But this will have detrimental impact on those segregated in ABPM. My six year-old is sad about potentially being segregated. I'm not convinced you've considered the detrimental impact on welsh-medium provision.

BA - we will be meeting YR 6/School Council and/or older learners because they would understand and be best equipped to how it makes them feel, what is good and bad. We have a lot of experience working with pupils on many proposals. Year 6 will be able to speak on a whole school perspective and they won't be affected either. We try not to cause them distress.

What about the detrimental impact on Welsh-medium provision and Welsh life?

BA – site sharing has been done at Gabalfa Primary School/Ysgol Glan Ceubal with 2FE building like Allensbank Primary School. The plan was to have a starter class but as the school grew, we brought in additional accommodation on site in demountables which were very good, not porta cabins. The new build opened in autumn 2018 following work with both governing bodies around the design.

There is also a shared site in Pentwyn (Bryn Celyn Primary School/Ysgol Pen y Groes). The school was refurbished with an EM on one corridor and WM on the other.

I know Ysgol Mynydd Bychan began as a starter class in Albany Primary School. The difference is under this proposal you have Allensbank Primary School plus a satellite of Ysgol Mynydd Bychan. It is not the same thing.

BA – It would be up to Ysgol Mynydd Bychan how they choose to organise, they could just have a standalone nursery class, a couple of foundation phase classes, or KS2. It is up to them regarding what is appropriate. You can have a split site with separate entrance and yard. With Ysgol Mynydd Bychan it may appear more daunting because it is new. This is a consultation and we are asking for thoughts on what is being proposed. This is a way of growing the school and also need to consider how it should be taken forward in the area. Ysgol Mynydd Bychan parents, staff and governing body may have different views but we need to know. Asking about the interim but also about the long term. We can ask the open questions, how you feel, what's best for the community.

Keen to see Welsh-medium grow but unsure this is the way to go but there is demand for it and we have a grant. Is it true it will be from September 2021?

BA - If we had to make temporary arrangements the Council can introduce temporary measures and that's what we've explained to both governing bodies. If Ysgol Mynydd Bychan said they don't want it and numbers tell us the extra class isn't needed then it wouldn't need to be taken forward. There is the public perception that the school is very full but actually there are spaces in other schools. We need to see admissions data. Welsh-medium has been growing but with the changes in population, it's not growing as fast as we'd like in line with Cymraeg 2050. We want to stimulate demand. Unlike other parts of Wales, the standard in Cardiff is 100% Welsh in WM schools and complete immersion in primary. If in a site sharing arrangement they want to work together than they can choose to but it doesn't need to be assimilation, only if they want.

I don't think splitting a school is the best practice immersive experience. I've no issue with a shared site if they were two full schools. I see the segregation of St Monica's and Gladstone with the fence through it. Local councillor asked how I felt about segregation. It will be said to have separation but the English language is dominant. It is two schools, it's a satellite.

BA - don't need to split play times. The Allensbank Primary School site has one long playground, we wouldn't be proposing a barrier. If Ysgol Mynydd Bychan think having a small offshoot of the school is beneficial then that's up to them.

That puts the GB in difficulty. If the consultation is completely rejected then how would you define or quantify that? What would happen next? What about swapping? If rejected would you look at a more permanent solution?

BA – in the next stage we would consult on a permanent solution in the near future.

What does near future mean?

BA - we can have a breathing space. We could look to change catchment area but we're in a situation where we want to increase Welsh-medium provision. Speaking to parents and governing bodies; we have had feedback about swapping sites but not sure on the interim measure, if so we need to do something quickly to fulfil capacity.

The grand funding was for a 2FE school but you are proposing 1.5FE.

BA – we could secure more monies if needed from capital funding.

If the proposal is approved, I would want to see something about long term because there's nothing here now. My fear is that it falls down the priority list. In my consultation response I only agree to the proposal if you address the long term issue.

BA – your response should reflect how you feel.

Why isn't there a guide time in the document? If I'd seen that then I'd be so much further along putting up with the disruption. The temporary nature means nothing without a long term commitment. The short term seems permanent. Why isn't it there?

BA - we're trying to be flexible. We don't want to be held to it but we also don't see any reason to delay when we get answers from the consultation. The grant is there.

Is the grant for short term or long term?

BA – long term, but if we need additional funding for the temporary phase, it will be from capital funding. The grant is only for Welsh-medium, we cannot use it for anything else.

Money is tight so it's a real anxiety without commitment to address the permanent solution. Michele Duddridge Friedl said a minimum of two years which was helpful to know.

BA – if you have fears, please include these in your response and these will be reported to Cabinet.



Schools Programme
Record of Virtual Drop in Session
Allensbank Primary School/Ysgol Mynydd Bychan
18 March 2021



Present: Brett Andrewartha (BA), Rosalie Phillips (RP), Ysgol Mynydd Bychan parent

Please note: The following is not a transcript but a contemporaneous note of the meeting

The parent had a number of concerns relating to the proposed changes at Ysgol Mynydd Bychan which would see the school running across two sites in the short term ahead of proposals being brought forward to permanently expand the school to 2FE.

The concerns/queries raised related to:

- Welsh language ethos
- The practicalities of operating across two sites
- Potential unease between two sets of pupils
- Alternative options

The parent also queried the extent of any work around looking at other options particularly with regard to Ysgol Mynydd Bychan and discussions around suitable sites.

BA – recognised the challenges around working around two sites and provided an example of a school successfully managing across two sites. Split site arrangement can be managed well but appreciated that in this case it would mean a school changing from one site to two and this was not the case when people had applied for places. There had been initial discussions with the school prior to the consultation starting and need to look at this carefully.

The layout of Allensbank lends itself to sharing (infant and junior buildings). The Advisory Service had previously been accommodated at Allensbank and the layout of the school allows for something else. There were options around how the site could be configured and the Council would work with both governing bodies to identify the best way forward.

Welsh-medium primary schools work on the basis of full immersion in the Foundation Phase with the introduction of English in KS2. It is not uncommon to have shared school sites in Cardiff e.g. Bryn Celyn Primary School and Ysgol Pen y Groes share a site/building on a permanent basis. Gabalfa Primary School and Ysgol Glan Ceubal also share a site/building. Previously Ninian Park Primary School in Grangetown has shared its site with Ysgol Tan yr Eos (prior to its amalgamation with Ysgol Treganna) and Ysgol Hamadryad (prior to the school moving to a new site). Operating across sites has been done successfully and site sharing arrangements have been successfully managed.

There is limited space available in the local area. Other sites had been investigated however no viable options were identified. With regard to the Cathays High School site there is not sufficient land available for a primary school on that site. The level of surplus available in local schools is also an issue and focusing on existing sites and

how many places are needed now and in the future. There is not only one option and seeking view on potential ways forward; have met with governing bodies also and seeking their views also to help shape any proposal taken forward.

Query re why the Companies House site had not been considered.

BA – the Companies House site sits outside of Education. Strategic Estates Department look at sites on an ongoing basis and have been advised that there are no sites available.

Query re whether the proposed new Cathays High School would take up the whole of the site.

BA - the configuration of the site had not been agreed and would be informed by design/traffic implications etc. The new Cathays High School will need outside areas, sports facilities and looking at how best the design could be achieved in the context of the consultation e.g. the commitment to maintain BMX track, parking, public open space and recreational areas.

Query re what the position would be if the proposal was not progressed, does this then mean that nothing happens?

BA - the options to meet demand in the short term include doing nothing because of the projected reduction in pupil numbers in the short term. Looking at a staged proposal in order to generate growth in demand for Welsh-medium in line with Cymraeg 2050.

Query re commitment to Cymraeg 2050 and the desire to bring forward growing the demand.

BA – the Council is committed to the growth of Welsh-medium provision in line with Cymraeg 2050. Provision has already been expanded at Ysgol y Wern with the Welsh Government advising that there will be further funding available to develop provision.

Formal responses to consultation:

- Local Members for Gabalfa - Cllrs Rhys Taylor and Ashley Wood
- Estyn
- Member of Parliament for Cardiff North – Anna McMorrin
- Member of the Senedd for Cardiff North - Julie Morgan AS/MS
- Chair of Governing Body, Allensbank Primary School
- Headteacher, Allensbank Primary School
- Chair of Governing Body, Ysgol Mynydd Bychan
- Members of staff, Ysgol Mynydd Bychan
- Chair of Governing Body, Gladstone Primary School
- Chair of Governing Body, St. Monica's CiW Primary School
- Chair of Governing Body, Ysgol Glan Ceubal
- RhAG
- Cymdeithas Yr Iaith

The provision of Primary School places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Cllr Rhys Taylor
Cllr Ashley Wood

The consultation provides comments on the council's proposals to:

- Increase the capacity of Ysgol Mynydd Bychan from 192 places to 315 places, from September 2022
- Reduce Allensbank Primary School from 315 places to 210 places, retaining nursery and ALN provision, from September 2022

We welcome the intention to grow the provision of Welsh medium education in the community and that the council secured funding to expand the provision of Welsh medium education in the area in 2018.

Ysgol Mynydd Bychan (YMB) has been oversubscribed for far too long, with significant numbers of children in catchment refused a place. The last qualifying factor for admission to YMB in the 2019/20 academic year demonstrates the significant pressure on school places in the area. We also know that parents at the edge of the YMB catchment have not sought a place at YMB because they are aware of the demand for places.

We do however recognise the challenges with enabling the growth of YMB owing to the lack of land in the area, and the constraints of the current building.

Whilst we acknowledge the council's intention to generate solutions from the community itself, this has caused significant anxieties among parents at both YMB and Allensbank. The lack of a long-term solution, while perhaps well intentioned, will likely delay the point at which YMB is able to grow and admit the number of parents within catchment who wish for their children to attend a local Welsh medium primary school.

We also fear that the approach that has been taken by the council has created unnecessary uncertainty and concern, particularly amongst the Allensbank school community. The school has made significant progress in recent years, which must be commended. Whilst the council has sought a practical solution to over and undersubscription challenges, the consultation has left some within the Allensbank community feeling that their school is not valued by the council.

Our view has always been that the council should have entered into informal discussion with schools in the area about the potential options in order to identify whether schools would be amenable to exploring these further, in advance of any statutory consultation.

The piecemeal way in which solutions have been drawn up to facilitate the potential sharing of sites has, in our view, generated concerns about the wellbeing of staff, pupils, and parents which could have been avoided. In our view the potential configuration of the

arrangements should have been created in collaboration with both schools prior to, and published as part the consultation. We also understand that YMB were only informed of the draft plans via the community, not through formal notification from the council. This is disappointing.

We note that proposals for temporary arrangements from September 2021 have been withdrawn by the council. On the basis of feedback from both schools and parents we recognise this as the right decision. We are however concerned and disappointed that another cohort of children will likely be turned away as a result.

Whilst the proposals to expand YMB on a temporary basis would address the immediate capacity issues, the proposals as presented have failed to generate any confidence within the community that the council has understood the nature of both schools.

During the public meetings, many residents contacted us feeling that the council had failed to recognise the valid concerns about the proposals and the impact of temporary arrangements on staff, children, and their experiences, including concerns about language immersion, demographics, and safeguarding.

More broadly, the consultation focusses on built assets, but does not appear to engage with the wider question of school catchments, particularly those challenges faced by Glan Ceubal and Melin Gruffydd and the implications of these proposals on those schools.

During the course of the consultation window, we have repeatedly heard about the stark differences in the backgrounds and characteristics of the children in attendance at the two schools. Whilst this is borne out in the evidence, we are concerned about the perception of Welsh medium education as exclusive or exclusionary. This is damaging to the growth of Welsh medium education and must be addresses as part of the council's next WESP.

Finally, there is also a perception amongst some in the community that the proposals have been presented as a 'kindness' or 'token' from the council, and the lack of a long-term solution serves to reinforce that feeling.

Regrettably we cannot support the proposals in their current form but look forward to continuing to work with the council to identify a sustainable long-term solution for YMB and Allensbank which meets the changing needs and preferences of parents and families in our community.

Notes

- Cllr Taylor has been a local authority appointed governor at Ysgol Mynydd Bychan since 2016 and was reappointed in 2021.

Estyn's response to the provision of primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

This report has been prepared by Her Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisation (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However, Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia, which deliver school improvement services to the schools within the proposal.

Introduction

This proposal is submitted by Cardiff Council, and is as follows:

- Increase the capacity of Ysgol Mynydd Bychan from 192 places to 315 places from September 2022
- Reduce Allensbank Primary School from 315 places to 210 places, retaining nursery and ALN provision, from September 2022.

Summary/Conclusion

The proposal that is outlined within this consultation document will enable more children to take advantage of the Welsh-medium education that is available at Ysgol Mynydd Bychan by extending provision further by sharing a site with Allensbank Primary School, which is a local English-medium primary school. The proposal supports the growth of Welsh-medium education in Cardiff suitably, and supports Welsh Government's aspirations in line with Cymraeg 2050. When considering the risks in relation to the possibility that there may not be an increase in the number of pupils requiring Welsh-medium education, in comparison with an increase in demand for English-medium education in the future, the proposer states that the Council will monitor this situation while planning further for accommodation at Ysgol Mynydd Bychan and Allensbank Primary School.

Estyn is of the opinion that the proposal is likely to maintain the existing standards in terms of education, provision, and leadership and management for children in the area in the short term.

The proposer notes that the proposal addresses the shortfall in terms of access to Welsh medium in the area in the short term in the Mynydd Bychan catchment. The proposal also references the need for a long term solution to ensuring accessible entry to Welsh medium education, and mentions the potential of locating a new build Welsh medium school in the area. The proposer cites that there isn't a suitable location available at present. However in a separate consultation, the proposer is considering expanding the existing Cathays High school with a new build accommodation on the Maindy Centre site. The proposer does not explain why this site is not a potential option for a new Welsh medium primary school.

Description and benefits

The proposal is to increase the number of Welsh-medium primary places serving the existing catchment area of Ysgol Mynydd Bychan and reduce the number of English-medium surplus places serving the combined catchment areas of Allensbank, Albany and Gladstone Primary Schools from September 2022. Allensbank Primary School will continue to provide nursery education and provision for foundation phase pupils in the city with speech and language needs in the Specialist Resource Centre / Early Intervention Class, which is situated on the school grounds.

The proposer identifies the expected advantages and disadvantages in comparison with the status quo in terms of primary education in the area. Both schools that are outlined specifically in this consultation, namely Ysgol Mynydd Bychan and Allensbank Primary School, serve a catchment area that includes the community of Cathays and parts of Gabalfa, Heath and Plasnewydd. Gladstone Primary School, St Monica's Church in Wales Primary School and St Joseph's Catholic Primary School also serve these communities.

The proposer identifies the total number of pupils who attend Welsh-medium and English-medium schools in the catchment area. The PLASC information (January 2020), shows an upward trend in the number of parents who would like their children to attend Welsh-medium education, The information also shows that there is a surplus of 189 English-medium community places (20%) in the area. Most of these surplus places (130 places) are at Allensbank Primary School, and the school has 41.3% surplus places. However, there is additional capacity of 105 places available if resource rooms were assigned as classrooms in the remaining schools in the area. This would increase the current surplus to 28% overall. The proposer estimates that this percentage will increase in the short-term to around 35% between the three English-medium primary schools, namely Allensbank Primary School, St Monica's Church in Wales Primary School and Gladstone Primary School. The proposer anticipates that the demand for Welsh-medium education for reception pupils in the area will increase from 17.9% in 2020-2021 to 20.9% in 2023-2024. In the first instance, the expansion of Ysgol Mynydd Bychan to 1.5FE is proposed, as this would provide sufficient number of places to meet the expected demand, whilst minimising the effect of the neighbouring Welsh-medium schools.

The proposal highlights the challenges of expanding provision on the existing restricted site of Ysgol Mynydd Bychan. There is no suitable vacant site in central

locations, nor a site that would be able to accommodate the school in a larger capacity. The Council proposes implementing an arrangement whereby Ysgol Mynydd Bychan would retain its existing site and share part of the site of Allensbank Primary School. Such an arrangement could enable the proposed expansion from 192 places (0.9FE) to 315 places (1.5FE) from September 2022, provide an appropriate local solution and limit the impact on all schools. Allensbank Primary School is the closest school to the site of Ysgol Mynydd Bychan, less than 0.3 miles away from the school. Allensbank Primary School is also in a convenient location for families who are enrolled at Ysgol Mynydd Bychan, or who are applying for admission, as many of these children live in the northern part of its catchment area.

The proposer provides relevant considerations about the condition of the buildings of both schools. On the one hand, when considering Ysgol Mynydd Bychan, the building has been assessed as being in Condition Category B (Satisfactory but with minor deterioration) and Suitability Category B (Satisfactory). The school buildings are in a satisfactory condition, overall, although minor maintenance work is planned through the Council's Capital Asset programme. The school's published capacity is provision for 192 pupils from Reception to Year 6, arranged over one block, and a 64-place nursery provision.

On the other hand, Allensbank Primary School is situated in a Grade 2 listed building that has been assessed as Condition Category C+ (Poor with major defects) and Suitability Category B (Satisfactory). The school buildings are in a satisfactory condition, overall, although work to the external walls and roof are planned through the Council's Capital Asset programme. The building also requires refurbishment and the site has some drainage issues that need to be resolved. The school's published capacity is 420 places in two separate buildings, in addition to nursery provision and a Specialist Resource Base/Early Intervention Class for children from across the city with speech and language needs. The information provided for Albany Primary School, Gladstone Primary School and St Monica's Church in Wales Primary School outlines challenges that would cause difficulties when considering the consultation's proposals, such as the condition of the buildings and the proposed capacity of the schools.

The proposer identifies that any building work undertaken on the Allensbank Primary School site would be managed carefully in consultation with the school, in order to ensure that the full curriculum continues to be delivered and that high standards of education and safety standards are maintained. However, there is very little information about this. In addition to the effect that this would have on the school's outdoor space, for example the effective use of the outdoor space to promote teaching and learning, as well as the issues of traffic congestion and parking issues around the school while this adaptation work is being completed.

The proposer states that the scheme will be funded through Welsh-medium grant funding that is available through Welsh Government. Should any additional funding be required, it would come from the schools existing capital budgets. It is noted that the school funding formula based on pupil numbers for Ysgol Mynydd Bychan and

Allensbank Primary School will be used, and the Council will consider the financial effect of this scheme on other schools in the area. However, the proposer does not identify exactly what specific support is available to these schools, for example the need for additional funding for Ysgol Mynydd Bychan as leaders plan the staffing structure on two sites, in addition to adapting the buildings on the site of Allensbank Primary School to a good standard.

The proposer identifies the proposal's implications for staff at Ysgol Mynydd Bychan and Allensbank Primary School, for example by expanding or reducing the staffing structure, as appropriate. It is noted that human resources issues would be supported by the Council's HR People Services by implementing the School Redeployment and Redundancy Policy, which has been accepted by the governing bodies of both schools. The proposal does not identify in enough detail the implications and sustained financial support in order to support Ysgol Mynydd Bychan practically when operating on two sites.

The proposal states that the Allensbank Primary School site is very constrained, which leads to challenges in terms of traffic and parking during the school's peak times. Although the Council has committed to implementing a few strategies in order to alleviate these issues, for example placing CCTV cameras on Llanishen Street, the proposer does not provide details on these challenges in long-term plans in order to resolve this. However, the proposer promotes the development and implementation of an Active Travel Plan for pupils of both schools, with the aim of promoting alternative methods of travelling to these schools, such as walking and cycling. The proposer also identifies that this proposal will not have a negative effect on the travel arrangements of pupils to the Specialist Resource Base / Early Intervention Class.

The proposer identifies that this proposal will have a positive effect on the Welsh language. The consultation aligns with the Bilingual Cardiff Strategy, Cardiff's Welsh in Education Strategic Plan, and contributes towards achieving the targets that are set out in the Cymraeg 2050 strategy. Providing 45 places, in comparison with 30 at Ysgol Mynydd Bychan, will contribute appropriately towards realising the aims that are identified in these plans. However, the proposal is not hugely ambitious considering the increase in demand for Welsh-medium education in this area and more widely in Cardiff.

Educational aspects of the proposal

The proposer provides relevant information about the performance of the five schools in this particular area, for example Estyn's core inspections and the schools' performance in the Welsh Government categorisation. The performance of Ysgol Mynydd Bychan and Allensbank Primary School has been judged as 'Good' by Estyn, and the performance of Ysgol Mynydd Bach is green and Allensbank Primary School's is yellow in terms of the categorisation process. The proposer states that implementing this proposal will not be detrimental to standards of performance at the two schools.

The proposer outlines relevant information about the proposal's effect on the schools' standards; learning experiences; care, support and guidance; and leadership and management. The information shows that implementing this proposal will not have a detrimental effect on pupils at Ysgol Mynydd Bychan and Allensbank Primary School in these areas. However, there is no reference to implementing the Curriculum for Wales in September 2022 or the way in which both schools will be able to develop the philosophy of the foundation phase further. The buildings and sites of both schools are not suitable to expand provision to develop learners' skills by using the outdoor space more proactively. In addition, the proposer does not elaborate on promoting pupils' health and wellbeing within the constrained sites of both schools effectively enough.

In line with the Council's arrangement to provide nursery education, the proposer does not elaborate on Welsh-medium nursery provision as, in general, nursery places are not allocated based on catchment area. There are no plans to remove nursery provision from any schools; however, the proposal does not support the aim of increasing the number of Welsh speakers as part of the current WESP positively.

The proposal states that provision for the city's pupils who attend the Specialist Resource Base / Early Intervention Class will operate at Allensbank Primary School, as normal. When considering pupils with additional learning needs in general, this proposal will not disrupt the provision that is made for them at Ysgol Mynydd Bychan and Allensbank Primary School.

The proposer gives appropriate consideration to the proposal's effect on different groups of pupils. The information that is provided highlights that diversity is an integral part of the community, with a wide range of pupils who are identified as belonging to minority ethnic groups at both schools, for example 13.5% at Ysgol Mynydd Bychan, and 76.7% at Allensbank Primary School. However, the proposer does not anticipate that any particular group of pupils, including those who are eligible for free school meals, will be at a disadvantage as a result of implementing this proposal.

Overall, the information within this proposal outlines the Council's lack of strategic long-term planning in relation to Welsh-medium education. As a result, this causes ambiguity and discontent among leaders, practitioners, governing bodies and parents within the city as they seek to forward-plan provision in their schools purposefully within their local communities.



Anna McMorris MP/AS

Member of Parliament for Cardiff North | Shadow Minister for International Development
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Re: 21st Century Schools Consultation – Allensbank and Ysgol Mynydd Bychan proposals

I write as the Member of Parliament for Cardiff North regarding the 21st Century Schools consultation and the provision of primary school places in the Cardiff North constituency.

As you are aware, I have previously raised my concerns regarding these proposals. Having carefully weighed up the concerns from both Allensbank and Ysgol Mynydd Bychan headteachers, their governing bodies, parents and local communities, all of whom I understand oppose the proposals, I too cannot support them for reasons I have set out below. I'd be very grateful if the points raised are given due consideration and this could be included as a formal consultation response.

Ensuring appropriate balance of Welsh medium and English medium primary school places

In light of Welsh Government's Cymraeg 2050 strategy to increase the number of Welsh speakers to 1 million, I fully appreciate the intention behind the Council's proposal to increase the number of Welsh-medium primary school places serving the existing catchment area of Ysgol Mynydd Bychan from 192 to 315 places from September 2022. Ensuring sufficient access to Welsh medium education and providing children with the opportunity to become bilingual citizens is critical to the success of government's 2050 vision

However, the focus on a short term, temporary solution to supporting the expansion of Welsh medium education, rather than a long-term, permanent approach, is in my view a missed opportunity to ensure Welsh medium provision in the constituency is future proofed and to ensure this strategy facilitates progress towards the 2050 target.

As your consultation rightly seeks to address, there is a clear need to ensure the appropriate balance of Welsh medium and English medium primary school places in the constituency. Yet the short-term nature of these proposals does not seem conducive to adequate advancement of Welsh medium education provision, whilst also having an apparent detrimental impact on Allensbank as an English medium school.

I understand that the current proposals will use the Welsh Government capital grant funding for Welsh medium provision to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils. I do not feel that this is appropriate use of this capital grant funding. The grant was given to support the increase in Welsh medium provision and shouldn't therefore be used on inadequate, temporary refurbishments in an English medium school, especially when both Allensbank and Ysgol Mynydd Bychan are unanimously against these proposals.

I believe this targeted funding to increase Welsh medium provision could be better spent by exploring longer-term alternatives for Ysgol Mynydd Bychan that could facilitate the growth of Welsh language provision in the constituency. I have previously highlighted with the Council the option of redeveloping the Cathays High school site as an example to form a purpose built Welsh language school to meet current demands and future needs and I'd be interested to know whether this is a feasible option that is being considered.

Detrimental impact of proposals on both Allensbank and Ysgol Mynydd Bychan

Having spoken to both Allensbank and Ysgol Mynydd Bychan Headteachers in detail, I am acutely aware of the significant concerns both schools have over current proposals. Neither school feels the proposals adequately address the pressures on provision they face or considers the detrimental impact it would have on their staff, pupils and parents.

In terms of day to day operating, I understand that Allensbank feels very strongly that accommodating pupils from another school on their site will have an adverse impact on staff and pupils and this sentiment is echoed by Ysgol Mynydd Bychan for their staff and pupils too.

The reduction of space for Allensbank by housing pupils from Ysgol Mynydd Bychan is likely to have a detrimental impact on Allensbank staff morale. Similarly, there are concerns that Ysgol Mynydd Bychan's pupils on the Allensbank site would not have the same quality of education because of the lack of outside space for them. Staff and pupils would be segregated and isolated from participating as part of the wider school community at Ysgol Mynydd Bychan. This loss of a sense of school community would be a devastating and detrimental to overall staff and pupil wellbeing.

Health and safety concerns

Both Headteachers have relayed the health and safety concerns that the proposals present. For Allensbank those concerns are more immediate given the plans for September 2021. I understand that Allensbank is already undoing significant building and repair work and with the added factor of Covid-19 and associated precautions this will not only cause challenges for staff but Allensbank believe that this will lead to working conditions that are contrary to their health and safety measures. If teachers ultimately don't feel safe in their workplace then schools could face issues with staff retention.

Diversity and inclusion

The percentage of ethnic minority pupils at Allensbank stands at 75%, with Ysgol Mynydd Bychan standing at less than 15%. It is therefore important for the Council to consider any potential impact these proposals may have on ethnic minority communities and diversity and inclusion.

Timing of consultation

A notable concern from both schools is the poor timing of the consultation and the negative impact it will have on the wellbeing of staff at an already incredibly difficult time. The pressure on schools and teachers has been immense this past year. With a focus now on catching pupils up on missed education, that pressure is not set to ease in the near future. When schools' main focus is overcoming the major challenges this pandemic has thrown at them, it is understandable that schools feel that this consultation is poorly timed.

Conclusion

I hope that the concerns I have raised above, which echo those of staff, governors, teachers and pupils in both schools, will be given due consideration prior to moving forward. As Cardiff North's MP I am keen to work with the Council to ensure that future long term measures are put in place that work for both Allensbank and Ysgol Mynydd Bychan communities, but that demonstrate real vision and ambition to expand Welsh-medium provision.

Thank you for giving this matter your attention.

Anna McMorris MP

Member of Parliament for Cardiff North

Aelod Seneddol dros Ogledd Caerdydd

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Julie Morgan

Aelod o'r Senedd dros Ogledd Caerdydd

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19 March 2021

21st Century Schools Consultation 2021

The Provision of Primary School Places to Serve Cathays and Parts of Gabalfa, Heath, Llandaff North and Plasnewydd

I should like to feed into the above consultation as the Member of the Senedd for Cardiff North.

I have a personal interest in both Ysgol Mynydd Bychan and Allensbank Primary School. I have had five grandchildren attend Ysgol Mynydd Bychan and over the 23 years I have represented Cardiff North, I have been continuously involved with Allensbank Primary School.

Since the consultation was announced, I have met with the headteachers of both Ysgol Mynydd Bychan and Allensbank Primary School, as well as parents of children in both of these schools. I have had a number of concerns raised with me which I should like to outline below.

1. Lack of long-term plan

The proposals outlined in the consultation document go some way to alleviating the problems surrounding the lack of Welsh-medium school provision in Cardiff North. However, it is felt that the plans are not sustainable in the long-term as a solution to tackling the demand for Welsh-medium school places.

Concerns have been expressed to me about the lack of detail about what would happen to both schools when these temporary measures end. Would this be the start of the end for Allensbank Primary, for example.

2. Impact on Allensbank and Ysgol Mynydd Bychan schools

Ysgol Mynydd Bychan and Allensbank Primary school are demographically very different schools. In Allensbank, the percentage of ethnic minority pupils within the school is 75%, whereas Ysgol Mynydd Bychan is 15%. As a result, Allensbank needs to accommodate English as a second or third language support lessons and needs the space and facility to do this. Allensbank Primary was also the first school in Cardiff to become a 'School of Sanctuary'. I understand that there are concerns that the proposed change would have a disproportionate impact on the ethnic minority community within the school.

The plans would mean that the intake of pupils into Allensbank Primary would be reduced in order to accommodate more pupils from Ysgol Mynydd Bychan on the site. I understand that this reduction would mean a loss of staff at Allensbank Primary. This is concerning, especially at a time when children are needing extra support due to having to be away from school for so long for the past year.

I have also been told that should there be a split-site at Allensbank Primary, the playground would be segregated to keep the children apart so that Ysgol Mynydd Bychan pupils could remain immersed in the Welsh language throughout the whole of the school day. I also understand that there would be separate entrances and separate toilet facilities for both of the schools. I and others are concerned that this will create a feeling of 'otherness' between the children.

Concerns have also been expressed about the impact it will have on the children and staff of Ysgol Mynydd Bychan. For example, those children and staff who are based at Allensbank Primary would feel excluded from the main school community. Also, would these children have the same experiences as the children on the main school site.

3. Condition of Allensbank Primary school building

I understand that the proposals mean that Allensbank Primary would see some refurbishment, solely because of Ysgol Mynydd Bychan forming part of the site. I have been lobbying for many years for Allensbank Primary to receive much-needed maintenance and refurbishment work as the building is in a worrying state of repair. Whilst I am pleased that the proposal would mean that some of this work would be done, I am concerned that without it the work would not have been undertaken.

I am pleased that the Council is starting to look into the provision of Welsh-medium education in Cardiff North, however I am not convinced that the proposed plans are

sufficient, especially in the long term. It appears that this would be a 'quick fix' for the very short term but I am concerned that the proposal may cause more harm than good.

I understand that a proposal has been discussed in the past about a school swap between the two schools so I do feel that this should be looked into and discussed again. I would also like to broach the idea of a purpose-built joint English and Welsh medium school, such as Ysgol Glan Ceubal and Gabalfa Primary school, in place of the present Cathays High school when its new building has been completed. This would ensure that both English and Welsh medium schools would have the best possible versions of their schools for their pupils. This could then form the basis of a community hub in the area where playing fields and facilities which would be available for the whole community to use.

I have not spoken to anyone who is in favour of these proposals and I understand that the headteachers and the governing bodies of both schools are against the proposals. I therefore think it unwise to go ahead with these proposals.

I hope the points above will be taken into consideration and I look forward to hearing the outcome of the consultation.

Yours sincerely,



Julie Morgan MS
Member of the Senedd for Cardiff North



Welsh Labour | Llafur Cymru

Allensbank Primary School Governing Body

With regard to the first of these proposals, reducing the intake of Allensbank Primary School to 1FE

The governing body of Allensbank Primary School is opposed to reducing its intake to one form entry for the following reasons:

Since the appointment of the current Head teacher in 2013 Allensbank Primary School has made continuous improvement in its performance, moving from category red, through orange to yellow. All staff have worked tirelessly to realise this accomplishment.

An excellent report from ESTYN in January 2020 underlined the achievement, drawing particular attention to outstanding practice with EAL and ALN pupils. They also commented on the fact that a clear strength of the school is the excellent relationships between pupils and staff.

Allensbank was the first primary school in Cardiff to achieve School of Sanctuary status which is further evidence of its inclusivity and dedication to the wellbeing of all its pupils regardless of their social or educational problems.

This has led to an enhanced reputation for the school especially with regard to the aforementioned groups of children and putting this alongside the projected increase in the number of pupils in the Allensbank catchment area we foresee an increased demand for places.

In addition, the Wales Strategic Migration Partnership figures show a steady year on year increase of asylum seekers being dispersed to Cardiff, a number of those being families with children requiring school places and the availability of extra places for these and other incomers to the area is a useful facility for the Council.

As an illustration during the academic year 2019/20 there were 22 more pupils (190) on roll in July than in September (168) and more pertinently, between July and September there were 32 pupils who left Allensbank and 48 new pupils who started. This means that the total number of pupils receiving education at Allensbank for at least a part of the school year was 238 (not including nursery).

With regard to the second of these proposals, Increasing the capacity of Ysgol Mynydd Bychan to 1.5 FE

The governing body of Allensbank Primary School has no objection per se.

Allensbank Primary prides itself on its inclusivity and if the pupils of Mynydd Bychan were to be integrated into the school community then we would welcome the addition.

However, having considered the proposals in more depth, it is plain that this is not to be the case. It would appear that session times including playtimes would be different and there would be separate use of facilities for outdoor education, toilet access etc. The governing body is therefore concerned that the practical logistics of the proposed shared provision will prevent the development of inclusivity in a collaborative school setting.

We also have practical concerns about space and how the space will be used. Allensbank does have surplus classrooms but due to the nature of our pupil population we need the capacity to accommodate different groupings of pupils so as to engage with them in different ways. In addition our outdoor space is very limited and extra demands on it will be detrimental to our delivery of the outdoor curriculum learning to Allensbank pupils.

We are also strongly opposed to the means suggested to achieve this proposal, i.e. the annexation of a part of The Allensbank Primary School site, for the following additional reasons:

- Inherent inequalities and segregation of pupils

Section 149 of the Equality Act 2010 places a duty on public services to “Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it”;

Long-term Aim 3 from the Strategic Equality Plan 2020-2024 is that: “The needs and rights of people who share protected characteristics are at the forefront of the design and delivery of all devolved public services in Wales.”

The council’s own Equality Impact Assessment states:

“The proposal would have greater impact on the population closer to the school than on the city as a whole. If this local population is made up of a racial mix which is disproportionate to that typically found across the city then there is potential for the proposal to have a differential impact on this community relative to that of the wider Local Authority population”

In answer to the question, “What action(s) can you take to address the differential impact?” It states:

“The provision being proposed would be accessible to all ethnic groups and compliance with the Council’s policies on equal opportunities would need to be ensured.”

The proportion of Minority Ethnic pupils at Allensbank is **over 75%**

The proportion of Minority Ethnic pupils at Gladstone is **over 80%**

The proportion of Minority Ethnic pupils at Albany is **over 80%**

The proportion of Minority Ethnic pupils at St Monica’s is **over 70%**

The proportion of Minority Ethnic pupils at Mynydd Bychan is **less than 15%**

This disparity is startling and whilst the provision may well ‘be accessible to all ethnic groups’ as is the current provision, that is a very different matter from, ‘will be accessed by all ethnic groups’ as can be seen clearly from the percentages listed above.

There is clear discrimination here, if not by intent then certainly by practice.

“De facto segregation” was a term used during racial integration efforts in schools in the United States during the 1960’s to describe a situation in which legislation did not overtly segregate students by race, but nevertheless school segregation continued. With the proposed site sharing between Allensbank Primary and Mynydd Bychan this is what we will be facilitating.

There will in addition be exacerbating segregation by language and socio-economic status.

- Wellbeing of staff

There would be a possible negative effect on the morale of the staff of Allensbank due to the reduction of space and facilities especially if the timing was coincident with any redundancies or staff restructuring.

There would undoubtedly be a negative effect on the morale of the Mynydd Bychan staff on the Allensbank site who would be isolated from their colleagues both socially and in terms of professional support.

- Wellbeing of parents

There would be the possibility of resentment among parents of Allensbank pupils caused by the reduction of space and facilities. The observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt.

There would be probable disappointment among parents of Mynydd Bychan pupils due to the loss of regular social interaction with other parents and also to the reduction both of their children's socialisation and Welsh language immersion through mixing with pupils of different ages.

- Wellbeing of pupils

There would be a possible negative effect on the morale of pupils of Allensbank due to the reduction of space and facilities, especially if the timing was coincident with the loss of members of staff. Again the observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt.

There would be a feeling of isolation among Mynydd Bychan pupils on being separated from the rest of their school whilst at the same time being segregated from Allensbank pupils. They will miss the friendship and support of children of different ages as well as possibly siblings. They will also miss the Welsh language support that a larger grouping of staff and pupils provides.

- Other

The staffing by Mynydd Bychan to support such a small number of pupils in isolation will be disproportionate resulting either in understaffing at the main site or strain on their budget.

It is our view, given all of these objections, that this can have been the only option that has been considered.

Greater effort should have been made and more creativity and imagination employed to find an alternative means to expand Ysgol Mynydd Bychan for the longer term. Even if this proposal were to go ahead, it is obviously only at best a solution for the short term, unless the intention is to squeeze Allensbank more and more on a yearly basis.

Allensbank Primary School

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Proposal 1: Reduce the intake of Allensbank Primary School to 1FE

As Headteacher of Allensbank Primary School I am opposed to reducing the intake to one form entry for the following reasons:

As headteacher since September 2013, I have been privileged to work with a highly dedicated and caring staff in order to bring about ongoing improvement in terms of school performance. This has resulted in a strong report from ESTYN in January 2020 which I as Headteacher am very proud of. This report highlights the supportive ethos of the school which caters effectively for the diverse community which it serves in an environment where everyone is equally valued. It particularly highlights the school's effectiveness in catering for children with English as an additional language and those with ALN (Additional Learning Needs). The fact that Allensbank was the first primary school in Cardiff to achieve the School of Sanctuary award further evidences the inclusivity and dedication to the wellbeing of all pupils regardless of their social or educational backgrounds.

Pupil numbers during the period from 2013-2021 have varied year upon year with many complex factors influencing the number of pupils on roll. Allensbank has been flexible to the needs of the community and Cardiff Local Authority during this period in order to cater for pupil demand with cohorts varying overtime from 1FE to 2FE. Factors including variable levels of migration and mobility within Cardiff as a city have led to fluctuating levels of demand. Pupil mobility levels of up to 40% across a single academic year are unique to English medium schools within this area and mean that isolated observations of pupil numbers based on annual data capture points are not actually reflective of the number of pupils passing through the school during a typical school year. This is a factor not considered by the Local Authority when considering school places and I suggest that further consideration is vital when determining the need for school places based on figures that do not include mobility as a factor. An example of this is one specific year group where there are currently 30 pupils on roll. Since July 2020 there have been a total of 17 pupils either joining or leaving this cohort. Although the number of pupils shown on roll remains static to those viewing our data through simplistic snapshots, the number of pupils catered for within this cohort since just July 2020 is already above 40. With the Local Authority projecting an increase in the number of pupils within the Allensbank catchment area, increasing numbers of parents choosing Allensbank based on reputation and ongoing high levels of mobility, we expect to see pupil numbers continuing to fluctuate beyond the level of 1FE. A reduction in the size of Allensbank would negatively impact upon Cardiff's ability as a city to meet the needs of a diverse and mobile society moving forward.

Allensbank Primary School

(Uned Feithrin/ and Nursery Unit)



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Caerdydd/ Cardiff
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Email: allensbankprm@cardiff.gov.uk



Proposal 2: Increasing the capacity of Ysgol Mynydd Bychan to 1.5 FE

I fully appreciate the political nature of this proposal given a drive by the Welsh Government to increase the number of Welsh medium places available Nationally and the funding which is available within Welsh medium education linked to this political goal.

It is my opinion that rather than focusing on short term, temporary solutions this available funding for Welsh medium provision would be best used to develop Welsh medium provision that is fit for 2050. The current proposals seek to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils. The proposals also include the use of funding allocated for Welsh medium provision to make the proposals more acceptable to Allensbank I.e. refurbishment of windows within the Key Stage 2 building and additional doors to support access to the outdoor learning environment. I consider that the most effective use of money targeted at increasing the percentage of children in Welsh medium education could be achieved by the council exploring alternative opportunities to rehouse Ysgol Mynydd Bychan in accommodation that would allow for planned growth over time. Exploring the use/redevelopment of the Cathays High school site for example would allow the provision of a centrally placed school within the city with the potential to increase capacity beyond 2FE.

I have huge concerns on an operational level regarding the proposal to house pupils from another school on our site. I strongly feel that this will negatively impact staff and pupil well-being for both Allensbank and Ysgol Mynydd Bychan. The whole ethos of Allensbank is based around inclusivity. Having pupils from two separate school communities entering and leaving the building separately and using separate facilities goes completely against this culture. There would be no alternative, however, given the need for clear division of responsibilities within health and safety and safeguarding measures on site.

I am opposed to the proposal to house Ysgol Mynydd Bychan pupils on our site for the following reasons:

The impact on staff well-being

There is likely to be a negative impact on staff moral due to a reduction in space within the building and the burden of sharing facilities on a site that already imposes severe restrictions on teaching and learning due to the nature of the buildings and the limited amount of outdoor learning space. The lack of a long-term solution or outcome within the proposals also means that staff face an extended period of uncertainty linked to the security of their positions.



Headteacher: Miss J Drogan
Cardiff County Council



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There would also be a negative effect on Mynydd Bychan staff as they would have colleagues isolated on the Allensbank site. This would lead to problems around social interaction, professional development and also cause concern in relation to health and safety and safeguarding arrangements.

The impact on pupil well-being

There is likely to be a negative affect on the morale of pupils of Allensbank due to the reduction space and facilities on site. This will affect pupils most in terms of their access and use of outdoor provision. Given the implementation of the New Curriculum for Wales and the strong focus on the use of the outdoors for all pupils, we are striving as a school to ensure effective outdoor learning for all pupils 3-11. Currently the use of the outdoor learning environment by Allensbank pupils is limited due to the physicality of the building and the need to juggle the use of the outdoors alongside managing break and lunch times which make use of a single outdoor space. If there was a need to further manage the times when free flow access could be achieved due to the site being accessed by pupils, parents or staff from Ysgol Mynydd Bychan, this would severely impact on the school's ability to offer provision in line with the Foundation Phase Curriculum.

The negative impact for Ysgol Mynydd Bychan pupils would arise through being segregated from the rest of their school as well as being kept apart from Allensbank pupils. They would not benefit from older role models when developing their use of the Welsh language, nor would they have any feeling of school community in a situation where they would need to be walked up and down the road in order to participate in whole school events.

Wellbeing of parents

I am deeply concerned about how parents will view the reduction in terms of Allensbank provision as a school in order to cater for a small number of pupils within new facilities within the building. The amount of money spent on developing new provision and facilities will be perceived as unfair. All parents will want their children to have equal access to provision and resources regardless of which school they attend. Any newly constructed areas within the building are currently planned to house Ysgol Mynydd Bychan pupils rather than benefiting Allensbank pupils in any way.

For the parents of Ysgol Mynydd Bychan pupils who would potentially attend the Allensbank site, they would have no interaction with other parents from a Welsh medium setting. They would be collecting and dropping off their children amongst the parents of Allensbank pupils and so the feel of attending a Welsh medium setting would be very much missing for them.

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Impact linked to potential inequality within the community.

As a school which caters for a community that is rich in diversity, Allensbank as a ‘School of Sanctuary’ is committed to equality for all. The council’s own Equality Impact Assessment in relation to these proposals states that *“The proposal would have greater impact on the population closer to the school than on the city as a whole. If this local population is made up of a racial mix which is disproportionate to that typically found across the city then there is potential for the proposal to have a differential impact on this community relative to that of the wider Local Authority population”*

Actions to address the ‘differential impact’ focus on provision being *“accessible to all ethnic groups”* and that *“compliance with the Council’s policies on equal opportunities would need to be ensured.”* The percentage of Ethnic minority pupils within each Primary School within the Cathays area is currently Allensbank Primary (75%), Gladstone Primary (80%), Albany Primary (80%), St Monica’s (70%) and Ysgol Mynydd Bychan less than 15%. From these figures it is a significant concern that the ethnic minority community around Allensbank will be impacted upon by the planned proposals.

Finally, given the current situation surrounding Covid-19, my overriding concerns surround the changes that are planned for September 2021 and the implications of building work on site. It is now a fact that Covid-19 risk assessments and precautions will be in place well into the Autumn term of 2021. It is hard enough for staff managing the day to day challenges of working within the current environment. I have serious concerns that the implications of building work (on top of significant planned building works on site linked to the roof, stone work and boiler house refurbishment) will lead to working conditions that will be contrary to health and safety measures set out within the whole school risk assessment.

To summarise, I trust that prior to moving forward with what can only be temporary plans to support the expansion of Welsh medium education, the local authority will take into consideration the feelings of staff, governors, parents and pupils within both the Allensbank and Ysgol Mynydd Bychan communities.

J Drogan
Headteacher
Allensbank Primary School

**Response of the Governing Body of Ysgol Mynydd Bychan to
Cardiff Council's 21st Century Schools Consultation Document 2021:
The Provision of Primary school Places to serve Cathays and Parts of Gabalfa, Heath,
Llandaff North and Plasnewydd**

1. This consultation sets out the collective view of the Governing Body of Ysgol Mynydd Bychan ("YMB") regarding the Council's consultation on its proposals to:
 - increase the capacity of YMB from approximately 0.9 Forms of Entry ("FE") (192 places) to 1.5 FE (315 places), from September 2022; and
 - reduce Allensbank Primary School to 1FE (210 places) from 1.5FE (315 places), retaining nursery and ALN provision, from September 2022.
2. The Council is proposing to achieve these changes in numbers by implementing a shared site arrangement for YMB, with YMB retaining its existing site and sharing part of the Allensbank Primary School site.
3. YMB is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its *Cymraeg 2050* strategy document – this includes the aim for 40% of all children to be in Welsh-medium education by 2050. YMB is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language. Given the consistent oversubscription for places at YMB over several years, it is recognised that YMB's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.
4. However, the collective view of the Governors is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:
 - (a) A separation between the two sites might damage the overall ethos of the school, with pupils on the Allensbank Primary School site not having the opportunity to fully assimilate with the values of YMB.
 - (b) On a more practical level, it is likely that there would be difficulties in developing pupils' everyday use of the Welsh language, particularly if yards and other areas would be shared between the two schools – this would be the case for all pupil ages but is particularly important at the foundation phase, as many of these pupils will not be from a Welsh-speaking background and so an early focus on their Welsh language skills is critical. The language immersion method practised by Welsh medium schools holds that only the immersion language is used with and around the children in the early years – through this method, it is understood that children acquire skills in that language as they play and interact with both adults and other children at the school setting.¹ We would argue, given that the majority of YMB pupils come from homes where Welsh is not spoken, that disrupting their immersion in the Welsh language in the school setting could lead to the English language becoming dominant.²

¹ See Professor Colin Baker's book *A Parents' and Teachers' Guide to Bilingualism* and https://www.meithrin.cymru/creo_files/upload/downloads/prif_egwyddorion_y_dull_trochi.pdf

² A concept which we understand is known as 'subtractive bilingualism', where the majority language (in this case, English) becomes dominant - <https://www.scribd.com/read/263360164/A-Parents-and-Teachers-Guide-toBilingualism>.

- (c) There would be significant operational challenges, and potential disadvantages, in managing a school over a dual site. These include timetabling interventions; availability of office staff and members of the Senior Leadership Team; managing staff illness at short notice, inclusion of all pupils in the everyday activities of the main school; parents having to attend both sites at the start and end of the school day; parking issues, use of an office/staffroom for members of staff.
 - (d) There would be challenges in ensuring the wellbeing of YMB staff members teaching (potentially alone) on another site.
 - (e) There could also be potential implications in terms of safeguarding and the need to have a safeguarding officer present on another site.
 - (f) From our current knowledge of the Allensbank Primary School site, we believe that it does not offer the same facilities as are present at YMB's current site. This includes a lack of outside learning areas including weather-proof canopies, soft/landscaped areas and disabled access/lift. We therefore feel that any pupils located on the Allensbank Primary School site would be immediately disadvantaged when compared to the facilities available at YMB's current site.
 - (g) There are concerns, which we understand are shared by the Governing Body of Allensbank Primary School, that a school site being shared by two sets of pupils being educated in different languages may result in division and possibly a feeling of resentment from the parents of Allensbank pupils as their site is gradually occupied more and more by YMB pupils over time.
 - (h) There is a risk that prospective parents of YMB may in fact be dissuaded from applying for places at YMB due to concerns over a shared site arrangement and a fear of their child's classroom being located on a different site – this could have the effect of reducing the number of Welsh-medium places applied for from within the catchment area.
 - (i) Given the proposal for an additional 0.5 entry to YMB to join the Allensbank Primary School site every year, this would necessitate building works each year to adapt additional areas of the site, which would be disruptive to the pupils' education.
 - (j) The significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by YMB on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.
5. Whilst the Council has pointed to other shared site arrangements within Cardiff as examples of how this can work in practice (e.g. Ysgol Gymraeg Clan Ceubal and Gabalfa Primary School), the crucial difference with those examples is that the entirety of each school operates from a single site. Clearly that would not be the case here, so we do not feel that they are particularly relevant or helpful comparators.
6. In light of the significant concerns outlined above and the absence of any long-term, permanent solution (or even an indication that there are strong prospects of such a solution being in place in the medium term i.e. within 2 -3 years), the Governing Body feels unable to support the Council's proposals currently being consulted upon.

7. This is particularly given the case that the demand for Welsh-medium education places is forecast to 'tail off' in the short term with a projected take up of 32 places at YMB for the 2021/22 academic year and 34 places for 2022/23. The steps to be taken to meet this small excess demand in the short-term need to be balanced against the significant risks and operational challenges that would be associated with YMB having to operate across two sites.
8. As indicated above, the Governing Body is generally fully supportive of the aim of ensuring that all demand for Welsh-medium primary education places within the catchment area is able to be met. It is simply that the Council's current proposals are not an acceptable solution given the lack of certainty that this will only be on a limited, short-term basis. We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables YMB to expand to a 1.5 or 2 form entry in the future, then YMB will be left straddled across two sites indefinitely.
9. For these reasons, the Governing Body is of the firm view that any expansion of YMB needs to take place *en bloc*, rather than on the piecemeal basis that is currently being proposed, which we do not consider to be an appropriate or acceptable way to proceed.
10. What is clear to the Governing Body is that in order for the Council to meet its aim of increasing Welsh-medium education in the area through an additional form of entry, a suitable permanent solution needs to put in place to cater for this. In our view this should take the form of a new school building and site which is suitable and fit for purpose as assessed against the expectations for school facilities in the 21st century. If the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue – comparing the size of the current Cathays High School site against the land required for a new primary school (for example, Ysgol Gynradd Gymraeg Hamadryad) it seems to us that this might be possible in practical terms if there was the political will to deliver it. We feel that further efforts should be made to explore the possibility of delivering a new school site at this location or elsewhere within the area. Whilst we appreciate the financial implications and the need to utilise the Council's existing assets where possible, we assume it might be possible to dispose of an existing school site for redevelopment in the event that it became redundant.
11. If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between YMB and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that YMB's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable YMB to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from YMB's parents that will be an important factor in ensuring that YMB's sense of community continues to flourish.
12. The Governing Body is of the view that in order to allow time for a more appropriate permanent solution to be delivered, there are other options to meet the small excess demand in the short term which should be considered. It might be possible to increase the current capacity of YMB through relatively minor building alterations (e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is already operating above its stated school capacity, but given the relatively small numbers projected over the next 2 years we feel this could be workable solution on a strictly shortterm basis until a permanent solution is put in place. This would avoid the risks and operational challenges associated with YMB having to operate across two sites.

13. If the long-term solution is to be a straight swap between YMB and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:
- In September 2022, YMB accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.
 - In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase.
 - In September 2023, all of YMB could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into YMB's current site. YMB's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that YMB would want on the yard (e.g. football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.
 - For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to YMB's capacity.
14. There may be other options, but this is an example of how a site swap could be delivered in a way which enables YMB (and Allensbank Primary School) to continue operating from a single site at all times, whilst also minimising the disruption to both schools while necessary improvements are carried out. We would reiterate our earlier comment that we would only support a solution of this nature if the 'new' site offered to YMB provides the same, if not better, level of facilities as its current site.
15. We hope that this demonstrates our commitment to work with the Council to achieve any future expansion of Welsh-medium education, but it is vitally important that this is done in a way which does not disadvantage YMB's current or future pupils.
16. As a final point, it should be noted that YMB has been told by several parents at the edge of the catchment area that they were deterred from applying for places at YMB as they knew they were unlikely to obtain a place. This demonstrates that there is potential for an increase in demand for Welsh-medium education within the catchment area in the long term if a suitable way of increasing capacity can be found.

Governing Body of Ysgol Mynydd Bychan

18 March 2021

Ysgol Mynydd Bychan's (members of staff) response to Cardiff Council's 21st Century Schools Consultation Document 2021: The Provision of Primary school Places to serve Cathays and Parts of Gabalfa, Heath, Llandaff North and Plasnewydd

1. This consultation sets out the collective view of the Governing Body of Ysgol Mynydd Bychan regarding the Council's consultation on its proposals to:
 - increase the capacity of Ysgol Mynydd Bychan from approximately 0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places), from September 2022; and
 - reduce Allensbank Primary School to 1FE (210 places) from 1.5FE (315 places), retaining nursery and ALN provision, from September 2022.
2. Ysgol Mynydd Bychan is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its *Cymraeg 2050* strategy document – this includes the aim for 40% of all children to be in Welsh-medium education by 2050. Ysgol Mynydd Bychan is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language. Given the consistent over-subscription for places at Ysgol Mynydd Bychan over several years, it is recognised that Ysgol Mynydd Bychan's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.
3. We are pleased with the successful bid by Cardiff County Council for a grant of £1.8 million in 2018 to develop places in Welsh-medium education in the Ysgol Mynydd Bychan catchment area. However, we are disappointed that the Council did not start the consultation to develop Welsh-medium education places in this area before 2021, e.g in 2020, 15 children failed to secure a place at Ysgol Mynydd Bychan. They all lived in the school's catchment area. As a result, these pupils have to travel out of their catchment area and across the city to attend other Welsh-medium schools.
4. The collective view of the members of staff at Ysgol Mynydd Bychan is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:
 - the pupils across both sites would not be given the same opportunities;
 - it is not possible to offer the same facilities to pupils across both sites eg external classes for Foundation Phase pupils. We feel that any pupils placed on the Allensbank Primary School site would be immediately disadvantaged compared to the facilities available on the current site of Ysgol Mynydd Bychan;
 - the difficulties in developing pupils' daily use of Welsh given the importance of language immersion at an early age; as many of these pupils will not be from a Welsh speaking background, it is therefore essential to focus on their Welsh language skills at an early stage. The location of a classroom on the site of an English-medium school could have an impact on immersion in Welsh. The language immersion method practiced by Welsh medium schools holds that only the immersion language is used with and around the children in the early years – through this method, it is understood that children acquire skills in that language as they play and interact with both adults and other children at the school setting (1). We would argue, given that the majority of YMB pupils come from homes

where Welsh is not spoken, that disrupting their immersion in the Welsh language in the school setting could lead to the English language becoming dominant. (2)

1 See Professor Colin Baker's book *A Parents' and Teachers' Guide to Bilingualism* and https://www.meithrin.cymru/creo_files/upload/downloads/prif_egwyddorion_y_dull_trochi.pdf

2 A concept which we understand is known as 'subtractive bilingualism', where the majority language (in this case, English) becomes dominant - <https://www.scribd.com/read/263360164/A-Parents-and-Teachers-Guide-to-Bilingualism>.

- the negative impact on the overall ethos of the school and the opportunity for all pupils to fully assimilate to the values of Ysgol Mynydd Bychan;
 - there would be challenges in ensuring the welfare of staff at Ysgol Mynydd Bychan teaching (perhaps alone) at another site;
 - there may also be potential implications for safeguarding and the need to have a safeguarding officer present at another site;
 - the operational and personnel challenges running a school across separate sites. These include scheduling pupil interventions; availability of office staff and members of the Senior Management Team; managing staff sickness at short notice, involving all pupils in the daily activities of the main school; parents having to attend both sites at the beginning and end of the school day; parking problems, use of office / staff room for staff;
 - there are concerns that a school site shared by two sets of pupils taught in different languages could lead to division and possibly a feeling of resentment among parents;
 - there is a risk that prospective parents of Ysgol Mynydd Bychan will be deterred from applying for places at Ysgol Mynydd Bychan due to concerns over a shared site arrangement. As a result this could lead to a reduction in the number of applications for Welsh places within the catchment area;
 - the disruption caused by the construction work that would be required to accommodate an additional 0.5 entry at Ysgol Mynydd Bychan on the Allensbank Primary School site each year, which would be disruptive to the pupils' education;
 - the significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by Ysgol Mynydd Bychan on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.
5. In light of the significant concerns outlined above and the absence of any long-term, permanent solution (or even an indication that there are strong prospects of such a solution being in place in the medium term i.e. within 2 -3 years), members of staff feel unable to support the Council's proposals currently being consulted upon.
6. This is particularly given the case that the demand for Welsh-medium education places is forecast to 'tail off' in the short term with a projected take up of 32 places at Ysgol Mynydd Bychan for the 2021/22 academic year, 34 places for 2022/23 and 36 places for 2023/24. The steps to be taken to meet this small excess demand in the short-term need to be balanced against the significant risks and operational challenges that would be associated with Ysgol Mynydd Bychan having to operate across two sites.
7. The members of staff at Ysgol Mynydd Bychan fully support the County's aim of ensuring that they can meet the demand for Welsh-medium primary school places within this catchment area. However, the Council's current proposals do not give us the assurance that the pupils of Ysgol Mynydd Bychan will only have to be on two different sites for a short time.

8. We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables Ysgol Mynydd Bychan to expand to a 1.5 or 2 form entry in the future, then Ysgol Mynydd Bychan will be left straddled across two sites indefinitely.

9. For these reasons, the members of staff at Ysgol Mynydd Bychan are of the firm view that any expansion of YMB needs to take place *en bloc*, rather than on the piecemeal basis that is currently being proposed, which we do not consider to be an appropriate or acceptable way to proceed.

10. What is clear is that in order for the Council to meet its aim of increasing Welsh-medium education in the area through an additional form of entry, a suitable permanent solution needs to put in place to cater for this.

11. In our view this should take the form of a new school building and site which is suitable and fit for purpose as assessed against the expectations for school facilities in the 21st century.
 - we feel that if the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue;
 - on comparing the size of the current Cathays High School site against the land required for a new primary school (for example, Ysgol Gynradd Gymraeg Hamadryad and Ysgol Glan Morfa) it seems to us that this might be possible in practical terms if there was the political will to deliver it.
 - we feel that further efforts should be made to explore the possibility of delivering a new school site at this location or elsewhere within the area.
 - whilst we appreciate the financial implications and the need to utilise the Council's existing assets where possible, we assume it might be possible to dispose of an existing school site for redevelopment in the event that it became redundant.
 - the Welsh Education Minister announced on 11/03/21 that the Welsh Government is investing an additional £30m to develop more Welsh-medium schools across Wales, will Cardiff County receive part of this funding to develop Welsh-medium schools in Cardiff?

12. If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between Ysgol Mynydd Bychan and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that Ysgol Mynydd Bychan's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable Ysgol Mynydd Bychan to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from Ysgol Mynydd Bychan's parents that will be an important factor in ensuring that Ysgol Mynydd Bychan's sense of community continues to flourish.

13. Members of staff are of the view that in order to allow time for a more appropriate permanent solution to be delivered, there are other options to meet the small excess demand in the short term which should be considered. It might be possible to increase the current capacity of Ysgol Mynydd Bychan through relatively minor building alterations (e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is already operating above its stated school capacity, but given the relatively

small numbers projected over the next 2 years we feel this could be workable solution on a strictly short-term basis until a permanent solution is put in place. This would avoid the risks and operational challenges associated with Ysgol Mynydd Bychan having to operate across two sites.

14. If the long-term solution is to be a straight swap between Ysgol Mynydd Bychan and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:
 - In September 2022, Ysgol Mynydd Bychan accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.
 - In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase. Alterations could also be made to the Ysgol Mynydd Bychan building to meet the requirements of Allensbank Primary School.
 - In September 2023, all of Ysgol Mynydd Bychan could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into Ysgol Mynydd Bychan's current site. Ysgol Mynydd Bychan's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that Ysgol Mynydd Bychan would want on the yard (e.g. outside areas for the Foundation Phase pupils, football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.
 - For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to Ysgol Mynydd Bychan's capacity.
15. This is an example of how a site swap could be delivered in a way which enables Ysgol Mynydd Bychan and Allensbank Primary School to continue operating from a single site at all times, whilst also minimising the disruption to both schools while necessary improvements are carried out.
16. There may be other options however we would like to reiterate our earlier comment that we would only support a solution of this nature if the 'new' site offered to Ysgol Mynydd Bychan provides the same, if not better, level of facilities as its current site.
17. It should be noted that several parents, who live at the edge of our catchment area, have told members of staff and parents that they had not applied for places at Ysgol Mynydd Bychan as they knew that they were unlikely to get a place. This shows that there is potential to increase the demand for Welsh medium education in the catchment in the long term if a suitable way of increasing capacity can be found.
18. We hope that this demonstrates our commitment to work with the Council to achieve any future expansion of Welsh-medium education, but it is vitally important that this is

done in a way which does not disadvantage Ysgol Mynydd Bychan's current or future pupils.

Members of staff, Ysgol Mynydd Bychan, March 18th 2021

"Caring, Sharing & Learning Together"
"Gofalu, Rhannu a Dysgu Gyda'i Gilydd"



19th March 2021

To Whom it may concern,

Response to the consultation on the provision of Primary School places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

The Governing Body notes the proposals to expand the number of Welsh-medium (WM) primary school places serving the existing catchment area of Ysgol Mynydd Bychan and to reduce the number of English-medium (EM) surplus places serving the combined catchment areas of Allensbank, Albany and Gladstone Primary Schools.

Clearly there is a need to increase the number of WM places in the area and siting these on the Allensbank site would appear to be a possible solution however we are not aware of any other options which were considered. A split site Primary School will create challenges for staff, pupils and parents/carers. Two schools can successfully share a single site and it is an arrangement currently operating in several places within Cardiff.

The arrangement whereby Gladstone shares a site with St Monica's works well and ensures that parents can access both English-medium (EM) education and Church in Wales within their locality. Additionally parents also have access to WM and a Catholic option should they be prepared to travel further. In the longer term, investment in the Boat House would provide additional opportunities for space which could be utilised during the day by both schools, and during the weekend and evenings could be available to the local community.

All schools referenced in this consultation document would benefit from investment in their buildings. However, all schools have adapted and developed their spaces to meet the needs of the pupils and curriculum requirements within the constraints placed by budgets and limitations of their sites. Leadership is stable in all schools and staff currently have stability and certainty regarding their future employment.

Gladstone Primary School / Ysgol Gynradd Gladstone

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Email: gladstoneprm@cardiff.gov.uk
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Tel: 029 20229944

Head Teacher: Mrs P Shipton-Jones

Acting Deputy Head: Miss S Watson



I fear that this consultation may have created some anxiety which is not helpful to staff well-being at this point in time.

We believe it is vital that there is sufficient capacity to respond to any demographic changes which could lead to an increased demand for EM places within the area and restricting this to a single 2FE site, possibly shared, would not allow for this flexibility. We have seen over many years how the school age population can fluctuate rapidly. Prediction of future requirement is not an exact science and can only ever be a 'best guess' estimate.

It is important that in seeking to resolve issues for one community we do not adversely impact upon another.

All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays HS do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site. For example swimming lessons in the pool, use of the area inside the velodrome to develop cycling skills, use of the site for sports days and other sporting events.

The Leadership of Gladstone Primary School and Governing Body would welcome any further discussion on this issue and any emerging proposals.

Kind Regards

Mrs Setchfield

Chair of Governors
Gladstone Primary School

St Monica's Church in Wales Primary School



Head Teacher: Mrs A Beacon

Whitchurch Road

Cardiff

CF14 3JL

Tel: 02920 233925

www.stmonicasschool.co.uk

School Organisation Planning
Room 401 County Hall
Cardiff
CF10 4UW

17th March 2021

To Whom It May Concern,

RE: 21st Century Schools: Allensbank and Ysgol Mynydd Bychan Proposals

I am writing on behalf of the Governing Body of St Monica's CIW Primary School in response to the 21st Century Schools consultation on proposals to the changes in Allensbank and Ysgol Mynydd Bychan schools.

Changes to the structure of the provision of education are clearly required in the Cathays area, owing to the imbalance between places available and the demand being placed by the community. Figures presented in your consultation document clearly evidence the need for increased capacity of Welsh medium places and reduced capacity of English-medium places. For this reason we support your proposals to increase the capacity of Ysgol Mynydd Bychan to 1.5FE from September 2022, and it seems logical to locate these places in the nearest school building with space to Ysgol Mynydd Bychan, in this case being Allensbank Primary School site.

The figures outlined in the consultation document present an under-subscription for English-medium places across Cathays in the here-and-now and show a continued projected fall due to a lower birth rate in the locality. The proposal to reduce the capacity of Allensbank Primary School to 1FE may be felt as a negative step for the community of the school, however the new proposed capacity of Allensbank Primary School (210 places) is higher than the number of children on roll in the school in January 2020 (185). We trust that the proposed new capacity will not have an adverse effect on the current day-to-day operations of the school and within the context of this reasoning, we support the proposal to reduce the capacity of Allensbank Primary School to 1FE from September 2022.

The longer-term picture of educational provision in Cathays is something that needs careful consideration and planning, and we are pleased that these questions are being raised as part of this consultation. The schools in Cathays serve a diverse community and it is vitally important that future educational provision not only reflects this need, but also the strengths

of the individual schools that combine to deliver it. The consultation document defines three strands of educational provision in Cathays; English-medium community, Welsh-medium, and English-medium faith (split into two defined categories of Church in Wales, and Roman Catholic). The work of the independent school, Cardiff Muslim Primary, should also be acknowledged as part of the overall provision, albeit not supported financially by the Local Authority.

The demand for Welsh-medium provision is not only driven by the local community, but also by the Cymraeg 2050 strategy. As outlined in the consultation document, it should be expected that the longerterm demand for Welsh-medium places will only increase due to this and will therefore require more Welsh-medium places to be made available.

English-medium community provision is important for those families who do not want to send their children to a faith-based school. As acknowledged earlier in this letter, the consultation document presents a picture of declining numbers in the birth rate in the Cathays area, and this can only lead to the conclusion that English-medium places should be reduced in the long term in order to achieve a highlevel education for children who fall into this strand.

English-medium faith-based provision is unique both in its foundation and delivery. Whilst I am unacquainted with the particulars of St Joseph's RC Primary, I can speak with the knowledge that St Monica's CIW Primary has a unique community and family atmosphere. This is on the whole due to the foundations of the school being found in the church - in effect an extension of the mission of the church which is itself a community and family. It also seeks to serve the local community of Cathays and is often the choice for many families who are not members of the church in Cathays but who want their children to be educated in a faith-based environment. With a desire to see every child being given the chance to shine, the school achieves well with children from all backgrounds and particularly those on School Action Plus, pupils receiving Free School Meals, and English as an Additional Language pupils, with a higher percentage of those children than other schools in Cathays. Whilst pupil-mobility figures are not presented as part of the consultation, internal data analysis shows great success with pupils who are entitled to education but, for many varied reasons, are only able to be in the school for a shorter period of time.

The lack of nursery provision in St Monica's is something we feel has hampered our ability to serve the local community, and those who choose a faith-based education for their children. This lack is due to the limitations of the physical school site and buildings, which do not give either to indoor or outdoor space required for it. Whilst there is currently no hard data to back it up, anecdotally there are families who both want to send their children to a Church in Wales school in Cathays, but also want to send them to a nursery. Due to the lack of a nursery in St Monica's these families have one of two options; send their children to other nurseries in the area and, because of relationships formed, keep their children in those schools for their primary education, or do not send their children to a nursery at all. Being able to offer families the choice of a Church in Wales nursery in Cathays will give children who would thrive in faithbased education the opportunity to access it at nursely age, affording them the benefits of a nursery experience.

In the context of this, we welcome the question of the best use of school sites in Cathays in the longer term. Assuming that Welsh-medium provision is further expanded in the coming years it makes no sense for Ysgol Mynydd Bychan to be split across two sites. It should instead be based on one site, either the Allensbank site or the shared Gladstone / St Monica's site. This would lead not only to a more consistent education for the pupils than if split across two sites, as well as greater operational and financial efficiencies for the school.

In terms of English-medium community provision, Albany Primary School is currently the largest primary school in the Cathays area and suits the site it is currently located on. Outside of this the projected combined requirement for the remaining English-medium community provision in the longer-term could be housed in a 2FE single site, either the Allensbank or the shared Gladstone / St Monica's site. The implications of this are substantial, but in order to reflect the future downward trend of demand we support further consideration of this as an option.

If St Monica's was to be able to offer a Church in Wales nursery to the local community it would, as outlined above, need a larger site than the one it is currently accommodated on. This could be achieved in a number of ways, one of which being the utilisation of the current Ysgol Mynydd Bychan site, if they were to relocate to a single site to accommodate ongoing growth. Again, we would support further consideration of this, alongside any other options.

The school building condition categories demonstrate that all of the school buildings in the Cathays area need ongoing maintenance and investment. The reality is that some of these buildings are Grade 2 listed (including St Monica's) and therefore require significant finance to keep them safe and secure for the children educated in them. This is unfortunate but as no other sites are available within the Cathays area this investment must be made in order to fulfil the requirements of all Welsh-medium and Englishmedium provision.

We believe St Monica's has a unique and significant role to play in the provision of education in the community of Cathays. We are keen for ongoing discussion, consideration, and consultation on the longer term changes that have been tabled as part of this consultation. We are also keen for early engagement in these discussions, knowing that this will ultimately lead to the best outcome for the provision of education in Cathays.

Yours sincerely,



Mark Smethurst
Chair of Governors, St Monica's CIW Primary School
029 2023 3925
www.stmonicasschool.co.uk



Mynydd Bychan Consultation Reply from Ysgol Gymraeg Glan Ceubal

Date: 12th March 2021.

Dear Rosalie,

Please accept this letter as the reply from the governing body of Ysgol Gymraeg Glan Ceubal to the proposals that are being put to Cardiff Council regarding changes that will increase the pupil capacity of Ysgol Mynydd Bychan.

Our response has been compiled:

- Following discussions that our chair of governors and Lisa Mead (Headteacher) has had with Michele Duddridge-Friedl and Brett Andrewartha of S.O.P
- From a Teams meeting, held on the 9th March 2021, between our full governing body and Michele and Brett
- Based on a letter of response from Cllr Sarah Merry to Cllr Jennifer Burke-Davies, who is a member of our governing body
- And from discussions held in governor meetings.

Our Initial Response.

- As a Welsh-medium primary school within the area of Gabalfa, which borders Whitchurch, Llandaff North and the southern area of Heath, we would like to celebrate the fact that there is a need for an increase of Welsh-medium school places in this area of Cardiff.
- The additional capacity of 123 pupils for Mynydd Bychan will ensure it has a long-term future as a centre for Welsh education in Cardiff.
- We appreciate that this expansion in numbers will resolve issues of pupils, with siblings in the school, being able to attend the school, and whilst we see this as a positive step in the greater picture of Welsh-medium education in our city, it does cause us significant concern regarding our place in the local authority's plans for the area and the future.

A Historical Perspective.

- Ysgol Glan Ceubal was opened, in 2011 with a temporary governing body. It was established initially as a single class to address the overflow from other Welsh-medium schools and for the need of parents in the Gabalfa area, for Welsh-medium education for their children.
- It also provided the local authority opportunity to accommodate and provide education for the overflow of pupils in other Welsh-medium schools in the adjacent areas of Cardiff.
- Whilst the school was not allocated a formal catchment area until 2015, Ysgol Glan Ceubal has increased the number of pupils attending every year, apart from the year where there was a fall in the birth rate in the whole of Cardiff.
- In these early years of the school's existence, Glan Ceubal was based in three demountable classrooms, with two more classrooms and an office in Gabalfa Primary School.
- At this time Glan Ceubal had no headteacher and was managed by an executive head who worked part-time and was in the school either one or three days a week.
- Our grading with the Central South Joint Consortium and the Local Authority (LA) Education Department was 4D Red.
- In 2015 we appointed Lisa Mead as headteacher. Through her incredible work and that of the staff and governors, we were graded 1B within twelve months. With the Consortium and the LA Education Department praising the quality of teaching and learning within the school.
- Over the next two years, our numbers increased, and the local authority allocated us a nursery class, which was so successful that it expanded into both the morning and afternoon sessions of school.
- Because of the confidence of the Education Department in our future and the quality of educational provision we provide, meant that in 2018 we moved into a new school building. This £8.5 million building houses both YGGC and Gabalfa Primary School, with both schools having the most up-to-date facilities for teaching and learning and having impressive sports fields and outdoor areas for learning activities.
- During this past year of the Covid pandemic, we have been the Hwb centre for Welsh and some primary education for this area of Cardiff, winning considerable praise from staff and parents whose children would normally attend the other schools.
- We, therefore, believed that our future was secure and that we could continue our development as a school.

Our Concerns.

- Because we existed for several years without an official catchment area, when we were allocated a catchment area, we found we were restricted to it being only the Gabalfa estate and Llandaff North up to Hilton Place. This area contained lots of fields and parkland areas bordering the River Taff towards the city centre.
- We would like to emphasise that these parkland areas provide recreational and nature areas for the city, it is therefore not our intention to suggest that they be designated for any future housing developments.
- We have been told by SOP officers that the catchment areas for schools are not solely based on geographical areas but using a more complex housing/number of children of school age formula.
- This has provided us with a limited number of households to form the intake of our school. Within this small geographical area, there were a limited number of families wishing for and opting for Welsh-medium education for their children.
- Our catchment area is also that of Gabalfa Primary School, with the demographics largely favouring English-medium education.
- In the 2019 academic year, we enrolled all the pupils, who wanted a Welsh-medium education from our catchment area into our school. This amounted to only 13 pupils. We had to make budget amendments and staffing cuts, even after a funding package was provided by the Local Authority.

Our inability to develop increasing numbers is because:

- We are sandwiched between the catchment areas of Mynydd Bychan to our northeast, with Melin Gruffydd to our north and Pencae to our west.
- These are long-established schools and have very, good reputations and so we have had to work hard to create an opinion in the minds of parents to make Ysgol Gymraeg Glan Ceubal their first choice for their children's education. We have seen a change of parental attitude and we are increasingly being chosen by a significant number of families as their second-choice options.
- However, small changes in numbers in the intake for other schools may have little or no effect upon those schools and the education that can be provided, for us this effect is significant.

Pupil Numbers and our budget.

- We know that any fall in pupil numbers will affect our budget base and financial security.
- The pupil ratio to funding formula currently used by the Local Authority means that at present our smaller classes across the school can amount to us having £75,000 per year less in our budget.

- This not only affects our ability to provide future educational provision for the school, but it also affects the education of our existing pupils.

- A decrease in our budget will mean:
 - a) Less money for books and play equipment.
 - b) Limits on the provision of external play furniture and facilities.
 - c) A limitation on the purchase of new technology, thus disadvantaging our pupils.
 - d) Teaching assistant post will need to be reduced to comply with budget limitations, again greatly affecting support we can provide for our pupils.
 - e) If we are reduced to a basic staffing structure, there will be little opportunity for existing staff to attend courses that will ultimately benefit the pupils.
 - f) Any resulting cut in staff leads to a situation in which if we cannot provide career development opportunities for staff and we may risk losing experienced staff to other schools.

- Whilst a decrease in our on-roll numbers means a decreasing budget and the obvious consequences of this, there is another concern we have.
- Whilst some parents may see the advantages for more individual teaching, in small classes, for their children, small class sizes affect the school's performance data.
- This is a fact that can often be overlooked.
- For example: In a school that has a class of over 30 pupils in their assessment years, if three pupils were to under-perform this would affect the numerical data with a 1% drop in the performance data statistics for that year. This performance data will be seen by the CSJ Consortium, by the Local Authority and by Estyn who will consider these changes as normal fluctuations.
- For us, or any other school in a situation where our classes are between ten and fifteen pupils, an underperformance of three pupils who are not reaching the set standards criteria, means a fall of 13% to 15%.
- We know from experience that an initial review of this data fall leads to assumptions being made that we are a failing school resulting with the headteacher and the chair of governors subsequently called to a Performance Review meeting with senior staff in the Consortium to account for the school fall in pupil attainment for that year.
- At this meeting, we are then able to explain the reasons why each of these three pupils had missed the set target grade. Raw grades data do not show issues that a pupil has, either educationally, socially or within families. But it is these grades that the performance of the school is being based on. Pupil numbers for us are important.

Existing Catchment Areas.

- Compared to the other schools bordering us, our catchment area is tiny, not just in its geographical area, but in the number of pupils within it. If we consider the catchment areas of Pencae and Mynydd Bychan, both one form entry schools like Glan Ceubal, they are far larger, with far more housing distribution and do not cover Bute Park. In the meeting with officers of SOP, we were shown a map, based on a diagram of areas superimposed with dots representing pupils who attend the local Welsh-medium school. Mynydd Bychan had a profile showing more pupils than us, within a compact, suitably diverse area. To the north was Melin Gruffydd whose geographical area and numbers, were perhaps 300% larger than us. Cllr Burke-Davies has argued that a re-definement of these catchment areas could be made to ensure a more equal distribution of pupil numbers.
- Our governing body appreciates that the planning of catchment areas is a difficult process, involving an understanding of housing distribution, census statistics, age group profiling, new building development plans, balanced against existing school facilities, but we also know that both Mynydd Bychan and Melin Gruffydd have more parents wanting to send their children to them than they can take.
- If the Local Authority decides to maintain and protect the pupil intake for school A and expands the intake for school B, then these actions must have an adverse effect on school C if its base is not as secure as the other two schools.
- We know that Mynydd Bychan and especially Melin Gruffydd have an insufficient number of places for the children of the families who wish them to attend these school. We have benefitted from this in the past by receiving some of the overflow pupils. But this does not provide us with planned security. Every year the headteacher and governors look at the initial figures for parents opting for Glan Ceubal with some trepidation. We are concerned to know if we will have sufficient first-choice option choices to plan for development in the next year or will it be a standstill year or even a year of cutbacks in educational provision and facilities. Will we need to plan for staffing cuts and the amalgamation of classes. Whilst we appreciate that all schools and governing bodies do this, but we know from experience those schools with limited catchment areas are under so much more additional stress at this time.
- We are deeply concerned that those additional pupil places in Mynydd Bychan will have a long-term adverse effect on our pupil numbers and our long-term viability.

The perception of parents.

- Falling pupil numbers, cuts in school finances and loss of staff becomes a cycle.
- A decline in school numbers, finance and staffing stop the school from developing both educationally and culturally. When we cease developing Estyn become concerned. Estyn and the Consortium concerns create the pressure of concern amongst parents, especially those parents that are thinking of sending their children to us. They, therefore, may decide to send their children to the other schools that border us and our future can become unviable.
- The cyclical nature of this process is made worse because it originates from a systemic failure to address and discuss all issues related to the provision of Welsh-medium education in this area of Cardiff, rather than just solving each problem one at a time.
- We have been asking for meaningful discussions about our catchment area for three years. We have been told that Cardiff-wide discussions will be taking place. We received an email telling us of the proposals for Mynydd Bychan and that we can join the consultation process. Then when the chair and the headteacher have a meeting with officers of SOP they are told that all of these early discussions are confidential and more significantly than any proposals about changing our catchment area to mitigate any effect of Mynydd Bychan changes cannot take place because we have missed our opportunity and the next opportunity to propose changes will not be for two years.
- Perhaps increasing the intake of pupil numbers into Mynydd Bychan will have no long-term impact on our school. However, doing that and not addressing the problems caused by the limited catchment area we currently have, will affect us greatly.
- At no point have members of Schools Organisation and Planning (SOP) approached our governing body to discuss with us our concerns about our catchment area and to our future. They have said, as a part of this consultation process:
- A. That we have children going to other Welsh-medium schools that could come to us. In reality, this is just five pupils, four of which go to these other schools because their siblings go to them and one because their mother works in the other school.
- B. We were told by SOP that we must promote ourselves as a school more. We already have on our roll all of the pupils who want Welsh education in our current catchment area. (Except the cases already noted in point A.) We promote the school through a very-active parent and teacher group that regularly do community work in Gabalfa and Llandaff North. They positively promote the school on social media and have a strong following.
- C. We know that Cardiff is promoting the Welsh language through initiatives within the city and that there will, undoubtedly, be a need for more Welsh education in our area. But that is a long-term future, our intermediate future causes us deep concern.

When the time of this expansion in the need for Welsh education provision in the city occurs, we may not be existing as a school to provide it.

- We were told that any consideration of and a possible restructure of our catchment area may take place in two years at the earliest.

What Do We Need?

- A full and frank conversation with the Local Authority to reassure us that we have a future and that there is a long-term plan/vision, not only for Glan Ceubal but also for all Welsh-medium schools across the city.
- An understanding that whilst we wholeheartedly support an expansion of places for Welsh-medium education, there is, however, a great need to support existing schools, such as ours, who have smaller numbers on roll.
- An understanding and commitment that in the next few years we need to be supported.
- Support from the Local Authority to ensure that we will be able to continue the educational development of the school.
- Financial support to ensure the viability of the school over the next few years.
- Ultimately, we need the Local Authority to make, what we perceive, to be a fairer re-distribution to the catchment areas around us, so that we can have the opportunity to grow as a school.

I am very aware that our response concentrates on the issues of the proposed Mynydd Bychan increase to a one and a half class intake will have on our school.

I would therefore like to reiterate that such an increase is good for Welsh language provision in Cardiff, but for us, it may come at a cost.

On behalf of the governing body,

David Saunders

David Saunders

Chair of Governors of Ysgol Gymraeg Glan Ceubal.

**21st Century Schools
Consultation Document
PRIMARY SCHOOL PLACES TO SERVE CATHAYS AND PARTS OF
GABALFA, SMALL MOUNTAIN, ESTUM TAF AND PLASNEWYDD
RHAG**

1 ‘Parents for Welsh Medium Education’ is an organisation representing parents with children in Welsh-medium schools and those who want to see the growth of Welsh-medium education. The aim of RhAG as an organisation is to support the development of Welsh-medium education across Wales.

RhAG believes, as does the Welsh Government, that Welsh-medium schools are the best school model in terms of giving all pupils full skills in two languages.

2 We appreciate the opportunity to respond to the consultation in question. We trust that you will give due regard to the following response. These comments will be concerned with Welsh-medium education, which is our main interest as an organisation.

General comments

3 We welcome the fact that Cardiff Council is finally responding to the significant growth in demand for Welsh-medium education in the central Cardiff area and the increasing pressure on places at Ysgol Mynydd Bychan (YMB) seen over recent years.

4 We know that YMB has been operating over capacity for some time. Although the school receives up to 30 pupils annually, the school's capacity currently is 192 places (18 places less than the 210 places for a 1FE school). The site constraints mean that the present building cannot be expanded or enlarged.

Naturally such a situation is unsustainable.

5 The pressure on places in YMB has been known for some time and this reached its peak when 15 children within the catchment area were refused a place in September 2020.

We know of four families living in the catchment area, who had applied for a place at YMB, Y Wern and at Melin Gruffudd for September 2020 and were refused for the three schools. Seeking a place in a Welsh-medium school that's within reasonable distance is a principle that should be at the heart of the County's school admissions policy and to consider that offering a place at a school located on the other side of the city is neither fair nor reasonable.

6 We welcome the Council's intention, following consultation at an early stage in 2019, to reduce the YMB catchment area and to transfer the southern part of its catchment area to Hamadryad School catchment area from September 2021. RhAG has been pressing for this ever since the establishment of Hamadryad School. This will tidy up the existing catchment

area and avoid creating any misperception for parents as well as avoid causing any disadvantage or unfairness to them as part of the school admissions process.

7 We know that it is only children who live within an average of 0.5 miles (this was as little as 0.3 miles in 2017) to YMB have any realistic chance of getting a place in the school. Several families living on the outskirts of the catchment area have failed to get a place over recent years and there are several families who are concerned about that now as they choose schools over the next few years. Therefore because of the pressure on places, it is essential to recognise that the actual catchment area of the school is much smaller than the official catchment area that has been set.

8 Cardiff Council's commitment to developing and expanding Welsh-medium education across the city and to achieve the targets set by the Welsh Government in order to realise the Cymraeg 2050 strategy is very commendable.

9 This is also consistent with the expectation that LAs are by now actively creating the demand to contribute to the Government's targets of having 40% of all children in Wales in Welsh-medium education by 2050

The consultation process

10 RhAG has received a number of messages and has had several conversations with parents who have concerns about the proposal being tabled as part of the consultation in question, our comments reflect those concerns.

11 We are concerned to understand from several parents that the experience of attending the consultation meetings have been very unsatisfactory. We accept that exceptional circumstances last year meant that LAs had to actively work in new ways and to use technology on a scale that was never done before, and in that regard we commend the County for actively acting in progressive ways.

12 Nevertheless, we note that the organisation and structure of meetings has been awkward and because of that parents were unable to ask questions as the meeting proceeded, or to ask follow-up questions and / or challenge statements or comments made by officials during the meeting.

13 This raises questions about shortcomings in the consultation process. These meetings should aim to answer questions and to offer information that could allay any fears or concerns. We fear that these meetings have achieved the opposite and have created even greater uncertainty among parents.

14 Further to that, one of the meetings, the one held on the night of Wednesday 3 March, was advertised as a meeting that would be held through the medium of Welsh. But providing a recording of the presentation through the medium of Welsh and the provision of a

simultaneous translation service does not mean that this meeting was held through the medium of Welsh.

15 We note that no meaningful apology or clarification was received at the start of the meeting to explain why this had not been possible.

16 It is clear that arrangements should have been put in place to ensure that a Welsh speaker was available to chair the meeting and to facilitate the discussion in order to allow the officers to answer questions.

17 It is therefore totally misleading to claim that this was a meeting held through the medium of Welsh. It also raises serious questions as to whether the Council has failed in its duty to comply with some of the Welsh Language Standards in relation to the meeting in question.

The proposal

18 We note that Cardiff Council proposes the following:

- Increase the number of places at Heath School from 192 places to 315 places from September 2022.
- Reduce Allensbank Primary School from 315 places to 210 places, retaining the nursery and ALN provision, from September 2022.

19 RhAG has already called for the use of surplus places in neighbouring schools as a solution to the increase in demand for Welsh-medium education in the area, but for that to be consistent with the successful arrangement that has been adopted by Cardiff Council over recent years, which is the starter classes arrangement.

20 Following consultation with the school's parents, unfortunately RhAG is now of the opinion that it is not possible for us to support the proposal in its current form. RhAG doesn't lightly reject a proposal that aims to increase the number of Welsh medium places but we feel that it would be unwise to support a proposal that in our opinion is lacking in detail and certainty for the long term.

We set out below the reasons that have led to our adoption of that position:

a) Lack of clarity of commitment to accept all applications for a place in September 2021

RhAG understood (following the discussions of the Welsh Education Forum) that interim arrangements would be made for September 2021 to accommodate all pupils applying for a place at YMB **on the YMB site**. But we understand that parents have been informed that this would now happen on the Allensbank School site. This lack of consistency is worrying but also assumes the outcome of the consultation in question.

One obvious priority is to avoid a situation seen last year where so many children were rejected and lost from the Welsh-medium sector.

There is a risk that prospective YMB parents may not apply for school places due to concerns about the arrangement of a shared site.

This was seen in the experience of the earliest years having established Ysgol Glan Ceubal, a failure to fully explain to parents what the offer available to them was, and what that provision would look like in the short and long term. As a result it took several years for the numbers to increase and for the school to begin to establish itself properly.

And it is therefore essential that any proposal is fully explained to parents with an emphasis that provision will not be weaker or less equal to that of any other Welsh-medium school.

We are concerned to understand that projections for the demand for places are lower than they have been, with 32 applications for 2021/22 and 34 for 2022/23.

If this is correct, then it strongly suggests that insufficient early action by the County to resolve the situation has led to a reduction in numbers. Years of pupils being rejected – and a number of these within the catchment area – is bound to have a negative impact on parental choice. This is a matter of concern to RhAG and gives more weight than ever for urgent action to be taken to find a meaningful solution for the area.

b) The practical implications of sharing a site with an English-medium school.

The consultation has highlighted a lack of understanding by the County of the principles and basic elements of immersive education and the process of language acquisition.

It has to be understood that proposing to establish Welsh-medium classes in a school operating entirely through the medium of English presents significant challenges and that they need to be dealt with in a manner that demonstrates linguistic sensitivity. We fear that the proposal before us, nor the way in which the County has dealt with the consultation particularly at the consultation meetings, have not demonstrated an understanding or appreciation of that and hasn't eased concerns that immersive education would be protected.

We are concerned to understand that a suggestion was made during one of the consultation meetings that gave the impression that officials believed that the proposal would be a way of 'Welshifying' Allensbank School. It was not conveyed to parents how the proposal would operate in practice, which resulted in a lack of general confidence amongst parents with regards to protecting the immersive education on site.

We emphasise in the strongest possible manner that finding a solution to the pressure on places in YMB by expanding Welsh-medium provision in the middle area of Cardiff should be driving this proposal, in accordance with the funding criteria that has been awarded.

c) Lack of detail about a long-term plan

Dividing the school over two sites would not be ideal at all, from the neither the pupils nor staff's point of view. Splitting the school without a timetabled guarantee to move beyond the temporary arrangement in question is unacceptable. That would pose practical challenges but would also pose a real threat to YMB's ethos and identity. No proposal should undermine YMB, the excellent education and the great experiences that are offered to the pupils.

We believe that the County should have proposed a timetable setting out concrete steps with regards to the journey, starting with the temporary arrangement, the transition period to towards a long-term solution. But rather, what is being presented here is far too loose and

open-ended.

21 Given all this, we believe that the most sensible long-term solution - which would protect Welsh-medium provision and offer reassurance to parents – would be a full exchange of premises between YMB and another existing school site in the local area.

22 Should the County decide that the preferred solution is a direct exchange between the existing YMB sites and Allensbank Primary School, then we agree with YMB governors' position that this could be achieved in a way that would

(a) allow all schools to continue to operate from one site throughout, and

(b) ensure opportunities for significant improvements to the buildings causing the minimum possible disturbance to both schools.

23 In doing so, it would be essential to ensure that the necessary investment is being made to ensure that the new YMB home offers facilities that at least match, or even better, the current site.

24 We note that YMB's governing body has stated their willingness to examine these options with the Council and Allensbank Primary School.

25 Further to that we know that YMB governors have made it clear that it would be possible, to allow time to find a more appropriate permanent solution, for them to meet additional demand in the short term by increasing existing capacity of YMB on the existing site, by making relatively minor alterations to the building.

26 We also agree with parents' view that a new school building and site that would be able to provide and meet the requirements of a school in the 21st century is a welcome vision. We endorse the YMB governors' call that greater efforts should be made to explore the possibility of achieving this on the existing site of Cathays High School, assuming that the proposal of the Council to relocate Cathays High School to a new school site on the current Maendy cycle track is progressed.

27 We understand that the County received funding under the Welsh Government's Welsh Education Capital Grant, in 2018 to address the situation in question, specifically to expand the provision of Welsh-medium primary education in Central Cardiff by 1FE.

28 We understand that this grant amounted to £3 million. But there's a suggestion now that the funding has shrunk to £1.8 million. We would be grateful if it could be confirmed whether or not that is the case. And if so, why is the amount now significantly lower?

29 A question also arises in terms of the expenditure required to implement any temporary arrangement and the funding that will be left to realise the necessary long-term solution.

Closing Remarks

24 It is disappointing that the way the County has dealt with the consultation has led to confusion and uncertainty among parents, which is unfortunate to say the least. In order to gain confidence, it is essential to carry parents with you on the journey, but it is doubtful whether this has been achieved here.

25 It is a shame, that through the means of this consultation, the opportunity hasn't been grasped to introduce a robust solution that demonstrated a strong vision for expanding Welsh-medium education in the central Cardiff area, but we fear that the scheme in its current form falls short of that aim.

26 We would welcome the opportunity to meet officials to expand on our comments.

Cymdeithas yr Iaith

To whom it may concern,

We are writing to you in response to the consultation document regarding education provision and school places in Cathays, parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

Although the scheme that the Council has introduced appears to be one that wants to see Welsh-medium education in the city expanded on paper, from examining the document and listening to Council officials explaining the policy, it is now clear that this is not its purpose. Instead, this seems to be an attempt to seek a short-term solution to the latest example of a problem that Welsh-medium education in the city has faced for decades; the Council's inability to plan strategically for the provision and growth of Welsh-medium education in the city.

Following a number of discussions with parents, teachers and governors we as a cell have concluded that this scheme is totally inadequate and indeed represents a detrimental attitude towards the Welsh language and therefore as a result detrimental to the growth of Welsh-medium education in the city.

There are several reasons for this, some of which are outlined below.

1. First, the proposal to open a Welsh class at Allensbank School without any long-term planning about how this would affect the long-term future of Heath or Allensbank pupils is one that shows that these proposals are not part of a carefully considered and stable scheme. Instead, this is a temporary council solution for a problem that has and will re-appear time and again if sustainable solutions are not found for growing Welsh-medium education in the city. There is no plan in this document for the next time Heath is oversubscribed, nor is there a vision for permanently increasing the provision of Welsh-medium education in the area in the long term.

While the Society supports the conversion of English-medium schools into Welsh-medium schools over time as a way of resolving the limit of the numbers of Welsh-medium education places and ensuring that all children receive Welsh-medium education, it appears that this is not the intention in this case. The Council's intention to open a Welsh class in an English-medium school without any consideration of how this would impact on the children's education or its ability to learn and be immersed in the language properly is regrettable. The fact that parents feel that their concerns about this have been ignored raises great doubts about the openness of this scheme, and the Council's real motivation in presenting them in this way.

2. Secondly, the consultation leaves Ysgol Glan Ceubal in a precarious place in terms of numbers and therefore a budget. The fact that the concerns of the parents and governors of this school, even those of them who are councillors of the same party as the council, feel like they are not having their voices heard after years of raising these issues directly and the Council is evidence of the fact that consultation processes similar to this one have failed time and again. The

pupils of Glan Ceubal deserve a long-term commitment from the Council to ensure that it is a thriving school that can realise its full potential. At present the school's ability to do this is being restrained by the Council's apathy about its catchment area and the huge impact that that has on school attendance numbers and therefore its funding and ability to provide resources to the children. It is important that the Council is committed to supporting Welsh-medium schools to grow, in whatever part of the city they happen to be, and not to contribute to a trend that turns access to Welsh-medium education into a postcode lottery or promotes some areas above others when it comes to Welsh-medium education.

3. The Council has nothing here about its duty to be active in promoting and growing Welsh-medium education, and the essential role they play in ensuring growth in pupils.

4. Nor is there anything here about reorganising the city's catchment areas so that they represent communities and the needs of schools as they exist today. There is a tendency to adapt the catchment area of one school without considering how it can affect other schools. There must be a systematic approach to dealing with this problem if the Council is to avoid the same problems arising again and again.

It appears that the Council is proposing to increase Welsh-medium provision on one site, at the expense of existing places on other sites. Within the same area of the city there are two different ends to the problem. Some schools such as Heath are oversubscribed and have to refuse children, while others are struggling to fill their places and their budget suffers as a result. The Council's proposal does not address either case effectively or in a sustainable manner in the long term. We as a Cell call on the Council to work with School staff, parents and communities taking their needs and concerns seriously. There should be a proactive approach to planning Welsh-medium education provision, not just responding to individual cases as they arise.

Yours sincerely,

Owain Rhys Lewis and Melangell Dolma, on behalf of the Cell Cymdeithas yr Iaith Caerdydd

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Summary of the responses received and appraisal of views expressed

1. The points of view received as part of the consultation are set out in *italics* below and have been grouped according to the points raised where appropriate.
2. The Council's response to each point can be seen underneath, under the heading "Appraisal of views expressed."

Local Member response

3. Cllrs Rhys Taylor and Ashley Wood submitted a response which included the following points: (a copy of the full response can be seen at Appendix 6)
 - *We welcome the intention to grow the provision of Welsh medium education in the community and that the council secured funding to expand the provision of Welsh medium education in the area in 2018.*
 - *The lack of a long-term solution, while perhaps well intentioned, will likely delay the point at which YMB is able to grow and admit the number of parents within catchment who wish for their children to attend a local Welsh medium primary school.*
 - *Our view has always been that the council should have entered into informal discussion with schools in the area about the potential options in order to identify whether schools would be amenable to exploring these further, in advance of any statutory consultation.*
 - *During the public meetings, many residents contacted us feeling that the council had failed to recognise the valid concerns about the proposals and the impact of temporary arrangements on staff, children, and their experiences, including concerns about language immersion, demographics, and safeguarding.*
 - *During the course of the consultation window, we have repeatedly heard about the stark differences in the backgrounds and characteristics of the children in attendance at the two schools. Whilst this is borne out in the evidence, we are concerned about the perception of Welsh medium education as exclusive or exclusionary.*

Appraisal of views expressed

4. The Council welcomes the support for the proposed expansion of Welsh-medium primary school provision.

5. The Council is committed to the development and expansion of Welsh-medium education, and to meeting the targets set by the Welsh Government in its Cymraeg 2050 strategy.
6. In accordance with the timetable set by Welsh Government, the Council is working closely with its partners on the Cardiff Welsh Education Forum to develop the new ten year Welsh in Education Strategic Plan (WESP) for the city. It is expected the plan will be available for public consultation in autumn 2021 before being submitted for approval to the Welsh Government in early 2022. The first ten year Plan will commence on 1 September 2022 and expire on 31 August 2032.
7. Consultation on the draft WESP will seek views on how best to grow Welsh-medium education and on how to meet the local targets set by Welsh Government, in order to inform future proposals. The consultation on the WESP will seek the views of a wide range of stakeholders city-wide, and also in the communities who responded to this consultation.
8. As part of the consultation the Council sought the views of schools, parents and the wider community on a how best to provide primary school places to serve the area in the long term, taking into account the need to expand Welsh-medium provision serving the existing catchment area of Ysgol Mynydd Bychan by 1 form of entry and a reduction in English-medium surplus places to serve the combined catchment areas of Allensbank Primary School, Albany Primary School and Gladstone Primary School.
9. A number of suggestions have been put forward and these will be considered in detail ahead of proposed options for a long term solution being brought forward. There is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places; however, longer term changes to provision would need to be made in order to make progress towards the Cymraeg 2050 targets.
10. School organisation proposals are consulted on at the formative stage. A range of views have been expressed during the consultation and these will be considered fully as part of the decision making process.
11. The option of Welsh-medium education is available to all pupils in Cardiff and parents are made aware of this when applying for a school place. It is acknowledged that the Welsh-medium schools are less diverse than English-medium schools. The Council is committed to the development of Welsh-medium education and as part of the development of its 10 year Welsh in Education Strategic Plan which is due for adoption in 2022, consideration is being given to ways in which Welsh-medium can be expanded to include children from all backgrounds.

Estyn

12. Estyn submitted a response which included the following points: (a copy of the full response can be seen at Appendix 6)
- *The proposal that is outlined within this consultation document will enable more children to take advantage of the Welsh-medium education that is available at Ysgol Mynydd Bychan by extending provision further by sharing a site with Allensbank Primary School, which is a local English-medium primary school. The proposal supports the growth of Welsh-medium education in Cardiff suitably, and supports Welsh Government's aspirations in line with Cymraeg 2050. When considering the risks in relation to the possibility that there may not be an increase in the number of pupils requiring Welsh-medium education, in comparison with an increase in demand for English-medium education in the future, the proposer states that the Council will monitor this situation while planning further for accommodation at Ysgol Mynydd Bychan and Allensbank Primary School.*
 - *Estyn is of the opinion that the proposal is likely to maintain the existing standards in terms of education, provision, and leadership and management for children in the area in the short term.*
 - *The proposer notes that the proposal addresses the shortfall in terms of access to Welsh medium in the area in the short term in the Mynydd Bychan catchment. The proposal also references the need for a long term solution to ensuring accessible entry to Welsh medium education, and mentions the potential of locating a new build Welsh medium school in the area. The proposer cites that there isn't a suitable location available at present. However in a separate consultation, the proposer is considering expanding the existing Cathays High school with a new build accommodation on the Maindy Centre site. The proposer does not explain why this site is not a potential option for a new Welsh medium primary school.*
 - *The proposer outlines relevant information about the proposal's effect on the schools' standards; learning experiences; care, support and guidance; and leadership and management. The information shows that implementing this proposal will not have a detrimental effect on pupils at Ysgol Mynydd Bychan and Allensbank Primary School in these areas. However, there is no reference to implementing the Curriculum for Wales in September 2022 or the way in which both schools will be able to develop the philosophy of the foundation phase further. The buildings and sites of both schools are not suitable to expand provision to develop learners' skills by using the outdoor space more proactively. In addition, the proposer does not elaborate on promoting pupils' health and wellbeing within the constrained sites of both schools effectively enough.*
 - *The proposer gives appropriate consideration to the proposal's effect on different groups of pupils. The information that is provided highlights that diversity is an integral part of the community, with a wide range of pupils who are identified as belonging to minority ethnic groups at both schools, for example 13.5% at Ysgol Mynydd Bychan, and 76.7% at Allensbank Primary School. However, the proposer does not anticipate that any particular group*

of pupils, including those who are eligible for free school meals, will be at a disadvantage as a result of implementing this proposal. Overall, the information within this proposal outlines the Council's lack of strategic long-term planning in relation to Welsh-medium education. As a result, this causes ambiguity and discontent among leaders, practitioners, governing bodies and parents within the city as they seek to forward-plan provision in their schools purposefully within their local communities.

Appraisal of views expressed

13. The Council acknowledges the conclusions of Estyn on the overall merits of the proposals.
14. The proposed expansion and redevelopment of Cathays High school is subject to a separate consultation. Part of the existing school site is to be retained in order that the proposed expanded Cathays High School may meet the site area requirements set out for schools on confined sites in Building Bulletin guidance. There is insufficient space to accommodate a primary school on the site.
15. There is sufficient capacity available within the existing school estate to accommodate the number of Welsh-medium and English-medium places to serve the area in both the short and long term. As set out in the consultation document, reorganising primary school provision within the local area would result in creating additional Welsh-medium primary provision whilst retaining an appropriate number of English-medium places to meet demand within the locality based on population projections and historic take up patterns.
16. As set out in the consultation document the Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong. As part of this the Council has been working with schools to develop provision including the philosophy of the Foundation Phase ahead of implementation of the Curriculum for Wales in 2022.
17. The buildings and sites of both schools are suitable to expand provision to develop learners' skills by using the outdoor space more proactively. The Council does not expect this proposal to have any negative impact on the quality of standards of education or the delivery of the Foundation Phase and Key Stage 2.
18. Pupils' health and wellbeing is an ongoing priority. All schools have a suitable range of policies and provision in place to promote pupils' health and wellbeing. Schools are committed to fostering school communities in which learning is valued and pupils achieve their potential in a happy and safe environment in which they show respect and tolerance for others. The Council would work with the leadership of each of the schools to make sure everyone at the school understands their responsibility for helping to improve and sustain care, support and guidance.

19. Schools serve a diverse range of communities and largely reflect their local population, however it is acknowledged that the Welsh-medium schools are at present less diverse than English-medium schools. The Council is committed to the development of Welsh-medium education and as part of the development of its 10 year Welsh in Education Strategic Plan which is due for adoption in 2022 consideration is being given to ways in which Welsh-medium can be expanded to increase the number of children from all backgrounds attending.
20. Issues related to the long term development of Welsh-medium education are addressed at paragraph(s) 5 – 9.

Member of Parliament response

21. Anna McMorris MP submitted a response which included the following points: (a copy of the full response can be seen at Appendix 6)
 - *As your consultation rightly seeks to address, there is a clear need to ensure the appropriate balance of Welsh medium and English medium primary school places in the constituency. Yet the short-term nature of these proposals does not seem conducive to adequate advancement of Welsh medium education provision, whilst also having an apparent detrimental impact on Allensbank as an English medium school.*
 - *I understand that the current proposals will use the Welsh Government capital grant funding for Welsh medium provision to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils. I do not feel that this is appropriate use of this capital grant funding. The grant was given to support the increase in Welsh medium provision and shouldn't therefore be used on inadequate, temporary refurbishments in an English medium school, especially when both Allensbank and Ysgol Mynydd Bychan are unanimously against these proposals.*
 - *I have previously highlighted with the Council the option of redeveloping the Cathays High school site as an example to form a purpose built Welsh language school to meet current demands and future needs and I'd be interested to know whether this is a feasible option that is being considered.*
 - *The reduction of space for Allensbank by housing pupils from Ysgol Mynydd Bychan is likely to have a detrimental impact on Allensbank staff morale. Similarly, there are concerns that Ysgol Mynydd Bychan's pupils on the Allensbank site would not have the same quality of education because of the lack of outside space for them. Staff and pupils would be segregated and isolated from participating as part of the wider school community at Ysgol Mynydd Bychan. This loss of a sense of school community would be a devastating and detrimental to overall staff and pupil wellbeing.*
 - *Both Headteachers have relayed the health and safety concerns that the proposals present. For Allensbank those concerns are more immediate given the plans for September 2021. I understand that Allensbank is already undoing significant building and repair work and with the added factor of*

Covid-19 and associated precautions this will not only cause challenges for staff but Allensbank believe that this will lead to working conditions that are contrary to their health and safety measures. If teachers ultimately don't feel safe in their workplace then schools could face issues with staff retention.

- *The percentage of ethnic minority pupils at Allensbank stands at 75%, with Ysgol Mynydd Bychan standing at less than 15%. It is therefore important for the Council to consider any potential impact these proposals may have on ethnic minority communities and diversity and inclusion.*
- *A notable concern from both schools is the poor timing of the consultation and the negative impact it will have on the wellbeing of staff at an already incredibly difficult time. When schools' main focus is overcoming the major challenges this pandemic has thrown at them, it is understandable that schools feel that this consultation is poorly timed.*

Appraisal of views expressed

22. Local authorities must ensure that there are sufficient schools providing primary and secondary education for their area.
23. Issues related to the long term provision of primary school places to serve the area are addressed at paragraph(s) 5 – 9.
24. Issues related to the Cathays High School site are addressed paragraph(s) 14.
25. Any works required to adapt the Allensbank Primary Schools buildings to accommodate an expansion of Ysgol Mynydd Bychan in the interim would be funded through the Council's asset programme. The Welsh Government capital grant funding would only be used for permanent changes to increase the number of Welsh-medium places available.
26. The operation of Ysgol Mynydd Bychan over a split site would enable pupils to have increased access to outdoor space overall. The Council has not proposed the segregation of outdoor space between the schools.
27. The Council acknowledges the need to consider the morale for staff and pupils. School staff have been central to the continued education of children during the course of the pandemic. All schools have policies and practices in place to support staff and pupils with a range of wellbeing resources also available.
28. In the event of the proposal being progressed the Council would work with both schools to ensure that staff and pupils were appropriately supported and that quality and standards of education were maintained.
29. The Council works with schools to ensure that all necessary health and safety measures are in place across Cardiff and that working environments are both safe and appropriate. This would continue to be the case.
30. Access to education in Cardiff is on an equal basis. All schools operate in accordance with the requirements of the Equalities Act and policies and practices

are in place to support this. Schools also have a duty to produce a Strategic Equality Plan to support equality of opportunity.

Member of the Senedd Response

31. Julie Morgan AS/MS submitted a response which included the following points: (a copy of the full response can be seen at Appendix 6)

- *The proposals outlined in the consultation document go some way to alleviating the problems surrounding the lack of Welsh-medium school provision in Cardiff North. However, it is felt that the plans are not sustainable in the long-term as a solution to tackling the demand for Welsh-medium school places.*
- *Concerns have been expressed to me about the lack of detail about what would happen to both schools when these temporary measures end. Would this be the start of the end for Allensbank Primary, for example.*
- *Ysgol Mynydd Bychan and Allensbank Primary school are demographically very different schools. In Allensbank, the percentage of ethnic minority pupils within the school is 75%, whereas Ysgol Mynydd Bychan is 15%. As a result, Allensbank needs to accommodate English as a second or third language support lessons and needs the space and facility to do this.*
- *I have also been told that should there be a split-site at Allensbank Primary, the playground would be segregated to keep the children apart so that Ysgol Mynydd Bychan pupils could remain immersed in the Welsh language throughout the whole of the school day. I also understand that there would be separate entrances and separate toilet facilities for both of the schools. I and others are concerned that this will create a feeling of ‘otherness’ between the children.*
- *I understand that the proposals mean that Allensbank Primary would see some refurbishment, solely because of Ysgol Mynydd Bychan forming part of the site. I have been lobbying for many years for Allensbank Primary to receive much-needed maintenance and refurbishment work as the building is in a worrying state of repair. Whilst I am pleased that the proposal would mean that some of this work would be done, I am concerned that without it the work would not have been undertaken.*
- *I understand that a proposal has been discussed in the past about a school swap between the two schools so I do feel that this should be looked into and discussed again. I would also like to broach the idea of a purpose-built joint English and Welsh medium school, such as Ysgol Glan Ceubal and Gabalfa Primary school, in place of the present Cathays High school when its new building has been completed. This could then form the basis of a community hub in the area where playing fields and facilities which would be available for the whole community to use.*

Appraisal of views expressed

32. Issues related to the long term provision of primary school places to serve the area are addressed at paragraph(s) 5 – 9.
33. The published capacity of Allensbank Primary School is 315, arranged over separate infant and junior buildings. The school also operates a 64 place nursery provision and a Speech and Language early intervention class for up to 8 Foundation Phase pupils.
34. The school could however accommodate up to 420 pupils plus nursery, or up to 360 pupils plus nursery and an Early Intervention Class provision.
35. The take up of places at the school has been consistently lower than the number of places available with the school operating with c41% surplus capacity, compared to its published capacity of 315 places (January 2020), but much higher when compared to its total available places. The available capacity and configuration of the site would allow for additional provision to be accommodated on site without Allensbank Primary School provision being adversely affected.
36. Site sharing arrangements exist on a number of school sites across Cardiff successfully. The day to day running of the schools would be a matter for the Headteachers and Governing Bodies to agree with support from the Council.
37. The Council is investing in Allensbank Primary School as part of the Asset Management Programme. Any changes needed to accommodate an expanded Ysgol Mynydd Bychan would be in addition to this.
38. The alternative proposal put forward is noted. A number of alternatives have been put forward during the consultation and these will be considered as part of the assessment of a long term solution for the area.
39. Issues related to the Cathays High School site are addressed paragraph(s) 14.

Allensbank Primary School Governing Body

40. A response from Allensbank Primary School Governing Body included the following points: (a copy of the full response can be seen at Appendix 6)
 - *Since the appointment of the current Head teacher in 2013 Allensbank Primary School has made continuous improvement in its performance, moving from category red, through orange to yellow. All staff have worked tirelessly to realise this accomplishment.*
 - *As an illustration during the academic year 2019/20 there were 22 more pupils (190) on roll in July than in September (168) and more pertinently, between July and September there were 32 pupils who left Allensbank and 48 new pupils who started. This means that the total number of pupils*

receiving education at Allensbank for at least a part of the school year was 238 (not including nursery).

- *Allensbank Primary prides itself on its inclusivity and if the pupils of Mynydd Bychan were to be integrated into the school community then we would welcome the addition.*
- *However, having considered the proposals in more depth, it is plain that this is not to be the case. It would appear that session times including playtimes would be different and there would be separate use of facilities for outdoor education, toilet access etc. The governing body is therefore concerned that the practical logistics of the proposed shared provision will prevent the development of inclusivity in a collaborative school setting.*
- *We also have practical concerns about space and how the space will be used. Allensbank does have surplus classrooms but due to the nature of our pupil population we need the capacity to accommodate different groupings of pupils so as to engage with them in different ways. In addition our outdoor space is very limited and extra demands on it will be detrimental to our delivery of the outdoor curriculum learning to Allensbank pupils.*
- *This disparity is startling and whilst the provision may well 'be accessible to all ethnic groups' as is the current provision, that is a very different matter from, 'will be accessed by all ethnic groups'... There is clear discrimination here, if not by intent then certainly by practice. There will in addition be exacerbating segregation by language and socio-economic status.*
- *There would be a possible negative effect on the morale of the staff of Allensbank due to the reduction of space and facilities especially if the timing was coincident with any redundancies or staff restructuring. There would undoubtedly be a negative effect on the morale of the Mynydd Bychan staff on the Allensbank site who would be isolated from their colleagues both socially and in terms of professional support.*
- *There would be the possibility of resentment among parents of Allensbank pupils caused by the reduction of space and facilities. The observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt. There would be probable disappointment among parents of Mynydd Bychan pupils due to the loss of regular social interaction with other parents and also to the reduction both of their children's socialisation and Welsh language immersion through mixing with pupils of different ages.*
- *There would be a possible negative effect on the morale of pupils of Allensbank due to the reduction of space and facilities, especially if the timing was coincident with the loss of members of staff. Again the*

observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt.

- There would be a feeling of isolation among Mynydd Bychan pupils on being separated from the rest of their school whilst at the same time being segregated from Allensbank pupils. They will miss the friendship and support of children of different ages as well as possibly siblings. They will also miss the Welsh language support that a larger grouping of staff and pupils provides.*
- The staffing by Mynydd Bychan to support such a small number of pupils in isolation will be disproportionate resulting either in understaffing at the main site or strain on their budget.*

Appraisal of views expressed

41. It is acknowledged that the Governing Body of Allensbank Primary School have a number of concerns regarding the proposed changes.
42. The Council recognises that Allensbank Primary School is a good school that has progressed from a category red to category yellow school and commends the work of the Governing Body, the Headteacher and staff.
43. The take up of places at Allensbank Primary School has been consistently far lower than the number of places available with the school operating with c41% surplus capacity, compared to its published capacity of 315 places (January 2020). This is expected to remain the case.
44. Consultation on the 2022/23 admission arrangements for community schools took place from 18 December 2020 – 5 February 2021 in accordance with the requirements of the Admissions Code. The consultation included the proposed changes to the Published Admission Number of Allensbank Primary School.
45. At its meeting on 18 March 2021 the Cabinet agreed the Council's School Admission Arrangements 2022/2023 as set out in the Admission Policy 2022/2023.
46. The integration of any Ysgol Mynydd Bychan pupils at Allensbank Primary School would be a matter for both Headteachers and Governing Bodies. There are successful site sharing arrangements across Cardiff and the proposal would provide opportunities for the further development of partnership working to the benefit of both schools. The day to day workings of schools are the responsibility of Headteachers and Governing Bodies and agreement around session times etc would be a matter for both schools.
47. Issues related to accommodation are addressed at paragraphs 34 – 36.
48. The Council does not accept the Allensbank Governing Body's assertion that pupils would be discriminated against. Access to education in Cardiff in on an

equal basis and all schools operate in accordance with the requirements of the Equalities Act with policies and procedures in place to support this.

49. Issues related to the racial makeup of schools is addressed at paragraph(s) 19.
50. Issues related to staff and pupil morale are addressed at paragraph(s) 27 – 28.
51. The staffing structure of a school is directly related to the number of pupils on roll. The proposal for an expanded Ysgol Mynydd Bychan to be accommodated at Allensbank Primary School would not impact on the staffing levels at Allensbank Primary School. The number of pupils enrolled at Allensbank Primary School has already fallen below one form of entry. It is the responsibility of schools to ensure that any staffing changes are managed in line with agreed policies and communicated to pupils and parents in an appropriate way.
52. In the event that the proposal is progressed, the facilities available would be suitable for all pupils. The Council would work with both schools to ensure that the proposed changes were communicated to parents in a clear and concise way with the opportunity for any queries or concerns to be addressed and to support continued good relations with all parents and the local community.
53. It is acknowledged that pupils at Allensbank Primary School have concerns due to a potential reduction in space compared to the additional space that is available at present as a consequence of a high level of surplus places. The Council would work with both schools to ensure that the spaces and facilities available for both sets of pupils was appropriate.
54. Any Ysgol Mynydd Bychan pupils accommodated on the Allensbank Primary School site would remain on the roll of Ysgol Mynydd Bychan and the expectation is that these pupils would continue to be appropriately supported, educationally and emotionally.
55. The staffing of any Ysgol Mynydd Bychan provision on the Allensbank Primary School site would be a matter for the Ysgol Mynydd Bychan Headteacher and Governing Body to consider with any increase in the number of children on roll at the school reflected in the school budget.

Allensbank Primary School Headteacher

56. A response from the Headteacher of Allensbank Primary School included the following: (a copy of the full response can be seen at Appendix 6):
 - *As headteacher since September 2013, I have been privileged to work with a highly dedicated and caring staff in order to bring about ongoing improvement in terms of school performance. This has resulted in a strong report from ESTYN in January 2020 which I as Headteacher am very proud of. This report highlights the supportive ethos of the school which caters effectively for the diverse community which it serves in an environment where everyone is equally valued.*

- *Since July 2020 there have been a total of 17 pupils either joining or leaving this cohort. Although the number of pupils shown on roll remains static to those viewing our data through simplistic snapshots, the number of pupils catered for within this cohort since just July 2020 is already above 40. With the Local Authority projecting an increase in the number of pupils within the Allensbank catchment area, increasing numbers of parents choosing Allensbank based on reputation and ongoing high levels of mobility, we expect to see pupil numbers continuing to fluctuate beyond the level of 1FE. A reduction in the size of Allensbank would negatively impact upon Cardiff's ability as a city to meet the needs of a diverse and mobile society moving forward.*
- *It is my opinion that rather than focusing on short term, temporary solutions this available funding for Welsh medium provision would be best used to develop Welsh medium provision that is fit for 2050. The current proposals seek to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils.*
- *Exploring the use/redevelopment of the Cathays High school site for example would allow the provision of a centrally placed school within the city with the potential to increase capacity beyond 2FE.*
- *I have huge concerns on an operational level regarding the proposal to house pupils from another school on our site. I strongly feel that this will negatively impact staff and pupil well-being for both Allensbank and Ysgol Mynydd Bychan. The whole ethos of Allensbank is based around inclusivity. Having pupils from two separate school communities entering and leaving the building separately and using separate facilities goes completely against this culture.*
- *There is likely to be a negative impact on staff morale due to a reduction in space within the building and the burden of sharing facilities on a site that already imposes severe restrictions on teaching and learning due to the nature of the buildings and the limited amount of outdoor learning space. The lack of a long-term solution or outcome within the proposals also means that staff face an extended period of uncertainty linked to the security of their positions. There would also be a negative effect on Mynydd Bychan staff as they would have colleagues isolated on the Allensbank site. This would lead to problems around social interaction, professional development and also cause concern in relation to health and safety and safeguarding arrangements.*

- *There is likely to be a negative affect on the morale of pupils of Allensbank due to the reduction space and facilities on site. This will affect pupils most in terms of their access and use of outdoor provision. Currently the use of the outdoor learning environment by Allensbank pupils is limited due to the physicality of the building and the need to juggle the use of the outdoors alongside managing break and lunch times which make use of a single outdoor space. If there was a need to further manage the times when free flow access could be achieved due to the site being accessed by pupils, parents or staff from Ysgol Mynydd Bychan, this would severely impact on the school's ability to offer provision in line with the Foundation Phase Curriculum.*
- *The negative impact for Ysgol Mynydd Bychan pupils would arise through being segregated from the rest of their school as well as being kept apart from Allensbank pupils. They would not benefit from older role models when developing their use of the Welsh language, nor would they have any feeling of school community in a situation where they would need to be walked up and down the road in order to participate in whole school events.*
- *I am deeply concerned about how parents will view the reduction in terms of Allensbank provision as a school in order to cater for a small number of pupils within new facilities within the building. Any newly constructed areas within the building are currently planned to house Ysgol Mynydd Bychan pupils rather than benefiting Allensbank pupils in any way.*
- *The percentage of Ethnic minority pupils within each Primary School within the Cathays area is currently Allensbank Primary (75%), Gladstone Primary (80%), Albany Primary (80%), St Monica's (70%) and Ysgol Mynydd Bychan less than 15%. From these figures it is a significant concern that the ethnic minority community around Allensbank will be impacted upon by the planned proposals.*
- *Finally, given the current situation surrounding Covid-19, my overriding concerns surround the changes that are planned for September 2021 and the implications of building work on site.*

Appraisal of views expressed

57. It is acknowledged that the Headteacher of Allensbank Primary School has a number of concerns regarding the proposed changes.
58. The Council recognises the school's positive Estyn report in January 2020 and commends the work of the Governing Body, the Headteacher and staff.

59. Allensbank Primary School has the highest level of surplus places, and the greatest number of surplus classrooms, not used as classbases, in the local area. There is a significant level of surplus places in English-medium primary schools in the wider area.
60. The table below sets out details of the number of children on roll at Allensbank Primary School from 2015 – 2019.

Number of Pupils on Roll at Allensbank Primary School 2015 - 2019

	Rec	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Jan-16	40	32	45	35	38	27	29	246
Jan-17	24	48	30	43	37	29	22	233
Jan-18	25	25	36	26	39	29	22	202
Jan-19	30	26	25	34	30	33	26	204
Jan-20	19	27	25	26	30	27	31	185

61. In January 2020, 185 pupils were enrolled, compared to a maximum capacity in the school buildings of up to 420 pupils. The high level of unfilled places at Allensbank Primary School is projected to continue. There is no data available to suggest that the number of pupils enrolling at Allensbank Primary School would exceed 210 in future years.
62. Where there is a higher than necessary number of school places, resources are having to be utilised that could be better used to improve the quality of education for all learners. Combined with this are the difficulties associated with operating a primary school with a high proportion of its places unfilled. The size of the school, and the relatively low number of pupils on roll, means that the school will face financial difficulties.
63. Issues related to the long term development of Welsh-medium education are addressed at paragraph(s) 5 – 9.
64. Issues related to the Cathays High School site area addressed at paragraph(s) 14.
65. Issues related to staff and pupil wellbeing and morale are addressed at paragraph(s) 27 - 28.
66. It is not expected that there will be any reduction in the provision available at Allensbank Primary School with sufficient space available to provide appropriately for all pupils. Issues related to the parental views of accommodation area addressed at paragraph 52.
67. It is not expected that there would be any negative impact on the ethnic minority community around Allensbank. There is no data available to suggest that the number of pupils enrolling at Allensbank Primary School would exceed 210 in future years and there would be sufficient places available at the school and in the wider area for all those seeking an English-medium place.

68. This is reflected in the initial round of allocations for entry to Reception in September 2021. On 16 April 2021, the Council agreed the admission of all 21 applicants for admission to Allensbank Primary School, including 17 children within the catchment area of the school, compared to 45 places available at the school.
69. There was an increased intake to the Welsh-medium Reception age group in September 2020. Demand within the Ysgol Mynydd Bychan catchment area for places at entry into Reception Year in September 2020 was greater than the 30 places available at entry to Reception Year in the school. The Council received 39 first choice preferences for the school from children resident within the school's catchment area. The total demand for places within the catchment area, including lower preferences, amounted to 45 pupils.
70. However, intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes. In line with this, the Council received 33 first choice preferences for the school from children within the school's catchment area for places at entry into Reception Year in September 2021.
71. Whilst Ysgol Gymraeg Melin Gruffydd (60 reception places) and Ysgol Y Wern (90 reception places) were fully subscribed at entry, each school was able to admit all applicants seeking a place in their catchment school (53 and 85 in catchment allocations respectively).
72. City-wide, whilst the percentage of children enrolling in Welsh-medium Reception places in September 2021 is similar to that in September 2020 (c18.5%), the number of places allocated has fallen from c760 to c680 as a consequence of reduced population. City-wide admissions data for the September 2021 intake confirms the anticipated reduced take up of places in Welsh-medium and English-medium schools city-wide as a consequence of a falling population.
73. City-wide, admissions data indicates that Welsh-medium Reception classes will retain c19% surplus places in the September 2021. There is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places. Therefore there will be no change to the number of places available at Ysgol Mynydd Bychan in September 2021.

Ysgol Mynydd Bychan Governing Body

74. A response from the Governing Body of Ysgol Mynydd Bychan included the following: (a copy of the full response can be seen at Appendix 6):

YMB is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its Cymraeg 2050 strategy document – this includes the aim for 40% of all children to be in Welsh-medium education by 2050. YMB is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the

Welsh language. Given the consistent oversubscription for places at YMB over several years, it is recognised that YMB's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.

However, the collective view of the Governors is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:

- A separation between the two sites might damage the overall ethos of the school, with pupils on the Allensbank Primary School site not having the opportunity to fully assimilate with the values of YMB.*
- On a more practical level, it is likely that there would be difficulties in developing pupils' everyday use of the Welsh language, particularly if yards and other areas would be shared between the two schools – this would be the case for all pupil ages but is particularly important at the foundation phase, as many of these pupils will not be from a Welsh-speaking background and so an early focus on their Welsh language skills is critical. The language immersion method practised by Welsh medium schools holds that only the immersion language is used with and around the children in the early years – through this method, it is understood that children acquire skills in that language as they play and interact with both adults and other children at the school setting.*
- There would be significant operational challenges, and potential disadvantages, in managing a school over a dual site.*
- There would be challenges in ensuring the wellbeing of YMB staff members teaching (potentially alone) on another site. There could also be potential implications in terms of safeguarding and the need to have a safeguarding officer present on another site.*
- From our current knowledge of the Allensbank Primary School site, we believe that it does not offer the same facilities as are present at YMB's current site. This includes a lack of outside learning areas including weather-proof canopies, soft/landscaped areas and disabled access/lift. We therefore feel that any pupils located on the Allensbank Primary School site would be immediately disadvantaged when compared to the facilities available at YMB's current site.*
- There are concerns, which we understand are shared by the Governing Body of Allensbank Primary School, that a school site being shared by two sets of pupils being educated in different languages may result in division and possibly a feeling of resentment from the parents of Allensbank pupils as their site is gradually occupied more and more by YMB pupils over time.*
- There is a risk that prospective parents of YMB may in fact be dissuaded from applying for places at YMB due to concerns over a shared site arrangement and a fear of their child's classroom being located on a*

different site – this could have the effect of reducing the number of Welsh-medium places applied for from within the catchment area.

- *Given the proposal for an additional 0.5 entry to YMB to join the Allensbank Primary School site every year, this would necessitate building works each year to adapt additional areas of the site, which would be disruptive to the pupils' education.*
- *The significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by YMB on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.*
- *As indicated above, the Governing Body is generally fully supportive of the aim of ensuring that all demand for Welsh-medium primary education places within the catchment area is able to be met. It is simply that the Council's current proposals are not an acceptable solution given the lack of certainty that this will only be on a limited, short-term basis. We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables YMB to expand to a 1.5 or 2 form entry in the future, then YMB will be left straddled across two sites indefinitely.*
- *For these reasons, the Governing Body is of the firm view that any expansion of YMB needs to take place en bloc, rather than on the piecemeal basis that is currently being proposed, which we do not consider to be an appropriate or acceptable way to proceed. If the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue –*
- *If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between YMB and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that YMB's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable YMB to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from YMB's parents that will be an important factor in ensuring that YMB's sense of community continues to flourish.*
- *The Governing Body is of the view that in order to allow time for a more appropriate permanent solution to be delivered, there are other options to meet the small excess demand in the short term which should be considered. It might be possible to increase the current capacity of YMB through relatively minor building alterations (e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is*

already operating above its stated school capacity, but given the relatively small numbers projected over the next 2 years we feel this could be workable solution on a strictly short term basis until a permanent solution is put in place.

- *If the long-term solution is to be a straight swap between YMB and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:*
 - a. *In September 2022, YMB accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.*
 - b. *In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase.*
 - c. *In September 2023, all of YMB could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into YMB's current site. YMB's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that YMB would want on the yard (e.g. football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.*
 - d. *For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to YMB's capacity.*

Appraisal of views expressed

75. The Council welcomes the Ysgol Mynydd Bychan support for the proposed expansion of Welsh-medium provision. It is however acknowledged that this support does not extend to the proposed expansion of Ysgol Mynydd Bychan as consulted on.
76. The points raised echo those raised by the Allensbank Primary School Governing Body and Headteacher.
77. Logistics associated with site sharing are matters that would be agreed between both schools with support from the Council.

78. The concerns around of the Governing Body around how the school would support language acquisition are acknowledged; however, many Welsh-medium schools in Cardiff presently share sites.
79. The next nearest Welsh-medium primary school, Ysgol Glan Ceubal, shares its site and building with Gabalfa Primary School. Similar permanent arrangements are in place at other schools including Ysgol Gynradd Gymraeg Pen Y Groes and Bryn Celyn Primary School. The majority of Welsh-medium primary schools in Cardiff have been established on sites of existing Welsh-medium schools. Cardiff has two dual stream primary schools, namely Creigiau Primary School and Ysgol Gynradd Gwaelod Y Garth Primary School. It is highly likely that the expansion of Welsh-medium provision to meet Cymraeg 2050 targets in future will require some site sharing arrangements in the short term or permanently.
80. The layout of the Allensbank site also includes separate buildings, which would further allay any concerns around immersion.
81. It is acknowledged that there would be challenges associated with managing a school across two sites, however an increase in the number of pupils on roll at the school would be reflected in the school budget and allow for an increased number of staff to support this.
82. Any facilities on the Allensbank Primary School site would be appropriate to the age range of pupils.
83. The cost of any works required would be met from Asset funding and would not impact on funding for any long term solution. Additionally, the Welsh Government will be investing an additional £30m to develop more Welsh-medium schools across Wales, and it is anticipated that Cardiff will receive part of this funding.
84. Issues related to the long term development of Welsh-medium education are addressed at paragraph(s) 5 – 9.
85. The concerns around anticipated increase in demand for Welsh-medium education not materialising to an extent which enables Ysgol Mynydd Bychan to expand to a 1.5 or 2 form entry in the future are acknowledged. The Council is committed to the expansion of Welsh-medium education, however intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes.
86. In the short term there is sufficient capacity across the wider area to accommodate demand for places.
87. The proposals put forward to support the development of Ysgol Mynydd Bychan in the longer term are noted and will be considered in detail prior to the Council bringing forward proposals for a long term solution.

Ysgol Mynydd Bychan Staff response

88. A response from the staff of Ysgol Mynydd Bychan included the following: (a copy of the full response can be seen at Appendix 6):

- *Ysgol Mynydd Bychan is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its Cymraeg 2050 strategy document. Ysgol Mynydd Bychan is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language. Given the consistent over-subscription for places at Ysgol Mynydd Bychan over several years, it is recognised that Ysgol Mynydd Bychan's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.*
- *However, we are disappointed that the Council did not start the consultation to develop Welsh-medium education places in this area before 2021, e.g in 2020, 15 children failed to secure a place at Ysgol Mynydd Bychan. They all lived in the school's catchment area. As a result, these pupils have to travel out of their catchment area and across the city to attend other Welsh-medium schools.*
- *The collective view of the members of staff at Ysgol Mynydd Bychan is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:*
 - *the pupils across both sites would not be given the same opportunities;*
 - *it is not possible to offer the same facilities to pupils across both sites eg external classes for Foundation Phase pupils. We feel that any pupils placed on the Allensbank Primary School site would be immediately disadvantaged compared to the facilities available on the current site of Ysgol Mynydd Bychan;*
 - *the difficulties in developing pupils' daily use of Welsh given the importance of language immersion at an early age; as many of these pupils will not be from a Welsh speaking background, it is therefore essential to focus on their Welsh language skills at an early stage.*
 - *the negative impact on the overall ethos of the school and the opportunity for all pupils to fully assimilate to the values of Ysgol Mynydd Bychan;*
 - *there would be challenges in ensuring the welfare of staff at Ysgol Mynydd Bychan teaching (perhaps alone) at another site;*
 - *there may also be potential implications for safeguarding and the need to have a safeguarding officer present at another site;*
 - *the operational and personnel challenges running a school across separate sites. These include scheduling pupil interventions; availability of office staff;*
 - *there are concerns that a school site shared by two sets of pupils taught in different languages could lead to division and possibly a feeling of resentment among parents;*
 - *there is a risk that prospective parents of Ysgol Mynydd Bychan will be deterred from applying for places at Ysgol Mynydd Bychan due to concerns*

- over a shared site arrangement. As a result this could lead to a reduction in the number of applications for Welsh places within the catchment area;
- the disruption caused by the construction work that would be required to accommodate an additional 0.5 entry at Ysgol Mynydd Bychan on the Allensbank Primary School site each year, which would be disruptive to the pupils' education;
 - the significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by Ysgol Mynydd Bychan on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.
 - We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables Ysgol Mynydd Bychan to expand to a 1.5 or 2 form entry in the future, then Ysgol Mynydd Bychan will be left straddled across two sites indefinitely.
 - In our view this should take the form of a new school building and site which is suitable and fit for purpose as assessed against the expectations for school facilities in the 21st century.
 - a) we feel that if the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue;
 - b) we feel that further efforts should be made to explore the possibility of delivering a new school site at this location or elsewhere within the area.
 - c) the Welsh Education Minister announced on 11/03/21 that the Welsh Government is investing an additional £30m to develop more Welsh-medium schools across Wales, will Cardiff County receive part of this funding to develop Welsh-medium schools in Cardiff?
 - If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between Ysgol Mynydd Bychan and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that Ysgol Mynydd Bychan's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable Ysgol Mynydd Bychan to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from Ysgol Mynydd Bychan's parents that will be an important factor in ensuring that Ysgol Mynydd Bychan's sense of community continues to flourish.
 - It might be possible to increase the current capacity of Ysgol Mynydd Bychan through relatively minor building alterations (e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is already operating above its stated school capacity, but given

the relatively small numbers projected over the next 2 years we feel this could be workable solution on a strictly short-term basis until a permanent solution is put in place. This would avoid the risks and operational challenges associated with Ysgol Mynydd Bychan having to operate across two sites.

- If the long-term solution is to be a straight swap between Ysgol Mynydd Bychan and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:*
- In September 2022, Ysgol Mynydd Bychan accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.*
- In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase. Alterations could also be made to the Ysgol Mynydd Bychan building to meet the requirements of Allensbank Primary School.*
- In September 2023, all of Ysgol Mynydd Bychan could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into Ysgol Mynydd Bychan's current site. Ysgol Mynydd Bychan's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that Ysgol Mynydd Bychan would want on the yard (e.g. outside areas for the Foundation Phase pupils, football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.*
- For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to Ysgol Mynydd Bychan's capacity.*
- This is an example of how a site swap could be delivered in a way which enables Ysgol Mynydd Bychan and Allensbank Primary School to continue operating from a single site at all times, whilst also minimising the disruption to both schools while necessary improvements are carried out.*

Appraisal of views expressed

89. The Council welcomes the Ysgol Mynydd Bychan staff support for the proposed expansion of Welsh-medium provision. It is however recognised that this support does not extend to the proposed expansion of Ysgol Mynydd Bychan as consulted on.
90. The points raised echo those expressed by the Governing Body which are addressed at paragraph(s) 76 – 86.

Governing Body of Gladstone Primary School

91. A response from the Governing Body of Gladstone Primary School included the following: (a copy of the full response can be seen at Appendix 6):
- *Clearly there is a need to increase the number of WM places in the area and siting these on the Allensbank site would appear to be a possible solution however we are not aware of any other options which were considered. A split site Primary School will create challenges for staff, pupils and parents/carers. Two schools can successfully share a single site and it is an arrangement currently operating in several places within Cardiff.*
 - *In the longer term, investment in the Boat House would provide additional opportunities for space which could be utilised during the day by both schools, and during the weekend and evenings could be available to the local community.*
 - *All schools referenced in this consultation document would benefit from investment in their buildings. However, all schools have adapted and developed their spaces to meet the needs of the pupils and curriculum requirements within the constraints placed by budgets and limitations of their sites.*
 - *We believe it is vital that there is sufficient capacity to respond to any demographic changes which could lead to an increased demand for EM places within the area and restricting this to a single 2FE site, possibly shared, would not allow for this flexibility. We have seen over many years how the school age population can fluctuate rapidly.*
 - *All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays HS do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site.*

Appraisal of views expressed

92. The views of the Gladstone Governing Body are noted.
93. It is acknowledged that all schools in the area would benefit from investment. The Council is actively investing in schools through the Asset Management

Programme and the 21st Century Schools Programme and will continue to review the needs of school and respond accordingly.

94. Pupil projections are kept under review and proposals brought forward to ensure a sufficiency of places as required.
95. The proposed development of Cathays High School is expected to result in a range of improved school and community facilities which would be available to local primary schools also.

Governing Body of St Monica's CIW Primary School

96. A response from the Governing Body of St Monica's CIW Primary School included the following: (a copy of the full response can be seen at Appendix 6):

- *Figures presented in your consultation document clearly evidence the need for increased capacity of Welsh medium places and reduced capacity of English-medium places. For this reason we support your proposals to increase the capacity of Ysgol Mynydd Bychan to 1.5FE from September 2022, and it seems logical to locate these places in the nearest school building with space to Ysgol Mynydd Bychan, in this case being Allensbank Primary School site.*
- *The proposal to reduce the capacity of Allensbank Primary School to 1FE may be felt as a negative step for the community of the school, however the new proposed capacity of Allensbank Primary School (210 places) is higher than the number of children on roll in the school in January 2020 (185). We trust that the proposed new capacity will not have an adverse effect on the current day-to-day operations of the school and within the context of this reasoning, we support the proposal to reduce the capacity of Allensbank Primary School to 1FE from September 2022.*
- *The lack of nursery provision in St Monica's is something we feel has hampered our ability to serve the local community, and those who choose a faith-based education for their children. This lack is due to the limitations of the physical school site and buildings, which do not give either to indoor or outdoor space required for it.*
- *Assuming that Welsh-medium provision is further expanded in the coming years it makes no sense for Ysgol Mynydd Bychan to be split across two sites. It should instead be based on one site, either the Allensbank site or the shared Gladstone / St Monica's site. This would lead not only to a more consistent education for the pupils than if split across two sites, as well as greater operational and financial efficiencies for the school.*
- *In terms of English-medium community provision, Albany Primary School is currently the largest primary school in the Cathays area and suits the site it is currently located on. Outside of this the projected combined requirement for the remaining English-medium community provision in the longer-term*

could be housed in a 2FE single site, either the Allensbank or the shared Gladstone / St Monica's site.

- If St Monica's was to be able to offer a Church in Wales nursery to the local community it would, as outlined above, need a larger site than the one it is currently accommodated on. This could be achieved in a number of ways, one of which being the utilisation of the current Ysgol Mynydd Bychan site, if they were to relocate to a single site to accommodate ongoing growth.*
- The school building condition categories demonstrate that all of the school buildings in the Cathays area need ongoing maintenance and investment. The reality is that some of these buildings are Grade 2 listed (including St Monica's) and therefore require significant finance to keep them safe and secure for the children educated in them. This is unfortunate but as no other sites are available within the Cathays area this investment must be made in order to fulfil the requirements of all Welsh-medium and English-medium provision.*

Appraisal of views expressed

97. The Council acknowledges the support of the Governing Body.
98. Issues related to the level of surplus places at Allensbank Primary School are addressed at paragraphs 53 – 54 and 66.
99. The school's desire for nursery provision to be established at the school is noted.
100. The views put forward regarding the long term organisation of schools are noted and will be considered in detail prior to the Council bringing forward proposals for a long term solution.

Governing Body of Ysgol Glan Ceubal

101. A response from the Governing Body of Ysgol Glan Ceubal included the following: (a copy of the full response can be seen at Appendix 6):
 - As a Welsh-medium primary school within the area of Gabalfa, which borders Whitchurch, Llandaff North and the southern area of Heath, we would like to celebrate the fact that there is a need for an increase of Welsh-medium school places in this area of Cardiff.*
 - The additional capacity of 123 pupils for Mynydd Bychan will ensure it has a long-term future as a centre for Welsh education in Cardiff.*
 - We appreciate that this expansion in numbers will resolve issues of pupils, with siblings in the school, being able to attend the school, and whilst we see this as a positive step in the greater picture of Welsh-medium education in our city, it does cause us significant concern regarding our place in the local authority's plans for the area and the future.*

- *Because we existed for several years without an official catchment area, when we were allocated a catchment area, we found we were restricted to it being only the Gabalfa estate and Llandaff North up to Hilton Place. This area contained lots of fields and parkland areas bordering the River Taff towards the city centre.*
- *In the 2019 academic year, we enrolled all the pupils, who wanted a Welsh-medium education from our catchment area into our school. This amounted to only 13 pupils. We had to make budget amendments and staffing cuts, even after a funding package was provided by the Local Authority.*
- *Compared to the other schools bordering us, our catchment area is tiny, not just in its geographical area, but in the number of pupils within it. If we consider the catchment areas of Pencae and Mynydd Bychan, both one form entry schools like Glan Ceubal, they are far larger, with far more housing distribution and do not cover Bute Park. Mynydd Bychan had a profile showing more pupils than us, within a compact, suitably diverse area. To the north was Melin Gruffydd whose geographical area and numbers, were perhaps 300% larger than us. Cllr Burke-Davies has argued that a re-define of these catchment areas could be made to ensure a more equal distribution of pupil numbers.*
- *We are deeply concerned that those additional pupil places in Mynydd Bychan will have a long-term adverse effect on our pupil numbers and our long-term viability.*

What Do We Need?

- *A full and frank conversation with the Local Authority to reassure us that we have a future and that there is a long-term plan/vision, not only for Glan Ceubal but also for all Welsh-medium schools across the city.*
- *An understanding that whilst we wholeheartedly support an expansion of places for Welsh-medium education, there is, however, a great need to support existing schools, such as ours, who have smaller numbers on roll.*
- *An understanding and commitment that in the next few years we need to be supported.*
- *Support from the Local Authority to ensure that we will be able to continue the educational development of the school.*
- *Financial support to ensure the viability of the school over the next few years.*
- *Ultimately, we need the Local Authority to make, what we perceive, to be a fairer re-distribution to the catchment areas around us, so that we can have the opportunity to grow as a school.*

Appraisal of views expressed

102. The Council welcomes the Ysgol Glan Ceubal Governing Body support for the proposed expansion of Welsh-medium education.

103. It is acknowledged that the Governing Body has concerns regarding the potential impact of an enlarged Ysgol Mynydd Bychan on Ysgol Glan Ceubal, the school catchment area and the number of pupils enrolling at the school.
104. The Council is committed to the development and expansion of Welsh-medium education, and to meeting the targets set by the Welsh Government in its Cymraeg 2050 strategy.
105. Whilst there is sufficient capacity across the wider area to accommodate growth in Welsh-medium in the short term, the expected level of surplus places would not be sufficient to greatly increase Welsh-medium take up in the longer term to meet the Cymraeg 2050 targets.
106. In some areas of the city, such as the area served by Ysgol Mynydd Bychan, any further increase in demand could only be balanced by changes to school catchment areas or by increasing the number of places available. Whilst changes to catchment areas could help to improve the balance between the number of places available and children requiring a place in the short term, such changes would not support long term growth.
107. Whilst Ysgol Mynydd Bychan admits up to 30 pupils per year group allowing for efficient class organisation, the calculated capacity of the school within its existing accommodation is 192 places (18 places fewer than the 210 places for a 1FE school).
108. The expansion of Ysgol Mynydd Bychan to 1.5FE (315 places) in the first instance was proposed as this would provide an appropriate number of places to meet the expected demand for places, whilst minimising the impact on neighbouring Welsh-medium schools, and would enable an efficient class structure to operate whilst the school grows.
109. The proposed changes would implement changes in such a way that the potential for negative impact on any schools is limited.
110. It would not be appropriate to bring forward short term changes to school catchment areas ahead of agreement on a long term strategy to ensure a sustainable balance and distribution of primary school places to serve the area.

RhAG response

111. A response from RhAG included the following: (a copy of the full response can be seen at Appendix 6):
 - *We welcome the fact that Cardiff Council is finally responding to the significant growth in demand for Welsh-medium education in the central Cardiff area and the increasing pressure on places at Ysgol Mynydd Bychan (YMB) seen over recent years.*

- *We know that YMB has been operating over capacity for some time. The site constraints mean that the present building cannot be expanded or enlarged. Naturally such a situation is unsustainable.*
- *We know that it is only children who live within an average of 0.5 miles (this was as little as 0.3 miles in 2017) to YMB have any realistic chance of getting a place in the school. Several families living on the outskirts of the catchment area have failed to get a place over recent years and there are several families who are concerned about that now as they choose schools over the next few years. Therefore because of the pressure on places, it is essential to recognise that the actual catchment area of the school is much smaller than the official catchment area that has been set.*
- *Cardiff Council's commitment to developing and expanding Welsh-medium education across the city and to achieve the targets set by the Welsh Government in order to realise the Cymraeg 2050 strategy is very commendable.*
- *We are concerned to understand from several parents that the experience of attending the consultation meetings have been very unsatisfactory. We accept that exceptional circumstances last year meant that LAs had to actively work in new ways and to use technology on a scale that was never done before, and in that regard we commend the County for actively acting in progressive ways.*
- *Nevertheless, we note that the organisation and structure of meetings has been awkward and because of that parents were unable to ask questions as the meeting proceeded. Further to that, one of the meetings, the one held on the night of Wednesday 3 March, was advertised as a meeting that would be held through the medium of Welsh. But providing a recording of the presentation through the medium of Welsh and the provision of a simultaneous translation service does not mean that this meeting was held through the medium of Welsh. It is clear that arrangements should have been put in place to ensure that a Welsh speaker was available to chair the meeting and to facilitate the discussion in order to allow the officers to answer questions.*
- *Following consultation with the school's parents, unfortunately RhAG is now of the opinion that it is not possible for us to support the proposal in its current form. RhAG doesn't lightly reject a proposal that aims to increase the number of Welsh medium places but we feel that it would be unwise to support a proposal that in our opinion is lacking in detail and certainty for the long term.*
- *We set out below the reasons that have led to our adoption of that position:*
 - ***Lack of clarity of commitment to accept all applications for a place in September 2021***
*RhAG understood (following the discussions of the Welsh Education Forum) that interim arrangements would be made for September 2021 to accommodate all pupils applying for a place at YMB **on the YMB site**. But*

we understand that parents have been informed that this would now happen on the Allensbank School site. This lack of consistency is worrying but also assumes the outcome of the consultation in question. There is a risk that prospective YMB parents may not apply for school places due to concerns about the arrangement of a shared site.

- ***The practical implications of sharing a site with an English-medium school.***

The consultation has highlighted a lack of understanding by the County of the principles and basic elements of immersive education and the process of language acquisition. It has to be understood that proposing to establish Welsh-medium classes in a school operating entirely through the medium of English presents significant challenges and that they need to be dealt with in a manner that demonstrates linguistic sensitivity.

- ***Lack of detail about a long-term plan***

Dividing the school over two sites would not be ideal at all, from the neither the pupils nor staff's point of view. Splitting the school without a timetabled guarantee to move beyond the temporary arrangement in question is unacceptable.

- *We believe that the County should have proposed a timetable setting out concrete steps with regards to the journey, starting with the temporary arrangement, the transition period to towards a long-term solution. Given all this, we believe that the most sensible long-term solution – would be a full exchange of premises between YMB and another existing school site in the local area.*

- *Should the County decide that the preferred solution is a direct exchange between the existing YMB sites and Allensbank Primary School, then we agree with YMB governors' position that this could be achieved in a way that would*
 - (a) *allow all schools to continue to operate from one site throughout, and*
 - (b) *ensure opportunities for significant improvements to the buildings causing the minimum possible disturbance to both schools.*

- *We endorse the YMB governors' call that greater efforts should be made to explore the possibility of achieving this on the existing site of Cathays High School, assuming that the proposal of the Council to relocate Cathays High School to a new school site on the current Maendy cycle track is progressed.*

- *We understand that the County received funding under the Welsh Government's Welsh Education Capital Grant, in 2018 to address the situation in question, specifically to expand the provision of Welsh-medium primary education in Central Cardiff by 1FE. We understand that this grant amounted to £3 million. But there's a suggestion now that the funding has shrunk to £1.8 million. We would be grateful if it could be confirmed whether or not that is the case. And if so, why is the amount now significantly lower?*

Appraisal of views expressed

112. The Council welcomes the support of RhAG for the proposed expansion of Welsh-medium education. It is however acknowledged that this support does not extend to the proposed expansion of Ysgol Mynydd Bychan as consulted on.
113. The public health restrictions arising out of the Covid-19 pandemic have required the way in which consultations are run to be modified and it is acknowledged that technological challenges have not made it possible to replicate real life meetings. In addition to two public meetings there were also opportunities for parents and interested parties to attend online drop in sessions where officers were available to speak with directly and for any questions to be addressed.
114. Consideration was given to how demand for places in September 2021 could be met and did not form part of the public consultation. There is sufficient capacity across the wider area to accommodate demand for places in September 2021 and no change is planned to the number of places available at Ysgol Mynydd Bychan in September 2021.
115. Issues related to the long term development of Welsh-medium education are addressed at paragraph(s) 5 – 9.
116. Issues related to the Cathays High School site area addressed at paragraph(s) 14.
117. The views expressed regarding a long term solution are noted and will be considered in detail ahead of long term proposals being brought forward.
118. The Council was successful in securing funds from the Welsh Government Increasing Welsh-medium Provision Capital Grant scheme. The purpose is to support capital investments that facilitate growth in Welsh medium education and use of the Welsh language.
119. The successful bid included proposals to :
- Develop 3 new Cylch Meithrin settings linked to primary schools.
 - Expand Welsh-medium primary provision by 0.5FE and include training facilities in North Cardiff.
 - Reorganise primary provision in the central area of Cardiff and expand by 1FE additional Welsh-medium primary places.
120. The expansion of Welsh-medium provision by 0.5FE at Ysgol y Wern from 2.5FE to 3FE, and the development of training facilities at the school, was completed in October 2020.

Cymdeithas yr Iaith response

121. A response from Cymdeithas yr Iaith included the following: (a copy of the full response can be seen at Appendix):
- *Although the scheme that the Council has introduced appears to be one that wants to see Welsh-medium education in the city expanded on paper, from*

examining the document and listening to Council officials explaining the policy, it is now clear that this is not its purpose. Instead, this seems to be an attempt to seek a short-term solution to the latest example of a problem that Welsh-medium education in the city has faced for decades; the Council's inability to plan strategically for the provision and growth of Welsh-medium education in the city.

- *Following a number of discussions with parents, teachers and governors we as a cell have concluded that this scheme is totally inadequate and indeed represents a detrimental attitude towards the Welsh language and therefore as a result detrimental to the growth of Welsh-medium education in the city. There are several reasons for this, some of which are outlined below:*

1. First, the proposal to open a Welsh class at Allensbank School without any long-term planning about how this would affect the long-term future of Mynydd Bychan or Allensbank pupils is one that shows that these proposals are not part of a carefully considered and stable scheme. Instead, this is a temporary council solution for a problem that has and will re-appear time and again if sustainable solutions are not found for growing Welsh-medium education in the city.

The Council's intention to open a Welsh class in an English-medium school without any consideration of how this would impact on the children's education or its ability to learn and be immersed in the language properly is regrettable.

2. Secondly, the consultation leaves Ysgol Glan Ceubal in a precarious place in terms of numbers and therefore a budget. The pupils of Glan Ceubal deserve a long-term commitment from the Council to ensure that it is a thriving school that can realise its full potential. It is important that the Council is committed to supporting Welsh-medium schools to grow, in whatever part of the city they happen to be, and not to contribute to a trend that turns access to Welsh-medium education into a postcode lottery or promotes some areas above others when it comes to Welsh-medium education.

4. Nor is there anything here about reorganising the city's catchment areas so that they represent communities and the needs of schools as they exist today. There must be a systematic approach to dealing with this problem if the Council is to avoid the same problems arising again and again.

Appraisal of views expressed

122. Issues related to the long term development of Welsh-medium education are addressed at paragraph(s) 5 – 9.
123. Issues related to the ability of Cardiff's schools to successfully implement immersion in the Welsh language on a shared school site are addressed at paragraphs 79 to 81.

124. Issues related to Ysgol Glan Ceubal are addressed at paragraph(s) 103 – 110.

Allensbank Primary School Pupil representation

125. Officers met virtually via Microsoft Teams with year 6 pupils of Allensbank Primary School to present the proposal and discuss the proposals and gather their opinions.

126. The points raised by the pupils included the following:

- Questions regarding potential changes to demand for Allensbank Primary School and what this would mean for the school
- The benefits of interacting with other pupils, making new friends and learning from each other
- The opportunity for more pupils to attend Ysgol Mynydd Bychan
- Potential for communication issues due to language differences
- Concerns for potential splitting of siblings and impact on parents having to attend two sites
- Concerns around lack of space during the pandemic
- Concerns around reduced playground space and time
- Perceived disruption to learning

127. Notes of the meeting can be seen in Appendix 3.

Ysgol Mynydd Bychan Pupil representation

128. Officers met virtually via Microsoft Teams with years 4, 5 and 6 pupils of Ysgol Mynydd Bychan to discuss the proposals and gather their opinions.

129. The points raised by the pupils included the following:

- Questions regarding whether the short term solution will remain permanent
- Questions regarding alternative available land
- The benefits of interacting with English speaking pupils in improving their Welsh
- The increase of Welsh speakers across Cardiff and positive contribution to Cymraeg 2050 targets

- Concerns around splitting of friends and siblings across sites and the upset this could cause
- Perceived difficulties for parents potentially going to two sites
- Concerns around the negative impact on acquisition of Welsh and potential loss of language
- Perceived difference in resources available at Allensbank Primary School
- Pupils stated a preference a new build 2FE school

130. Notes of the meeting can be seen in Appendix 3.

Appraisal of views expressed

131. The Council acknowledges the views of pupils.
132. The Council appreciates that the pupils in both schools are able to see the benefits of a Welsh medium and English medium school sharing a site.
133. The Council acknowledges pupil concerns regarding the potential for siblings at Ysgol Mynydd Bychan to be on different sites. Pupils will be fully consulted with and informed at the appropriate time of any proposal that impacts them in order to make any change as least disruptive as possible. The expectation is that any Ysgol Mynydd Bychan pupils accommodated on the Allensbank Primary School site would be appropriately supported, educationally and emotionally.
134. Issues related to potential space concerns and perceived differences in resources are addressed at paragraph(s) 53 – 54 and 66.
135. The Council welcomes the Ysgol Mynydd Bychan pupils support for the proposed expansion of Welsh-medium provision.
136. The views put forward regarding the long term position are noted and will be considered in detail prior to the Council bringing forward proposals for a long term solution.

Other Responses Received

Demand for places

137. *The current demand for Welsh education is not being met.*
138. *YMB is currently oversubscribed suggesting there is more demand for Welsh school places than can currently be offered.*
139. *There are not enough welsh medium places for children at this school within catchment.*

Appraisal of views expressed

140. Intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes.
141. This is reflected in number of applications for entry to Reception in September 2021. In the initial round of allocations on 16 April 2021, the Council had processed 37 applications for admission to Ysgol Mynydd Bychan, including 33 within the catchment area of the school, for the 30 places available. The Council agreed the admission of all 21 applicants for admission to Allensbank Primary School, including 17 children within the catchment area of the school, compared to 45 places available at the school.
142. The number of applicants offered places at Ysgol Glan Ceubal, Albany Primary School and Gladstone Primary School were 20, 28 and 24 respectively.
143. Whilst Ysgol Gymraeg Melin Gruffydd (60 reception places) and Ysgol Y Wern (90 reception places) were fully subscribed at entry, each school was able to admit all applicants seeking a place in their catchment school (53 and 85 in catchment allocations respectively).
144. City-wide, whilst the percentage of children enrolling in Welsh-medium Reception places in September 2021 is similar to that in September 2020 (c18.5%), the number of places allocated has fallen from c760 to c680 as a consequence of reduced population.
145. City-wide, admissions data indicates that Welsh-medium Reception classes will retain c19% surplus places in the September 2021. There is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places. However, longer term changes to provision would need to be made in order to make progress towards the Cymraeg 2050 targets.

Timing of proposed changes

146. *In the current pandemic circumstances, I would postpone any changes. People have more than enough worries on their shoulders with the pandemic, they do not deserve the additional anxiety rising from this. For increasing YMB, I would suggest trying to find additional temporary spaces near YMB (but not in other schools); these don't need to be big if they are near YMB*

Appraisal of views expressed

147. The views expressed are noted.

The consultation process

148. *If indeed the decision to increase the Ysgol Mynydd Bychan to 1.5 FE is already made then to my mind this has not gone through the consultation process. Surely this is contrary to Cardiff Council procedures?*
149. *I have seen some correspondence indicating that as the September 2021 increase to 1.5 FE is a Temporary implementation and therefore a consultation is not required. However, I fail to see how an instigation to 1.5 FE in September 2021 can be reversed i.e. once Mynydd Bychan has a x1.5 2021 Year Group then that is permanent, or please advise otherwise? Indeed during the Q&A, the very same question was raised and a council representative even confirmed as much that this isn't what is being consulted upon.*
150. *That being the case that a decision for Ysgol Mynydd Bychan will be 1.5 FE from 2021 then a formal Consultation process hasn't been carried out for this. Could you please advise why this is not the case? A reference to a "Temporary Measure" cannot be used in an instance when something clearly cannot be reversed.*

Appraisal of views expressed

151. Issues related to admissions in September 2021 are addressed at paragraph 145.

Traffic concerns

152. *Please please please consider traffic at drop off and pick ups. I am a mum of a nursery pupil at YMB but we also reside on Llanishen street and have the nightmare of parents clogging streets and parking in permit areas. Be good to have 'car drop off area'*
153. *I am concerned with sharing a site and pupils/parents moving from one site to another. Whitchurch Road has a lot of traffic.*
154. *Llanishen Street is already very busy at pick up and drop off time, this arrangement would increase the difficulties around this.*

Appraisal of views expressed

155. Since schools re-opened in September 2020, concerns have been raised by parents and ward members regarding traffic and parking outside Ysgol Mynydd Bychan on New Zealand Road. The Council plans to seek Welsh Government funding to create a School Street on New Zealand Road which would restrict vehicular access along the street to residents, blue badge holders and authorised permit holders during drop off and pick up times. This would make the environment outside the school safer and more conducive to walking and cycling.
156. The expansion of capacity at Ysgol Mynydd Bychan and the issues of traffic and parking at both Ysgol Mynydd Bychan and Allensbank Primary underline the need to introduce measures which discourage car travel and promote active travel to both school sites. One such measure is the introduction of a School

Street. Plans are already being progressed for a School Street on New Zealand Road. There is also potential to do this on part of Llanishen Street. However, both proposals will require consultation with residents and local businesses.

Alternative options

157. *Could the YMB site be expanded across New Zealand Road onto some of the Companies House Land? As Cathays is being re-built could the existing building be used for YMB?*
158. *Unaware of any empty sites which are council owned and no development plans. What about around Maindy leisure centre?*
159. *The trend in reduced demand for places is obvious. It would be a better solution perhaps for both schools to swap sites.*
160. *There has to be a balance and the places need to be allocated where there is more demand. The best thing to do would be to swap sites completely and have Allensbank on the Mynydd Bychan site and vice versa.*

Appraisal of views expressed

161. The Council has investigated alternative site options that may be available and centrally located within the Ysgol Mynydd Bychan catchment area. There is no suitable vacant site available that could accommodate an enlarged Ysgol Mynydd Bychan.
162. Issues related to the Cathays High School site are addressed at paragraph(s) 14.
163. The alternative options put forward will be considered in detail prior to the Council bringing forward proposals for a long term solution.

Perceived negative impact on surrounding schools

164. *Glan Ceubal's catchment currently covers areas like Bute Park where nobody lives and it seems to put our school and our children at a disadvantage to start over with Mynydd Bychan. I am obviously biased but Glan Ceubal is an amazing school and the demographic of the immediate Gabalfa area (and the catchment covering unoccupied geographical areas) means it was never going to be immediately full.*
165. *Glan Ceubal is a new build (not a new school) but has received significant Council funding for the new building. I am aware that some children attending our school would fall under Mynydd Bychan catchment area and as such we risk, with the proposed expansion further reducing the possible intake for Ysgol Glan Ceubal. I do not understand why following significant investment in our school you would choose to extend another Welsh medium primary when Glan Ceubal is not full and would benefit from council support rather than what feels like the council working against them.*

Appraisal of views expressed

Issues related to Ysgol Glan Ceubal area addressed at paragraph(s) 103 – 110.

Racial makeup of schools

166. *We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how they would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community. Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between Welsh language and non-Welsh language residents.*
167. *My son is a white child in an all white reception year (90 pupils). I do not impute bad motives onto anyone around this issue, but the existence of that situation should bother anyone concerned to make children's experience of education inclusive and diverse. An ethnic and social contrast exists between the intakes of Mynydd Bychan and Allensbank/Gladstone. In my view, Cardiff Council needs to recognize this problem and ensure that you don't just end up with a bigger whiter Welsh-medium school with English-medium provision increasingly non-white British. I really think this is the elephant in the room for Welsh-medium education. I do not underestimate the difficulty in addressing this. Ideally, universalizing Welsh-medium education would address it. However, since that's not going to happen any time soon, in the meantime is there any way head teachers and governors of Welsh-medium schools could be assisted and incentivized to improve their outreach?*

Appraisal of views expressed

168. Issues related to the racial makeup of schools is addressed at paragraph(s) 19.

Capacity in nearby schools

169. *There is a surplus of spaces in existing Welsh Medium Schools. There are 149 free spaces currently in Welsh medium schools in the local area!!!*
170. *All welsh medium schools within the area (detailed in the consultation document) have a surplus of spaces, with the exception of Ysgol Mynydd Bychan. There are a total of 149 available places in welsh medium schools. Why aren't these being filled in the first instance? Mynydd Bychan are currently only oversubscribed by 10 places.*

Appraisal of views expressed

171. Issues related to capacity within Welsh-medium provision are addressed at paragraph(s) 105 - 110.

Health and Safety

172. *The site is not suitable from a health and safety point of view with regards to maintaining 2 separate entrances/exits and playgrounds?*

Appraisal of views expressed

173. Issues related to Health and Safety are addressed at paragraph(s) 29.

Loss of school ethos

174. *What message does it give to our young people to have 2 schools co-located but the pupils not mixing due to language differences? Allensbank has a strong ethos of inclusivity and the celebration of different languages and cultures. This segregation arrangement will create a 'them and us' situation. It may be better if the pupils shared spaces at playtimes/assemblies etc. in the spirit of learning together and from each other*

175. *The schools small size and caring and nurturing ethos is why most parents send their kids to this school. Nearly doubling the size and being between two sites would inevitably compromise this.*

176. *Ideally, I would like to see the whole school on the same site. It is very important for the ethos of a Welsh-medium school that everyone is together so that the smallest ones can hear the oldest ones speaking Welsh in the yard etc. Also, by sharing with an English-medium school, I fear that it will undermine efforts to immerse non-Welsh speaking children in the language.*

Appraisal of views expressed

177. Issues related to pupil integration are addressed at paragraph(s) 46.

178. The proposals consulted on is an interim solution ahead of long term proposals for primary school provision to serve the area being developed. The expectation is that both schools would work together and it is not expected that there would be any long term impact on the ethos of either school.

Condition of school buildings

179. *Allensbank school building is in poor condition (category C - why has no significant improvement been made to Allensbank school facilities as the Council recognises the importance of school facilities for an improved learning environment?). Mynydd Bychan's building is in slightly better condition but is managed exceptionally well to make best use of the space thanks to the governing body, staff, PTA and parents. Children need good learning facilities.*

Appraisal of views expressed

180. The development and maintenance of the school estate is a Council priority. Any facilities on the Allensbank Primary School site would be appropriate to the age range of pupils.

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#gweithiogydangilydd
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Page 560



Background

The Welsh Government wants all schools in Wales to be fit for the 21st century, with high quality buildings, modern facilities and enough places for pupils of all ages.

The main priorities of the investment programme are to:

- Match the supply of and demand for places
- Invest in new schools and refurbish existing schools
- Meet demand for education in both English and Welsh
- Create 'all-through' primary schools
- Create a nursery provision on primary school sites
- Improve ICT facilities

This will create:

- Better learning environments for children and young people aged from 3 to 19
- Better use of resources to improve the efficiency of schools
- A sustainable education system with all schools meeting national standards, reducing running costs and the current carbon footprint

Proposals

- Increase the capacity of Ysgol Mynydd Bychan from c0.9FE (192 places) to 1.5 FE (315 places) from September 2022 and locate the additional school places in Allensbank Primary School in the first instance;
- Reduce Allensbank Primary School to 1FE (210 places), retaining nursery and Additional Learning Needs provision from September 2022.

Methodology

- A letter was sent to all parents of pupils in the schools affected, providing them with information explaining how to take part in the consultation.
- A communication campaign was conducted via social media.
- Comments regarding the surveys could be sent via surveyschoolresponses@cardiff.gov.uk

Responses

There were 175 responses received to the consultation

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

There were 34 emails / letters received in relation to the consultation, these can be viewed in Appendix A.

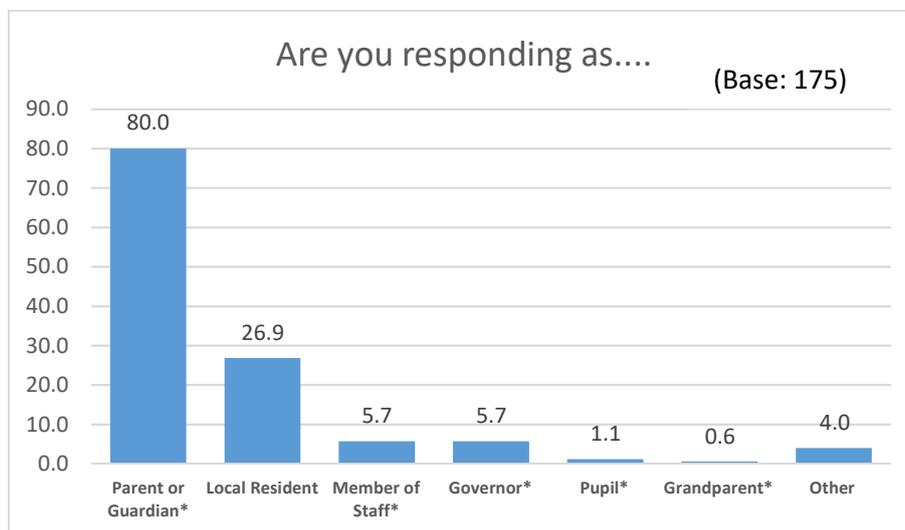
YSGOL MYNYDD BYCHAN RESEARCH FINDINGS

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Results

Are you responding as.....

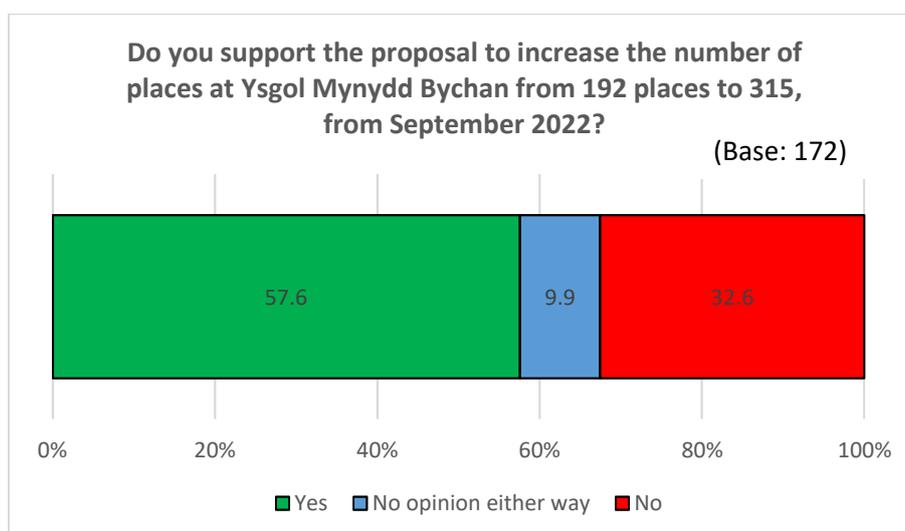
Four in five (80.0%) responses to the survey were from parents or guardians, this was followed by around one in four (26.9%) that came from local residents.



NB. Percentages do not sum to 100% as respondents could select more than one option

Do you support the proposal to increase the number of places at Ysgol Mynydd Bychan from 192 places to 315, from September 2022?

Just under three in five (57.6%) respondents agreed with the proposal. However, if no opinion responses are removed from the analysis, agreement rises to 63.9%.



Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Demand for places	59	42.4	<ul style="list-style-type: none"> The current demand for Welsh education is not being met. YMB is currently oversubscribed suggesting there is more demand for Welsh school places than can currently be offered. There are not enough welsh medium places for children at this school within catchment. It's unfair that many families in the catchment area of Ysgol Mynydd Bychan are not able to gain places at the school because it so oversubscribed. YMB is our catchment school, 0.7 miles from our house and my son didn't get a place there in 2017. He now attends a Welsh medium school 2.4 miles from our house which means we can't do the school run on foot. My daughter is due to start school in Sept 2022 I hope to get her a place in YMB and doubling capacity gives more of a chance to get into our catchment school.
General agreement with the proposal	29	20.9	<ul style="list-style-type: none"> Because it's such a lovely school and they area around is being filled with families. If more spaces are needed then why not! Improve opportunities to learn at Welsh medium schools. Further the benefits of bilingualism and awareness of Welsh culture.
Generally against the idea	21	15.1	<ul style="list-style-type: none"> I am concerned about having two children in 2 different schools. I don't want my daughter to attend a welsh speaking school Don't see the need.
Spaces available in nearby schools	12	8.6	<ul style="list-style-type: none"> There is a surplus of spaces in existing Welsh Medium Schools. There are 149 free spaces currently in Welsh medium schools in the local area!!!

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

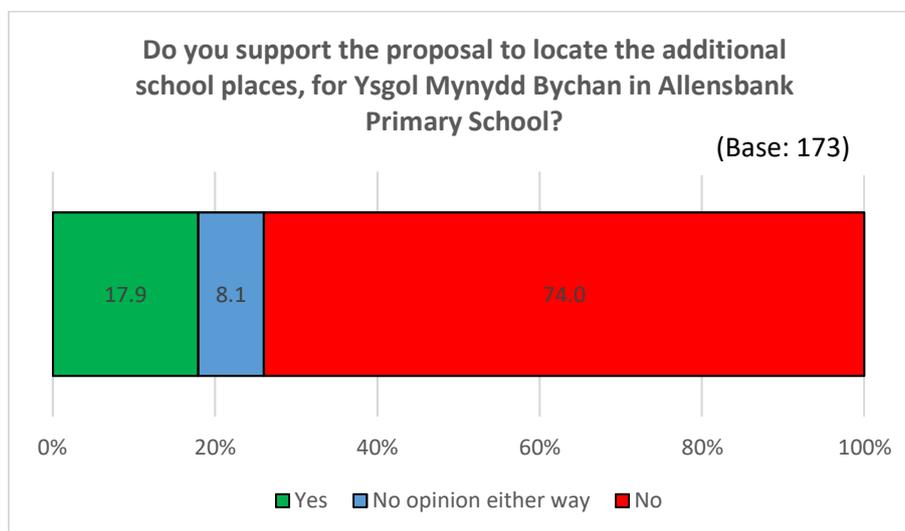
			<ul style="list-style-type: none"> All welsh medium schools within the area (detailed in the consultation document) have a surplus of spaces, with the exception of Ysgol Mynydd Bychan. There are a total of 149 available places in welsh medium schools. Why aren't these being filled in the first instance? Mynydd Bychan are currently only oversubscribed by 10 places.
Proposals will have negative effect on surrounding schools	11	7.9	<ul style="list-style-type: none"> Negative effect on Ysgol Glan Ceubal. I support the increased places in Mynydd Bychan in principle and the aim to increase the number of pupils in Welsh medium education, but these changes in isolation are to the detriment of surrounding schools. In particular, Glan Ceubal will lose funding due to fewer pupils when there will no longer be overspill intake from the Mynudd Bychan catchment. Glan Ceubal will need additional support/secured continued funding levels/additional pupils in order to avoid cuts to staffing, resources and ultimately the quality of education and opportunities for pupils. These changes in isolation are short-sighted when a broader perspective could be taken to tackle meeting the demand and growth of Welsh medium education across the whole of Cardiff, thereby supporting those schools with existing capacity and ensuring sustainability and a good balance of distribution of places into the future.
Loss of school ethos / culture	6	4.3	<ul style="list-style-type: none"> I chose YMB because of its size and school ethos and community feel! I feel growing the school will have a significant impact on the school community!
No Opinion / More information required	5	3.6	<ul style="list-style-type: none"> My child don't go any of these schools. However, if it impact on St Monica's CIW Primary School then my opinion may change.
Total Respondents	139	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Do you support the proposal to locate the additional school places, for Ysgol Mynydd Bychan in Allensbank Primary School?

Three in four (74.0%) people responding to this question disagreed with the proposal. If no opinion responses are discarded from the analysis then disagreement rises to four in five respondents (80.5%)



Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
General Agreement with proposals	15	10.6	<ul style="list-style-type: none"> A larger school for a larger demand sounds sensible. Seems a good option in terms of proximity and the largest empty places. If they have the spare room then it just makes sense. Mynydd Bychan's site is limited as there is only a small yard and no room for extending the school. The extra spaces have been needed for a long time and they have to come from somewhere.
Loss of school ethos / culture - Negative effect / unfair on pupils and teachers	73	51.4	<ul style="list-style-type: none"> That to me seems a ridiculous idea. How can there be any unity in the school if it is on 2 separate sites. It would have a huge detrimental effect on staff and students. If this has to happen, it should not be on a split site, a school does not work in just classrooms, children join

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>together, siblings mix, there is no consideration of how a school works as a community, you cannot exclude some students. This will have a serious impact on the wellbeing and school experience.</p> <ul style="list-style-type: none"> • I would like to keep everything under one roof as unfair on the children and teachers. • There is no real assurance that the intake at Ysgol Mynydd Bychan will increase and there will be a need to take over Allensbank's building and disrupt the ethos of this school. • The site is not suitable from a health and safety point of view with regards to maintaining 2 separate entrances/exits and playgrounds? What message does it give to our young people to have 2 schools co-located but the pupils not mixing due to language differences? Allensbank has a strong ethos of inclusivity and the celebration of different languages and cultures. This segregation arrangement will create a 'them and us' situation. It may be better if the pupils shared spaces at playtimes/assemblies etc. in the spirit of learning together and from each other. Llanishen Street is already very busy at pick up and drop off time, this arrangement would increase the difficulties around this.
Generally against the idea	21	14.8	<ul style="list-style-type: none"> • I don't see how having a school over 2 sites is a feasible option. • Don't split YMB School up. • I feel very uneasy at the prospect of splitting a school over two different, very separate sites, one of which is shared with a different school altogether.
Spaces available in nearby schools	12	8.5	<ul style="list-style-type: none"> • It's close to ysgol mynydd bychan. They have spare capacity. It would mutually beneficial - more exposure of welsh at Allensbank and exposure to more diversity for Ysgol mynydd bychan children. • Space available within Allensbank premises and nearby location.
Swap Sites	11	7.7	<ul style="list-style-type: none"> • The two schools should swap buildings. I don't believe having one primary school split between two sites is ever a good option.

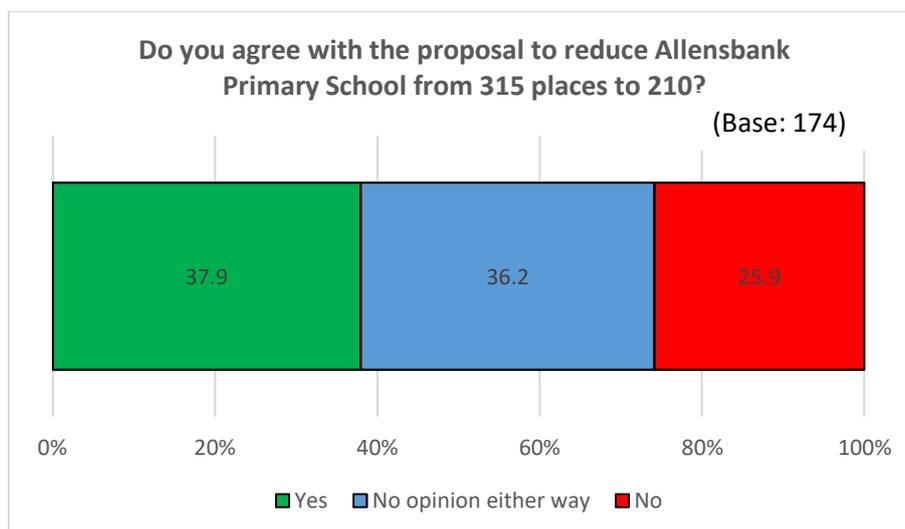
Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<ul style="list-style-type: none"> We do not support the proposal for mixed sites. A direct swap would be favourable.
Build a new site for Ysgol Mynydd Bychan	7	4.9	<ul style="list-style-type: none"> Why not provide Mynydd Bychan with a new building which is adequate for the school's current needs and for the additional pupils? Additionally, a Welsh Medium class in an English Medium school will not work. Maintaining a Welsh ethos and ensuring immersion in the language will be near on impossible.
Proposals will have negative effect on surrounding schools	3	2.1	<ul style="list-style-type: none"> Again it will affect Allensbank primary school.
No Opinion / More information required	9	6.3	<ul style="list-style-type: none"> Don't know about the suitability of Allensbank Primary either way. This has no direct impact on my children.
Total Respondents	142	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Do you agree with the proposal to reduce Allensbank Primary School from 315 places to 210?

Opinion was more evenly split for this proposal with just under two fifths (37.9%) agreeing, with a further one in four (25.9%) disagreeing. However, undertaking analysis with no opinion responses discarded sees agreement rise to three fifths (59.5%).



Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Respondents were given the opportunity to explain their reasoning for supporting / not supporting the proposal, all valid comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Demand for places	37	37.0	<ul style="list-style-type: none"> • If the school is undersubscribed this would seem sensible. • The numbers in this school have been falling for a while and it makes no sense that they have lots of space when Mynydd Bychan is bursting at the seams! • As it seems to have a regular surplus of places, and as there are a few other options for English-medium schools in the area, this seems a logical step. • If the school has been under subscribed for a number of years it makes sense for the school to reflect that. • The school is undersubscribed and by reducing spaces and allocating those to another school would mean more children being accepted into their chosen school.
General Agreement with proposals	6	6.0	<ul style="list-style-type: none"> • If the parents and governing body agree. • Because there isn't many people that know Welsh compared to English.
Spaces available in nearby schools	5	5.0	<ul style="list-style-type: none"> • The numbers in this school have been falling for a while and it makes no sense that they have lots of space when Mynydd Bychan is bursting at the seams!
Generally against the idea	24	24.0	<ul style="list-style-type: none"> • We need the school. • Why reduce the capacity and the school cramped. • My daughter is very happy there. • The proposal is too simplistic, in principle this is fine but it should be looked at in the context of the English Medium places requirement only - it shouldn't be linked to "making space" for Mynydd Bychan

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Reducing numbers now might affect future demand	9	9.0	<ul style="list-style-type: none"> The numbers of pupils attending Allensbank Primary fluctuates and it is important to keep the availability of provision of places there for the future. We have a lot of pupils whose parents are associated with The Heath Hospital which is one reason that numbers fluctuate. It is a great school with excellent teachers and learning opportunities. To reduce the number will remove the opportunity for other children to join in the future.
Swap Sites	8	8.0	<ul style="list-style-type: none"> The trend in reduced demand for places is obvious. It would be a better solution perhaps for both schools to swap sites. There has to be a balance and the places need to be allocated where there is more demand. The best thing to do would be to swap sites completely and have Allensbank on the Mynydd Bychan site and vice versa.
No Opinion	12	12.0	<ul style="list-style-type: none"> Not sure about their circumstances. As a parent and governor from Ysgol Mynydd Bychan I feel that staff, governors and teachers at Allensbank are best placed to agree/disagree with this part of the proposal - as the two decisions are mutually exclusive. Cardiff Council have made the decision to combine the two proposals and whilst I can understand their reasons for this I do not believe they need to be a combined decision. I don't know enough about the intake and needs of Allensbank Primary to comment.
Other	3	3.0	<ul style="list-style-type: none"> The staff who having giving everything to the school and community - how do you cut your staff numbers?
Total Respondents	100	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

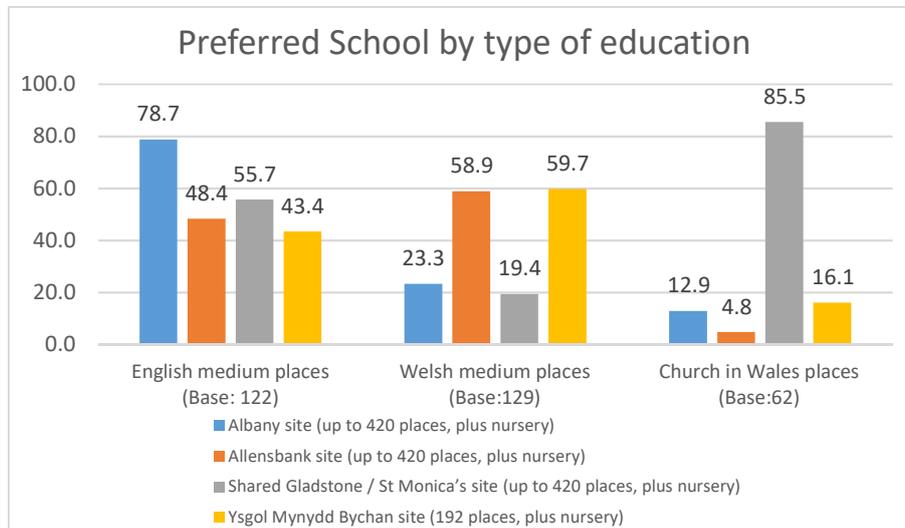
Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Respondents were then asked their views on longer term changes in relation to the following:

- Expand Welsh-medium provision by 1 forms of entry.
- Reduce English-medium surplus spaces to serve the area.
- Provide greater certainty and stability of leadership, management, teaching and support staff.
- Enable investment in school buildings to improve the learning environment.

Please consider the aims above and tell us which site(s) you are in favour of being used for each type of primary education in the longer term?

The majority of respondents indicated a preference for English medium places in the Albany site (78.7%) and the shared Gladstone / St Monica’s site (55.7%), Welsh medium in the Allensbank and Ysgol Mynydd Bychan sites (58.9% and 59.7% respectively), and Church in Wales places at the shared Gladstone/St Monica’s site (85.5%).



NB. Percentages do not sum 100% because respondents could select multiple options

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Why do you think locating these schools on these sites would work well?

92 respondents left a valid comment. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Ensures demand for English / Welsh education places is met	43	46.7	<ul style="list-style-type: none"> • It minimises disruption (none to Gladstone or St Monica's) whilst maximising the opportunity to meet growing demand for Welsh places. Allensbank is undersubscribed so it doesn't make sense to keep it on a larger site when YMB is oversubscribed and turning children away. • It would allow larger sites to accommodate Welsh medium provision. • Because by Albany Road there is lots of mixed race families that want their children to just go to an English speaking school and it seem to be by the university hospital of Wales there are loads of families that speak Welsh already and would like their children to learn Welsh. • Let's get children of all languages together and normalise bilingualism. • It would make sense to swap an English medium primary into the smaller building and give Ysgol Mynydd Bychan the bigger site. You are then giving the Welsh school capacity to grow and the English school a chance to thrive without any opposing factors.
Each School needs its own site	11	12.0	<ul style="list-style-type: none"> • Each school should be on one site, either a straight swap with Allensbank to allow expansion, no split sites or stay as they are. • While I'm not convinced that there is any need for an increase in Welsh medium places at the present moment in the area. If the long-term trend suggests English medium places requirement is decreasing while Welsh medium places are increasing then pending capacity limits at the time only a straight swap of locations and schools should be considered. English and Welsh Medium schools should not be sharing sites.

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<ul style="list-style-type: none"> I believe that a local Welsh school is needed. Not on a shared site. I have no strong opinion on where this should be just that it shouldn't be on a shared site. It seems that there isn't sufficient information at this time.
More Information required	9	9.8	<ul style="list-style-type: none"> It is impossible to answer this meaningfully as it isn't included in the brochure and covers extensive topics that are not in the scope of the consultation - staffing, for instance. This question is loaded and does not give the full options for a proper response. You have simply given options for answer that you consider appropriate and not laid out in the proper amount of detail the full options available.
Location / Proximity	8	8.7	<ul style="list-style-type: none"> The proximity of Allensbank to Ysgol MB would mean more Welsh children could go through Welsh medium education near to their home. Remains within current catchment areas and therefore minimally disruptive.
Currently works as it is	5	5.4	<ul style="list-style-type: none"> This works well now and I can't see why it needs to be changed. Because it is working well at the moment.
Space	4	4.3	<ul style="list-style-type: none"> Clearly Mynydd Bychan need the spaces so require a bigger space.
Other	15	16.3	<ul style="list-style-type: none"> In Allensbank is children from all around the world, I think the best thing in Allensbank is continue with the English. In the current pandemic circumstances, I would postpone any changes. People have more than enough worries on their shoulders with the pandemic, they do not deserve the additional anxiety rising from this. For increasing YMB, I would suggest trying to find additional temporary spaces near YMB (but not in other schools); these don't need to be big if they are near YMB.

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<ul style="list-style-type: none"> I think the proposal to move YMB to Allensbank has merits but only if done on a wholesale approach.
Total Respondents	92	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Are there any alternative sites or changes to the provision of primary school places you would like to suggest? Please give us the details below including the site location.

87 respondents left a valid comment. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
New Build Required / Utilise Current Cathays High Site	33	37.9	<ul style="list-style-type: none"> If they want to increase capacity use a new site completely to accommodate all. The current Cathays high school would be great for an expanded ysgol mynydd bychan. If Cathays High School is moving across the road to the old Maindy bowling green and cycle track, what is happening to the existing Cathays High School site? Would this work as a site to build a new Ysgol Mynydd Bychan school building(s)? Invest in a new building for Ysgol Mynydd Bychan. A new building for YMB could be built on the old Cathays High School site given that Cathays High School is having a new building built on the site of the Maindy centre. This would mean that if YMB did have to share a site with Allensbank Primary it would only be in the short term.
Swap Sites	14	16.1	<ul style="list-style-type: none"> Swap Mynydd Bychan with Allensbank Primary. More Welsh, less English spaces. Schools are close together, so not a big impact on people in the area! As previously stated, YMB and Allensbank swapping sites seems to make more sense than a co-location. If proposals to increase Ysgol Mynydd Bychan to 315 places and reduce Allensbank Primary School to 210 places goes ahead, wouldn't it make more sense for these 2 schools to swap sites? As opposed to

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>Allensbank and Mynydd Bychan sharing a site and Mynydd Bychan working over a dual site.</p> <ul style="list-style-type: none"> I think YMB should swap sites with Allensbank.
Spaces available in nearby schools	10	11.5	<ul style="list-style-type: none"> No. There is a surplus of spaces so the case for new schools isn't made. Look at using Ysgol Glan Ceubal as additional Welsh medium places. This excellent school is currently under- utilised and I see no logic in sourcing additional funds in reorganising these schools unless other local schools have not been considered at all.
Explore alternative land options	10	11.5	<ul style="list-style-type: none"> Could the YMB site be expanded across New Zealand Road onto some of the Companies House Land? As Cathays is being re-built could the existing building be used for YMB? Unaware of any empty sites which are council owned and no development plans. What about around Maindy leisure centre?
Adjust Catchment Areas	7	8.0	<ul style="list-style-type: none"> Simultaneously change the catchment area for Ysgol Glan Ceubal if the proposal goes ahead. As above, I would like to see all catchments adjusted to match demand to supply as accurately as possible. Effectively, Cardiff Council are allocating places by catchment criteria and distance criteria. I would like to see distance criteria scrapped and places allocated by catchment only on a randomized basis. If catchments are to be fair, all families within catchments should have equal chance of accessing the places.
Generally against any site changes	4	4.6	<ul style="list-style-type: none"> I would not support any site change for ymb.
Other	13	14.9	<ul style="list-style-type: none"> Stop offering spaces for religious schools and focus on the current demographic. People choose religious schools often as a "white british" flight school. Lets focus on what makes Wales great and offer schools in Welsh or English medium without religion. I don't think we should fund religion in 2021.

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<ul style="list-style-type: none"> I do think ysgol mynydd bychan should expand because there are more families moving to the area.
Total Respondents	87	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Please explain why this site(s) would be suitable for the provision of primary education places

60 respondents left a valid comment. These comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Location / Proximity	13	21.7	<ul style="list-style-type: none"> The Cathays High site is only a stone's throw away from the existing YMB site and would be a perfect place to build a purpose built primary school for YMB. A purpose built school could be built which is close to the current location, would meet modern school standards and meet capacity requirements. If part of the current site is to be retained by Cathays for playing fields this could also be used by YMB, increasing access to outdoor space. Close to the existing YMB school. Good location for public transport and also within easy walking distance for many people so enabling them to walk/cycle to school and reduce the dependency on cars. The site is being redeveloped and we understand that there may be space available. The site is also located close to the existing YMB and could provide for a modern school premises for YMB which could assist in meeting the Welsh Government's aims to increase Welsh speakers and meet any defined increase in local demand.
School / Facilities that are fit for purpose	13	21.7	<ul style="list-style-type: none"> Local to the current school and could be a purpose built school building for the 21st

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>Century rather than using a dilapidated 19th Century building which will always have challenges.</p> <ul style="list-style-type: none"> • They're both primary school sites although apparently seriously lacking outdoor play and sports facilities. • The site at Mynydd Bychan is inadequate at the moment: barely any outdoor space for the children, there is also no kitchen. • An up to date with facilities that are suitable for learners. No split site. All these school buildings need investment.
Ensures demand for English / Welsh education places is met	7	11.7	<ul style="list-style-type: none"> • Swapping the sites of the two school would be much more suitable for the number of pupils, or expected pupils in each school. • It will make up for any future needs to increase Welsh places. Allensbank places will also increase and become more sustainable. • You need more space for the predicted growth of Welsh Language they need a bigger site, Allensbank has this. A shared site is not the answer, so much wasted money changing the building to fit school when there is a place for both without modification and wasted money!
Space	7	11.7	<ul style="list-style-type: none"> • Large enough for a 2 intake per year (60) school with sufficient outdoor space. This is really important when you look at the foundation phase curriculum. The current school sites all really lack outdoor sports facilities/ pitches etc. • Lots of space and Welsh provision would remain all on one site. • New build, lots of space.
Utilise Current Cathays High Site	6	10.0	<ul style="list-style-type: none"> • Cathays if no longer used as a high school provides a large site and buildings that could be refurbished for school and community use near the current YMB site. Although we are told plans for Cathays currently don't exist the

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>consultations also tell us the plans for the Cathays site mean a primary school can't go there. It's all very opaque.</p> <ul style="list-style-type: none"> • A new build for Allensbank on its existing site and Mynydd Bychan on Cathay's existing site would solve the long term supply issue. You need to look at bigger picture, rather than just short term proposals. These are very near sighted proposals.
Adjust Catchment Areas	5	8.3	<ul style="list-style-type: none"> • In brief, whilst I am not opposed to the extension of Welsh medium provision I am concerned this is at the cost of Ysgol Glan Ceubal who undoubtedly will be financially worse off if the placement increase proposals go ahead. YGC new build should be supported by the council, but requests to widen our catchment area have been ignored and we will see financial cuts that will impact on my children's education. As an active PTA there is little more we can do to increase our appeal, though would welcome your feedback? • It is an underutilised, brand new school in the local area... Why wouldn't it be considered? No need for additional funding, just a look at the catchment areas and see if all this reorganisation is necessary.
Currently works as it is	4	6.7	<ul style="list-style-type: none"> • There is an existing site with opportunity to grow.
Long term solution required	3	5.0	<ul style="list-style-type: none"> • Temporary additional spaces would not be many; if there is funding to increase Welsh provision, the funding should cover modifying these spaces to be suitable. In the long term, if there is funding to increase Welsh provision, new spaces/school could (and should) be created.
Each School needs its own site	2	3.3	

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<ul style="list-style-type: none"> You need more space for the predicted growth of Welsh Language they need a bigger site, Allensbank has this. A shared site is not the answer, so much wasted money changing the building to fit school when there is a place for both without modification and wasted money!
Explore alternative land options	2	3.3	<ul style="list-style-type: none"> Empty government buildings to the east of UHW.
Against split sites	2	3.3	<ul style="list-style-type: none"> An up to date with facilities that are suitable for learners. No split site. All these school buildings need investment.
More Information required	2	3.3	<ul style="list-style-type: none"> Not sure it needs more of an explanation!
Other	9	15.0	<ul style="list-style-type: none"> St Monica's Primary School. Because we can have RE in both English/Welsh medium schools and don't need specific religion schools in 2021. To my understanding the site will be vacant.
Total Respondents	60	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

Any other comments?

Respondents were invited to leave any other comments they had in relation to the consultation. 53 respondents left a valid comment, these comments were then grouped into themes; these themes along with example comments can be viewed below / overleaf:

Theme	No.	%	Example Comment
Loss of school ethos / culture - Negative effect / unfair on pupils and teachers	13	24.5	<ul style="list-style-type: none"> • My oldest boy now attends Ysgol Y Wern, with which we are delighted. However, I had reservations about sending my children to Welsh-medium schools due to lack of racial, ethnic and social diversity. My son is a white child in an all-white reception year (90 pupils). I do not impute bad motives onto anyone around this issue, but the existence of that situation should bother anyone concerned to make children's experience of education inclusive and diverse. An ethnic and social contrast exists between the intakes of Mynydd Bychan and Allensbank/Gladstone. In my view, Cardiff Council needs to recognize this problem and ensure that you don't just end up with a bigger whiter Welsh-medium school with English-medium provision increasingly non-white British. I really think this is the elephant in the room for Welsh-medium education. I do not underestimate the difficulty in addressing this. Ideally, universalizing Welsh-medium education would address it. However, since that's not going to happen any time soon, in the meantime is there any way head teachers and governors of Welsh-medium schools could be assisted and incentivized to improve their outreach? • I really don't think this is the time to disrupt these schools just to add a few more Welsh places? I can't imagine they are needed that much. • If schools are running well like Allensbank why start to make alterations that will affect pupils and staff. • As a parent I am angered by the risk that these proposed changes would pose to the opportunities that will be available to my children in the coming years whilst they attend Ysgol Glan Ceubal. As a governor, I am gravely concerned about the situation that this will place the school in and the additional pressure that this will place on our staff. It was

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>disappointing that the consequential impact of these changes on Glan Ceubal is not acknowledged in the consultation or letter, and to hear that this letter did not get sent to everyone in the Glan Ceubal catchment area, and that some who didn't receive a letter are closer to Mynydd Bychan than others who did receive it. I support the aim of increasing the number of Welsh medium school places in Cardiff, and an increased capacity in Mynydd Bychan in principle, but believe that these isolated changes are not the right approach to ensure a more balanced distribution of Welsh medium places to grow and meet demand across all schools in Cardiff, and they are not in keeping with a long-term and sustainable strategy for increasing the number of pupils in Welsh medium provision across Cardiff. A broader strategy is needed. The proposed changes do not take into account the further reaching impact on Glan Ceubal and potentially others in the area, and our view is that schools with the existing school places need to be better supported to continue to provide the highest quality of education for our children.</p> <ul style="list-style-type: none"> • St. Monica's and Gladstone shouldn't be combined, they are separate schools with separate identities, and the Christian ethos of St. Monica's makes it the school it is. They can continue to share the after-school club, and many children intended for St. Monica's attend the nursery at Gladstone, but otherwise they should be kept separate to allow St. Monica's to maintain its Church in Wales identity.
Against split sites	12	22.6	<ul style="list-style-type: none"> • YOU CANNOT expect Mynydd Bychan to expand without proper provision. Enough teaching staff and a proper site. Splitting the school between Allensbank school site and Mynydd Bychan is not an option!!! • From a parents point of view, having one child on one site and second child on another site- both primary aged is a logistical nightmare in terms of pick up and drop off in a very busy part of Cardiff. • Living in Birchgrove / Heath with a child currently in Reception at Ysgol y Wern, I am concerned that any change in catchment for Mynydd Bychan would mean that our younger child may be in the catchment for

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

			<p>Mynydd Bychan. What would happen in this case? I would not be able to have 2 children in 2 different schools and it would be unfair to expect the older child to move to Mynydd Bychan.</p> <ul style="list-style-type: none"> • Don't split the school. It'll ruin the community. • The council has a duty (and additional funding) to provide children with a welsh language education. Fluency requires language immersion, this will not be achieved by splitting a school up, welsh must be a language of play and work. Children who aren't first language welsh need encouragement and reminders to use welsh in play. Welsh must be a living language not a dusty language only used for work.
More Information required	7	13.2	<ul style="list-style-type: none"> • The consultation document is long and not very clear. It presents some options but there is little analysis. • I couldn't see timescales in the consultation- how long the split is proposed for. Could this be clarified please? • I don't know enough about prospective sites in Cardiff to suggest anything worthwhile.
Long term solution required	7	13.2	<ul style="list-style-type: none"> • Provision of Welsh medium education should be considered with a longer term view, to avoid short term situations such as attempting to broaden places in existing schools by co-locating with non-Welsh medium schools. This is not in the interest of sustainable Welsh language expansion. • Consider the growth needs for the next years rather than making a knee jerk decision based on one year that was heavily oversubscribed.
Adjust Catchment Area	3	5.7	<ul style="list-style-type: none"> • Ygc is a brand new school with an excellent staff and facilities, it is not full and the catchment area is inappropriate for the intake needed. Look at this option before reorganising the entire area and spending time and money on these other projects. I have no reservations about increasing provision for welsh medium education, I fully support it but would like the current facilities we have to be used to its full potential before making large changes.

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Site swap preferred	2	3.8	<ul style="list-style-type: none"> If the council go ahead with the plans a straight swap of allensbank for YMB and not splitting the school is preferable. This is my quick personal response, I totally endorse the response from the Governors of YMB School also.
New Build required	2	3.8	<ul style="list-style-type: none"> An expanded Ysgol Mynydd Bychan deserves to be located in a new building which meets the 21st century requirements for education. There is the opportunity to create a school that it surrounded by green space/outdoor facilities which is sadly lacking at the moment.
Other	10	18.9	<ul style="list-style-type: none"> Very disappointed that this area is strongly forcing people to speak and educate their children in Welsh. Shame on Cardiff! Please please please consider traffic at drop off and pick-ups. I am a mum of a nursery pupil at YMB but we also reside on Llanishen Street and have the nightmare of parents clogging streets and parking in permit areas. Be good to have 'car drop off area' The immediate spaces required can be facilitated by Glan Ceubal. If Glan Ceubal was run better there would be greater demand for its places. However it has always been badly organised and never offered as good an education as Melin Gruffydd which is oversubscribed.
Total Respondents	53	-	

NB. Percentages do not sum 100% because respondents' opinions could fall into multiple themes

About You

What was your age on your last birthday?

Over three quarters (78.7%) of respondents were aged 35-54.

	No	%
Under 16	1	0.6
16-24	2	1.2
25-34	25	14.8
35-44	109	64.5
45-54	24	14.2
55-64	2	1.2
65-74	1	0.6
75+	1	0.6
Prefer not to say	4	2.4
Total Respondents	169	100.0

Are you...?

More than seven in ten (72.3%) respondents were female.

	No	%
Female	112	72.3
Male	35	22.6
Other	1	0.6
Prefer not to say	7	4.5
Total Respondents	155	100.0

Do you identify as a disabled person?

Over nine in ten (90.1%) respondents do not identify as disabled.

	No.	%
Yes	2	1.2
No	158	95.2
Prefer not to say	6	3.6
Total Respondents	166	100.0

Primary school places to serve Cathays and parts of
Gabalfa, Heath, Llandaff North and Plasnewydd

Please tick any of the following that apply to you:

22 people stated they had one or more of the health conditions listed.

	No	%
Long-standing illness or health condition (e.g. cancer, HIV, diabetes or asthma)	8	36.4
Mental health difficulties	3	13.6
Deaf/Deafened/Hard of Hearing	3	13.6
Visual impairment	1	4.5
Learning impairment/difficulties	0	0.0
Mobility impairment	0	0.0
Wheelchair user	0	0.0
Prefer not to say	9	40.9
Other	0	0.0
Total Respondents	22	-

NB.. Percentages do not sum 100% because respondents could select multiple conditions

What is your ethnic group?

Where the term 'British' is used, this refers to any of the four home nations of Wales, England, Northern Ireland and Scotland, or any combination of these.

Respondents of a White British background make up 81.2% of all those responding to the survey.

	No.	%
White - Welsh/English/Scottish/Northern Irish/British	134	81.2
White - Any other white background	7	4.2
Asian/Asian Welsh/British - Indian	4	2.4
Asian/Asian Welsh/British – Pakistani	4	2.4
Asian/Asian Welsh/British - Any other	2	1.2
Mixed/Multiple Ethnic Groups - Any other	2	1.2
Arab	1	0.6
Black/African/Caribbean/Black Welsh/British - African	1	0.6
Mixed/Multiple Ethnic Groups - White and Black Caribbean	1	0.6
White - Irish	1	0.6
Prefer not to say	7	4.2
Any other ethnic group (please specify)	1	0.6
Total Respondents	165	100.0

APPENDIX A - RECEIVED EMAILS / LETTERS

Cllr Rhys Taylor and Cllr Ashley Wood Response

The provision of Primary School places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Cllr Rhys Taylor

Cllr Ashley Wood

The consultation provides comments on the council's proposals to:

- Increase the capacity of Ysgol Mynydd Bychan from 192 places to 315 places, from September 2022
- Reduce Allensbank Primary School from 315 places to 210 places, retaining nursery and ALN provision, from September 2022

We welcome the intention to grow the provision of Welsh medium education in the community and that the council secured funding to expand the provision of Welsh medium education in the area in 2018.

Ysgol Mynydd Bychan (YMB) has been oversubscribed for far too long, with significant numbers of children in catchment refused a place. The last qualifying factor for admission to YMB in the 2019/20 academic year demonstrates the significant pressure on school places in the area. We also know that parents at the edge of the YMB catchment have not sought a place at YMB because they are aware of the demand for places.

We do however recognise the challenges with enabling the growth of YMB owing to the lack of land in the area, and the constraints of the current building.

Whilst we acknowledge the council's intention to generate solutions from the community itself, this has caused significant anxieties among parents at both YMB and Allensbank. The lack of a long-term solution, while perhaps well intentioned, will likely delay the point at which YMB is able to grow and admit the number of parents within catchment who wish for their children to attend a local Welsh medium primary school.

We also fear that the approach that has been taken by the council has created unnecessary uncertainty and concern, particularly amongst the Allensbank school community. The school has made significant progress in recent years, which must be commended. Whilst the council has sought a practical solution to over and undersubscription challenges, the consultation has left some within the Allensbank community feeling that their school is not valued by the council.

Our view has always been that the council should have entered into informal discussion with schools in the area about the potential options in order to identify whether schools would be amenable to exploring these further, in advance of any statutory consultation.

The piecemeal way in which solutions have been drawn up to facilitate the potential sharing of sites has, in our view, generated concerns about the wellbeing of staff, pupils, and parents which could have been avoided. In our view the potential configuration of the

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

arrangements should have been created in collaboration with both schools prior to, and published as part of the consultation. We also understand that YMB were only informed of the draft plans via the community, not through formal notification from the council. This is disappointing.

We note that proposals for temporary arrangements from September 2021 have been withdrawn by the council. On the basis of feedback from both schools and parents we recognise this as the right decision. We are however concerned and disappointed that another cohort of children will likely be turned away as a result.

Whilst the proposals to expand YMB on a temporary basis would address the immediate capacity issues, the proposals as presented have failed to generate any confidence within the community that the council has understood the nature of both schools.

During the public meetings, many residents contacted us feeling that the council had failed to recognise the valid concerns about the proposals and the impact of temporary arrangements on staff, children, and their experiences, including concerns about language immersion, demographics, and safeguarding.

More broadly, the consultation focusses on built assets, but does not appear to engage with the wider question of school catchments, particularly those challenges faced by Glan Ceubal and Melin Gruffydd and the implications of these proposals on those schools.

During the course of the consultation window, we have repeatedly heard about the stark differences in the backgrounds and characteristics of the children in attendance at the two schools. Whilst this is borne out in the evidence, we are concerned about the perception of Welsh medium education as exclusive or exclusionary. This is damaging to the growth of Welsh medium education and must be addressed as part of the council's next WESP.

Finally, there is also a perception amongst some in the community that the proposals have been presented as a 'kindness' or 'token' from the council, and the lack of a long-term solution serves to reinforce that feeling.

Regrettably we cannot support the proposals in their current form but look forward to continuing to work with the council to identify a sustainable long-term solution for YMB and Allensbank which meets the changing needs and preferences of parents and families in our community.

Notes

- Cllr Taylor has been a local authority appointed governor at Ysgol Mynydd Bychan since 2016 and was reappointed in 2021.

Estyn Response

Estyn's response to the provision of primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

This report has been prepared by Her Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisation (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However, Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia, which deliver school improvement services to the schools within the proposal.

Introduction

This proposal is submitted by Cardiff Council, and is as follows:

- Increase the capacity of Ysgol Mynydd Bychan from 192 places to 315 places from September 2022
- Reduce Allensbank Primary School from 315 places to 210 places, retaining nursery and ALN provision, from September 2022.

Summary/Conclusion

The proposal that is outlined within this consultation document will enable more children to take advantage of the Welsh-medium education that is available at Ysgol Mynydd Bychan by extending provision further by sharing a site with Allensbank Primary School, which is a local English-medium primary school. The proposal supports the growth of Welsh-medium education in Cardiff suitably, and supports Welsh Government's aspirations in line with Cymraeg 2050. When considering the risks in relation to the possibility that there may not be an increase in the number of pupils requiring Welsh-medium education, in comparison with an increase in demand for English-medium education in the future, the proposer states that the Council will monitor this situation while planning further for accommodation at Ysgol Mynydd Bychan and Allensbank Primary School.

Estyn is of the opinion that the proposal is likely to maintain the existing standards in terms of education, provision, and leadership and management for children in the area in the short term.

The proposer notes that the proposal addresses the shortfall in terms of access to Welsh medium in the area in the short term in the Mynydd Bychan catchment. The proposal also references the need for a long term solution to ensuring accessible entry to Welsh medium education, and mentions the potential of locating a new build Welsh medium school in the area. The proposer cites that there isn't a suitable location available at present. However in a separate consultation, the proposer is considering expanding the existing Cathays High school with a new build accommodation on the Maindy Centre site. The proposer does not explain why this site is not a potential option for a new Welsh medium primary school.

Description and benefits

The proposal is to increase the number of Welsh-medium primary places serving the existing catchment area of Ysgol Mynydd Bychan and reduce the number of English-medium surplus places serving the combined catchment areas of Allensbank, Albany and Gladstone Primary Schools from September 2022. Allensbank Primary School will continue to provide nursery education and provision for foundation phase pupils in the city with speech and language needs in the Specialist Resource Centre / Early Intervention Class, which is situated on the school grounds.

The proposer identifies the expected advantages and disadvantages in comparison with the status quo in terms of primary education in the area. Both schools that are outlined specifically in this consultation, namely Ysgol Mynydd Bychan and Allensbank Primary School, serve a catchment area that includes the community of Cathays and parts of Gabalfa, Heath and Plasnewydd. Gladstone Primary School, St Monica's Church in Wales Primary School and St Joseph's Catholic Primary School also serve these communities.

The proposer identifies the total number of pupils who attend Welsh-medium and English-medium schools in the catchment area. The PLASC information (January 2020), shows an upward trend in the number of parents who would like their children to attend Welsh-medium education, The information also shows that there is a surplus of 189 English-medium community places (20%) in the area. Most of these surplus places (130 places) are at Allensbank Primary School, and the school has 41.3% surplus places. However, there is additional capacity of 105 places available if resource rooms were assigned as classrooms in the remaining schools in the area. This would increase the current surplus to 28% overall. The proposer estimates that this percentage will increase in the short-term to around 35% between the three English-medium primary schools, namely Allensbank Primary School, St Monica's Church in Wales Primary School and Gladstone Primary School. The proposer anticipates that the demand for Welsh-medium education for reception pupils in the area will increase from 17.9% in 2020-2021 to 20.9% in 2023-2024. In the first instance, the expansion of Ysgol Mynydd Bychan to 1.5FE is proposed, as this would provide sufficient number of places to meet the expected demand, whilst minimising the effect of the neighbouring Welsh-medium schools.

The proposal highlights the challenges of expanding provision on the existing

restricted site of Ysgol Mynydd Bychan. There is no suitable vacant site in central locations, nor a site that would be able to accommodate the school in a larger capacity. The Council proposes implementing an arrangement whereby Ysgol Mynydd Bychan would retain its existing site and share part of the site of Allensbank Primary School. Such an arrangement could enable the proposed expansion from 192 places (0.9FE) to 315 places (1.5FE) from September 2022, provide an appropriate local solution and limit the impact on all schools. Allensbank Primary School is the closest school to the site of Ysgol Mynydd Bychan, less than 0.3 miles away from the school. Allensbank Primary School is also in a convenient location for families who are enrolled at Ysgol Mynydd Bychan, or who are applying for admission, as many of these children live in the northern part of its catchment area.

The proposer provides relevant considerations about the condition of the buildings of both schools. On the one hand, when considering Ysgol Mynydd Bychan, the building has been assessed as being in Condition Category B (Satisfactory but with minor deterioration) and Suitability Category B (Satisfactory). The school buildings are in a satisfactory condition, overall, although minor maintenance work is planned through the Council's Capital Asset programme. The school's published capacity is provision for 192 pupils from Reception to Year 6, arranged over one block, and a 64-place nursery provision.

On the other hand, Allensbank Primary School is situated in a Grade 2 listed building that has been assessed as Condition Category C+ (Poor with major defects) and Suitability Category B (Satisfactory). The school buildings are in a satisfactory condition, overall, although work to the external walls and roof are planned through the Council's Capital Asset programme. The building also requires refurbishment and the site has some drainage issues that need to be resolved. The school's published capacity is 420 places in two separate buildings, in addition to nursery provision and a Specialist Resource Base/Early Intervention Class for children from across the city with speech and language needs. The information provided for Albany Primary School, Gladstone Primary School and St Monica's Church in Wales Primary School outlines challenges that would cause difficulties when considering the consultation's proposals, such as the condition of the buildings and the proposed capacity of the schools.

The proposer identifies that any building work undertaken on the Allensbank Primary School site would be managed carefully in consultation with the school, in order to ensure that the full curriculum continues to be delivered and that high standards of education and safety standards are maintained. However, there is very little information about this. In addition to the effect that this would have on the school's outdoor space, for example the effective use of the outdoor space to promote teaching and learning, as well as the issues of traffic congestion and parking issues around the school while this adaptation work is being completed.

The proposer states that the scheme will be funded through Welsh-medium grant funding that is available through Welsh Government. Should any additional funding be required, it would come from the schools existing capital budgets. It is noted that

the school funding formula based on pupil numbers for Ysgol Mynydd Bychan and Allensbank Primary School will be used, and the Council will consider the financial effect of this scheme on other schools in the area. However, the proposer does not identify exactly what specific support is available to these schools, for example the need for additional funding for Ysgol Mynydd Bychan as leaders plan the staffing structure on two sites, in addition to adapting the buildings on the site of Allensbank Primary School to a good standard.

The proposer identifies the proposal's implications for staff at Ysgol Mynydd Bychan and Allensbank Primary School, for example by expanding or reducing the staffing structure, as appropriate. It is noted that human resources issues would be supported by the Council's HR People Services by implementing the School Redeployment and Redundancy Policy, which has been accepted by the governing bodies of both schools. The proposal does not identify in enough detail the implications and sustained financial support in order to support Ysgol Mynydd Bychan practically when operating on two sites.

The proposal states that the Allensbank Primary School site is very constrained, which leads to challenges in terms of traffic and parking during the school's peak times. Although the Council has committed to implementing a few strategies in order to alleviate these issues, for example placing CCTV cameras on Llanishen Street, the proposer does not provide details on these challenges in long-term plans in order to resolve this. However, the proposer promotes the development and implementation of an Active Travel Plan for pupils of both schools, with the aim of promoting alternative methods of travelling to these schools, such as walking and cycling. The proposer also identifies that this proposal will not have a negative effect on the travel arrangements of pupils to the Specialist Resource Base / Early Intervention Class.

The proposer identifies that this proposal will have a positive effect on the Welsh language. The consultation aligns with the Bilingual Cardiff Strategy, Cardiff's Welsh in Education Strategic Plan, and contributes towards achieving the targets that are set out in the Cymraeg 2050 strategy. Providing 45 places, in comparison with 30 at Ysgol Mynydd Bychan, will contribute appropriately towards realising the aims that are identified in these plans. However, the proposal is not hugely ambitious considering the increase in demand for Welsh-medium education in this area and more widely in Cardiff.

Educational aspects of the proposal

The proposer provides relevant information about the performance of the five schools in this particular area, for example Estyn's core inspections and the schools' performance in the Welsh Government categorisation. The performance of Ysgol Mynydd Bychan and Allensbank Primary School has been judged as 'Good' by Estyn, and the performance of Ysgol Mynydd Bach is green and Allensbank Primary School's is yellow in terms of the categorisation process. The proposer states that

implementing this proposal will not be detrimental to standards of performance at the two schools.

The proposer outlines relevant information about the proposal's effect on the schools' standards; learning experiences; care, support and guidance; and leadership and management. The information shows that implementing this proposal will not have a detrimental effect on pupils at Ysgol Mynydd Bychan and Allensbank Primary School in these areas. However, there is no reference to implementing the Curriculum for Wales in September 2022 or the way in which both schools will be able to develop the philosophy of the foundation phase further. The buildings and sites of both schools are not suitable to expand provision to develop learners' skills by using the outdoor space more proactively. In addition, the proposer does not elaborate on promoting pupils' health and wellbeing within the constrained sites of both schools effectively enough.

In line with the Council's arrangement to provide nursery education, the proposer does not elaborate on Welsh-medium nursery provision as, in general, nursery places are not allocated based on catchment area. There are no plans to remove nursery provision from any schools; however, the proposal does not support the aim of increasing the number of Welsh speakers as part of the current WESP positively.

The proposal states that provision for the city's pupils who attend the Specialist Resource Base / Early Intervention Class will operate at Allensbank Primary School, as normal. When considering pupils with additional learning needs in general, this proposal will not disrupt the provision that is made for them at Ysgol Mynydd Bychan and Allensbank Primary School.

The proposer gives appropriate consideration to the proposal's effect on different groups of pupils. The information that is provided highlights that diversity is an integral part of the community, with a wide range of pupils who are identified as belonging to minority ethnic groups at both schools, for example 13.5% at Ysgol Mynydd Bychan, and 76.7% at Allensbank Primary School. However, the proposer does not anticipate that any particular group of pupils, including those who are eligible for free school meals, will be at a disadvantage as a result of implementing this proposal.

Overall, the information within this proposal outlines the Council's lack of strategic long-term planning in relation to Welsh-medium education. As a result, this causes ambiguity and discontent among leaders, practitioners, governing bodies and parents within the city as they seek to forward-plan provision in their schools purposefully within their local communities.

Anna McMorrin MP Response

Re: 21st Century Schools Consultation – Allensbank and Ysgol Mynydd Bychan proposals

I write as the Member of Parliament for Cardiff North regarding the 21st Century Schools consultation and the provision of primary school places in the Cardiff North constituency.

As you are aware, I have previously raised my concerns regarding these proposals. Having carefully weighed up the concerns from both Allensbank and Ysgol Mynydd Bychan headteachers, their governing bodies, parents and local communities, all of whom I understand oppose the proposals, I too cannot support them for reasons I have set out below. I'd be very grateful if the points raised are given due consideration and this could be included as a formal consultation response.

Ensuring appropriate balance of Welsh medium and English medium primary school places

In light of Welsh Government's Cymraeg 2050 strategy to increase the number of Welsh speakers to 1 million, I fully appreciate the intention behind the Council's proposal to increase the number of Welsh-medium primary school places serving the existing catchment area of Ysgol Mynydd Bychan from 192 to 315 places from September 2022. Ensuring sufficient access to Welsh medium education and providing children with the opportunity to become bilingual citizens is critical to the success of government's 2050 vision

However, the focus on a short term, temporary solution to supporting the expansion of Welsh medium education, rather than a long-term, permanent approach, is in my view a missed opportunity to ensure Welsh medium provision in the constituency is future proofed and to ensure this strategy facilitates progress towards the 2050 target.

As your consultation rightly seeks to address, there is a clear need to ensure the appropriate balance of Welsh medium and English medium primary school places in the constituency. Yet the short-term nature of these proposals does not seem conducive to adequate advancement of Welsh medium education provision, whilst also having an apparent detrimental impact on Allensbank as an English medium school.

I understand that the current proposals will use the Welsh Government capital grant funding for Welsh medium provision to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils. I do not feel that this is appropriate use of this capital grant funding. The grant was given to support the increase in Welsh medium provision and shouldn't therefore be used on inadequate, temporary refurbishments in an English medium school, especially when both Allensbank and Ysgol Mynydd Bychan are unanimously against these proposals.

I believe this targeted funding to increase Welsh medium provision could be better spent by exploring longer-term alternatives for Ysgol Mynydd Bychan that could facilitate the growth of Welsh language provision in the constituency. I have

previously highlighted with the Council the option of redeveloping the Cathays High school site as an example to form a purpose built Welsh language school to meet current demands and future needs and I'd be interested to know whether this is a feasible option that is being considered.

Detrimental impact of proposals on both Allensbank and Ysgol Mynydd Bychan

Having spoken to both Allensbank and Ysgol Mynydd Bychan Headteachers in detail, I am acutely aware of the significant concerns both schools have over current proposals. Neither school feels the proposals adequately address the pressures on provision they face or considers the detrimental impact it would have on their staff, pupils and parents.

In terms of day to day operating, I understand that Allensbank feels very strongly that accommodating pupils from another school on their site will have an adverse impact on staff and pupils and this sentiment is echoed by Ysgol Mynydd Bychan for their staff and pupils too.

The reduction of space for Allensbank by housing pupils from Ysgol Mynydd Bychan is likely to have a detrimental impact on Allensbank staff morale. Similarly, there are concerns that Ysgol Mynydd Bychan's pupils on the Allensbank site would not have the same quality of education because of the lack of outside space for them. Staff and pupils would be segregated and isolated from participating as part of the wider school community at Ysgol Mynydd Bychan. This loss of a sense of school community would be a devastating and detrimental to overall staff and pupil wellbeing.

Health and safety concerns

Both Headteachers have relayed the health and safety concerns that the proposals present. For Allensbank those concerns are more immediate given the plans for September 2021. I understand that Allensbank is already undoing significant building and repair work and with the added factor of Covid-19 and associated precautions this will not only cause challenges for staff but Allensbank believe that this will lead to working conditions that are contrary to their health and safety measures. If teachers ultimately don't feel safe in their workplace then schools could face issues with staff retention.

Diversity and inclusion

The percentage of ethnic minority pupils at Allensbank stands at 75%, with Ysgol Mynydd Bychan standing at less than 15%. It is therefore important for the Council to consider any potential impact these proposals may have on ethnic minority communities and diversity and inclusion.

Timing of consultation

A notable concern from both schools is the poor timing of the consultation and the negative impact it will have on the wellbeing of staff at an already incredibly difficult time. The pressure on schools and teachers has been immense this past year. With

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

a focus now on catching pupils up on missed education, that pressure is not set to ease in the near future. When schools' main focus is overcoming the major challenges this pandemic has thrown at them, it is understandable that schools feel that this consultation is poorly timed.

Conclusion

I hope that the concerns I have raised above, which echo those of staff, governors, teachers and pupils in both schools, will be given due consideration prior to moving forward. As Cardiff North's MP I am keen to work with the Council to ensure that future long term measures are put in place that work for both Allensbank and Ysgol Mynydd Bychan communities, but that demonstrate real vision and ambition to expand Welsh-medium provision.

Thank you for giving this matter your attention.

Anna McMorris MP

Member of Parliament for Cardiff North

Aelod Seneddol dros Ogledd Caerdydd



Anna McMorris MP/AS

Member of Parliament for Cardiff North | Shadow Minister for International Development
Aelod Seneddol Gogledd Caerdydd | Gweinidog Datblygu Rhyngwladol yr Wrthblaid

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Julie Morgan AM Response



Julie Morgan

Aelod o'r Senedd dros Ogledd Caerdydd

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21st Century Schools Consultation 2021

The Provision of Primary School Places to Serve Cathays and Parts of Gabalfa, Heath, Llandaff North and Plasnewydd

I should like to feed into the above consultation as the Member of the Senedd for Cardiff North.

I have a personal interest in both Ysgol Mynydd Bychan and Allensbank Primary School. I have had five grandchildren attend Ysgol Mynydd Bychan and over the 23 years I have represented Cardiff North, I have been continuously involved with Allensbank Primary School.

Since the consultation was announced, I have met with the headteachers of both Ysgol Mynydd Bychan and Allensbank Primary School, as well as parents of children in both of these schools. I have had a number of concerns raised with me which I should like to outline below.

1. Lack of long-term plan

The proposals outlined in the consultation document go some way to alleviating the problems surrounding the lack of Welsh-medium school provision in Cardiff North. However, it is felt that the plans are not sustainable in the long-term as a solution to

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

tackling the demand for Welsh-medium school places.

Concerns have been expressed to me about the lack of detail about what would happen to both schools when these temporary measures end. Would this be the start of the end for Allensbank Primary, for example.

2. Impact on Allensbank and Ysgol Mynydd Bychan schools

Ysgol Mynydd Bychan and Allensbank Primary school are demographically very different schools. In Allensbank, the percentage of ethnic minority pupils within the school is 75%, whereas Ysgol Mynydd Bychan is 15%. As a result, Allensbank needs to accommodate English as a second or third language support lessons and needs the space and facility to do this. Allensbank Primary was also the first school in Cardiff to become a 'School of Sanctuary'. I understand that there are concerns that the proposed change would have a disproportionate impact on the ethnic minority community within the school.

The plans would mean that the intake of pupils into Allensbank Primary would be reduced in order to accommodate more pupils from Ysgol Mynydd Bychan on the site. I understand that this reduction would mean a loss of staff at Allensbank Primary. This is concerning, especially at a time when children are needing extra support due to having to be away from school for so long for the past year.

I have also been told that should there be a split-site at Allensbank Primary, the playground would be segregated to keep the children apart so that Ysgol Mynydd Bychan pupils could remain immersed in the Welsh language throughout the whole of the school day. I also understand that there would be separate entrances and separate toilet facilities for both of the schools. I and others are concerned that this will create a feeling of 'otherness' between the children.

Concerns have also been expressed about the impact it will have on the children and staff of Ysgol Mynydd Bychan. For example, those children and staff who are based at Allensbank Primary would feel excluded from the main school community. Also, would these children have the same experiences as the children on the main school site.

3. Condition of Allensbank Primary school building

I understand that the proposals mean that Allensbank Primary would see some refurbishment, solely because of Ysgol Mynydd Bychan forming part of the site. I have been lobbying for many years for Allensbank Primary to receive much-needed maintenance and refurbishment work as the building is in a worrying state of repair. Whilst I am pleased that the proposal would mean that some of this work would be done, I

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

am concerned that without it the work would not have been undertaken.

I am pleased that the Council is starting to look into the provision of Welsh-medium education in Cardiff North, however I am not convinced that the proposed plans are sufficient, especially in the long term. It appears that this would be a 'quick fix' for the very short term but I am concerned that the proposal may cause more harm than good.

I understand that a proposal has been discussed in the past about a school swap between the two schools so I do feel that this should be looked into and discussed again. I would also like to broach the idea of a purpose-built joint English and Welsh medium school, such as Ysgol Glan Ceubal and Gabalfa Primary school, in place of the present Cathays High school when its new building has been completed. This would ensure that both English and Welsh medium schools would have the best possible versions of their schools for their pupils. This could then form the basis of a community hub in the area where playing fields and facilities which would be available for the whole community to use.

I have not spoken to anyone who is in favour of these proposals and I understand that the headteachers and the governing bodies of both schools are against the proposals. I therefore think it unwise to go ahead with these proposals.

I hope the points above will be taken into consideration and I look forward to hearing the outcome of the consultation.

Yours sincerely,



Julie Morgan MS
Member of the Senedd for Cardiff North



Allensbank Primary School Governing Body Response

With regard to the first of these proposals, reducing the intake of Allensbank Primary School to 1FE

The governing body of Allensbank Primary School is opposed to reducing its intake to one form entry for the following reasons:

Since the appointment of the current Head teacher in 2013 Allensbank Primary School has made continuous improvement in its performance, moving from category red, through orange to yellow. All staff have worked tirelessly to realise this accomplishment.

An excellent report from ESTYN in January 2020 underlined the achievement, drawing particular attention to outstanding practice with EAL and ALN pupils. They also commented on the fact that a clear strength of the school is the excellent relationships between pupils and staff.

Allensbank was the first primary school in Cardiff to achieve School of Sanctuary status which is further evidence of its inclusivity and dedication to the wellbeing of all its pupils regardless of their social or educational problems.

This has led to an enhanced reputation for the school especially with regard to the aforementioned groups of children and putting this alongside the projected increase in the number of pupils in the Allensbank catchment area we foresee an increased demand for places.

In addition, the Wales Strategic Migration Partnership figures show a steady year on year increase of asylum seekers being dispersed to Cardiff, a number of those being families with children requiring school places and the availability of extra places for these and other incomers to the area is a useful facility for the Council.

As an illustration during the academic year 2019/20 there were 22 more pupils (190) on roll in July than in September (168) and more pertinently, between July and September there were 32 pupils who left Allensbank and 48 new pupils who started. This means that the total number of pupils receiving education at Allensbank for at least a part of the school year was 238 (not including nursery).

With regard to the second of these proposals, Increasing the capacity of Ysgol Mynydd Bychan to 1.5 FE

The governing body of Allensbank Primary School has no objection per se.

Allensbank Primary prides itself on its inclusivity and if the pupils of Mynydd Bychan were to be integrated into the school community then we would welcome the addition.

However, having considered the proposals in more depth, it is plain that this is not to be the case. It would appear that session times including playtimes would be different and there would be separate use of facilities for outdoor education, toilet access etc. The governing body is therefore concerned that the practical logistics of the proposed shared provision will prevent the development of inclusivity in a collaborative school setting.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

We also have practical concerns about space and how the space will be used. Allensbank does have surplus classrooms but due to the nature of our pupil population we need the capacity to accommodate different groupings of pupils so as to engage with them in different ways. In addition our outdoor space is very limited and extra demands on it will be detrimental to our delivery of the outdoor curriculum learning to Allensbank pupils.

We are also strongly opposed to the means suggested to achieve this proposal, i.e. the annexation of a part of The Allensbank Primary School site, for the following additional reasons:

- Inherent inequalities and segregation of pupils

Section 149 of the Equality Act 2010 places a duty on public services to “Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it”;

Long-term Aim 3 from the Strategic Equality Plan 2020-2024 is that: “The needs and rights of people who share protected characteristics are at the forefront of the design and delivery of all devolved public services in Wales.”

The council’s own Equality Impact Assessment states:

“The proposal would have greater impact on the population closer to the school than on the city as a whole. If this local population is made up of a racial mix which is disproportionate to that typically found across the city then there is potential for the proposal to have a differential impact on this community relative to that of the wider Local Authority population”

In answer to the question, “What action(s) can you take to address the differential impact?” It states:

“The provision being proposed would be accessible to all ethnic groups and compliance with the Council’s policies on equal opportunities would need to be ensured.”

The proportion of Minority Ethnic pupils at Allensbank is **over 75%**

The proportion of Minority Ethnic pupils at Gladstone is **over 80%**

The proportion of Minority Ethnic pupils at Albany is **over 80%**

The proportion of Minority Ethnic pupils at St Monica’s is **over 70%**

The proportion of Minority Ethnic pupils at Mynydd Bychan is **less than 15%**

This disparity is startling and whilst the provision may well ‘be accessible to all ethnic groups’ as is the current provision, that is a very different matter from, ‘will be accessed by all ethnic groups’ as can be seen clearly from the percentages listed above.

There is clear discrimination here, if not by intent then certainly by practice.

“De facto segregation” was a term used during racial integration efforts in schools in the United States during the 1960’s to describe a situation in which legislation did not overtly segregate students by race, but nevertheless school segregation continued. With the proposed site sharing between Allensbank Primary and Mynydd Bychan this is what we will be facilitating.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

There will in addition be exacerbating segregation by language and socio-economic status.

- Wellbeing of staff

There would be a possible negative effect on the morale of the staff of Allensbank due to the reduction of space and facilities especially if the timing was coincident with any redundancies or staff restructuring.

There would undoubtedly be a negative effect on the morale of the Mynydd Bychan staff on the Allensbank site who would be isolated from their colleagues both socially and in terms of professional support.

- Wellbeing of parents

There would be the possibility of resentment among parents of Allensbank pupils caused by the reduction of space and facilities. The observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt.

There would be probable disappointment among parents of Mynydd Bychan pupils due to the loss of regular social interaction with other parents and also to the reduction both of their children's socialisation and Welsh language immersion through mixing with pupils of different ages.

- Wellbeing of pupils

There would be a possible negative effect on the morale of pupils of Allensbank due to the reduction of space and facilities, especially if the timing was coincident with the loss of members of staff. Again the observable differences in ethnicity between the two groups of pupils could aggravate any grievance felt.

There would be a feeling of isolation among Mynydd Bychan pupils on being separated from the rest of their school whilst at the same time being segregated from Allensbank pupils. They will miss the friendship and support of children of different ages as well as possibly siblings. They will also miss the Welsh language support that a larger grouping of staff and pupils provides.

- Other

The staffing by Mynydd Bychan to support such a small number of pupils in isolation will be disproportionate resulting either in understaffing at the main site or strain on their budget.

It is our view, given all of these objections, that this can have been the only option that has been considered.

Greater effort should have been made and more creativity and imagination employed to find an alternative means to expand Ysgol Mynydd Bychan for the longer term. Even if this proposal were to go ahead, it is obviously only at best a solution for the short term, unless the intention is to squeeze Allensbank more and more on a yearly basis.

Allensbank Headteacher Response

Allensbank Primary School

(Uned Feithrin/ and Nursery Unit)



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Proposal 1: Reduce the intake of Allensbank Primary School to 1FE

As Headteacher of Allensbank Primary School I am opposed to reducing the intake to one form entry for the following reasons:

As headteacher since September 2013, I have been privileged to work with a highly dedicated and caring staff in order to bring about ongoing improvement in terms of school performance. This has resulted in a strong report from ESTYN in January 2020 which I as Headteacher am very proud of. This report highlights the supportive ethos of the school which caters effectively for the diverse community which it serves in an environment where everyone is equally valued. It particularly highlights the school's effectiveness in catering for children with English as an additional language and those with ALN (Additional Learning Needs). The fact that Allensbank was the first primary school in Cardiff to achieve the School of Sanctuary award further evidences the inclusivity and dedication to the wellbeing of all pupils regardless of their social or educational backgrounds.

Pupil numbers during the period from 2013-2021 have varied year upon year with many complex factors influencing the number of pupils on roll. Allensbank has been flexible to the needs of the community and Cardiff Local Authority during this period in order to cater for pupil demand with cohorts varying overtime from 1FE to 2FE. Factors including variable levels of migration and mobility within Cardiff as a city have led to fluctuating levels of demand. Pupil mobility levels of up to 40% across a single academic year are unique to English medium schools within this area and mean that isolated observations of pupil numbers based on annual data capture points are not actually reflective of the number of pupils passing through the school during a typical school year. This is a factor not considered by the Local Authority when considering school places and I suggest that further consideration is vital when determining the need for school places based on figures that do not include mobility as a factor. An example of this is one specific year group where there are currently 30 pupils on roll. Since July 2020 there have been a total of 17 pupils either joining or leaving this cohort. Although the number of pupils shown on roll remains static to those viewing our data through simplistic snapshots, the number of pupils catered for within this cohort since just July 2020 is already above 40. With the Local Authority projecting an increase in the number of pupils within the Allensbank catchment area, increasing numbers of parents choosing Allensbank based on reputation and ongoing high levels of mobility, we expect to see pupil numbers continuing to fluctuate beyond the level of 1FE. A reduction in the size of Allensbank would negatively impact upon Cardiff's ability as a city to meet the needs of a diverse and mobile society moving forward.

Headteacher: Miss J Drogan
Cardiff County Council

Allensbank Primary School

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Proposal 2: Increasing the capacity of Ysgol Mynydd Bychan to 1.5 FE

I fully appreciate the political nature of this proposal given a drive by the Welsh Government to increase the number of Welsh medium places available Nationally and the funding which is available within Welsh medium education linked to this political goal.

It is my opinion that rather than focusing on short term, temporary solutions this available funding for Welsh medium provision would be best used to develop Welsh medium provision that is fit for 2050. The current proposals seek to temporarily refurbish the English medium provision at Allensbank to accommodate Welsh medium pupils. The proposals also include the use of funding allocated for Welsh medium provision to make the proposals more acceptable to Allensbank I.e. refurbishment of windows within the Key Stage 2 building and additional doors to support access to the outdoor learning environment. I consider that the most effective use of money targeted at increasing the percentage of children in Welsh medium education could be achieved by the council exploring alternative opportunities to rehouse Ysgol Mynydd Bychan in accommodation that would allow for planned growth over time. Exploring the use/redevelopment of the Cathays High school site for example would allow the provision of a centrally placed school within the city with the potential to increase capacity beyond 2FE.

I have huge concerns on an operational level regarding the proposal to house pupils from another school on our site. I strongly feel that this will negatively impact staff and pupil well-being for both Allensbank and Ysgol Mynydd Bychan. The whole ethos of Allensbank is based around inclusivity. Having pupils from two separate school communities entering and leaving the building separately and using separate facilities goes completely against this culture. There would be no alternative, however, given the need for clear division of responsibilities within health and safety and safeguarding measures on site.

I am opposed to the proposal to house Ysgol Mynydd Bychan pupils on our site for the following reasons:

The impact on staff well-being

There is likely to be a negative impact on staff moral due to a reduction in space within the building and the burden of sharing facilities on a site that already imposes severe restrictions on teaching and learning due to the nature of the buildings and the limited amount of outdoor learning space. The lack of a long-term solution or outcome within the proposals also means that staff face an extended period of uncertainty linked to the security of their positions.

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There would also be a negative effect on Mynydd Bychan staff as they would have colleagues isolated on the Allensbank site. This would lead to problems around social interaction, professional development and also cause concern in relation to health and safety and safeguarding arrangements.

The impact on pupil well-being

There is likely to be a negative affect on the morale of pupils of Allensbank due to the reduction space and facilities on site. This will affect pupils most in terms of their access and use of outdoor provision. Given the implementation of the New Curriculum for Wales and the strong focus on the use of the outdoors for all pupils, we are striving as a school to ensure effective outdoor learning for all pupils 3-11. Currently the use of the outdoor learning environment by Allensbank pupils is limited due to the physicality of the building and the need to juggle the use of the outdoors alongside managing break and lunch times which make use of a single outdoor space. If there was a need to further manage the times when free flow access could be achieved due to the site being accessed by pupils, parents or staff from Ysgol Mynydd Bychan, this would severely impact on the school's ability to offer provision in line with the Foundation Phase Curriculum.

The negative impact for Ysgol Mynydd Bychan pupils would arise through being segregated from the rest of their school as well as being kept apart from Allensbank pupils. They would not benefit from older role models when developing their use of the Welsh language, nor would they have any feeling of school community in a situation where they would need to be walked up and down the road in order to participate in whole school events.

Wellbeing of parents

I am deeply concerned about how parents will view the reduction in terms of Allensbank provision as a school in order to cater for a small number of pupils within new facilities within the building. The amount of money spent on developing new provision and facilities will be perceived as unfair. All parents will want their children to have equal access to provision and resources regardless of which school they attend. Any newly constructed areas within the building are currently planned to house Ysgol Mynydd Bychan pupils rather than benefiting Allensbank pupils in any way.

For the parents of Ysgol Mynydd Bychan pupils who would potentially attend the Allensbank site, they would have no interaction with other parents from a Welsh medium setting. They would be collecting and dropping off their children amongst the parents of Allensbank pupils and so the feel of attending a Welsh medium setting would be very much missing for them.

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Impact linked to potential inequality within the community.

As a school which caters for a community that is rich in diversity, Allensbank as a ‘School of Sanctuary’ is committed to equality for all. The council’s own Equality Impact Assessment in relation to these proposals states that *“The proposal would have greater impact on the population closer to the school than on the city as a whole. If this local population is made up of a racial mix which is disproportionate to that typically found across the city then there is potential for the proposal to have a differential impact on this community relative to that of the wider Local Authority population”*

Actions to address the ‘differential impact’ focus on provision being *“accessible to all ethnic groups”* and that *“compliance with the Council’s policies on equal opportunities would need to be ensured.”* The percentage of Ethnic minority pupils within each Primary School within the Cathays area is currently Allensbank Primary (75%), Gladstone Primary (80%), Albany Primary (80%), St Monica’s (70%) and Ysgol Mynydd Bychan less than 15%. From these figures it is a significant concern that the ethnic minority community around Allensbank will be impacted upon by the planned proposals.

Finally, given the current situation surrounding Covid-19, my overriding concerns surround the changes that are planned for September 2021 and the implications of building work on site. It is now a fact that Covid-19 risk assessments and precautions will be in place well into the Autumn term of 2021. It is hard enough for staff managing the day to day challenges of working within the current environment. I have serious concerns that the implications of building work (on top of significant planned building works on site linked to the roof, stone work and boiler house refurbishment) will lead to working conditions that will be contrary to health and safety measures set out within the whole school risk assessment.

To summarise, I trust that prior to moving forward with what can only be temporary plans to support the expansion of Welsh medium education, the local authority will take into consideration the feelings of staff, governors, parents and pupils within both the Allensbank and Ysgol Mynydd Bychan communities.

J Drogan
Headteacher
Allensbank Primary School

Ysgol Mynydd Bychan Governing Body Response

Response of the Governing Body of Ysgol Mynydd Bychan to Cardiff Council's 21st Century Schools Consultation Document 2021: *The Provision of Primary school Places to serve Cathays and Parts of Gabalfa, Heath, Llandaff North and Plasnewydd*

1. This consultation sets out the collective view of the Governing Body of Ysgol Mynydd Bychan ("YMB") regarding the Council's consultation on its proposals to:
 - increase the capacity of YMB from approximately 0.9 Forms of Entry ("FE") (192 places) to 1.5 FE (315 places), from September 2022; and
 - reduce Allensbank Primary School to 1FE (210 places) from 1.5FE (315 places), retaining nursery and ALN provision, from September 2022.
2. The Council is proposing to achieve these changes in numbers by implementing a shared site arrangement for YMB, with YMB retaining its existing site and sharing part of the Allensbank Primary School site.
3. YMB is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its *Cymraeg 2050* strategy document – this includes the aim for 40% of all children to be in Welsh-medium education by 2050. YMB is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language. Given the consistent oversubscription for places at YMB over several years, it is recognised that YMB's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.
4. However, the collective view of the Governors is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:
 - (a) A separation between the two sites might damage the overall ethos of the school, with pupils on the Allensbank Primary School site not having the opportunity to fully assimilate with the values of YMB.
 - (b) On a more practical level, it is likely that there would be difficulties in developing pupils' everyday use of the Welsh language, particularly if yards and other areas would be shared between the two schools – this would be the case for all pupil ages but is particularly important at the foundation phase, as many of these pupils will not be from a Welsh-speaking background and so an early focus on their Welsh language skills is critical. The language immersion method practised by Welsh medium schools holds that only the immersion language is used with and around the children in the early years – through this method, it is understood that children acquire skills in that language as they play and interact with both adults and other children at the school setting.¹ We would argue, given that the majority of YMB pupils come from homes where Welsh is not spoken, that disrupting their immersion in the Welsh language in the school setting could lead to the English language becoming dominant.²

¹ See Professor Colin Baker's book *A Parents' and Teachers' Guide to Bilingualism* and https://www.meithrin.cymru/creo_files/upload/downloads/prif_egwyddorion_y_dull_trochi.pdf

² A concept which we understand is known as 'subtractive bilingualism', where the majority language (in this case, English) becomes dominant - <https://www.scribd.com/read/263360164/A-Parents-and-Teachers-Guide-toBilingualism>.

- (c) There would be significant operational challenges, and potential disadvantages, in managing a school over a dual site. These include timetabling interventions; availability of office staff and members of the Senior Leadership Team; managing staff illness at short notice, inclusion of all pupils in the everyday activities of the main school; parents having to attend both sites at the start and end of the school day; parking issues, use of an office/staffroom for members of staff.
 - (d) There would be challenges in ensuring the wellbeing of YMB staff members teaching (potentially alone) on another site.
 - (e) There could also be potential implications in terms of safeguarding and the need to have a safeguarding officer present on another site.
 - (f) From our current knowledge of the Allensbank Primary School site, we believe that it does not offer the same facilities as are present at YMB's current site. This includes a lack of outside learning areas including weather-proof canopies, soft/landscaped areas and disabled access/lift. We therefore feel that any pupils located on the Allensbank Primary School site would be immediately disadvantaged when compared to the facilities available at YMB's current site.
 - (g) There are concerns, which we understand are shared by the Governing Body of Allensbank Primary School, that a school site being shared by two sets of pupils being educated in different languages may result in division and possibly a feeling of resentment from the parents of Allensbank pupils as their site is gradually occupied more and more by YMB pupils over time.
 - (h) There is a risk that prospective parents of YMB may in fact be dissuaded from applying for places at YMB due to concerns over a shared site arrangement and a fear of their child's classroom being located on a different site – this could have the effect of reducing the number of Welsh-medium places applied for from within the catchment area.
 - (i) Given the proposal for an additional 0.5 entry to YMB to join the Allensbank Primary School site every year, this would necessitate building works each year to adapt additional areas of the site, which would be disruptive to the pupils' education.
 - (j) The significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by YMB on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.
5. Whilst the Council has pointed to other shared site arrangements within Cardiff as examples of how this can work in practice (e.g. Ysgol Gymraeg Clan Ceubal and Gabalfa Primary School), the crucial difference with those examples is that the entirety of each school operates from a single site. Clearly that would not be the case here, so we do not feel that they are particularly relevant or helpful comparators.
6. In light of the significant concerns outlined above and the absence of any long-term, permanent solution (or even an indication that there are strong prospects of such a solution being in place in the medium term i.e. within 2 -3 years), the Governing Body feels unable to support the Council's proposals currently being consulted upon.

7. This is particularly given the case that the demand for Welsh-medium education places is forecast to 'tail off' in the short term with a projected take up of 32 places at YMB for the 2021/22 academic year and 34 places for 2022/23. The steps to be taken to meet this small excess demand in the short-term need to be balanced against the significant risks and operational challenges that would be associated with YMB having to operate across two sites.
8. As indicated above, the Governing Body is generally fully supportive of the aim of ensuring that all demand for Welsh-medium primary education places within the catchment area is able to be met. It is simply that the Council's current proposals are not an acceptable solution given the lack of certainty that this will only be on a limited, short-term basis. We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables YMB to expand to a 1.5 or 2 form entry in the future, then YMB will be left straddled across two sites indefinitely.
9. For these reasons, the Governing Body is of the firm view that any expansion of YMB needs to take place *en bloc*, rather than on the piecemeal basis that is currently being proposed, which we do not consider to be an appropriate or acceptable way to proceed.
10. What is clear to the Governing Body is that in order for the Council to meet its aim of increasing Welsh-medium education in the area through an additional form of entry, a suitable permanent solution needs to put in place to cater for this. In our view this should take the form of a new school building and site which is suitable and fit for purpose as assessed against the expectations for school facilities in the 21st century. If the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue – comparing the size of the current Cathays High School site against the land required for a new primary school (for example, Ysgol Gynradd Gymraeg Hamadryad) it seems to us that this might be possible in practical terms if there was the political will to deliver it. We feel that further efforts should be made to explore the possibility of delivering a new school site at this location or elsewhere within the area. Whilst we appreciate the financial implications and the need to utilise the Council's existing assets where possible, we assume it might be possible to dispose of an existing school site for redevelopment in the event that it became redundant.
11. If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between YMB and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that YMB's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable YMB to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from YMB's parents that will be an important factor in ensuring that YMB's sense of community continues to flourish.
12. The Governing Body is of the view that in order to allow time for a more appropriate permanent solution to be delivered, there are other options to meet the small excess demand in the short term which should be considered. It might be possible to increase the current capacity of YMB through relatively minor building alterations (e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is already operating above its stated school capacity, but given the relatively small numbers projected over the next 2 years we feel this could be workable solution on a strictly shortterm basis until a permanent solution is put in place. This would avoid the risks and operational challenges associated with YMB having to operate across two sites.

13. If the long-term solution is to be a straight swap between YMB and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:
- In September 2022, YMB accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.
 - In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase.
 - In September 2023, all of YMB could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into YMB's current site. YMB's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that YMB would want on the yard (e.g. football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.
 - For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to YMB's capacity.
14. There may be other options, but this is an example of how a site swap could be delivered in a way which enables YMB (and Allensbank Primary School) to continue operating from a single site at all times, whilst also minimising the disruption to both schools while necessary improvements are carried out. We would reiterate our earlier comment that we would only support a solution of this nature if the 'new' site offered to YMB provides the same, if not better, level of facilities as its current site.
15. We hope that this demonstrates our commitment to work with the Council to achieve any future expansion of Welsh-medium education, but it is vitally important that this is done in a way which does not disadvantage YMB's current or future pupils.
16. As a final point, it should be noted that YMB has been told by several parents at the edge of the catchment area that they were deterred from applying for places at YMB as they knew they were unlikely to obtain a place. This demonstrates that there is potential for an increase in demand for Welsh-medium education within the catchment area in the long term if a suitable way of increasing capacity can be found.

Governing Body of Ysgol Mynydd Bychan

18 March 2021

Ysgol Mynydd Bychan Staff Response

Ysgol Mynydd Bychan's (members of staff) response to Cardiff Council's 21st Century Schools Consultation Document 2021: The Provision of Primary school Places to serve Cathays and Parts of Gabalfa, Heath, Llandaff North and Plasnewydd

1. This consultation sets out the collective view of the Governing Body of Ysgol Mynydd Bychan regarding the Council's consultation on its proposals to:
 - increase the capacity of Ysgol Mynydd Bychan from approximately 0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places), from September 2022; and
 - reduce Allensbank Primary School to 1FE (210 places) from 1.5FE (315 places), retaining nursery and ALN provision, from September 2022.
2. Ysgol Mynydd Bychan is fully supportive of the Welsh Government's long-term aim of significantly increasing the number of Welsh speakers as set out in its *Cymraeg 2050* strategy document – this includes the aim for 40% of all children to be in Welsh-medium education by 2050. Ysgol Mynydd Bychan is also pleased to see that the Council has been proactive in seeking, and successfully obtaining, grant funding to support capital investments that facilitate growth in Welsh-medium education and use of the Welsh language. Given the consistent over-subscription for places at Ysgol Mynydd Bychan over several years, it is recognised that Ysgol Mynydd Bychan's current catchment area is one of many areas within the city of Cardiff where there is scope to increase the number of children in Welsh-medium education.
3. We are pleased with the successful bid by Cardiff County Council for a grant of £1.8 million in 2018 to develop places in Welsh-medium education in the Ysgol Mynydd Bychan catchment area. However, we are disappointed that the Council did not start the consultation to develop Welsh-medium education places in this area before 2021, e.g in 2020, 15 children failed to secure a place at Ysgol Mynydd Bychan. They all lived in the school's catchment area. As a result, these pupils have to travel out of their catchment area and across the city to attend other Welsh-medium schools.
4. The collective view of the members of staff at Ysgol Mynydd Bychan is that there would be a number of disadvantages and potential risks associated with the Council's shared site proposal. These include the following:
 - the pupils across both sites would not be given the same opportunities;
 - it is not possible to offer the same facilities to pupils across both sites eg external classes for Foundation Phase pupils. We feel that any pupils placed on the Allensbank Primary School site would be immediately disadvantaged compared to the facilities available on the current site of Ysgol Mynydd Bychan;
 - the difficulties in developing pupils' daily use of Welsh given the importance of language immersion at an early age; as many of these pupils will not be from a Welsh speaking background, it is therefore essential to focus on their Welsh language skills at an early stage. The location of a classroom on the site of an English-medium school could have an impact on immersion in Welsh. The language immersion method practiced by Welsh medium schools holds that only the immersion language is used with and around the children in the early years – through this method, it is understood that children acquire skills in that language as they play and interact with both adults and other children at the school setting

(1). We would argue, given that the majority of YMB pupils come from homes where Welsh is not spoken, that disrupting their immersion in the Welsh language in the school setting could lead to the English language becoming dominant. (2)

1 See Professor Colin Baker's book *A Parents' and Teachers' Guide to Bilingualism* and https://www.meithrin.cymru/creo_files/upload/downloads/prif_egwyddorion_y_dull_trochi.pdf

2 A concept which we understand is known as 'subtractive bilingualism', where the majority language (in this case, English) becomes dominant - <https://www.scribd.com/read/263360164/A-Parents-and-Teachers-Guide-to-Bilingualism>.

- the negative impact on the overall ethos of the school and the opportunity for all pupils to fully assimilate to the values of Ysgol Mynydd Bychan;
 - there would be challenges in ensuring the welfare of staff at Ysgol Mynydd Bychan teaching (perhaps alone) at another site;
 - there may also be potential implications for safeguarding and the need to have a safeguarding officer present at another site;
 - the operational and personnel challenges running a school across separate sites. These include scheduling pupil interventions; availability of office staff and members of the Senior Management Team; managing staff sickness at short notice, involving all pupils in the daily activities of the main school; parents having to attend both sites at the beginning and end of the school day; parking problems, use of office / staff room for staff;
 - there are concerns that a school site shared by two sets of pupils taught in different languages could lead to division and possibly a feeling of resentment among parents;
 - there is a risk that prospective parents of Ysgol Mynydd Bychan will be deterred from applying for places at Ysgol Mynydd Bychan due to concerns over a shared site arrangement. As a result this could lead to a reduction in the number of applications for Welsh places within the catchment area;
 - the disruption caused by the construction work that would be required to accommodate an additional 0.5 entry at Ysgol Mynydd Bychan on the Allensbank Primary School site each year, which would be disruptive to the pupils' education;
 - the significant expenditure that would need to be incurred in adapting part of the Allensbank Primary School building for use by Ysgol Mynydd Bychan on a temporary basis may reduce the prospects of the Council having the necessary funding in place and a willingness to spend it on a more suitable long-term solution.
5. In light of the significant concerns outlined above and the absence of any long-term, permanent solution (or even an indication that there are strong prospects of such a solution being in place in the medium term i.e. within 2 -3 years), members of staff feel unable to support the Council's proposals currently being consulted upon.
6. This is particularly given the case that the demand for Welsh-medium education places is forecast to 'tail off' in the short term with a projected take up of 32 places at Ysgol Mynydd Bychan for the 2021/22 academic year, 34 places for 2022/23 and 36 places for 2023/24. The steps to be taken to meet this small excess demand in the short-term need to be balanced against the significant risks and operational challenges that would be associated with Ysgol Mynydd Bychan having to operate across two sites.
7. The members of staff at Ysgol Mynydd Bychan fully support the County's aim of ensuring that they can meet the demand for Welsh-medium primary school places within this catchment area. However, the Council's current proposals do not give us the assurance that the pupils of Ysgol Mynydd Bychan will only have to be on two different sites for a short time.

8. We are also concerned at the risk that if the anticipated increase in demand for Welsh-medium education does not materialise to an extent which enables Ysgol Mynydd Bychan to expand to a 1.5 or 2 form entry in the future, then Ysgol Mynydd Bychan will be left straddled across two sites indefinitely.
9. For these reasons, the members of staff at Ysgol Mynydd Bychan are of the firm view that any expansion of YMB needs to take place *en bloc*, rather than on the piecemeal basis that is currently being proposed, which we do not consider to be an appropriate or acceptable way to proceed.
10. What is clear is that in order for the Council to meet its aim of increasing Welsh-medium education in the area through an additional form of entry, a suitable permanent solution needs to put in place to cater for this.
11. In our view this should take the form of a new school building and site which is suitable and fit for purpose as assessed against the expectations for school facilities in the 21st century.
 - we feel that if the Council's proposal to relocate Cathays High School to a new site at the current Maindy cycle track proceeds, the current site of Cathays High School seems an obvious possibility for a new school site in the locality that would meet the increased capacity in Welsh-medium education which the Council intends to pursue;
 - on comparing the size of the current Cathays High School site against the land required for a new primary school (for example, Ysgol Gynradd Gymraeg Hamadryad and Ysgol Glan Morfa) it seems to us that this might be possible in practical terms if there was the political will to deliver it.
 - we feel that further efforts should be made to explore the possibility of delivering a new school site at this location or elsewhere within the area.
 - whilst we appreciate the financial implications and the need to utilise the Council's existing assets where possible, we assume it might be possible to dispose of an existing school site for redevelopment in the event that it became redundant.
 - the Welsh Education Minister announced on 11/03/21 that the Welsh Government is investing an additional £30m to develop more Welsh-medium schools across Wales, will Cardiff County receive part of this funding to develop Welsh-medium schools in Cardiff?
12. If a new school site is not going to be forthcoming, and the Council's preferred long-term solution would be a site swap between Ysgol Mynydd Bychan and another existing school site within the local area, then it is essential that the necessary investment is put in place to deliver a scheme of improvement works which ensures that Ysgol Mynydd Bychan's 'new' site offers the same, if not better, level of facilities as its current site. This is essential to enable Ysgol Mynydd Bychan to continue being able to offer the level of education and opportunities to its pupils as at present, as well as to achieve the 'buy in' from Ysgol Mynydd Bychan's parents that will be an important factor in ensuring that Ysgol Mynydd Bychan's sense of community continues to flourish.
13. Members of staff are of the view that in order to allow time for a more appropriate permanent solution to be delivered, there are other options to meet the small excess demand in the short term which should be considered. It might be possible to increase the current capacity of Ysgol Mynydd Bychan through relatively minor building alterations

(e.g. utilising the current library room) – clearly, this would not be an ideal solution given that YMB is already operating above its stated school capacity, but given the relatively small numbers projected over the next 2 years we feel this could be workable solution on a strictly short-term basis until a permanent solution is put in place. This would avoid the risks and operational challenges associated with Ysgol Mynydd Bychan having to operate across two sites.

14. If the long-term solution is to be a straight swap between Ysgol Mynydd Bychan and Allensbank Primary School's existing sites, then we have considered how this could be implemented in a way which would (a) enable each school to continue operating from a single site at all times, and (b) provide an opportunity for necessary improvement works to be carried out whilst minimising the disruption to both schools:
 - In September 2022, Ysgol Mynydd Bychan accepts additional pupils (to meet all projected applications within the catchment area) on its existing site – in all likelihood using its current library to do this.
 - In September 2022, Allensbank Primary School move every class into the two-storey building on the eastern side of the site. This would leave the one-storey building on the western side of the site vacant so that the necessary adjustment/improvement works could be made to that building prior to September 2023. The one-storey building could be improved to incorporate the Foundation Phase. Alterations could also be made to the Ysgol Mynydd Bychan building to meet the requirements of Allensbank Primary School.
 - In September 2023, all of Ysgol Mynydd Bychan could move into Allensbank Primary School's current site and all of Allensbank Primary School could move into Ysgol Mynydd Bychan's current site. Ysgol Mynydd Bychan's Foundation Phase could move into the newly-improved one-storey building on the western side of the site, and the resources that Ysgol Mynydd Bychan would want on the yard (e.g. outside areas for the Foundation Phase pupils, football pitch, goals, green area) would be in place by then. Key Stage 2 would move into one floor of the two-storey building. The necessary improvements could be made to the other floor of that building during the 2023/24 academic year.
 - For September 2024, YMB's Key Stage 2 classes could move into the newly-improved floor of the two-storey building whilst improvements are made to the rest of that building to cater for the continued increase to Ysgol Mynydd Bychan's capacity.
15. This is an example of how a site swap could be delivered in a way which enables Ysgol Mynydd Bychan and Allensbank Primary School to continue operating from a single site at all times, whilst also minimising the disruption to both schools while necessary improvements are carried out.
16. There may be other options however we would like to reiterate our earlier comment that we would only support a solution of this nature if the 'new' site offered to Ysgol Mynydd Bychan provides the same, if not better, level of facilities as its current site.
17. It should be noted that several parents, who live at the edge of our catchment area, have told members of staff and parents that they had not applied for places at Ysgol Mynydd Bychan as they knew that they were unlikely to get a place. This shows that there is potential to increase the demand for Welsh medium education in the catchment in the long term if a suitable way of increasing capacity can be found.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

18. We hope that this demonstrates our commitment to work with the Council to achieve any future expansion of Welsh-medium education, but it is vitally important that this is done in a way which does not disadvantage Ysgol Mynydd Bychan's current or future pupils.

Members of staff, Ysgol Mynydd Bychan, March 18th 2021

Gladstone Primary School Governing Body Response

"Caring, Sharing & Learning Together"
"Gofalu, Rhannu a Dysgu Gyda'i Gilydd"



19th March 2021

To Whom it may concern,

Response to the consultation on the provision of Primary School places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

The Governing Body notes the proposals to expand the number of Welsh-medium (WM) primary school places serving the existing catchment area of Ysgol Mynydd Bychan and to reduce the number of English-medium (EM) surplus places serving the combined catchment areas of Allensbank, Albany and Gladstone Primary Schools.

Clearly there is a need to increase the number of WM places in the area and siting these on the Allensbank site would appear to be a possible solution however we are not aware of any other options which were considered. A split site Primary School will create challenges for staff, pupils and parents/carers. Two schools can successfully share a single site and it is an arrangement currently operating in several places within Cardiff.

The arrangement whereby Gladstone shares a site with St Monica's works well and ensures that parents can access both English-medium (EM) education and Church in Wales within their locality. Additionally parents also have access to WM and a Catholic option should they be prepared to travel further. In the longer term, investment in the Boat House would provide additional opportunities for space which could be utilised during the day by both schools, and during the weekend and evenings could be available to the local community.

All schools referenced in this consultation document would benefit from investment in their buildings. However, all schools have adapted and developed their spaces to meet the needs of the pupils and curriculum requirements within the constraints placed by budgets and limitations of their sites. Leadership is stable in all schools and staff

Gladstone Primary School / Ysgol Gynradd Gladstone

Whitchurch Road Cardiff CF14 3JL



Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

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Tel: 029 20229944

Head Teacher: Mrs P Shipton-Jones

Acting Deputy Head: Miss S Watson

"Caring, Sharing & Learning Together"

"Gofalu, Rhannu a Dysgu Gyda'i Gilydd"

currently have stability and certainty regarding their future employment. I fear that this consultation may have created some anxiety which is not helpful to staff well-being at this point in time.

We believe it is vital that there is sufficient capacity to respond to any demographic changes which could lead to an increased demand for EM places within the area and restricting this to a single 2FE site, possibly shared, would not allow for this flexibility. We have seen over many years how the school age population can fluctuate rapidly. Prediction of future requirement is not an exact science and can only ever be a 'best guess' estimate.

It is important that in seeking to resolve issues for one community we do not adversely impact upon another.

All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays HS do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site. For example swimming lessons in the pool, use of the area inside the velodrome to develop cycling skills, use of the site for sports days and other sporting events.

The Leadership of Gladstone Primary School and Governing Body would welcome any further discussion on this issue and any emerging proposals.

Kind Regards

Mrs Setchfield

Chair of Governors
Gladstone Primary School

Gladstone Primary School / Ysgol Gynradd Gladstone

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Head Teacher: Mrs P Shipton-Jones

Acting Deputy Head: Miss S Watson



St Monica's Church in Wales Primary School Governing Body Response

St Monica's Church in Wales Primary School



Head Teacher: Mrs A Beacon

Whitchurch Road

Cardiff

CF14 3JL

Tel: 02920 233925

www.stmonicasschool.co.uk

School Organisation Planning
Room 401 County Hall
Cardiff
CF10 4UW

17th March 2021

To Whom It May Concern,

RE: 21st Century Schools: Allensbank and Ysgol Mynydd Bychan Proposals

I am writing on behalf of the Governing Body of St Monica's CIW Primary School in response to the 21st Century Schools consultation on proposals to the changes in Allensbank and Ysgol Mynydd Bychan schools.

Changes to the structure of the provision of education are clearly required in the Cathays area, owing to the imbalance between places available and the demand being placed by the community. Figures presented in your consultation document clearly evidence the need for increased capacity of Welsh medium places and reduced capacity of English-medium places. For this reason we support your proposals to increase the capacity of Ysgol Mynydd Bychan to 1.5FE from September 2022, and it seems logical to locate these places in the nearest school building with space to Ysgol Mynydd Bychan, in this case being Allensbank Primary School site.

The figures outlined in the consultation document present an under-subscription for English-medium places across Cathays in the here-and-now and show a continued projected fall due to a lower birth rate in the locality. The proposal to reduce the capacity of Allensbank Primary School to 1FE may be felt as a negative step for the community of the school, however the new proposed capacity of Allensbank Primary School (210 places) is higher than the number of children on roll in the school in January 2020 (185). We trust that the proposed new capacity will not have an adverse effect on the current day-to-day operations of the school and within the context of this reasoning, we support the proposal to reduce the capacity of Allensbank Primary School to 1FE from September 2022.

The longer-term picture of educational provision in Cathays is something that needs careful consideration and planning, and we are pleased that these questions are being raised as

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

part of this consultation. The schools in Cathays serve a diverse community and it is vitally important that future educational provision not only reflects this need, but also the strengths of the individual schools that combine to deliver it. The consultation document defines three strands of educational provision in Cathays; English-medium community, Welsh-medium, and English-medium faith (split into two defined categories of Church in Wales, and Roman Catholic). The work of the independent school, Cardiff Muslim Primary, should also be acknowledged as part of the overall provision, albeit not supported financially by the Local Authority.

The demand for Welsh-medium provision is not only driven by the local community, but also by the Cymraeg 2050 strategy. As outlined in the consultation document, it should be expected that the longerterm demand for Welsh-medium places will only increase due to this and will therefore require more Welsh-medium places to be made available.

English-medium community provision is important for those families who do not want to send their children to a faith-based school. As acknowledged earlier in this letter, the consultation document presents a picture of declining numbers in the birth rate in the Cathays area, and this can only lead to the conclusion that English-medium places should be reduced in the long term in order to achieve a highlevel education for children who fall into this strand.

English-medium faith-based provision is unique both in its foundation and delivery. Whilst I am unacquainted with the particulars of St Joseph's RC Primary, I can speak with the knowledge that St Monica's CIW Primary has a unique community and family atmosphere. This is on the whole due to the foundations of the school being found in the church - in effect an extension of the mission of the church which is itself a community and family. It also seeks to serve the local community of Cathays and is often the choice for many families who are not members of the church in Cathays but who want their children to be educated in a faith-based environment. With a desire to see every child being given the chance to shine, the school achieves well with children from all backgrounds and particularly those on School Action Plus, pupils receiving Free School Meals, and English as an Additional Language pupils, with a higher percentage of those children than other schools in Cathays. Whilst pupil-mobility figures are not presented as part of the consultation, internal data analysis shows great success with pupils who are entitled to education but, for many varied reasons, are only able to be in the school for a shorter period of time.

The lack of nursery provision in St Monica's is something we feel has hampered our ability to serve the local community, and those who choose a faith-based education for their children. This lack is due to the limitations of the physical school site and buildings, which do not give either to indoor or outdoor space required for it. Whilst there is currently no hard data to back it up, anecdotally there are families who both want to send their children to a Church in Wales school in Cathays, but also want to send them to a nursery. Due to the lack of a nursery in St Monica's these families have one of two options; send their children to other nurseries in the area and, because of relationships formed, keep their children in those schools for their primary education, or do not send their children to a nursery at all. Being able to offer families the choice of a Church in Wales nursery in Cathays will give children who would thrive in faithbased education the opportunity to access it at nursey age, affording them the benefits of a nursery experience.

In the context of this, we welcome the question of the best use of school sites in Cathays in the longer term. Assuming that Welsh-medium provision is further expanded in the coming years it makes no sense for Ysgol Mynydd Bychan to be split across two sites. It should instead be based on one site, either the Allensbank site or the shared Gladstone / St

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Monica's site. This would lead not only to a more consistent education for the pupils than if split across two sites, as well as greater operational and financial efficiencies for the school.

In terms of English-medium community provision, Albany Primary School is currently the largest primary school in the Cathays area and suits the site it is currently located on. Outside of this the projected combined requirement for the remaining English-medium community provision in the longer-term could be housed in a 2FE single site, either the Allensbank or the shared Gladstone / St Monica's site. The implications of this are substantial, but in order to reflect the future downward trend of demand we support further consideration of this as an option.

If St Monica's was to be able to offer a Church in Wales nursery to the local community it would, as outlined above, need a larger site than the one it is currently accommodated on. This could be achieved in a number of ways, one of which being the utilisation of the current Ysgol Mynydd Bychan site, if they were to relocate to a single site to accommodate ongoing growth. Again, we would support further consideration of this, alongside any other options.

The school building condition categories demonstrate that all of the school buildings in the Cathays area need ongoing maintenance and investment. The reality is that some of these buildings are Grade 2 listed (including St Monica's) and therefore require significant finance to keep them safe and secure for the children educated in them. This is unfortunate but as no other sites are available within the Cathays area this investment must be made in order to fulfil the requirements of all Welsh-medium and Englishmedium provision.

We believe St Monica's has a unique and significant role to play in the provision of education in the community of Cathays. We are keen for ongoing discussion, consideration, and consultation on the longer term changes that have been tabled as part of this consultation. We are also keen for early engagement in these discussions, knowing that this will ultimately lead to the best outcome for the provision of education in Cathays.

Yours sincerely,



Mark Smethurst
Chair of Governors, St Monica's CIW Primary School
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**ARIENNIR GAN
Y LOTERI
LOTTERY FUNDED**



Ysgol Glan Ceubal Response

Ysgol Mynydd Bychan Consultation Reply from Ysgol Gymraeg Glan Ceubal

Date: 12th March 2021.

Please accept this letter as the reply from the governing body of Ysgol Gymraeg Glan Ceubal to the proposals that are being put to Cardiff Council regarding changes that will increase the pupil capacity of Ysgol Mynydd Bychan.

Our response has been compiled:

- Following discussions that our chair of governors and Lisa Mead (Headteacher) has had with Michele Duddridge-Friedl and Brett Andrewartha of S.O.P
- From a Teams meeting, held on the 9th March 2021, between our full governing body and Michele and Brett
- Based on a letter of response from Cllr Sarah Merry to Cllr Jennifer Burke-Davies, who is a member of our governing body
- And from discussions held in governor meetings.

Our Initial Response.

- As a Welsh-medium primary school within the area of Gabalfa, which borders Whitchurch, Llandaff North and the southern area of Heath, we would like to celebrate the fact that there is a need for an increase of Welsh-medium school places in this area of Cardiff.
- The additional capacity of 123 pupils for Mynydd Bychan will ensure it has a long-term future as a centre for Welsh education in Cardiff.
- We appreciate that this expansion in numbers will resolve issues of pupils, with siblings in the school, being able to attend the school, and whilst we see this as a positive step in the greater picture of Welsh-medium education in our city, it does cause us significant concern regarding our place in the local authority's plans for the area and the future.

A Historical Perspective.

- Ysgol Glan Ceubal was opened, in 2011 with a temporary governing body. It was established initially as a single class to address the overflow from other Welsh-medium schools and for the need of parents in the Gabalfa area, for Welsh-medium education for their children.
- It also provided the local authority opportunity to accommodate and provide education for the overflow of pupils in other Welsh-medium schools in the adjacent areas of Cardiff.
- Whilst the school was not allocated a formal catchment area until 2015, Ysgol Glan Ceubal has increased the number of pupils attending every year, apart from the year where there was a fall in the birth rate in the whole of Cardiff.

- In these early years of the school's existence, Glan Ceubal was based in three demountable classrooms, with two more classrooms and an office in Gabalfa Primary School.
- At this time Glan Ceubal had no headteacher and was managed by an executive head who worked part-time and was in the school either one or three days a week.
- Our grading with the Central South Joint Consortium and the Local Authority (LA) Education Department was 4D Red.
- In 2015 we appointed Lisa Mead as headteacher. Through her incredible work and that of the staff and governors, we were graded 1B within twelve months. With the Consortium and the LA Education Department praising the quality of teaching and learning within the school.
- Over the next two years, our numbers increased, and the local authority allocated us a nursery class, which was so successful that it expanded into both the morning and afternoon sessions of school.
- Because of the confidence of the Education Department in our future and the quality of educational provision we provide, meant that in 2018 we moved into a new school building. This £8.5 million building houses both YGGC and Gabalfa Primary School, with both schools having the most up-to-date facilities for teaching and learning and having impressive sports fields and outdoor areas for learning activities.
- During this past year of the Covid pandemic, we have been the Hwb centre for Welsh and some primary education for this area of Cardiff, winning considerable praise from staff and parents whose children would normally attend the other schools.
- We, therefore, believed that our future was secure and that we could continue our development as a school.

Our Concerns.

- Because we existed for several years without an official catchment area, when we were allocated a catchment area, we found we were restricted to it being only the Gabalfa estate and Llandaff North up to Hilton Place. This area contained lots of fields and parkland areas bordering the River Taff towards the city centre.
- We would like to emphasise that these parkland areas provide recreational and nature areas for the city, it is therefore not our intention to suggest that they be designated for any future housing developments.
- We have been told by SOP officers that the catchment areas for schools are not solely based on geographical areas but using a more complex housing/number of children of school age formula.
- This has provided us with a limited number of households to form the intake of our school. Within this small geographical area, there were a limited number of families wishing for and opting for Welsh-medium education for their children.
- Our catchment area is also that of Gabalfa Primary School, with the demographics largely favouring English-medium education.
- In the 2019 academic year, we enrolled all the pupils, who wanted a Welsh-medium education from our catchment area into our school. This amounted to only 13

pupils. We had to make budget amendments and staffing cuts, even after a funding package was provided by the Local Authority.

Our inability to develop increasing numbers is because:

- We are sandwiched between the catchment areas of Mynydd Bychan to our northeast, with Melin Gruffydd to our north and Pencae to our west.
- These are long-established schools and have very, good reputations and so we have had to work hard to create an opinion in the minds of parents to make Ysgol Gymraeg Glan Ceubal their first choice for their children's education. We have seen a change of parental attitude and we are increasingly being chosen by a significant number of families as their second-choice options.
- However, small changes in numbers in the intake for other schools may have little or no effect upon those schools and the education that can be provided, for us this effect is significant.

Pupil Numbers and our budget.

- We know that any fall in pupil numbers will affect our budget base and financial security.
- The pupil ratio to funding formula currently used by the Local Authority means that at present our smaller classes across the school can amount to us having £75,000 per year less in our budget.
- This not only affects our ability to provide future educational provision for the school, but it also affects the education of our existing pupils.
- A decrease in our budget will mean:
 - a) Less money for books and play equipment.
 - b) Limits on the provision of external play furniture and facilities.
 - c) A limitation on the purchase of new technology, thus disadvantaging our pupils.
 - d) Teaching assistant post will need to be reduced to comply with budget limitations, again greatly affecting support we can provide for our pupils.
 - e) If we are reduced to a basic staffing structure, there will be little opportunity for existing staff to attend courses that will ultimately benefit the pupils.
 - f) Any resulting cut in staff leads to a situation in which if we cannot provide career development opportunities for staff and we may risk losing experienced staff to other schools.
- Whilst a decrease in our on-roll numbers means a decreasing budget and the obvious consequences of this, there is another concern we have.
- Whilst some parents may see the advantages for more individual teaching, in small classes, for their children, small class sizes affect the school's performance data.

- This is a fact that can often be overlooked.
- For example: In a school that has a class of over 30 pupils in their assessment years, if three pupils were to under-perform this would affect the numerical data with a 1% drop in the performance data statistics for that year. This performance data will be seen by the CSJ Consortium, by the Local Authority and by Estyn who will consider these changes as normal fluctuations.
- For us, or any other school in a situation where our classes are between ten and fifteen pupils, an underperformance of three pupils who are not reaching the set standards criteria, means a fall of 13% to 15%.
- We know from experience that an initial review of this data fall leads to assumptions being made that we are a failing school resulting with the headteacher and the chair of governors subsequently called to a Performance Review meeting with senior staff in the Consortium to account for the school fall in pupil attainment for that year.
- At this meeting, we are then able to explain the reasons why each of these three pupils had missed the set target grade. Raw grades data do not show issues that a pupil has, either educationally, socially or within families. But it is these grades that the performance of the school is being based on. Pupil numbers for us are important.

Existing Catchment Areas.

- Compared to the other schools bordering us, our catchment area is tiny, not just in its geographical area, but in the number of pupils within it. If we consider the catchment areas of Pencae and Mynydd Bychan, both one form entry schools like Glan Ceubal, they are far larger, with far more housing distribution and do not cover Bute Park. In the meeting with officers of SOP, we were shown a map, based on a diagram of areas superimposed with dots representing pupils who attend the local Welsh-medium school. Mynydd Bychan had a profile showing more pupils than us, within a compact, suitably diverse area. To the north was Melin Gruffydd whose geographical area and numbers, were perhaps 300% larger than us. Cllr Burke-Davies has argued that a re-definement of these catchment areas could be made to ensure a more equal distribution of pupil numbers.
- Our governing body appreciates that the planning of catchment areas is a difficult process, involving an understanding of housing distribution, census statistics, age group profiling, new building development plans, balanced against existing school facilities, but we also know that both Mynydd Bychan and Melin Gruffydd have more parents wanting to send their children to them than they can take.
- If the Local Authority decides to maintain and protect the pupil intake for school A and expands the intake for school B, then these actions must have an adverse effect on school C if its base is not as secure as the other two schools.
- We know that Mynydd Bychan and especially Melin Gruffydd have an insufficient number of places for the children of the families who wish them to attend these school. We have benefitted from this in the past by receiving some of the overflow pupils. But this does not provide us with planned security. Every year the headteacher and governors look at the initial figures for parents opting for Glan

Ceubal with some trepidation. We are concerned to know if we will have sufficient first-choice option choices to plan for development in the next year or will it be a standstill year or even a year of cutbacks in educational provision and facilities. Will we need to plan for staffing cuts and the amalgamation of classes. Whilst we appreciate that all schools and governing bodies do this, but we know from experience those schools with limited catchment areas are under so much more additional stress at this time.

- We are deeply concerned that those additional pupil places in Mynydd Bychan will have a long-term adverse effect on our pupil numbers and our long-term viability.

The perception of parents.

- Falling pupil numbers, cuts in school finances and loss of staff becomes a cycle.
- A decline in school numbers, finance and staffing stop the school from developing both educationally and culturally. When we cease developing Estyn become concerned. Estyn and the Consortium concerns create the pressure of concern amongst parents, especially those parents that are thinking of sending their children to us. They, therefore, may decide to send their children to the other schools that border us and our future can become unviable.
- The cyclical nature of this process is made worse because it originates from a systemic failure to address and discuss all issues related to the provision of Welsh-medium education in this area of Cardiff, rather than just solving each problem one at a time.
- We have been asking for meaningful discussions about our catchment area for three years. We have been told that Cardiff-wide discussions will be taking place. We received an email telling us of the proposals for Mynydd Bychan and that we can join the consultation process. Then when the chair and the headteacher have a meeting with officers of SOP they are told that all of these early discussions are confidential and more significantly than any proposals about changing our catchment area to mitigate any effect of Mynydd Bychan changes cannot take place because we have missed our opportunity and the next opportunity to propose changes will not be for two years.
- Perhaps increasing the intake of pupil numbers into Mynydd Bychan will have no long-term impact on our school. However, doing that and not addressing the problems caused by the limited catchment area we currently have, will affect us greatly.
- At no point have members of Schools Organisation and Planning (SOP) approached our governing body to discuss with us our concerns about our catchment area and to our future. They have said, as a part of this consultation process:
- A. That we have children going to other Welsh-medium schools that could come to us. In reality, this is just five pupils, four of which go to these other schools because their siblings go to them and one because their mother works in the other school.
- B. We were told by SOP that we must promote ourselves as a school more. We already have on our roll all of the pupils who want Welsh education in our current

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

catchment area. (Except the cases already noted in point A.) We promote the school through a very-active parent and teacher group that regularly do community work in Gabalfa and Llandaff North. They positively promote the school on social media and have a strong following.

- C. We know that Cardiff is promoting the Welsh language through initiatives within the city and that there will, undoubtedly, be a need for more Welsh education in our area. But that is a long-term future, our intermediate future causes us deep concern. When the time of this expansion in the need for Welsh education provision in the city occurs, we may not be existing as a school to provide it.
- We were told that any consideration of and a possible restructure of our catchment area may take place in two years at the earliest.

What Do We Need?

- A full and frank conversation with the Local Authority to reassure us that we have a future and that there is a long-term plan/vision, not only for Glan Ceubal but also for all Welsh-medium schools across the city.
- An understanding that whilst we wholeheartedly support an expansion of places for Welsh-medium education, there is, however, a great need to support existing schools, such as ours, who have smaller numbers on roll.
- An understanding and commitment that in the next few years we need to be supported.
- Support from the Local Authority to ensure that we will be able to continue the educational development of the school.
- Financial support to ensure the viability of the school over the next few years.
- Ultimately, we need the Local Authority to make, what we perceive, to be a fairer re-distribution to the catchment areas around us, so that we can have the opportunity to grow as a school.

I am very aware that our response concentrates on the issues of the proposed Mynydd Bychan increase to a one and a half class intake will have on our school.

I would therefore like to reiterate that such an increase is good for Welsh language provision in Cardiff, but for us, it may come at a cost.

On behalf of the governing body,

David Saunders

David Saunders

Chair of Governors of Ysgol Gymraeg Glan Ceubal.

RhAG Response

**21st Century Schools
Consultation Document
PRIMARY SCHOOL PLACES TO SERVE CATHAYS AND PARTS OF**

GABALFA, SMALL MOUNTAIN, ESTUM TAF AND PLASNEWYDD RHAG

1 'Parents for Welsh Medium Education' is an organisation representing parents with children in Welsh-medium schools and those who want to see the growth of Welsh-medium education. The aim of RhAG as an organisation is to support the development of Welsh-medium education across Wales.

RhAG believes, as does the Welsh Government, that Welsh-medium schools are the best school model in terms of giving all pupils full skills in two languages.

2 We appreciate the opportunity to respond to the consultation in question. We trust that you will give due regard to the following response. These comments will be concerned with Welsh-medium education, which is our main interest as an organisation.

General comments

3 We welcome the fact that Cardiff Council is finally responding to the significant growth in demand for Welsh-medium education in the central Cardiff area and the increasing pressure on places at Ysgol Mynydd Bychan (YMB) seen over recent years.

4 We know that YMB has been operating over capacity for some time. Although the school receives up to 30 pupils annually, the school's capacity currently is 192 places (18 places less than the 210 places for a 1FE school). The site constraints mean that the present building cannot be expanded or enlarged. Naturally such a situation is unsustainable.

5 The pressure on places in YMB has been known for some time and this reached its peak when 15 children within the catchment area were refused a place in September 2020.

We know of four families living in the catchment area, who had applied for a place at YMB, Y Wern and at Melin Gruffudd for September 2020 and were refused for the three schools. Seeking a place in a Welsh-medium school that's within reasonable distance is a principle that should be at the heart of the County's school admissions policy and to consider that offering a place at a school located on the other side of the city is neither fair nor reasonable.

6 We welcome the Council's intention, following consultation at an early stage in 2019, to reduce the YMB catchment area and to transfer the southern part of its catchment area to Hamadryad School catchment area from September 2021. RhAG has been pressing for this ever since the establishment of Hamadryad School. This will tidy up the existing catchment area and avoid creating any misperception for parents as well as avoid causing any disadvantage or unfairness to them as part of the school admissions process.

7 We know that it is only children who live within an average of 0.5 miles (this was as little as 0.3 miles in 2017) to YMB have any realistic chance of getting a place in the school. Several families living on the outskirts of the catchment area have failed to get a place over recent years and there are several families who are concerned about that now as they choose

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

schools over the next few years. Therefore because of the pressure on places, it is essential to recognise that the actual catchment area of the school is much smaller than the official catchment area that has been set.

8 Cardiff Council's commitment to developing and expanding Welsh-medium education across the city and to achieve the targets set by the Welsh Government in order to realise the Cymraeg 2050 strategy is very commendable.

9 This is also consistent with the expectation that LAs are by now actively creating the demand to contribute to the Government's targets of having 40% of all children in Wales in Welsh-medium education by 2050

The consultation process

10 RhAG has received a number of messages and has had several conversations with parents who have concerns about the proposal being tabled as part of the consultation in question, our comments reflect those concerns.

11 We are concerned to understand from several parents that the experience of attending the consultation meetings have been very unsatisfactory. We accept that exceptional circumstances last year meant that LAs had to actively work in new ways and to use technology on a scale that was never done before, and in that regard we commend the County for actively acting in progressive ways.

12 Nevertheless, we note that the organisation and structure of meetings has been awkward and because of that parents were unable to ask questions as the meeting proceeded, or to ask follow-up questions and / or challenge statements or comments made by officials during the meeting.

13 This raises questions about shortcomings in the consultation process. These meetings should aim to answer questions and to offer information that could allay any fears or concerns. We fear that these meetings have achieved the opposite and have created even greater uncertainty among parents.

14 Further to that, one of the meetings, the one held on the night of Wednesday 3 March, was advertised as a meeting that would be held through the medium of Welsh. But providing a recording of the presentation through the medium of Welsh and the provision of a simultaneous translation service does not mean that this meeting was held through the medium of Welsh.

15 We note that no meaningful apology or clarification was received at the start of the meeting to explain why this had not been possible.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

16 It is clear that arrangements should have been put in place to ensure that a Welsh speaker was available to chair the meeting and to facilitate the discussion in order to allow the officers to answer questions.

17 It is therefore totally misleading to claim that this was a meeting held through the medium of Welsh. It also raises serious questions as to whether the Council has failed in its duty to comply with some of the Welsh Language Standards in relation to the meeting in question.

The proposal

18 We note that Cardiff Council proposes the following:

- Increase the number of places at Heath School from 192 places to 315 places from September 2022.
- Reduce Allensbank Primary School from 315 places to 210 places, retaining the nursery and ALN provision, from September 2022.

19 RhAG has already called for the use of surplus places in neighbouring schools as a solution to the increase in demand for Welsh-medium education in the area, but for that to be consistent with the successful arrangement that has been adopted by Cardiff Council over recent years, which is the starter classes arrangement.

20 Following consultation with the school's parents, unfortunately RhAG is now of the opinion that it is not possible for us to support the proposal in its current form. RhAG doesn't lightly reject a proposal that aims to increase the number of Welsh medium places but we feel that it would be unwise to support a proposal that in our opinion is lacking in detail and certainty for the long term.

We set out below the reasons that have led to our adoption of that position:

a) Lack of clarity of commitment to accept all applications for a place in September 2021

RhAG understood (following the discussions of the Welsh Education Forum) that interim arrangements would be made for September 2021 to accommodate all pupils applying for a place at YMB **on the YMB site**. But we understand that parents have been informed that this would now happen on the Allensbank School site. This lack of consistency is worrying but also assumes the outcome of the consultation in question.

One obvious priority is to avoid a situation seen last year where so many children were rejected and lost from the Welsh-medium sector.

There is a risk that prospective YMB parents may not apply for school places due to concerns about the arrangement of a shared site.

This was seen in the experience of the earliest years having established Ysgol Glan Ceubal, a

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

failure to fully explain to parents what the offer available to them was, and what that provision would look like in the short and long term. As a result it took several years for the numbers to increase and for the school to begin to establish itself properly.

And it is therefore essential that any proposal is fully explained to parents with an emphasis that provision will not be weaker or less equal to that of any other Welsh-medium school.

We are concerned to understand that projections for the demand for places are lower than they have been, with 32 applications for 2021/22 and 34 for 2022/23.

If this is correct, then it strongly suggests that insufficient early action by the County to resolve the situation has led to a reduction in numbers. Years of pupils being rejected – and a number of these within the catchment area – is bound to have a negative impact on parental choice. This is a matter of concern to RhAG and gives more weight than ever for urgent action to be taken to find a meaningful solution for the area.

b) The practical implications of sharing a site with an English-medium school.

The consultation has highlighted a lack of understanding by the County of the principles and basic elements of immersive education and the process of language acquisition.

It has to be understood that proposing to establish Welsh-medium classes in a school operating entirely through the medium of English presents significant challenges and that they need to be dealt with in a manner that demonstrates linguistic sensitivity. We fear that the proposal before us, nor the way in which the County has dealt with the consultation particularly at the consultation meetings, have not demonstrated an understanding or appreciation of that and hasn't eased concerns that immersive education would be protected.

We are concerned to understand that a suggestion was made during one of the consultation meetings that gave the impression that officials believed that the proposal would be a way of 'Welshifying' Allensbank School. It was not conveyed to parents how the proposal would operate in practice, which resulted in a lack of general confidence amongst parents with regards to protecting the immersive education on site.

We emphasise in the strongest possible manner that finding a solution to the pressure on places in YMB by expanding Welsh-medium provision in the middle area of Cardiff should be driving this proposal, in accordance with the funding criteria that has been awarded.

c) Lack of detail about a long-term plan

Dividing the school over two sites would not be ideal at all, from the neither the pupils nor staff's point of view. Splitting the school without a timetabled guarantee to move beyond the temporary arrangement in question is unacceptable. That would pose practical challenges but would also pose a real threat to YMB's ethos and identity. No proposal should undermine YMB, the excellent education and the great experiences that are offered to the pupils.

We believe that the County should have proposed a timetable setting out concrete steps with regards to the journey, starting with the temporary arrangement, the transition period to towards a long-term solution. But rather, what is being presented here is far too loose and open-ended.

21 Given all this, we believe that the most sensible long-term solution - which would protect Welsh-medium provision and offer reassurance to parents – would be a full exchange of premises between YMB and another existing school site in the local area.

22 Should the County decide that the preferred solution is a direct exchange between the existing YMB sites and Allensbank Primary School, then we agree with YMB governors' position that this could be achieved in a way that would

- (a) allow all schools to continue to operate from one site throughout, and
- (b) ensure opportunities for significant improvements to the buildings causing the minimum possible disturbance to both schools.

23 In doing so, it would be essential to ensure that the necessary investment is being made to ensure that the new YMB home offers facilities that at least match, or even better, the current site.

24 We note that YMB's governing body has stated their willingness to examine these options with the Council and Allensbank Primary School.

25 Further to that we know that YMB governors have made it clear that it would be possible, to allow time to find a more appropriate permanent solution, for them to meet additional demand in the short term by increasing existing capacity of YMB on the existing site, by making relatively minor alterations to the building.

26 We also agree with parents' view that a new school building and site that would be able to provide and meet the requirements of a school in the 21st century is a welcome vision. We endorse the YMB governors' call that greater efforts should be made to explore the possibility of achieving this on the existing site of Cathays High School, assuming that the proposal of the Council to relocate Cathays High School to a new school site on the current Maendy cycle track is progressed.

27 We understand that the County received funding under the Welsh Government's Welsh Education Capital Grant, in 2018 to address the situation in question, specifically to expand the provision of Welsh-medium primary education in Central Cardiff by 1FE.

28 We understand that this grant amounted to £3 million. But there's a suggestion now that the funding has shrunk to £1.8 million. We would be grateful if it could be confirmed whether or not that is the case. And if so, why is the amount now significantly lower?

29 A question also arises in terms of the expenditure required to implement any temporary arrangement and the funding that will be left to realise the necessary long-term solution.

Closing Remarks

24 It is disappointing that the way the County has dealt with the consultation has led to confusion and uncertainty among parents, which is unfortunate to say the least. In order to gain confidence, it is essential to carry parents with you on the journey, but it is doubtful whether this has been achieved here.

25 It is a shame, that through the means of this consultation, the opportunity hasn't been grasped to introduce a robust solution that demonstrated a strong vision for expanding Welsh-medium education in the central Cardiff area, but we fear that the scheme in its current form falls short of that aim.

26 We would welcome the opportunity to meet officials to expand on our comments.

Cymdeithas Response

Cymdeithas yr Iaith

To whom it may concern,

We are writing to you in response to the consultation document regarding education provision and school places in Cathays, parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

Although the scheme that the Council has introduced appears to be one that wants to see Welsh-medium education in the city expanded on paper, from examining the document and listening to Council officials explaining the policy, it is now clear that this is not its purpose. Instead, this seems to be an attempt to seek a short-term solution to the latest example of a problem that Welsh-medium education in the city has faced for decades; the Council's inability to plan strategically for the provision and growth of Welsh-medium education in the city.

Following a number of discussions with parents, teachers and governors we as a cell have concluded that this scheme is totally inadequate and indeed represents a detrimental attitude towards the Welsh language and therefore as a result detrimental to the growth of Welsh-medium education in the city.

There are several reasons for this, some of which are outlined below.

1. First, the proposal to open a Welsh class at Allensbank School without any long-term planning about how this would affect the long-term future of Heath or Allensbank pupils is one that shows that these proposals are not part of a carefully considered and stable scheme. Instead, this is a temporary council solution for a problem that has and will re-appear time and again if sustainable solutions are not found for growing Welsh-medium education in the city. There is no plan in this document for the next time Heath is oversubscribed, nor is there a vision for permanently increasing the provision of Welsh-medium education in the area in the long term.

While the Society supports the conversion of English-medium schools into Welsh-medium schools over time as a way of resolving the limit of the numbers of Welsh-medium education places and ensuring that all children receive Welsh-medium education, it appears that this is not the intention in this case. The Council's intention to open a Welsh class in an English-medium school without any consideration of how this would impact on the children's education or its ability to learn and be immersed in the language properly is regrettable. The fact that parents feel that their concerns about this have been ignored raises great doubts about the openness of this scheme, and the Council's real motivation in presenting them in this way.

2. Secondly, the consultation leaves Ysgol Glan Ceubal in a precarious place in terms of numbers and therefore a budget. The fact that the concerns of the parents and governors of this school, even those of them who are councillors of

the same party as the council, feel like they are not having their voices heard after years of raising these issues directly and the Council is evidence of the fact that consultation processes similar to this one have failed time and again. The pupils of Glan Ceubal deserve a long-term commitment from the Council to ensure that it is a thriving school that can realise its full potential. At present the school's ability to do this is being restrained by the Council's apathy about its catchment area and the huge impact that that has on school attendance numbers and therefore its funding and ability to provide resources to the children. It is important that the Council is committed to supporting Welsh-medium schools to grow, in whatever part of the city they happen to be, and not to contribute to a trend that turns access to Welsh-medium education into a postcode lottery or promotes some areas above others when it comes to Welsh-medium education.

3. The Council has nothing here about its duty to be active in promoting and growing Welsh-medium education, and the essential role they play in ensuring growth in pupils.

4. Nor is there anything here about reorganising the city's catchment areas so that they represent communities and the needs of schools as they exist today. There is a tendency to adapt the catchment area of one school without considering how it can affect other schools. There must be a systematic approach to dealing with this problem if the Council is to avoid the same problems arising again and again.

It appears that the Council is proposing to increase Welsh-medium provision on one site, at the expense of existing places on other sites. Within the same area of the city there are two different ends to the problem. Some schools such as Heath are oversubscribed and have to refuse children, while others are struggling to fill their places and their budget suffers as a result. The Council's proposal does not address either case effectively or in a sustainable manner in the long term. We as a Cell call on the Council to work with School staff, parents and communities taking their needs and concerns seriously. There should be a proactive approach to planning Welsh-medium education provision, not just responding to individual cases as they arise.

Yours sincerely,

Owain Rhys Lewis and Melangell Dolma, on behalf of the Cell Cymdeithas yr Iaith Caerdydd

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Parent Response

Hi,

Please accept this email as my objection to splitting Mynydd bychan into 2 sites (with Allensbank).

I agree with the proposal put forward by the school governors and I believe that a better solution would be to find a larger site to relocate the school (possibly Cathays high premises).

I am so fortunate to have a child in a Welsh medium school and hopeful that my other child will be accepted in September. We need to offer more places for Welsh medium teaching at Mynydd bychan but not to the detriment of splitting the school.

I am positive that there is another solution.

Kind regards

Parent Response

Dear Sir/ Madam

My child attends Ysgol Glan Ceubal and so does his sister and his cousin before that: so I know the school and the staff well.

The school advise us that your current proposals, will result in reduced numbers of pupils going to Glan Ceubal and that in turn will reduce funds for the school.

I am surprised and puzzled by the proposals being made. The old school was recently replaced with lovely new school buildings & garden & playing areas, no doubt at huge cost. I don't agree with the proposals as they will reduce pupil numbers at this lovely new school with its well established and skilled staff.

Glan Ceubal offers places to many pupils from the Mynydd Bychan catchment area that are not successful in securing a place there as their first choice school. Glan Ceubal usually has capacity to take these pupils as the intake is rarely full from catchment area only due to a large part of our catchment area covering parkland.

I did not receive a letter from the council about this, which I also do not understand as it is will impact on our school. The consequences for Glan Ceubal are not described or even mentioned in the consultation or letter; which is misleading especially combined with no letter to many of those families, like us, who are concerned.

I believe that Ysgol Glan Ceubal & schools with the existing school places need to be better supported to continue to provide the highest quality of education for our children

Yours sincerely

Parent Response

Why do you think locating these schools on these sites would work well?

I am hugely supportive in seeing Cardiff Council commit to increasing capacity for high quality Welsh medium primary school places in this catchment area.

However, the proposal of cleaving Ysgol Mynydd Bychan over two separate sites as described in this consultation document would not work well (as the question asks), and I am hugely disappointed and anxious that this is the proposal put forward by Cardiff Council. I cannot support it at all, and object to it most strongly.

The proposal shows a disregard for Ysgol Mynydd Bychan's ethos, values, and approach in successfully immersing and nurturing its pupils in the Welsh language, Welsh-language culture, and heritage. The proposal exposes the school to a serious risk of failing its current and future pupils in becoming fluent in Welsh – particularly as most pupils come from non-Welsh speaking homes. This will likely have a serious negative impact on the school's performance and its pupils' educational attainment. It is unclear what – if any – assessment has been undertaken by Cardiff Council with Ysgol Mynydd Bychan to capture and measure these risks as part of informing this proposal.

Whilst I am familiar with the model of schools operating on shared sites, and starter classes for new schools based on existing schools' sites: there are fundamental differences from those examples and what is proposed here, and therefore the impact on education safeguarding (that is ensuring the high-quality education continues) cannot be inferred from these other situations. The proposal will not be a whole Welsh medium school (whatever its size) based on the Allensbank site, it will be a satellite class(es). Whilst pupils will wear the jade uniform and logo of YMB, they will not be a part of that school which is 0.5km away, and they will not be a part of Allensbank school either, and unlike starter classes, they will not have their own identity and ethos – they will be an off-shoot of somewhere else. This will have a negative impact on the efforts to immerse these pupils in the school's ethos and culture as detailed above. In gently talking with my six-year-old son about the proposal, he became confused and anxious as to why he or his sisters might have to be based away from their school and friends for a length of time, he asked, 'why would some children have to go somewhere else' and 'why can the school not all be together'. His concerns are valid. The proposal risks splitting this already diverse community of both schools. Whilst I would not want to ever see segregation for primary school children, how that is balanced with ensuring the children in the Welsh Medium classes are immersed in the Welsh language to ensure their fluency and confidence has not been considered. Cardiff Council could be creating a hugely difficult and sensitive situation here which would cause stress to the staff, anger families and upset the children. It could also attract negative public and media attention.

2. Are there any alternative sites or changes to the provision of primary school places you would like to suggest? Please give us the details below including the site location

Keeping Ysgol Mynydd Bychan on a single site is paramount and should be a principal objective for Cardiff Council.

With the concurrent proposal for redeveloping Cathays High underway, it seems reasonable to consider the space that may become available on that location which is Council-owned and currently designated for education, to consider building a new two-form entry primary school for Ysgol Mynydd Bychan – a building which meets the future capacity requirements and can support the delivery of 21st century education for the children of the area. If a new school building is not possible, the Council may prefer proposing the 'swapping' of Allensbank school and Ysgol Mynydd Bychan.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Although there would need to be the required investment towards improving both buildings so that they are able to provide 21st century education that supports the new curriculum to be introduced across Wales. Whichever building either school inhabits for the long term, all children regardless of whether they are in Welsh or English medium education deserve to be taught in a building that is fit for purpose for their needs. Moving forward with this proposal will be damaging and harmful to current and future pupils of Welsh medium education in this area. Cardiff Council needs to revisit this issue and reassess the possible options – and do so by fully involving Ysgol Mynydd Bychan to ensure that the options proposed do not damage the quality of the educational offering for the future.

The absence of information regarding the timescale for this proposal and for a review to consider and deliver a long-term solution is confusing and raises anxieties for not only current families attending the school but is likely to have the same impact on future families. This will doubtless have a detrimental impact on parents' choices in choosing a Welsh medium school or not for their child(ren).

These proposals realised could see fewer parents applying for a place at Ysgol Mynydd Bychan – another devastating consequence from this proposal. The Welsh Government are seeking to see this issue addressed sustainably in a way that grows, nurtures, and strengthens the success and quality of Welsh-medium education currently delivered by Ysgol Mynydd Bychan. My three children who attend Ysgol Mynydd Bychan enjoy and each one is benefiting hugely from the education and the whole experience of being a pupil in that school.

4. Any other comments?

Disappointingly, Cardiff Council shows a lack of commitment and understanding towards 'Cymraeg 2050' in growing and supporting Welsh medium primary education by not detailing in the proposal when the proposed 'temporary' and 'interim phase' be reviewed and a sustainable and long-term solution proposed.

The proposal is void of any commitment to an approach and timeframe in any way: the current proposal could be in place for a long time and become the natural long-term situation which will have a detrimental impact on the school and pupils. At both public meetings, officials described the proposal of cleaving Ysgol Mynydd Bychan as 'not ideal'. This has also failed to gain my support as a parent I am not seeing a commitment to increasing the capacity and safeguarding the current quality of Welsh medium education provision in the area. I do not want my children's primary school experience to change from being a positive and happy one to be 'not ideal', that is unfair to them. At both the public meetings held online, the proposal was framed to be a positive benefit as Allensbank school children would have greater exposure to the Welsh language.

This was alarming that this seemed to be an objective of these proposals. Whilst I appreciate the staff of Allensbank school are already working hard to ensure familiarity with the Welsh language, YMB also has a strong track-record in linking with other schools in the catchment area on projects and activities that deliver on this. The proposals under consideration should be with the objective of ensuring that Welsh medium education has the capacity to meet the demand in a sustainable and high-quality way. But the proposal - if realised - will fail to achieve this. The proposal of cleaving this currently successful and effective school across two sites would not work well and I am clear that it would be a measure that would have a detrimental impact on my children's education and their whole experience of attending the school. The prospect of attending school on a shared site is not an issue, rather it is fragmenting the school and sending a small minority of a successful school to another site. I hope that Cardiff Council takes my view – and the views of other parents into account, including from groups such as RHAG and from Ysgol Mynydd Bychan's governing body also when it considers the viability of the current proposals. I hope the Council does not pursue the proposal, but

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

rather it engages with the schools to determine a solution which sustainably delivers increased capacity without detrimentally affecting the quality of current and future children's Welsh medium educational experience.

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Parent Response

Good morning

I am emailing with regards to the planned expansion of Ysgol Mynydd Bychan. As much I applaud the intention of increasing school places at Welsh medium schools, I worry this will come at a cost to my children's school.

They attend Ysgol Glan Ceubal (YGC), a fantastic school with good staff levels and well funded over the last few years. My wife and I worry with the plans the council have will not only impact the staff at YGC but the children attending will lose out.

Both of my sons have teaching assistants in their classrooms that they thoroughly appreciate and rely on each day. With a possible withdrawal of some funding, it is a great worry that my sons teaching assistants will not be around.

We chose Ysgol Glan Ceubal due to the size of the school, the teachers and the site. We think it is such a good school and worry about your future plans.

I would urge you to please reconsider what you are doing and the possible ramifications. As parents, we are all worried about what this could do to a well run, small community school such as Ysgol Glan Ceubal.

Please could this email be forwarded onto the relevant department where it will be used during the consultation.

Yours sincerely,

Parent Response

Dear Council Officers,

I am writing as a concerned parent at Allensbank Primary School. The proposals that are currently under review relating to our school contain a number of issues for my children, the Allensbank community and the future of our school. In this letter I will highlight the main concerns we hold as parents at the school. While we do not oppose the expansion of Ysgol Mynydd Bychan per se, the implications for Allensbank do not seem to have been given equal consideration in the proposed plans. Within the proposals there is even the insinuation that by expanding Ysgol Mynydd Bychan a greater number of children will be able to access high quality teaching, a claim we strenuously repudiate. Allensbank has responded to all challenges and demands placed on it and the staff have worked hard to make our school the very best environment for the pupils and staff. This is reflected in our recent Estyn report. As far as the proposed plans suggest, the expansion of Ysgol Mynydd Bychan and the sharing of our school site is both a way of exacerbating and structurally reinforcing inequality and the beginning of the end for Allensbank Primary School. Allensbank is a welcoming, inclusive school that represents the best of multicultural Wales. Our children learn to interact with, appreciate and celebrate all the different people and cultures that make up our community, and it is something we are extremely proud of. As the first School of Sanctuary in Cardiff, we are pleased that this is something recognised and applauded nationally too. Cardiff has a long history of welcoming diverse groups and we are pleased to continue this tradition. With this in mind, we would welcome the school sharing proposal if it did indeed mean adding to the community of Allensbank; we would like the chance to learn together and from each other. We would be happy to continue our inclusive and welcoming practice and find ways to creatively and sympathetically share a space with Ysgol Mynydd Bychan. Ours is not a community threatened by welcoming others. However, the current proposals do not set out ways in which this can practically happen – instead, what is proposed is a rigid separation and an apartness that will undermine and infringe on our inclusive school environment and values. More than that, the separation will be visibly stark between the almost exclusively white Ysgol Mynydd Bychan, and the non-white Allensbank student populations – particularly if there were separate entrances, playtimes and drop off times. We have practical concerns about space, and about how the space will be shared. While Allensbank has got surplus classrooms, we do not have space that is not being used. Due to the nature of our student population, we need room to accommodate different arrangements of students and the capacity to engage with them in different ways. Allensbank is not a financially rich school but we are rich in the dedication, hard work and commitment of our staff. Reducing the number of classrooms on offer will detrimentally affect the capacity of staff to continue to work in the best possible way. In addition, our outdoor space is limited and any extra demands on it will be detrimental to the important ways we use it within our curriculum and for the wellbeing of our pupils. We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how the disruptions would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community. Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between Welsh language and non-Welsh language residents. Section 149 of the Equality Act 2010 places a duty on public services to ‘Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.’ There is not equality of opportunity to attend the Welsh-medium schools for those who share the protected characteristic of race. This is because children with English as a second language (ESOL) are much less likely to attend

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Welshmedium schools; their parents are understandably fearful of their children having to learn a third language. Additionally, the Long-term Aim 6 from the Strategic Equality Plan 2020-2024 is to develop: 'A Wales of cohesive communities that are resilient, fair and equal.' The statistics clearly show that schools such as Ysgol Mynydd Bychan predominantly serve the white community, with less than 14% of pupils with ESOL, compared to other schools in the area which have on average around 75% of pupils with ESOL. These proposals clearly promote an increasing lack of cohesion within the community between these groups, going against the aims of the Strategic Equality Plan. As Professor Charlotte Williams, who is heading up the new 'Communities, contributions and cynefin: BAME experiences and the new curriculum' working group described, we need to 'reimagine learning and teaching across all the elements of the curriculum so that it reflects a Wales that is, and always has been, ethnically diverse, internationalist in its outlook and progressive in its aspirations.' This includes in the ways our spaces of learning and our communities of practice are organised and maintained, how BAME pupils and students feel part of the Welsh education system and how issues of equality, fairness and representation are negotiated in our schools. Allensbank is a school that is continuing to improve and we as a school are very proud of all we have achieved. We have an excellent senior management team who have led the school through challenges and not only overcome them but excelled. Once again, we feel that current proposals and measures will disadvantage our school and jeopardise all the good work that is being done in the school, and for the community.

Yours sincerely,

Local Resident Response

To whom it may concern

In reference to the consultation above to the expansion of Ysgol Mynydd Bychan's intake from 0.9 Forms of Entry to 1.5 and reduction of Allensbank Primary [from 1.5](#) FE to 1 FE. Having reviewed the consultation document, Cardiff Council online form response and having attended a Q&A session on Monday 8th March I have serious concerns and issues around the Consultation Procedure.

The consultation document makes clear that this relates to the Academic Year 2022 and outlines the stages to go through before the process is completed and a decision is made.

However, what is apparent following Q&A session is that the decision to increase the intake in Mynydd Bychan has already been made for September 2021 and that the consultation is purely around which respective school buildings are to facilitate which school pupils or indeed the potential for two schools to share one location.

If indeed the decision to increase the Ysgol Mynydd Bychan to 1.5 FE is already made then to my mind this has not gone through the consultation process. Surely this is contrary to Cardiff Council procedures?

I have seen some correspondence indicating that as the September 2021 increase to 1.5 FE is a Temporary implementation and therefore a consultation is not required. However, I fail to see how an instigation to 1.5 FE in September 2021 can be reversed i.e. once Mynydd Bychan has a x1.5 2021 Year Group then that is permanent, or please advise otherwise? Indeed during the Q&A, the very same question was raised and a council representative even confirmed as much that this isn't what is being consulted upon.

That being the case that a decision for Ysgol Mynydd Bychan will be 1.5 FE from 2021 then a formal Consultation process hasn't been carried out for this. Could you please advise why this is not the case? A reference to a "Temporary Measure" cannot be used in an instance when something clearly cannot be reversed.

As a principle, I have no issue with the proposal of the expansion of Mynydd Bychan and reduction of Allensbank FE. However, what I'm struggling to compute is why the Council are going down the route of a convoluted mish mash mess of a proposal. The thought of both the Mynydd Bychan school having pupils on two sites, with potentially siblings in different locations, segregated play times etc and the loss of "community feel" to the school while at the same time it seems very unfair on Allensbank school parents, pupils and staff seeing their school facility split to host another school. The immersion in the Welsh language is vital for students and despite what was inferred in the online meeting this evening, students in their latter years of primary do not need greater exposure to English and other than their English GCSE's will sit exams in Welsh at secondary level. Parents also select a school for siblings to be together, something I feel strongly about. A split site will destroy bonds that form across year groups.

To my mind why are the Council not simply looking at the numbers; that Allensbank is undercapacity in its current location and Mynydd Bychan will be over-capacity for a 1.5 FE school and swap locations of the schools from whichever year the change in year-group size is implemented (whether that be 2021 and 2022). Why are the council over-complicating matters when they don't need to be?

Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

Parents of both schools have chosen their schools for a reason, whether that be Welsh medium or English medium. They have not chosen a school where they may be situated in two different sites nor have they chosen to select some hybrid multi-medium school (which I felt was being implied during the Q&A). To my mind, the Council risks damaging both schools unnecessarily and should change course before implementing in September 2021.

Could someone please come back to me specifically on the point around the lack of a consultation process around 2021 implementation.

Parent Response

Dear Council Officers,

I am writing as a concerned parent at Allensbank Primary School. The proposals that are currently under review relating to our school contain a number of issues for my children, the Allensbank community and the future of our school. In this letter I will highlight the main concerns we hold as parents at the school.

While we do not oppose the expansion of Ysgol Mynydd Bychan *per se*, the implications for Allensbank do not seem to have been given equal consideration in the proposed plans. Within the proposals there is even the insinuation that by expanding Ysgol Mynydd Bychan a greater number of children will be able to access high quality teaching, a claim we strenuously repudiate. Allensbank has responded to all challenges and demands placed on it and the staff have worked hard to make our school the very best environment for the pupils and staff. This is reflected in our recent Estyn report. As far as the proposed plans suggest, the expansion of Ysgol Mynydd Bychan and the sharing of our school site is both a way of exacerbating and structurally reinforcing inequality and the beginning of the end for Allensbank Primary School.

Allensbank is a welcoming, inclusive school that represents the best of multicultural Wales. Our children learn to interact with, appreciate and celebrate all the different people and cultures that make up our community, and it is something we are extremely proud of. As the first School of Sanctuary in Cardiff, we are pleased that this is something recognised and applauded nationally too. Cardiff has a long history of welcoming diverse groups and we are pleased to continue this tradition. With this in mind, we would welcome the school sharing proposal if it did indeed mean adding to the community of Allensbank; we would like the chance to learn together and from each other. We would be happy to continue our inclusive and welcoming practice and find ways to creatively and sympathetically share a space with Ysgol Mynydd Bychan. Ours is not a community threatened by welcoming others. However, the current proposals do not set out ways in which this can practically happen – instead, what is proposed is a rigid separation and an apartness that will undermine and infringe on our inclusive school environment and values. More than that, the separation will be visibly stark between the almost exclusively white Ysgol Mynydd Bychan, and the non-white Allensbank student populations – particularly if there were separate entrances, playtimes and drop off times.

We have practical concerns about space, and about how the space will be shared. While Allensbank has got surplus classrooms, we do not have space that is not being used. Due to the nature of our student population, we need room to accommodate different arrangements of students and the capacity to engage with them in different ways. Allensbank is not a financially rich school but we are rich in the dedication, hard work and commitment of our staff. Reducing the number of classrooms on offer will detrimentally affect the capacity of staff to continue to work in the best possible way. In addition, our outdoor space is limited and any extra demands on it will be detrimental to the important ways we use it within our curriculum and for the wellbeing of our pupils.

We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how the disruptions would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community. Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between

Welsh language and non-Welsh language residents. Section 149 of the Equality Act 2010 places a duty on public services to 'Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.' There is not equality of opportunity to attend the Welsh-medium schools for those who share the protected characteristic of race. This is because children with English as a second language (ESOL) are much less likely to attend Welsh-medium schools; their parents are understandably fearful of their children having to learn a third language. Additionally, the Long-term Aim 6 from the Strategic Equality Plan 2020-2024 is to develop: 'A Wales of cohesive communities that are resilient, fair and equal.' The statistics clearly show that schools such as Ysgol Mynydd Bychan predominantly serve the white community, with less than 14% of pupils with ESOL, compared to other schools in the area which have on average around 75% of pupils with ESOL. These proposals clearly promote an increasing lack of cohesion within the community between these groups, going against the aims of the Strategic Equality Plan. As Professor Charlotte Williams, who is heading up the new 'Communities, contributions and cynefin: BAME experiences and the new curriculum' working group described, we need to 'reimagine learning and teaching across all the elements of the curriculum so that it reflects a Wales that is, and always has been, ethnically diverse, internationalist in its outlook and progressive in its aspirations.' This includes in the ways our spaces of learning and our communities of practice are organised and maintained, how BAME pupils and students feel part of the Welsh education system and how issues of equality, fairness and representation are negotiated in our schools. Allensbank is a school that is continuing to improve and we as a school are very proud of all we have achieved. We have an excellent senior management team who have led the school through challenges and not only overcome them but excelled. Once again, we feel that current proposals and measures will disadvantage our school and jeopardise all the good work that is being done in the school, and for the community.

Yours sincerely

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I look forward to receiving your comments and reassurances as soon as possible

Yours sincerely

Parent Response

I think its a ridiculous idea. Allensbank is a non welsh speaking school how confusing it would be for our children who do not speak welsh. Theres a welsh school in rumney go there 🙄

Parent Response

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I am writing as a concerned parent at Allensbank Primary School. The proposals that are currently under review relating to our school contain a number of issues for my children, the Allensbank community and the future of our school. In this letter I will highlight the main concerns we hold as parents at the school.

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Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

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We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how the disruptions would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community.

Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between Welsh language and non-Welsh language residents. Section 149 of the Equality Act 2010 places a duty on public services to 'Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.' There is not equality of opportunity to attend the Welsh-medium schools for those who share the protected characteristic of race. This is because children with English as a second language (ESOL) are much less likely to attend Welsh-medium schools; their parents are understandably fearful of their children having to learn a third language. Additionally, the Long-term Aim 6 from the Strategic Equality Plan 2020-2024 is to develop: 'A Wales of cohesive communities that are resilient, fair and equal.' The statistics clearly show that schools such as Ysgol Mynydd Bychan predominantly serve the white community, with less than 14% of pupils with ESOL, compared to other schools in the area which have on average around 75% of pupils with ESOL. These proposals clearly promote an increasing lack of cohesion within the community between these groups, going against the aims of the Strategic Equality Plan. As Professor Charlotte Williams, who is heading up the new 'Communities, contributions and cynefin: BAME experiences and the new curriculum' working group described, we need to 'reimagine learning and teaching across all the elements of the curriculum so that it reflects a Wales that is, and always has been, ethnically diverse, internationalist in its outlook and progressive in its aspirations.' This includes in the ways our spaces of learning and our communities of practice are organised and maintained, how BAME pupils and students feel part of the Welsh education system and how issues of equality, fairness and representation are negotiated in our schools.

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Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

measures will disadvantage our school and jeopardise all the good work that is being done in the school, and for the community

Yours sincerely

Parent Response

Dear Council Officers,

As a parent of two children at Allensbank Primary I am frustrated by the plans under review to use space at Allensbank to expand Ysgol Mynydd Bychan.

I feel the council would do better to consult on the following three points;

1. How it could encourage more parents to think of Allensbank as the ideal local school, rather than favouring the Welsh language school, thereby reducing the need for Mynydd Bychan to take over space at other institutions.
 2. Whether space at Allensbank is best utilised for this expansion, considering that there are no less than three faith schools in the immediate area.
 3. How an expansion of the Welsh medium school could be better integrated with Allensbank Primary, rather than creating a bizarre segregation. I have American-born teenagers attending Cathays High School, so I will have to consult them on whether Jim Crow Laws are part of the History syllabus when speaking on the American Civil Rights Movement, though the proposed plans certainly felt very familiar, in that regard. I hope to enjoy your response soon, and also looking forward to hearing of any further consultation.
- Yours sincerely,

Parent Response

Dear Council Officers,

I am writing as a concerned parent at Allensbank Primary School. The proposals that are currently under review relating to our school contain a number of issues for my children, the Allensbank community and the future of our school. In this letter, I will highlight the main concerns we hold as parents at the school.

Now that we KNOW some of the Catholic schools are teaching sex ed/etc that doesn't match our societal goals, is it possible for us to consider it is now time to allocate space for Welsh-medium and English medium, **while no longer funding religious education that caters to one denomination?** Taking space from a minority school while allowing religious schools to teach as they will, seems wrong. And, for the record, my children are white-British. We chose to not use the Welsh school due to the lack of diversity.

While we do not oppose the expansion of Ysgol Mynydd Bychan *per se*, the implications for Allensbank do not seem to have been given equal consideration in the proposed plans. Within the proposals there is even the insinuation that by expanding Ysgol Mynydd Bychan a greater number of children will be able to access high quality teaching, a claim we strenuously repudiate. Allensbank has responded to all challenges and demands placed on it and the staff have worked hard to make our school the very best environment for the pupils and staff. This is reflected in our recent Estyn report. As far as the proposed plans suggest, the expansion of Ysgol Mynydd Bychan and the sharing of our school site is both a way of exacerbating and structurally reinforcing inequality and the beginning of the end for Allensbank Primary School.

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Yours sincerely

Parent Response

Cardiff Council Education Department

County Hall, Cardiff

CF10 4UW

03/03/2021

Re: Ysgol Mynydd Bychan takeover of Allensbank School

Dear Council Officers

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In this letter I will highlight the main concerns we hold as parents at the school. While we do not oppose the expansion of Ysgol Mynydd Bychan per se, the implications for Allensbank do not seem to have been given equal consideration in the proposed plans. Within the proposals there is even the insinuation that by expanding Ysgol Mynydd Bychan a greater number of children will be able to access high quality teaching, a claim we strenuously repudiate.

Allensbank has responded to all challenges and demands placed on it and the staff have worked hard to make our school the very best environment for the pupils and staff. This is reflected in our recent Estyn report.

As far as the proposed plans suggest, the expansion of Ysgol Mynydd Bychan and the sharing of our school site is both a way of exacerbating and structurally reinforcing inequality and the beginning of the end for Allensbank Primary School.

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Cardiff has a long history of welcoming diverse groups and we are pleased to continue this tradition. With this in mind, we would welcome the school sharing proposal if it did indeed mean adding to the community of Allensbank; we would like the chance to learn together and from each other. We would be happy to continue our inclusive and welcoming practice and find ways to creatively and sympathetically share a space with Ysgol Mynydd Bychan.

Ours is not a community threatened by welcoming others. However, the current proposals do not set out ways in which this can practically happen – instead, what is proposed is a rigid separation and an apartness that will undermine and infringe on our inclusive school environment and values.

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We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how the disruptions would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community. Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between Welsh language and non-Welsh language residents.

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Additionally, the Long-term Aim 6 from the Strategic Equality Plan 2020-2024 is to develop: 'A Wales of cohesive communities that are resilient, fair and equal.' The statistics clearly show that schools such as Ysgol Mynydd Bychan predominantly serve the white community, with less than 14% of pupils with ESOL, compared to other schools in the area which have on average around 75% of pupils with ESOL. These proposals clearly promote an increasing lack of cohesion within the community between these groups, going against the aims of the Strategic Equality Plan.

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A parent of allensbank pupil

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I would be grateful for a reply as to how the council plan to address the points raised above.

Yours faithfully,

Parent Response

Good morning,

I have recently been made aware of the proposed expansion of Ysgol Mynydd Bychan and I wanted to write to share some concern regarding the possible negative impact this may have on other local Welsh medium schools.

My children attend Ysgol Glan Ceubal, I live within catchment of this school and feel very lucky to have access to a wonderful school for my boys. We have a very active PTA and parents are very vocal and supportive of the school and in promoting it. However, not until very recently did I realise the negative impact of the current catchment boundaries and the impacts this is having on getting full classes.

The letter circulated about Ysgol Mynydd Bychan made no mention of Ysgol Glan Ceubal and failed to highlight how this will likely reduce intake even further with a consequential negative impact on available funding for the school.

Glan Ceubal is a new build (not a new school) but has received significant Council funding for the new building. I am aware that some children attending our school would fall under Mynydd Bychan catchment area and as such we risk, with the proposed expansion further reducing the possible intake for Ysgol Glan Ceubal. I do not understand why following significant investment in our school you would choose to extend another Welsh medium primary when Glan Ceubal is not full and would benefit from council support rather than what feels like the council working against them.

I understand that Glan Ceubal's catchment currently covers areas including Bute Park. I am astonished to hear this as clearly there are no families living in this part of the city and limits significantly the financial opportunities of the school. If we do not have the scope to welcome children from these areas (because no one lives there) this inevitably puts the existing children attending Ysgol Glan Ceubal at a disadvantage over other schools such as Mynydd Bychan who will be able to claim more funding due to class sizes. Whilst I do appreciate the importance of offering Welsh medium education where there is demand, and clearly I am very much a supporter of Welsh medium education- a keen learner myself, it feels wrong to support and grow one school when there is opportunity and an appetite from others too which are being overlooked.

I would be grateful if you could let me know if there is anything that Glan Ceubal parents and staff could do to address this? As I say, in terms of self promotion, the YGC parents are very active in the community and I would be keen to hear what further advice you would suggest?

No doubt this issue has been raised with you before and I would welcome your response on how Cardiff Council plan to manage the potential negative impacts of the proposed extension should it go ahead?

Parent Response

To whomever it may concern,

As a parent of children currently in Ysgol Mynydd Bychan I have a number of strong views on your proposals to increase the schools capacity. Firstly I must add I have no problem with increasing the capacity. My issues lie with the way you are seeking to do this.

I don't believe that splitting the school between sites of current Ysgol M B and Ysgol Allensbank is seeking the best interests of any family or child.

1. How will safeguarding issues be monitored when teachers and children are split between sites???
2. Will you give more funding to Ysgol M B for more teachers and TA's otherwise the stress levels will increase and there will be more sickness?
3. If you really want to nurture welsh speaking how will children be encouraged to speak welsh in the playground if they are using the Ysgol Allebsbank site which is English medium? Will there be mixing of children, who will be watching who's kids?
4. How will you seek to encourage school community among the children when they are split over two sites?

Ysgol Mynydd Bychan is a well run and lovely school for my children. Its popular because of those that work there and the community spirit. I cannot tell those in power how to solve this but I certainly don't think splitting the school over two sites is the answer, for anybody!!

Regards,

Parent Response

Dear School Organisation Planning Team,

I am writing as a concerned parent at Allensbank Primary School. The proposals that are currently under review relating to our school contain a number of issues for my children, the Allensbank community and the future of our school. In this letter I will highlight the main concerns I hold as a parent at the school.

While I do not oppose the expansion of Ysgol Mynydd Bychan *per se*, the implications for Allensbank do not seem to have been given equal consideration in the proposed plans. Within the proposals there is even the insinuation that by expanding Ysgol Mynydd Bychan a greater number of children will be able to access high quality teaching, a claim we strenuously repudiate. Allensbank has responded to all challenges and demands placed on it and the staff have worked hard to make our school the very best environment for the pupils and staff. This is reflected in our recent Estyn report: Allensbank is an excellent school with a strong community. Our children do well, academically and socially. As far as the proposed plans suggest, the expansion of Ysgol Mynydd Bychan and the sharing of our school site is both a way of exacerbating and structurally reinforcing inequality and the beginning of the end for Allensbank Primary School.

Allensbank is a welcoming, inclusive school that represents the best of multicultural Wales. Our children learn to interact with, appreciate and celebrate all the different people and cultures that make up our community, and it is something we are extremely proud of. As the first School of Sanctuary in Cardiff, we are pleased that this is something recognised and applauded nationally too. Cardiff has a long history of welcoming diverse groups and we are pleased to continue this tradition. With this in mind, we would welcome the school sharing proposal if it did indeed mean adding to the community of Allensbank; we would like the chance to learn together and from each other. We would be happy to continue our inclusive and welcoming practice and find ways to creatively and sympathetically share a space with Ysgol Mynydd Bychan. Ours is not a community threatened by welcoming others. However, the current proposals do not set out ways in which this can practically happen – instead, what is proposed is a rigid separation and an apartness that will undermine and infringe on our inclusive school environment and values. More than that, the separation will be visibly stark between the almost exclusively white Ysgol Mynydd Bychan, and the non-white Allensbank student populations – exacerbated when there are separate entrances, playtimes and drop off times. I am worried for the lesson this will communicate to my children and the children who attend Ysgol Mynydd Bychan.

We have practical concerns about space, and about how the space will be shared. While Allensbank has got surplus classrooms, we do not have space that is not being used. Due to the nature of our student population, we need room to accommodate different arrangements of students and the capacity to engage with them in different ways. Allensbank is not a financially rich school but we are rich in the dedication, hard work and commitment of our staff. Reducing the number of classrooms on offer will detrimentally affect the capacity of staff to continue to work in the best possible way. In addition, our outdoor space is limited and any extra demands on it will be detrimental to the important ways we use it within our curriculum and for the wellbeing of our pupils.

We can see why these proposals would benefit Ysgol Mynydd Bychan, but we are not clear how they would do anything good for our children or the future of our school. More broadly, we are concerned about the issues of racial inequality these proposals will have on the community.

Identified in your own report, these issues will adversely affect non-white community members and we worry about how this will affect our school, the community and the future relations between Welsh language and non-Welsh language residents. Section 149 of the Equality Act 2010 places a duty on public services to 'Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.' There is not equality of opportunity to attend the Welsh-medium schools for those who share the protected characteristic of race. This is because children with English as a second language (ESOL) are much less likely to attend Welsh-medium schools; their parents are understandably fearful of their children having to learn a third language. Additionally, the Long-term Aim 6 from the Strategic Equality Plan 2020-2024 is to develop: 'A Wales of cohesive communities that are resilient, fair and equal.' The statistics clearly show that schools such as Ysgol Mynydd Bychan predominantly serve the white community, with less than 14% of pupils with ESOL, compared to other schools in the area which have on average around 75% of pupils with ESOL. These proposals clearly promote an increasing lack of cohesion within the community between these groups, going against the aims of the Strategic Equality Plan. As Professor Charlotte Williams, who is heading up the new 'Communities, contributions and cynefin: BAME experiences and the new curriculum' working group described, we need to 'reimagine learning and teaching across all the elements of the curriculum so that it reflects a Wales that is, and always has been, ethnically diverse, internationalist in its outlook and progressive in its aspirations.' This includes in the ways our spaces of learning and our communities of practice are organised and maintained, how BAME pupils and students feel part of the Welsh education system and how issues of equality, fairness and representation are negotiated in our schools. Our school is a legitimate and important part of Welsh culture, history and identity, and we should not be marginalised and disadvantaged for political gain

Allensbank is a school that is continuing to improve and we are very proud of all we have achieved. We have an excellent senior management team who have led the school through challenges and not only overcome them but excelled. Once again, we feel that current proposals and measures will disadvantage our school and jeopardise all the good work that is being done in the school, and for the community. Our school is a legitimate and important part of Welsh culture, history and identity, and we should not be marginalised and disadvantaged for political reasons that are not even supported by the statistics you present in your report. Unless you can clearly set out a plan for how this site share will truly work, and a plan for the future of Ysgol Mynydd Buchan and Allensbank, that does not disadvantage our school, I am completely opposed to your proposals.

Yours sincerely

Parent Response

Hi there

I recently received a letter regarding the expansion of Ysgol Mynydd Bychan.

I'd like to understand how this will impact on other local Welsh medium schools like Ysgol Glan Ceubal (where my own children go). I'm pretty upset that the letter makes absolutely no mention of the potential impact on our school.

Glan Ceubal currently has children attending who would fall into the Mynydd Bychan catchment area and it seems strange to start extending another Welsh medium primary when Glan Ceubal is literally brand new and not full.

Glan Ceubal's catchment currently covers areas like Bute Park where nobody lives and it seems to put our school and our children at a disadvantage to start over with Mynydd Bychan. I am obviously biased but Glan Ceubal is an amazing school and the demographic of the immediate Gabalfa area (and the catchment covering unoccupied geographical areas) means it was never going to be immediately full.

Please let myself and the other Glan Ceubal parents (and I'm sure teachers) know what the potential impact would be and how you are planning to manage this.

Yours sincerely,

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Equality Impact Assessment
Corporate Assessment Template



Policy/Strategy/Project/Procedure/Service/Function Title: School Organisation Planning: Primary school places to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd

New/Existing/Updating/Amending: Updating

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

Name: Richard Portas

Job Title: Programme Director

Service Team: School Organisation Planning

Service Area: Education

Assessment Date: May 2021

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

To inform the Cabinet to inform Cabinet of the responses received following consultation on proposals regarding primary school provision to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

It is proposed to:

- Increase the capacity of Ysgol Mynydd Bychan from c0.9FE (192 places) to 1.5 FE (315 places) from September 2022
- Consolidate Allensbank Primary School at 1FE (210 places), retaining nursery and ALN provision from September 2022

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.]

At its meeting on 17 December 2020, the Council's Cabinet authorised officers to:

- consult on a proposal to increase the capacity of Ysgol Mynydd Bychan from c0.9 Forms of Entry (FE) (192 places) to 1.5 FE (315 places) from September 2022
- undertake a stakeholder engagement exercise to shape proposals that

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**Equality Impact Assessment
Corporate Assessment Template**

would be taken forward to provide an appropriate balance of Welsh-medium and English-medium primary school places to serve the area

It was noted that consultation on the Admission Arrangements for the 2022/23 academic year would include a proposal to reduce the admission number of Allensbank Primary School from 45 to 30 places.

The proposed changes were developed as part of the Council's commitment to developing Welsh-medium provision and contribute to the Welsh Government targets set out in Cymraeg 2050.

Whilst there was support overall for the expansion of Ysgol Mynydd Bychan, the majority of respondents including the Headteachers and Governing Bodies of Allensbank Primary School and Ysgol Mynydd Bychan did not support the interim expansion of the Ysgol Mynydd Bychan as proposed. A range of concerns were raised around the potential impact on both Allensbank Primary School and Ysgol Mynydd Bychan.

There was an increased intake to the Welsh-medium Reception age group in September 2020.

However, intakes to primary schools city-wide are expected to reduce overall in coming years as the number of children in each pre-school age is lower than in recent intakes. This is expected to be the case in the catchment area of Ysgol Mynydd Bychan. In line with this the Council received 33 first choice preferences for the school from children within the school's catchment area for places at entry into Reception Year in September 2021.

Demand for Welsh-medium places at entry to Reception has fallen in line with the overall reduction in the pupil population and there is sufficient capacity across the wider area to accommodate growth in Welsh-medium in the short term.

The take up of places at Allensbank Primary School has been consistently lower than the number of places available with the school operating with c41% surplus capacity, compared to its published capacity of 315 places (January 2020). This is expected to remain the case.

Consultation on the 2022/23 admission arrangements for community schools took place from 18 December 2020 – 5 February 2021 in accordance with the requirements of the Admissions Code. The consultation included the proposed changes to Published Admission Number of Allensbank Primary School.

At its meeting on 18 March 2021 the Cabinet agreed the Council's School Admission Arrangements 2022/2023 as set out in the Admission Policy 2022/2023

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The Council recognises that the education system is a key element in ensuring that children are able to develop their Welsh skills, and for creating new speakers and is committed to increasing the number of Welsh-medium primary school places including the expansion of Ysgol Mynydd Bychan by 1FE.

During the consultation, views were sought on how the provision of English-medium and Welsh-medium provision to serve the area could be provided in the long term with a number of alternative options put forward by respondents.

The Cardiff Welsh Education Forum is currently developing the new 10 year Welsh in Education Strategic Plan for the city. The plan aims to set out the next steps in growing Welsh-medium education to support the Cymraeg 2050 target of 1 million Welsh speakers. It is expected the plan will be available for public consultation in the Autumn before being submitted for approval to WAG in January 2022.

Taking the above information into account, it is recommended that the proposal as outlined at paragraph 1 above is not progressed.

It is therefore proposed that further work is undertaken to develop proposals for consideration by Cabinet following adoption of the Council's WESP. The points raised during the consultation will be further appraised prior to bringing forward revised proposals for primary school provision to serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd.

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	x		
18 - 65 years	x		
Over 65 years	x		

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

Educational provision (age 3 - 11)

The Council's aim is to improve the match between the supply of and demand for Welsh-medium and English-medium schools places serving Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd .

The proposal to reduce the capacity of Allensbank Primary School is not

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expected to have any differential impact as demand for places at the school is projected to be less than the existing capacity.

The proposal would ensure sufficient places for pupils in both Welsh-medium and English-medium settings for ages 3 – 11.

This provision is age dependent and therefore not accessible to pupils outside of this age range, or adults, either locally or in the wider community.

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

The Council has a statutory duty to provide pupil places to meet the needs of all pupils in Cardiff.

Provision for age groups not accommodated by this proposal have been considered outside of this proposal

The points raised regarding the potential impact on pupils during the public consultation are noted and will inform any future long term proposals brought forward.

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		x	
Physical Impairment		x	
Visual Impairment		x	
Learning Disability		x	
Long-Standing Illness or Health Condition			x
Mental Health			x
Substance Misuse			x
Other			x

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

The proposed changes would not have a differential impact as the schools will continue to be able to meet the needs of any children with a disability.

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

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3.3 Gender Reassignment

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

	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)			

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

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			X
Civil Partnership			X

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

3.5 Pregnancy and Maternity

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

CARDIFF COUNCIL

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Corporate Assessment Template**

	Yes	No	N/A
Pregnancy			X
Maternity			X

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

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

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

The proposal would have greater impact on the population closer to the school than on the city as a whole. If this local population is made up of a racial mix which is disproportionate to that typically found across the city then there is potential for the proposal to have a differential impact on this community relative to that of the wider Local Authority population.

The concerns raised by stakeholders, in particular those with links to Allensbank Primary School, with regard to differences between both schools racial/ethnic makeup and the perception that minority groups would be disadvantaged as a result of the proposal are noted.

It is not expected that there would be any negative impact on the ethnic minority community around Allensbank. There is no data available to suggest that the number of pupils enrolling at Allensbank Primary School would exceed 210 in future years and there would be sufficient places available at the school and in the wider area for all those seeking an English-medium place.

Concerns raised by Allensbank Primary School regarding methods of engaging

CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**

with the community were addressed during the consultation and will be included as part of any future consultations.

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

Access to education in Cardiff is on an equal basis. All schools operate in accordance with the requirements of the Equalities Act and policies and practices are in place to support this. The provision being proposed would be accessible to all ethnic groups and compliance with the Council's policies on equal opportunities would need to be ensured.

School are required to have a Strategic Equality Plan and would work together to ensure that any concerns are addressed.

The points raised regarding the potential impact on/makeup of the local community during the public consultation are noted and will inform any future long term proposals brought forward.

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		X	
Christian		X	
Hindu		X	
Humanist		X	
Jewish		X	
Muslim		X	
Sikh		X	
Other		X	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

3.8 Sex

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

CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**

	Yes	No	N/A
Men		x	
Women		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

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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		x	
Gay Men		x	
Gay Women/Lesbians		x	
Heterosexual/Straight		x	

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

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

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

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3.10 Socio-economic Duty

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the Socio-economic Duty?

	Yes	No	N/A
		x	

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

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

There is no information available that suggests that the proposals would have a negative effect on pupils who receive Free School Meals.

The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The Council works closely with the governing bodies of schools to make sure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education, the delivery of the Foundation Phase or each key stage of education at any of the schools or the ALN provision based at Allensbank Primary School

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

The points raised regarding the potential impact on/makeup of the local community during the public consultation are noted and inform any future long term proposals brought forward.

3.11 Welsh Language

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

	Yes	No	N/A
	x		

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

The proposals outlined in this report strongly supports the Welsh Government's strategy for the Welsh language by contributing to meeting the targets set out in the Cymraeg 2050 strategy.

The Council works closely and constructively with partners on its Welsh Education Forum, which includes representatives of nursery, primary, secondary

CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**

and further education, childcare, RhAG and the Welsh Government. The Forum actively informs the planning of Welsh-medium places, to continue to drive the Council's plan to sustainably increase the number of learners within Welsh-medium schools and those learning Welsh in English-medium schools.

The Council, and its partners on the Welsh Education Forum, are committed to driving the increase in number of pupils educated through the medium of Welsh, to meet the targets within Cardiff's WESP, and to meet the targets set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the yield from proposed housing and the patterns of take-up in Welsh-medium provision at primary and secondary age, with a view to bringing forward appropriate plans to meet any increased demand.

The Council must ensure that the expansion of school provision is brought forward in a strategic and timely manner, which does not compromise existing provision. Significantly or rapidly expanding Welsh-medium primary school provision would, inevitably, have an impact on the take-up of places in other schools, and in turn on the ability of schools to balance budgets and to attract or retain staff.

The Council's aspirations for increasing the number of Welsh speakers, and the Welsh Government's Cymraeg 2050, propose a significant change. Cymraeg 2050 sets national targets of educating 40% of learners in Welsh-medium schools, and a further 30% of learners being educated in English-medium schools being fluent in Welsh. At present, c17% of Cardiff children entering primary education are educated in Welsh-medium schools or classes.

There is sufficient capacity across the wider area to accommodate demand for Welsh-medium places in September 2021 and until the 2023/24 school year based on the current pattern of uptake of places; however, longer term changes to provision would need to be made in order to make progress towards the Cymraeg 2050 targets.

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

The points raised regarding the potential impact on Ysgol Mynydd Bychan and other local Welsh-medium schools during the public consultation are noted and will inform any future long term proposals brought forward.

4. Consultation and Engagement

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

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

The Council's Accessibility Officer would be given the opportunity to comment on the scheme.

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

Groups	Actions
Age	See Generic Over Arching below
Disability	
Gender Reassignment	
Marriage & Civil Partnership	
Pregnancy & Maternity	
Race	
Religion/Belief	
Sex	
Sexual Orientation	
Socio-economic Duty	
Welsh Language	
Generic Over-Arching [applicable to all the above groups]	Compliance with the Council's policies on equal opportunities would need to be ensured. The points raised during the public consultation are noted and will inform any future long term proposals brought forward.

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 : Hibah Iqbal	Date: May 2021
Designation: Policy, Equalities and Reports Officer	
Approved By: Brett Andrewartha	
Designation: School Planning Team Manager	
Service Area: Schools and Lifelong Learning	

CARDIFF COUNCIL

**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 2536 / 3262 or email equalityteam@cardiff.gov.uk

**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 17 JUNE 2021

OUTTURN 2020/21

**FINANCE, MODERNISATION & PERFORMANCE (COUNCILLOR
CHRIS WEAVER)**

AGENDA ITEM:7

Appendix 8 of this report is not for publication as it contains exempt information of the description in paragraphs 14 and 21 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

1. This report provides Cabinet with an assessment of the Council's financial position in respect of the year ending 31st March 2021.

Background

2. The report compares the outturn for the financial year ending 31st March 2021 with the budget for the year, for both revenue and capital expenditure. The report also provides a summary Treasury Management Statement in respect of investments and borrowing. All figures are subject to external audit as part of the Statement of Accounts preparation and publication process.
3. The 2020/21 financial year should be set against the backdrop of the global COVID-19 pandemic, which significantly impacted the final outturn position being reported. This impact included additional expenditure incurred, income lost and a change in the nature of Welsh Government (WG) grant income received. Because of the extent of this impact, the report begins by setting out the way in which the pandemic has affected the Council's finances during the year, including the Council's response to the challenges that emerged. The report then summarises the final revenue position, including the position in relation to earmarked reserves, before providing details of the final position in relation to the Capital Programme.

Issues

4. An overall summary of the position indicates:
 - A balanced position has been achieved in 2020/21, following transfers to and from earmarked reserves.

- Overall, the level of general fund earmarked reserves have increased by £47.609 million, to a level of £102.503 million. Contained within this figure is an increase in school balances totalling £16.397 million, with the total balance now standing at £21.714 million.
- The Housing Revenue Account (HRA) recorded a net surplus of £6.519 million, which was transferred to the HRA Revenue Balance, and remains available for HRA expenditure only.
- The Council spent £165.709 million on capital expenditure compared to a budget of £213.108 million, with the variance primarily relating to the slippage of schemes into 2021/22, again in part impacted by the COVID-19 pandemic.

COVID-19 Pandemic

5. The COVID-19 pandemic had a major impact on all local authorities across Wales throughout 2020/21. From a purely financial perspective, the response to the pandemic required the Council to incur additional expenditure, including, for example, spend relating to infection control measures, measures to safeguard the public and employees, support for vulnerable citizens and supplier relief. In addition, income losses have also been substantial, during the period where services either have been closed or have experienced significant reductions in demand or footfall. The Council also played a leading role in coordinating, on behalf of WG, financial support for local business and regional responses to the pandemic, such as the Track, Trace and Protect (TTP) programme and measures to respond to excess deaths in the region. As well as supporting local businesses, the Council has also had to consider its response to challenges experienced by its own traded services, including access to the UK Government's Job Retention Scheme. Every directorate and almost every service of the Council has been financially impacted by the pandemic in some way, and the report will seek to highlight some of the key issues faced.
6. In recognition of the pressures being experienced by local authorities, WG made various funding streams available, either through a COVID-19 general Hardship Fund or grants for specific purposes. In total, £557 million was made available to Welsh local authorities, some of which was earmarked for specific purposes, such as homelessness, adult social care, free school meal provision, excess deaths and school cleaning. In addition, WG channelled funding for supporting citizens who were self-isolating or in receipt of only statutory sick pay via the Hardship Fund, to be administered by local authorities. Within the £557 million total, £198 million was earmarked specifically for addressing lost and delayed income issues in relation to local authority services. As a requirement of accessing this element of the fund, local authorities were required to demonstrate that compensatory savings, made whilst services were inactive, were being offset against claims for lost or delayed income, as well as accessing all other avenues for reducing the level of lost income, such as the Job Retention Scheme.

7. As well as utilising savings made before submitting claims, the expectation from WG was that local authorities would explore all other avenues for financial support. Therefore, early in the financial year, and in response to the emerging financial position at Month 4, the Council took a number of steps to minimise the level of support required from WG. These steps included utilisation of the Job Retention Scheme, in connection with income generating areas that were not operational at certain times of the year. These areas included St David's Hall and New Theatre, Cardiff Castle, the School Catering function and the Storey Arms Outdoor Pursuits Centre. As a result, a number of staff were furloughed for all or part of the year, on a full time or part time basis, with the Council receiving a total of £3.374 million of reimbursements from the scheme.
8. Access to the Hardship Fund, which covered both additional expenditure and lost income, was facilitated via a claims process. Expenditure claims were submitted on a monthly basis and income claims on a quarterly basis, with both being considered by a WG panel. The table below provides an overview of expenditure claimed by the Council in 2020/21:

Expenditure Type	Total (£000)
PPE	6,477
Free School Meals	7,842
Body Storage Costs	3,136
Homelessness	3,713
Adult Social Care	13,963
Waste	2,845
Supplier Relief	1,505
Self-Isolation	823
Other	10,545
Total	50,849

9. As can be seen from the table above, a total of £50.849 million was claimed by the Council from the Hardship Fund. However, as illustrated in the table that follows, the monthly amount claimed varied significantly, with a peak in June, following the height of the pandemic. The table that follows also provides the overview of amounts actually reimbursed by WG and, consequently, the value of expenditure to be met from Council resources. At the time of writing this report, a response to the March claim has not been provided and the final accounts assume that the claim will be reimbursed in full. Should the claim not be reimbursed in full, the costs arising will be managed via the use of earmarked reserves during 2021/22.

Month	Original Value of Claim (£000)	Withdrawn / Funded via Other Source (£000)	Reimbursed by WG (£000)	Rejected Items to be funded by LA (£000)
April	5,201	(376)	(4,784)	41
May	4,527	(125)	(4,260)	142
June	12,639	(526)	(10,551)	1,562
July	3,475	(4)	(3,233)	238
August	2,583	0	(2,504)	79
September	3,624	0	(3,600)	24
October	2,478	0	(2,457)	21
November	3,244	0	(3,237)	7

December	3,233	0	(3,233)	0
January	3,906	0	(3,906)	0
February*	2,894	0	(2,894)	0
March**	3,045	0	(3,045)	0
Total	50,849	(1,031)	(47,704)	2,114

*It is assumed that an amount of £7,000 held from the February claim will be reimbursed.

**It is assumed the March claim will be reimbursed in full.

10. As the table above shows, the claims submitted to WG have largely been agreed in full. The exception to this is the June 2020 claim, where a total of £1.562 million was rejected. This rejected amount was largely due to a £1 million supplier relief payment being deemed ineligible, coupled with £412,000 in relation to ICT, where WG asked that local authorities contributed towards 50% of costs incurred, arguing that the benefit of such investment would last beyond the pandemic. A similar principle was adopted in relation to communications costs, where, in a number of cases, WG required local authorities to fund 75% of costs arising. It should also be noted that the Council ultimately withdrew some initial claims because alternative funding streams became available.
11. In addition to the expenditure claims, the Council has also submitted quarterly claims for lost or delayed income. The table below provides an overview of the claims made in 2020/21.

	Q1 (£000)	Q2 (£000)	Q3 (£000)	Q4 (£000)	Total (£000)
Total value lost income	16,554	10,419	8,036	10,238	45,247
Savings on lost income	(3,203)	(1,559)	(747)	(694)	(6,203)
Net income lost	13,351	8,860	7,289	9,544	39,044
Withdrawn and pursued via alternative funding route:					
Art Venues	(889)	0	0	0	(889)
Balance of income claim to WG	12,462	8,860	7,289	9,544	38,155

Breakdown of lost income reimbursed:					
Parking	(3,517)	(1,558)	(1,742)	(1,932)	(8,749)
Venues	(1,820)	(1,423)	(1,284)	(1,308)	(5,835)
School Catering	(1,749)	(1,208)	(1,809)	(2,158)	(6,924)
Sport & Leisure	(1,216)	(1,971)	(577)	(1,573)	(5,337)
Waste Services	(767)	(426)	(252)	0	(1,445)
Highways & Transport	(536)	(200)	(212)	(177)	(1,125)
Disabled Facilities Grants	(440)	0	0	0	(440)
Music Service	(356)	(218)	(254)	(267)	(1,095)
Schools	(324)	(242)	0	(550)	(1,116)
Property	0	(473)	(226)	(380)	(1,079)
Other	(1,737)	(1,141)	(933)	(1,199)	(5,010)
Balance rejected by WG	0	0	0	0	0

12. As can be seen from the table above, the claims submitted were agreed in full, including the final claim for the year, which was submitted in advance of the financial year-end. In relation to arts venues, it should be noted that an alternative fund, managed via the Arts Council for Wales, became available during the year and local authorities were directed to this as a primary funding route. The Council was successful in applying for funding, meaning that losses in relation to St David's Hall and New Theatre were primarily covered via that funding source, with any balances reimbursed via the Hardship Fund.
13. The total value of claim items rejected from the Hardship Fund resulted in the Council having to fund £2.114 million of COVID-19 related expenditure from within its own resources. As outlined in the table below, this was done via the use of capital resources, where appropriate, or via the revenue budgets of the relevant directorates. Overall, it proved possible for the Council to absorb these costs and income losses, as evidenced by the balanced position referenced in paragraph 4 of this report and detailed in later sections that follow.

Directorate	Expenditure Items Rejected (£000)
Corporate Management	4
Economic Development:	
Economic Development	83
Recycling & Neighbourhood Services	58
Education & Lifelong Learning (inc schools)	184
People & Communities:	
Housing & Communities	32
Performance & Partnerships	1
Social Services	125
Planning, Transport & Environment	148
Resources:	
Governance & Legal Services	0

Resources	47
Total Directorate	
Met from Capital Resources	117
Summary Revenue Account	1,218
Housing Revenue Account	97
Total Value of Rejected Items	2,114

14. In addition to accessing external funding sources, the Council also took steps to review its own financial position, particularly in response to the emerging financial position at Month 4 and conscious of the emergency position faced given the pandemic. As part of this, directorates were asked to review their respective budgets and identify in-year savings that could be achieved by reducing or holding back spend for all or part of the year. Specific attention was also given to new budget allocations made as part of the 2020/21 budget process, particularly those made as part of the Capital Ambition Policy budget allocations or the Financial Resilience Mechanism (FRM). All savings identified have been incorporated within the final positions reported for each directorate.

Revenue Position

15. As outlined in paragraph 4 and summarised at Appendix 1, the final revenue position reflects an overall balanced position, that is, the Council has contained its spending within the £656.186 million budget approved for the year, after transfers to and from earmarked reserves. This position comprised a net directorate overspend of £191,000, a Capital Financing overspend of £418,000, a Council Tax surplus of £1.016 million and a net overspend of £3.407 million against the Summary Revenue Account, offset by the £3 million general contingency budget. It should be noted that the overall position has improved throughout the year, as greater clarity was gained in relation to the ongoing impact of the pandemic, but also as WG funding announcements were made. In particular, at year-end significant amounts of additional grant funding was made available to local authorities. This grant funding enabled a number of directorates to report improved positions and provided an opportunity to increase the overall level of earmarked reserves, which will be key to supporting the financial resilience of the Council moving forward.
16. Further detail of the individual directorate variances that comprise the £191,000 net directorate overspend can be found as part of Appendix 2. The main variances include overspends of £629,000 in relation to Social Services, £586,000 in relation to Governance & Legal Services and £275,000 in relation to Education & Lifelong Learning. As reported in monitoring reports throughout the year, the pressures within Social Services primarily related to Children's Services and the level of expenditure connected to agency staffing, with increased expenditure on substitute family care largely offset by external grant funding. In the case of Governance & Legal Services, continued pressures in relation to complex children's cases, resulting in the need to engage external legal support, were the main reasons for the overspend. The Education overspend was due to a combination of various factors, including

additional expenditure on Out of County Placements and School Transport.

17. As well as the overspends outlined in the previous paragraphs, underspends were recorded against the budgets for Economic Development, Resources, Housing & Communities and Performance & Partnerships. These underspends amounted to £508,000, £397,000, £285,000 and £179,000, respectively. The Economic Development underspend was the product of in-year saving across various budget headings, including staffing budgets and one-off allocations made from the Council's Financial Resilience Mechanism (FRM). In the case of the other directorates, the reported underspends were mainly the result of in-year staffing savings and the opportunity to offset base funded costs with in-year grant funding. Other directorates not already referenced reported minor variances or balanced positions.
18. Overall, the Capital Financing budget was overspent by £418,000. This budget supports the Council's Capital Programme and treasury management activities, including external interest payable, prudent provision for the repayment of any debt in line with Council policy, as well as interest earned on temporary investments. The position against the budget is impacted by a number of variables such as interest rates, the level of investment balances, share of interest chargeable to the HRA, the need for and timing of external borrowing, as well as performance in achieving capital expenditure projections. The overspend included a lower share of interest payable by the HRA, as well as interest receivable from investments being £215,000 lower than assumed, given the significant reduction in investment deposit rates as a result of COVID-19.
19. The overall Council Tax collection position was a surplus of £1.016 million. Earlier reports contained an assumed balanced position due to the uncertainty regarding the impact of the pandemic on the Council Tax collection rates. However, at year-end, a reassessment of collection rates concluded that Council Tax recovery had been delayed, rather than lost, albeit in-year collection levels were still lower than might have been expected, had it not been for the pandemic. Therefore, this meant that the bad debt provision held for potential losses did not have to be increased as much as was assumed previously. This contributed £1.321 million to the overall surplus position, with the offsetting balance relating to a final net Council Tax debit that was less than budgeted. The overall tax base was also impacted by the pandemic in respect of delays in new properties either being built or being added to the Valuation Office database.
20. The overall position for the Summary Revenue Account (SRA), which consolidates the overall revenue position for the Council and includes non-directorate specific items and other adjustments, was a net overspend of £3.407 million. This position included underspends against contingency budgets held for purposes such as Children's placements, Council Tax Reduction Scheme (CTRS) and materials recycling income. In most cases, these underspends were the result of additional grant funding being used to displace base funded costs. In addition, the Council received grant funding from WG at the end of the financial year totalling £7.088 million.

This grant funding, which was not anticipated or planned for, was awarded to cover the impact of unachieved savings, initially projected Council Tax income losses and for investment in digital transformation and new ways of working. Partly offsetting these underspends and grant allocations were exceptional directorate expenditure items, such as those relating to prior years, transfers to specific provisions and an overall increase in the Council's bad debt provision.

21. The final main components of the SRA position were transfers to earmarked reserves totalling £13.212 million. These transfers were largely enabled by the late grant awards from WG and the non-utilisation of the £3m general contingency and have enabled increases to reserves such as the Strategic Budget Reserve, Insurance Reserve and Inspectorate Support Reserve. As well as this, the transfers facilitated the creation of new reserves such as the Corporate Recovery Risk Reserve, City Events & Recovery Reserve, CTRS Reserve and Digital Transformation Reserve. The increased value of existing reserves, and creation of new reserves, will be critical in supporting the ongoing financial resilience of the Council, particularly in light of a challenging medium term outlook. In addition, there remains considerable uncertainty regarding the longer-term financial impact of the pandemic. These uncertainties include the cost of service recovery, the level and timing uncertainty of ongoing WG financial support, the emergence or increase of particular pressures because of the pandemic and the wider impact on public finances. The existence of these reserves will assist the Council in responding to emerging pressures and managing the impact over the medium term, noting that they are one off in nature.

Achievement of Savings Proposals

22. Contained within the overall revenue position were savings shortfalls, against proposals approved as part of the 2020/21 Council budget, totalling £4.477 million (against a target of £8.557 million). However, as detailed in Appendix 3, a large proportion of this shortfall related to income generation proposals and service change proposals within Social Services. The non-achievement of these savings was, in the main, a direct result of the pandemic, with services either being unable to operate, and therefore generate additional income. As well as this, the need to respond to emerging issues prevented the implementation of wider transformational change. In the case of efficiency proposals, over 80% were achieved, meaning that directorates were largely successful in implementing the operational changes underpinning these proposals. In the majority of cases, this was because steps had already been taken to ensure successful delivery of these proposals before the first effects of the pandemic were evident.
23. The overall directorate position reflects the fact that the Council was broadly successful in mitigating any savings shortfalls. This was through a range of measures, including offsetting savings against expenditure budgets, use of grant funding to displace base funded costs and access to the WG's Hardship Fund to cover income shortfalls. Going forward, the

Council anticipates that over the course of the financial year the majority of these savings will be achieved. However, in the case of income generation proposals in particular, this does rely on services being able to fully reopen and have patronage levels returning to that experienced prior to the onset on the pandemic, as a minimum.

Earmarked Reserves, School Balances and General Fund Balance

24. As reported in earlier parts of this report, and detailed in Appendix 4, the overall Council position included the net effect of transfers to and from reserves, many of which were budgeted for and anticipated. In addition, a favourable improvement in the net directorate position, plus the receipt of WG additional grant funding at the end of the financial year, provided an opportunity to increase the level of earmarked reserve balances and improve the Council's overall level of financial resilience. The overall level of General Fund earmarked reserves, as at 31st March 2021, stands at £102.503 million, representing an increase of £47.609 million on the balance carried forward from the 2019/20 financial year. It should be noted that, within that balance, is £21.714 million in relation to school balances, which itself has increased by £16.397 million on the balance carried forward from the previous financial year. The General Fund balance, which continues to stand at £14.255 million, has been reviewed by the Council's Section 151 Officer and is considered to remain prudent, despite the uncertain operating context, given the overall increase in earmarked reserves.
25. A number of existing earmarked reserves have seen significant net increases in the value of balances held. Included within this is the Strategic Budget Reserve, which has increased by a net £3.167 million, inclusive of the budgeted £750,000 to support the overall Council budget. This increase in balance can specifically be used to assist with reducing the overall budget gap over the medium term, as well as providing general support for financial resilience and emerging issues going forward. In addition, the Treasury Management Reserve has been increased by a further £4.3 million, as budgeted, in a continuation of the practice commenced in the previous financial year. As reported in the 2019/20 Outturn Report, the balance held in this reserve will assist the Council with strengthening financial resilience and mitigating future risks in respect of capital expenditure and treasury management activities.
26. As reported in earlier paragraphs, both the Insurance and Inspectorate Support reserves have been increased in value, by £1.274 million and £800,000, respectively. Again, these reserve balances will assist with financial resilience and assist the Council is dealing with uncertain insurance and regulatory environments. The other existing reserve that has been significantly increased is the School Formula Funding Reserve, which assists with managing year to year fluctuations in school spending, especially in relation to expenditure that is a shared school financial responsibility, such as redundancies. This reserve balance has increased by £1.865 million as part of closing the accounts.

27. As well as increasing the value of existing reserves, a number of new reserves have been created, including reserves that have been reactivated, having held nil balances for one or more financial years. The reasons for these specific reserves having been created or reactivated vary, with further detail available as part of Appendix 4. However, in summary, a number are the result of the award of grant funding at the end of the financial year. This, in turn, has facilitated base budget funding to be carried forward, having used grant funding to displace expenditure already incurred (where allowable within specific grant terms and conditions), or is the direct result of unexpected grant streams having been awarded, as outlined previously. The new or reactivated reserves are outlined below:
- Adult Social Care - £1.182 million
 - Children's Services - £950,000
 - Central Transport Service - £177,000
 - City Events & Recovery - £1 million
 - Corporate Recovery Risk - £2.250 million
 - CTRS - £2 million
 - Digital Transformation - £3.203 million
 - Family Guarantor - £339,000
 - Roads Maintenance - £1.033 million
28. The balances held by individual schools have increased by £16.397m, taking the total balances held to £21.714 million. Included within this total figure is a surplus of £614,000 in relation to the Mutual Supply Fund (MSF), which recovered during 2020/21, by virtue of reduced absence levels, from the deficit position carried forward from the 2019/20 financial year. Once the MSF balance is excluded, balances held collectively by schools amount to £21.100 million. Within this total are deficit balances totalling £754,000, in relation to two secondary schools one of which related to a school that significantly eroded a long-standing deficit during the year.
29. Although the level of school balances held increased significantly on the previous financial year, it should be noted that a large proportion of this is attributable to the fact that WG grants, totalling £9.796 million, were distributed to schools at the end of the financial year. These grants were to cover costs associated with pay awards, school maintenance and recovery programmes for pupils. Because of schools receiving late notification of these grants, it could not be reasonably expected that these grants would have been utilised by the end of the financial year. However, even after excluding these grants, there is an overall increase, with the majority of schools increasing their surplus balance or reducing their deficit balance. This increase is, in most cases, a direct consequence of the pandemic and the two periods of school closure, resulting in schools making in-year savings, whilst being able to access the WG Hardship Fund to cover income losses and additional expenditure, where this couldn't be absorbed within the respective school budget.
30. In recent years, the Council has taken steps to manage school balances, which has resulted in a number of schools being directed to utilise their balances, once they had exceeded locally agreed thresholds for three

consecutive years. In addition to this, ten schools, who had continued to exceed the thresholds, had excess balances clawed back during the 2020/21 financial year. These balances, which initially totalled £467,000 are currently being held within the School Formula Funding Reserve and are available to those schools to reclaim within a defined timeframe, with some schools having already reclaimed all or part of their balance. In terms of the balances held at the end of the 2020/21 financial year, it is anticipated that the majority of schools will substantially reduce their balances during 2021/22, due to being able to progress works and schemes that were delayed during the pandemic or simply to balance their budget for the year. Therefore, consideration is being given to thresholds and claw back requirements in 2021/22 and arrangements will be confirmed to schools in the near future.

Housing Revenue Account, Harbour Authority & Civil Parking Enforcement

31. Further detail in relation to the final positions for the Housing Revenue Account (HRA), Harbour Authority and Civil Parking Enforcement (CPE) is provided as part of Appendix 2. These accounts are either ring-fenced or fully grant funded and, therefore, have no impact on the overall final revenue position of the Council. In summary, the HRA recorded a surplus of £6.519 million, which has been transferred to the HRA Fund Balance. In addition, HRA earmarked reserves have been increased by £2.822 million. These transfers to balances and reserves were largely the product of reduced capital financing charges, reduced repairs costs and a reduction in the bad debt provision. The Harbour Authority final position was an overall underspend of £63,000, which WG agreed could be retained within the Harbour Authority Project & Contingency Fund, rather than being returned. In the case of Civil Parking Enforcement, a net trading loss of £498,000, compared to a budgeted surplus of £8.022 million, was reported. However, this loss was fully offset by reimbursements from the WG Hardship Fund and the Job Retention Scheme. In addition, a reimbursement from the Hardship Fund in relation to March 2020 facilitated a transfer of £547,000 to the Parking Reserve.

Capital & Treasury Outturn

32. Expenditure of £165.709 million was incurred across a range of services with £53.632 million of this in relation to Public Housing (HRA).
33. The delivery of capital projects is complex and influenced by a number of external and internal factors. Whilst some slippage is unavoidable, as a result of the receipt of external grants later in the year, directorates are regularly reminded of the need to set achievable expenditure profiles and to identify potential slippage of projects at an early stage. It should be noted that some of the delays experienced during 2020/21 were, in part, attributable to the impact of the COVID-19 pandemic.
34. Key highlights and issues during the year included:

- Success in attracting external grants including – Homelessness / COVID-19 Recovery / Electric Vehicles / Circular Economy Fund / Green Recovery / Children’s Play / TRIP / Schools Maintenance.
- Delay in expenditure on schemes compensated by bringing forward expenditure planned in future years and new grant funded schemes.
- Delay in expenditure across many areas including annual sums and specific schemes such as – Parks / ICT / Non-schools property asset renewal / Highway Infrastructure / Neighbourhood Renewal. Some as a result of COVID-19, but not in all cases.
- Late grant awards and requirement to use external grant by the end of the year resulted in requirement to displace Council funded expenditure, which will be carried forward.
- Significant expenditure in year on property acquisitions during the year.

35. The paragraphs below summarise the outturn position of the Capital Programme for both the General Fund and Public Housing, with further detail on schemes attached at Appendices 6 and 7.

General Fund Expenditure and Funding

36. Expenditure was £112.077 million, with a variance of £44.256 million against the approved programme. This is represented by a net overspend of £1.302 million together with slippage of £45.558 million. The main items of expenditure during the year are set out in the table below:

Schemes	Detail	£m
Business and City Development	Town Centre Loan and acquisition of regeneration sites in Butetown as well as to support the Atlantic Wharf Masterplan.	8.4
Parks, Leisure and Venues	Parks play areas and infrastructure, Leisure buildings maintenance; Play Opportunities and Green Recovery, castle lighting and museum of Cardiff equipment.	3.1
Recycling and Waste Management	Recycling glass waste containers, site and depot infrastructure including new control room and fleet car park and a range of grant funded circular economy schemes.	2.7
Education & Lifelong Learning	21 st Century schools band B including new Fitzalan High School and acquisition of site for replacement of Willows High; investment in the condition and suitability of school buildings; schemes for Welsh medium expansion; reducing infant class sizes and Schools ICT.	46.2
Neighbourhood Regeneration, Hubs and Private Housing	Disabled adaptation grants, allowing people to live independently in their homes; environmental improvements; Tudor street commercial improvements; Completion of Whitchurch and Rhydypenau Hubs, transfer of grant.	9.9
Highways & Transportation	Road and footpath reconstruction and resurfacing; public transport and road safety improvements; cycling strategy implementation and expansion of cycle hire and moving traffic offences schemes; investment in active travel and safe routes in	24.5

Schemes	Detail	£m
	communities; design works for city centre air quality measures.	
Corporate	Contribution to City Deal projects, works to relinquish leased buildings and acquisition of equity in Cardiff Bus as part of a financial support package.	8.6
Other	Modernising ICT to improve business process; harbour asset renewal; new burial site at Thornhill; completion of Lamby Way solar farm, property asset renewal works and vehicle replacement.	8.7
Total		112.1

37. The expenditure was paid for from a number of sources as shown in the table below and included external grants and contributions, proceeds from the sale of assets and by borrowing. Expenditure incurred without a specific funding source increases the capital financing requirement and must ultimately be paid for by borrowing. This and any associated interest costs must ultimately be repaid from the existing and future income of the Council.

General Fund - Funding Source for 2020/21 Capital Expenditure	Amount £000	Percentage of Funding (%)
WG General Capital Funding - Supported Borrowing	8,704	7.77
WG General Capital Funding - Grant	8,727	7.79
WG and other external grants	60,228	53.74
Additional Unsupported Borrowing	15,776	14.07
Invest to Save Unsupported Borrowing	12,633	11.27
Revenue and Reserves	972	0.87
Capital Receipts	4,098	3.65
External Contributions	939	0.84
Total	112,078	100.00

38. The Council received a base allocation of General Capital Funding from Welsh Government of £17.431 million in 2020/21. This was made up of capital financing support within the revenue budget settlement to undertake £8.704 million of supported borrowing and a cash grant of £8.727 million.
39. In addition to the above, the Council has undertaken unsupported borrowing which has to be fully met through the revenue budget in future years. In 2020/21, the Council used unsupported borrowing of £28.409 million to support General Fund expenditure. Of this, £15.776 million of borrowing was required to balance Capital Programme commitments and £12.633 million was for 'Invest to Save/Earn' borrowing, repayable from future Directorate revenue budgets. The timing and availability of external grants remained uncertain, with some approvals received late during the year, making long term planning difficult.

General Fund Capital Receipts

40. The Capital Programme approved by Council in February 2018 set a target for non-earmarked General Fund Capital receipts of £40 million, with a subsequent increase of £1 million to this target in 2019/20, after making a deduction for eligible revenue costs of disposal. Receipts of £6.887 million have been generated in the two years to 31st March 2020 towards this target. The forecast receipts when setting the 2020/21 resources was £7 million, from the disposal of land as well as a number of retail parades. The cash receipts received during 2020/21 are shown in the following table:

	£000
General Fund – Non Earmarked	
121-131 Bishopston Road	288
Land adjacent to Beacon Centre	311
Fishguard Road Shops	285
Other sales of land / release of covenants	90
Total	974

41. Earmarked capital receipts received during the year are to be used to repay initial expenditure or ring-fenced for specific projects such as the Investment Property Strategy.

	£000
General Fund - Earmarked for Specific Capital Schemes	
Dumballs Road	11,700
Sale of equity from previous SME support schemes	171
Investment Property Estate	32
Total	11,903

42. Updates on the property disposal strategy will be included in the Corporate Property Strategy 2021-2026 report to be considered by Cabinet in July.

Public Housing (HRA) Expenditure and Funding

43. Expenditure in 2020/21 on Public Housing schemes was £53.632 million only after allowing for expenditure brought forward for site acquisition and additional grants received during the year. Slippage into 2021/22 will be re-prioritised as part of the 2021/22 budget. Investment was made in estate regeneration, housing stock remodelling, the fabric of dwellings, disabled adaptations and in the development of new Council housing and delivering the Council's future service model in response to COVID-19 for homelessness.
44. The table below shows how HRA capital expenditure was paid for:-

Public Housing - Funding Source for 2020/21 Capital Expenditure	Amount £000	Percentage of Funding (%)
Major Repairs Allowance (WG grant)	9,511	17.73
Additional Unsupported Borrowing	24,534	45.75
WG and other external grants	12,274	22.89
Revenue and Reserves	2,400	4.47
Capital Receipts	2,357	4.39
External Contributions	2,556	4.77
Total	53,632	100.00

Public Housing Capital Receipts

45. Capital Receipts of £110,000 were generated from the sale of Council dwellings still eligible under the now ceased Right to Buy scheme. A further £2.144 million was generated from the sale of various freeholds, retained equity held from previous Council and developer home ownership support schemes as well as share of land sale proceeds from the Cardiff Living scheme.

Treasury Management

46. The Council's Treasury Management activities were undertaken in accordance with the strategy approved at Council in February 2020. During the year, periodic reports on Treasury Management were submitted and reviewed by the Council's Audit Committee as well as at Cabinet and Council meetings. Attached at Appendix 8 is the Treasury Management Performance report as at 31st March 2021, which is a report also provided to Audit Committee periodically to highlight the Treasury position.

Investments

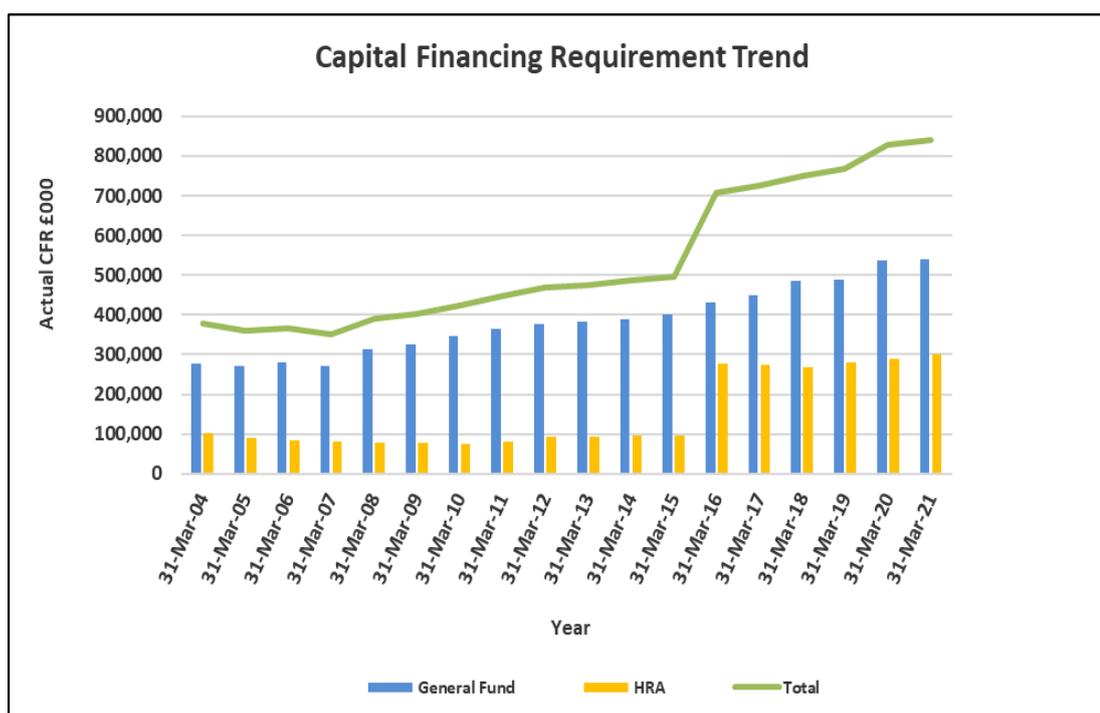
47. At 31st March 2021, investments arising from temporary cash balances stood at £141.4 million. The balance of investments is at a point in time and will fluctuate daily depending on the timing of receipts and payments in the Council's bank account e.g. payments to suppliers, receipt of grants and capital receipts. The organisations with whom the Council invests were set out in the Council's Investment Strategy for 2020/21 and where possible, investments were diversified across organisations.
48. The overall level of interest receivable from treasury investments reflected the significant reduction in deposit interest rates. After allowing for interest on balances held on behalf of others, interest receivable for the general fund totalled £0.250 million with the average rate achieved during 2020/21 being 0.22%, which compares favourably against the 7 day LIBID rate of -0.02% and the 3 Month LIBID rate of 0.00%.

Borrowing

49. At the 31st March 2021, the Council's total external borrowing was £810.7 million. This was predominantly made up of fixed interest rate borrowing from the Public Works Loan Board (PWLB) payable on maturity.

31 st March 2020			31 st March 2021	
£m	Rate (%)		£m	Rate (%)
698.9		Public Works Loan Board	698.9	
51.0		Market (Lender Option Borrower Option)	51.0	
20.6		Welsh Government	22.5	
58.3		Local Authority	38.3	
828.8	4.11	Total External Debt	810.7	4.17

50. The average rate on the Council's borrowing increased during the year from 4.11% to 4.17%, primarily due to the maturity of lower rate short-term borrowing. Total interest payable was £34.020 million, of which £12.658 million was charged to the Housing Revenue Account (HRA). All borrowing is in the name of the Council and a single pool of debt is maintained rather than having separate loans for the HRA.
51. The Council's Capital Financing Requirement (CFR) at 31st March 2021 i.e. capital expenditure incurred but not yet paid for (Borrowing Requirement) is estimated to be £840 million, £539 million for the General Fund and £301 million for the Housing Revenue Account. The trend in the CFR since 2004 is shown in the following chart, with the increase in 2015/16 including the subsidy exit payment of £187 million made by the Housing Revenue Account.



52. Whilst borrowing rates remained higher than investment rates in 2020/21, the Council was 'internally borrowed' which means it was using temporary cash balances in the short term rather than undertaking external borrowing. In addition to the short-term financial savings, this approach reduced exposure to credit risk.
53. During 2020/21, the Council repaid £21.207 million of maturing loans. Interest free loans totalling £3.111 million were received from the Welsh Government in respect of Town Centre loan scheme and energy efficiency schemes.
54. Subject to audit, the outcome of the above transactions, coupled with the performance of expenditure during the year on capital programme, the Council's total external borrowing (£811 million) is lower than the borrowing requirement as defined by the Capital Refinancing Requirement (£840 million) at 31st March 2021, indicating that the level of internal borrowing is £39 million.
55. A full Treasury Management Outturn Report will be considered by Council in October 2021.

Scrutiny Consideration

56. The Policy Review and Performance Scrutiny Committee considered this item on 9 June 2021. The letter from the Chair is attached at Appendix 9.

Reason for Recommendations

57. The report is for information and serves to complete the financial monitoring processes for 2020/21.

Financial Implications

58. In summary, this report outlines a balanced revenue outturn position for the financial year 2020/21. This represented an improvement on the net overspend positions reported throughout the year and was largely due to the receipt of additional external grant funding towards the end of the financial year. The final net directorate position reflected a net overspend of £191,000, and overspends against the Summary Revenue Account and Capital Financing budgets, which were fully offset by the general contingency budget and a surplus in relation to Council Tax collection. Contained within the position were savings shortfalls totalling £4.477 million and unfunded costs connected to responding to the COVID-19 pandemic amounting to £1.9 million. Further COVID-19 costs amounting to £214,000 were rejected from the WG Hardship Fund, however these were met from the HRA and capital programme. All income losses experienced by the Council, as a consequence of the pandemic, were funded via the Hardship Fund.

59. The final overall balanced position means that the level of General Fund Balance remained at £14.255 million. In addition, mainly as a consequence of the significant grant funding allocations from WG at the end of the financial year, general fund earmarked reserves increased by £47.609 million, to a total value of £102.503 million. As well as providing an opportunity to increase the value of existing reserves, and increasing the Council's financial resilience in the process, the year-end position allowed for the creation of a number of new earmarked reserves. The results of which will support the Council in the recovery from the impact of the pandemic, whilst also contributing towards the overall resilience of the authority, both in the immediate future and over the medium term.
60. Whilst the final position is a welcome outcome, there remain areas of significant concern and risk going forward, particularly as we emerge from the pandemic. These include the level of unachieved savings being carried forward into 2021/22, with steps needing to be taken to achieve these savings, or mitigate shortfalls. In addition, there remains longer-term concern regarding the financial support that will be forthcoming from WG in relation to the financial impact of the pandemic, both in terms of expenditure and income. Currently, the WG Hardship Fund is only set to continue until September 2021, meaning that local authorities need to be in a position to withstand the ongoing impact, particularly in relation to the recovery of income generating services. Therefore, it remains of critical importance that directorates manage budgets and expenditure tightly and take all opportunities to maximise income generation. It is important that directorates do not become reliant upon WG support and develop strategies that allow them to emerge from the pandemic on a firm financial footing.
61. In relation to the 2020/21 Capital Programme, a final variance of £47.399 million was reported, including £3.143 million in relation to Public Housing. This final position represented an increase on the figure reported at Month 9, with the majority of the variance relating to slippage of schemes. Concerns regarding the overall level of slippage were reported in earlier reports and directorates were asked to take steps to ensure this was minimised. However, the final figures suggest that was not achieved as anticipated, due, in part, to delays arising because of the pandemic. Therefore, this means that there will be a significant challenge during 2021/22 for the Council to be able to deliver its full programme, when considering the level of catch up required in relation to schemes originally planned for 2020/21. In order to achieve this, directorates will need to exhibit discipline in relation to programme and project management and retain a clear focus on delivery, ensuring that issues arising are escalated as a priority. In addition, programme-related risks will need to be identified and managed, including those relating to funding streams underpinning the programme, such as capital receipts, if the overall affordability of the programme is to be maintained.

Legal Implications

62. The report is submitted for information as part of the Authority's financial monitoring process. The Council's constitution provides that it is a Council responsibility to set the budget and policy framework and to approve any changes thereto or departures there from. It is a Cabinet responsibility to receive financial forecasts including the medium term financial strategy and the monitoring of financial information and indicators.

Generic advice

63. In considering the matters set out in this report regard should be had, amongst other things, to:
- (a) The Welsh Language (Wales) Measure 2011 and the Welsh Language Standards,
 - (b) Public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions 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. Protected characteristics are : a. Age; b. Gender reassignment; c. Sex; d. Race – including ethnic or national origin, colour or nationality; e. Disability; f. Pregnancy and maternity; g. Marriage and civil partnership; h. Sexual orientation; i. Religion or belief – including lack of belief, and
 - (c) The Well - Being of Future Generations (Wales) Act 2015

Well Being of Future Generations (Wales) Act 2015

64. 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.
65. 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:
- <http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf>
66. 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 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.
67. 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

68. In regards to any decision going forward, the decision makers must be satisfied that any 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

69. There are no HR implications arising from this report.

Property Implications

70. The report is submitted for information as part of the Authority's financial monitoring process. The Strategic Estates Department continues to work with the Finance Department to monitor the ongoing impact of COVID-19 on the Council's estate-related revenue and capital budget. There are no further specific property implications to report.

RECOMMENDATIONS

Cabinet is recommend to:

1. Approve the report and the actions taken in respect of the Council's accounts for 2020/21.
2. Note that this report will form an appendix to the Financial Statements report to be considered at a Council meeting in the autumn of 2021.

SENIOR RESPONSIBLE OFFICER	CHRISTOPHER LEE Corporate Director Resources
	11 June 2021

The following appendices are attached:

- Appendix 1 – Revenue Position
- Appendix 2 – Directorate Commentaries
- Appendix 3 – 2020/21 Budget Savings Position
- Appendix 4 – Earmarked Reserves
- Appendix 5 – Housing Revenue Account
- Appendix 6 – Capital Programme
- Appendix 7 – Capital Schemes Update
- Appendix 8 – Treasury Management Performance Report (Confidential)
- Appendix 9 - Letter from the Chair of Policy Review and Performance Scrutiny Committee

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Appendix 1

REVENUE OUTTURN POSITION 2020/2021

Directorate	CASH LIMIT BUDGETS			FINAL OUTTURN			VARIANCES		
	Expenditure £000	Income £000	Net £000	Expenditure £000	Income £000	Net £000	Expenditure £000	Income £000	Net £000
Corporate Management	26,371	(101)	26,270	39,338	(12,998)	26,340	12,967	(12,897)	70
Economic Development									
- Economic Development	52,721	(44,631)	8,090	47,378	(39,796)	7,582	(5,343)	4,835	(508)
- Recycling & Neighbourhood Services	42,447	(11,980)	30,467	44,279	(13,812)	30,467	1,832	(1,832)	0
Education & Lifelong Learning	345,240	(57,982)	287,258	377,688	(90,155)	287,533	32,448	(32,173)	275
People & Communities									
- Housing & Communities	228,297	(181,771)	46,526	230,717	(184,476)	46,241	2,420	(2,705)	(285)
- Performance & Partnerships	10,230	(7,183)	3,047	10,250	(7,382)	2,868	20	(199)	(179)
- Social Services	214,625	(32,287)	182,338	247,412	(64,445)	182,967	32,787	(32,158)	629
Planning, Transport & Environment	58,219	(51,115)	7,104	59,527	(52,423)	7,104	1,308	(1,308)	0
Resources									
- Governance & Legal Services	6,879	(1,179)	5,700	7,927	(1,641)	6,286	1,048	(462)	586
- Resources	30,824	(15,188)	15,636	37,378	(22,139)	15,239	6,554	(6,951)	(397)
Capital Financing	37,873	(6,937)	30,936	36,720	(5,366)	31,354	(1,153)	1,571	418
General Contingency	3,000	0	3,000	0	0	0	(3,000)	0	(3,000)
Summary Revenue Account	10,342	(928)	9,414	21,777	(8,918)	12,859	11,435	(7,990)	3,445
Discretionary Rate Relief	400	0	400	362	0	362	(38)	0	(38)
Sub-Total	1,067,468	(411,282)	656,186	1,160,753	(503,551)	657,202	93,285	(92,269)	1,016
Council Tax Collection	0	0	0	0	(1,016)	(1,016)	0	(1,016)	(1,016)
Total	1,067,468	(411,282)	656,186	1,160,753	(504,567)	656,186	93,285	(93,285)	0

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Appendix 2 – Directorate Commentaries

Corporate Management

+£70,000

1. The final position for Corporate Management reflected an overspend of £70,000, representing a significant change on the £1 million overspend reported at Month 9. This improvement was due to a £1 million supplier relief payment included in previous monitoring positions ultimately being recorded against the Summary Revenue Account. The overall overspend was largely due to a shortfall against the internal income target for annual leave purchases by employees. This shortfall was partly offset by minor underspends against a range of budget headings, including past service contributions, and additional insurance commission income. The 2020/21 savings target of £90,000, in relation to past service pension contributions, was achieved in full.

Economic Development

Economic Development

(£508,000)

2. The final position for the Economic Development directorate was an underspend of £508,000, which was in line with the position reported at Month 9, although there were various offsetting changes within the position. The overall underspend included irrecoverable COVID-19 related costs totalling £83,000, in relation to items such as ICT, which were part-funded by WG, and costs associated with required adaptations to buildings and facilities. It should be noted that this directorate was particularly badly affected by losses of income due to the closure of various facilities and venues, such as Cardiff Castle, St David's Hall and the New Theatre. Throughout the year, losses experienced were recovered via a combination of WG and Arts Council for Wales funding. Divisions with underspends included Parks, Facilities Management, and Sport, Leisure & Development. Services with overspends included Major Projects, Culture, Venues & Events and Projects, Design & Development. In terms of savings agreed as part of the 2020/21 budget, a shortfall of £804,000 was recorded against the target of £1.572 million. Of this shortfall, £378,000 related to efficiency proposals, with the majority relating to the delay in the transfer of the New Theatre to a third party and the balance relating to income generation proposals, which were significantly impact by the effects of the pandemic.
3. The largest underspend within the directorate position was £670,000 in relation to the Parks service. This underspend included in-year savings against employee budgets, due to vacancies, and operational underspends relating to grounds maintenance. As well as this, the £250,000 Financial Resilience Mechanism (FRM) allocation for ash die back works was not utilised during this financial year. A similarly large underspend (£645,000) was recorded against the Facilities Management service. This underspend was driven by the low occupancy of Council buildings throughout the year, which resulted in reduced costs on repairs

and maintenance, energy and cleaning. Within this position was an overspend on the Building Services account, although this was largely due to a transfer to earmarked reserves, which will provide additional funding for future repairs to core buildings once occupancy rates begin to increase. The other main underspend within the division related to Sport, Leisure & Development, totalling £126,000. This was an area significantly impacted by the pandemic in terms of income losses, for venues such as Cardiff White Water, Channel View Centre and Cardiff Riding School. However, these losses were mitigated in full by reimbursements from the Hardship Fund and other mitigations such as access to the Job Retention Scheme. The underlying underspend related to staffing savings across the division and an overall underspend in relation to Play Services.

4. The most significant overspend within the directorate related to Major Projects, where a deficit of £344,000 was recorded. This overspend was mainly the result of additional costs in relation to a number of projects and schemes, as well as unbudgeted non-domestic rates costs in relation to the Toys R Us building. In addition, Projects, Design & Development overspent by £304,000, due to reduced internal recharge income following phases of reduced activity during lockdown periods throughout the year. The other main overspend totalled £331,000 and related to Culture, Venues & Events. This was due to unbudgeted network management costs in relation to the reopening of the city centre following the lifting of lockdowns. Although venues such as Cardiff Castle, New Theatre and St David's Hall experienced significant income losses, due to closure, these losses were entirely offset by a combination of Cultural Recovery Fund, WG Hardship Fund and access to the Job Retention Scheme. Other divisions reported minor variances or balanced positions, including Property & Office Rationalisation, where staffing savings due to vacancies and additional rental income were offset by unbudgeted non-domestic rates costs and a deficit in relation to the Old Library.

Recycling & Neighbourhood Services

Balanced

5. The Recycling & Neighbourhood Services directorate reported a final balanced outturn position, in line with the position reported at Month 9. However, although the final position was unchanged compared to previous months, there were individual service improvements, which were offset by a transfer to earmarked reserves. In addition, the position included COVID-19 related costs totalling £58,000, which were not eligible from the WG Hardship Fund, as well as a specific item totalling £218,000, which was transferred to the Summary Revenue Account and, therefore, did not impact upon the final variance. An overall operational underspend was recorded, which was partly due to underspends against FRM and Policy Growth allocations, which, in turn, facilitated a transfer to earmarked reserves of £311,000. This reserve balance will be held specifically for providing resilience for the service in future years. Particular in-year pressures included an overspend in relation to Waste Treatment & Disposal and Domestic

Collections, offset by an underspend against Street Cleansing. Other divisions, including Environmental Enforcement and Strategy & Support recorded minor variances. The savings proposals for 2020/21, classified as efficiency savings, amounted to £78,000 and were achieved in full.

6. The Waste Treatment & Disposal overspend was £143,000 and reflected the overall increased cost of processing materials caused by an increase in tonnages, the mix of materials and non COVID-19 price impacts. Domestic Collections is recorded a final overspend of £145,000, primarily due to additional expenditure connected with vehicle costs, although this was slightly offset by an underspend on recycling bags. The Street Cleansing underspend totalled £613,000 and was achieved by delaying the creation of a new city centre team and scaling back the enhanced cleansing regimes in certain wards, thereby releasing the funding from the FRM and Policy Growth allocations. Environmental Enforcement recorded an overspend of £26,000 due to reduced external funding and additional staffing costs, with Strategy & Support reporting a £12,000 underspend due to reduced operational costs.

Education & Lifelong Learning

+£275,000

7. The outturn position for the Education & Lifelong Learning directorate reflected an overspend of £275,000, representing a significant improvement of £588,000 on the overspend reported at Month 9. This change comprised a number of improvements in divisional positions, including reduced Out of County Placement and School Transport overspends, both of which were the result of the early 2021 lockdown and associated school closures. As well as these expenditure savings, additional income was received from a variety of WG grants towards year-end, including the Hardship Fund. These improvements facilitated a reduced drawdown from the SOP Reserve and no requirement for use of the underspend against the school redundancy budget, both of which had been assumed in earlier monitoring positions. The overall final position included irrecoverable COVID-19 costs amounting to £124,000, which mainly related to part-funded ICT costs. The main pressures within the position included overspends in relation to Out of County Placements, School Transport and Services to Schools, offset by underspends against Inclusion and Achievement. A savings shortfall totalling £265,000 was recorded against the target of £951,000. These shortfalls all related to income generation proposals that were unachievable, largely because of the impact of COVID-19 and the traded services not being able to operate as normal.
8. The largest overspend totalled £432,000 and related to School Transport. Despite the savings that were experienced whilst schools were closed, resulting in reduced payments to contractors, a significant underlying overspend was recorded. This was due to the cost of additional ALN (Additional Learning Needs) routes, as well as new software costs and COVID-19 specific costs. In addition, the budget for Out of County Placements overspent by £200,000, after allowing

for the use of WG ALN Grant totalling £776,000. Therefore, a significant underlying pressure was evident, with the number of placements increasing from 194 to 238 throughout the year. The other main overspend totalled £414,000 and related to Services to Schools. This position comprised overspends against various budget headings, including a deficit, after allowing for Hardship Fund reimbursements, against the Music Service, costs arising from approved transport appeals and additional ICT costs. As well as this, the International Links division overspent, due to core staffing costs not being covered by usual grant funding, due to the inability to travel beyond the UK and progress projects and schemes. Also contained within the Services to Schools position were significant income losses and additional expenditure, which were the direct consequence of trading units not being able to operate fully during the pandemic, as well as the additional cost of providing free school meals. In almost all instances, these income losses and costs were fully offset by reimbursements via the WG Hardship Fund and access to the Job Retention Scheme.

9. The final position included a range of underspends. The most significant of these was a £415,000 underspend in relation to the Inclusion Service, despite no income being achieved against the £140,000 training income target, due to the impact of the pandemic. This shortfall was more than offset by in-year savings against staffing budgets, coupled with external grant funding in relation to school counselling, which enabled base budgeted costs to be displaced. In addition, the Achievement Service recorded an underspend of £290,000. This was due to underspends against Youth Service budgets, which was the product of staffing vacancies and delays in progressing works connected to FRM allocations, as well as an underspend against the budget held for non-maintained nursery settings. The final large underspend totalled £151,000 and was in relation to the budget for Looked After Children, where the impact of the pandemic led to delays in progressing work associated with Policy Growth allocations. Other divisions reported minor variances or balanced positions.

People & Communities

Housing & Communities

(£285,000)

10. The Housing & Communities directorate reported an overall final underspend of £285,000, which represented a decrease of £692,000 on the underspend reported at Month 9. This change was largely the result of a corporate decision to not undertake certain planned drawdowns from earmarked reserves, thus enabling the funding to be carried forward for use in future years. The earmarked reserves in question were the Homelessness and Welfare Reform reserves and the decision taken will increase resilience in these areas going forward. Included within the position were irrecoverable costs relating to COVID-19, which amounted to £32,000. The main directorate variances included overspends within Advice & Benefits and Housing Strategy & Service Development and underspends within the Independent Living Service, Housing Projects and Hubs

& Community Services. In terms of savings, a shortfall of £79,000 was reported, in relation to a planned restructure and additional charging for equipment. The other proposals, of which the majority were efficiency savings, were achieved in full.

11. One of the largest underspends within the directorate related to the Independent Living Service and totalled £297,000. This underspend was the result of a review of available grant funding and the staffing establishment, which identified in-year staffing savings and the opportunity to offset base funded costs with grant funding. The largest underspend related to Housing Projects, where a £490,000 surplus was the result of staffing savings and a full underspend against the FRM allocation for estates management. In addition, an underspend of £139,000 was recorded in relation to Hubs & Community Services, due to in-year supplies and services savings and grant funding to offset staffing costs. Furthermore, Early Help underspent by £62,000 due to in-year vacancies. However, included within this position was a transfer to reserves of £335,000 for use in reducing the backlog of families requiring support during 2021/22.
12. The largest overspend within the directorate related to Advice & Benefits and totalled £363,000. This was due to the aforementioned decision to preserve the balances held within earmarked reserves, which had been assumed within earlier monitoring positions. This funding had been earmarked for funding a range of temporary posts, which were instead funded by other savings within the directorate. The other main overspends totalled £209,000 and £102,000 and related to Housing Strategy & Service Development and Senior Management & Business Support, respectively. These overspends were mainly the product of not drawing down from earmarked reserves and costs connected to providing support to individuals and families during the last year. Also contained within the directorate position was the final position in relation to the Council Tax Reduction Scheme, which reflected expenditure in excess of the budget totalling £2.968 million. However, this was fully offset by WG grant funding totalling £1.598 million and a contingency allocation of £1.370 million. The balance of the corporate contingency budget was transferred to earmarked reserves as part of closing the accounts, in order to provide resilience during 2021/22, where the level of demand remains uncertain.

Performance & Partnerships

(£179,000)

13. The outturn position for Performance & Partnerships was an underspend of £179,000, which represented an improvement of £112,000 on the position reported at Month 9. The change in position was largely due to increased underspends within Media & Communications, Community Safety and Cohesion & Engagement. The overall position comprised underspends against Cabinet Office & Performance Management, Media & Communications, Cohesion & Engagement and Community Safety, partly offset by additional unbudgeted costs across various other budget headings. Other divisions reported minor variances

or balanced positions. The largest underspend totalled £98,000 in relation to Cabinet Office & Performance Management and was due in-year savings against employee budgets. Media & Communications and Community Safety also had an underspend, totalling £64,000 and £53,000 respectively, again due to in-year employee savings. The Cohesion & Engagement underspend was due to additional income and supplies and services underspends. The two budget savings proposals, amounting to £99,000, both of which were classified as efficiencies, were achieved in full.

Social Services

+£629,000

14. The final position for Social Services reflected a total overspend of £629,000, representing a total improvement of £1.311 million on the position reported at Month 9. The overall position comprised an overspend of £1.053 million in relation to Children's Services, which was partly offset by an underspend of £424,000 within Adult Services. This significant improvement was largely due to the receipt of WG grant funding towards the end of the year, in relation to both services, whilst in Adult Services there was also the late receipt of contributions from the local health board towards joint care packages. The final positions for both services also included transfers to earmarked reserves that were agreed as part of closing the accounts. Within the overall position was a significant amount of expenditure in relation to COVID-19, particularly within Adult Services. However, the majority of this was fully reimbursed by WG, with only a total of £125,000, mainly in relation to Children's Services, not reclaimable. Therefore, the majority of the net overspend related to underlying issues. A total of £2.330 million in savings shortfalls were reported, which represented almost all of the savings agreed as part of the 2020/21 budget. Whilst COVID-19 was a contributory factor in this non-achievement, part of the explanation is due to the continuation of pressures experienced in previous years, meaning that new initiatives, whilst potentially helping with cost avoidance, did not result in a net decrease in expenditure. Further detail on each directorate's position is provided in the paragraphs that follow.

Adult Services

15. Adult Services recorded an underspend of £424,000, representing a decrease of £658,000 on the position reported at Month 9. This decrease was largely due to the inclusion of additional grant funding, the aforementioned funding from the local health board for joint care packages within Learning Disabilities and a reduction in taxi costs due to cancelled routes during the final quarter of the year. In total, the service incurred £18.781 million in COVID-19 related costs, funded via a combination of the WG Hardship Fund and other specific funding streams. These costs predominantly related to financial support for the care sector, demonstrated via fee uplifts and support for voids. In addition, the Council administered a scheme on behalf of WG aimed at rewarding care workers for their work during the pandemic, which cost in excess of £4 million. Of the total

COVID-19 related costs incurred and claimed against the Hardship Fund, almost everything was reimbursed in full, with the exception of £17,000 which was absorbed within the outturn position.

16. The final position was made up of a number of largely offsetting variances, including a net overspend of £931,000 in relation to Commissioned Services, with the underlying factor being an overspend of £1.232 million in relation to Older People Services. The main drivers behind this overspend were the inability to take forward savings proposals in relation to domiciliary care and additional costs being incurred in relation to respite care. Slightly offsetting these costs was an underspend in relation to nursing and residential care placements, with both placement type having decreased in number over the course of the year. Further offsets were reported in relation to Learning Disabilities, with a £184,000 underspend, due to lower than anticipated costs in relation to domiciliary care and external supported living, partly offset by additional costs connected to residential placements. In addition, commissioned services for Substance Misuse underspent by £164,000, which was attributable to a general reduction in residential and nursing placements.
17. In terms of internal services, the most significant variance was an underspend of £1.115 million in relation to Reablement / Older People Day Care. This was primarily due to the level of vacancies within the team, as well as the level of grant funding which offset costs within that area. In addition, an underspend of £404,000 was reported in relation to Assessment & Care Management, with the level of vacancies in this area being the underlying reason, as well as additional grant funding. The final significant variance related to Internal Support & Management, with an overspend of £138,000 being largely due to an item of expenditure in relation to the £500 payment scheme for care workers, which is ultimately anticipated to be recovered externally. Whilst funding for this item is being pursued via another avenue, there was not sufficient certainty to assume recovery as part of the final outturn position. The other services within the directorate reported minor, mainly offsetting, variances.

Children's Services

18. The final position for Children's Services reflected an overspend of £1.053 million, which was a significant improvement of £653,000 compared to Month 9 and represented the continuation of reducing overspends throughout the year. This improvement was enabled by a combination of lower than anticipated agency staffing costs and, most significantly, the receipt of grant funding at the end of the financial year, which displaced costs that were originally planned to be funded from base budget allocations. The level of grant funding received was to such an extent that it resulted in a balanced position being reported for the Substitute Family Care division and the release of the £2.175 million contingency budget for Children's placements. Within this position was £108,000 of irrecoverable COVID-19 costs, the majority of which related to WG only funding

50% of any ICT investment arising from the need to enable agile working during the pandemic. Overall, in excess of £4 million of costs were claimed from the Hardship Fund, with almost all claims being reimbursed in full.

19. Over the course of the year, the main pressure within the directorate continued to relate to Substitute Family Care and the number of placements for looked after children. In total, the number of placements increased from 941 to 995, the majority of which related to in-house fostering, with a broad stabilisation in the number of residential placements being observed. However, although the overall numbers increased, a proportion of these placements arose due to factors linked to the pandemic and, therefore, these costs were claimed against the Hardship Fund. In addition, the availability of various grant funding streams at year-end meant that it was possible to report a balanced position overall, without the need to utilise the corporate contingency budget for children's placements. Therefore, with Substitute Family Care having achieved a balanced position, the main overspend related to Strategy, Performance & Resources. This overspend totalled £1.627 million and was largely due to agency staffing costs, legal costs associated with complex childcare cases and also the reallocation of previously assumed grant funding to other budget headings. Other overspends included £392,000 against Wellbeing & Support, primarily due to agency staffing costs in relation to the Intake & Assessment and Children At Risk teams, and £212,000 in relation to Improvement & Strategy, again due to agency costs.
20. The main underspends within the directorate related to Localities and Restorative, Leaving & Edge of Care Services, with underspends of £555,000 and £503,000, respectively. In the case of Localities, the year-end underspend position was the product of a significant reduction in the level of agency expenditure, coupled with an underspend in relation to the Assessment Centre, due to delays in the opening of the new facility. These underspends were partly offset by an overspend in relation to Ty Storrie, due to an inherent budget shortfall, which has been addressed as part of the 2021/22 budget. The underspend in relation to Restorative, Leaving & Edge of Care Services was due to reduced travel and supported accommodation costs relating to Leaving Care, owing to delays in moving children through the system because of the pandemic and various lockdown periods. In addition, the receipt of additional St David's Day Fund and Unaccompanied Asylum Seeker Children grant funding added to the overall underspend. The other main underspend totalled £104,000 and related to the Youth Justice Service. This underspend was due to additional Families First grant funding and a corporate contribution towards staffing costs.

Planning, Transport & Environment

Balanced

21. The outturn position for Planning, Transport & Environment reflected a balanced position overall, after allowing for irrecoverable COVID-19 costs and in-year pressures. This position is consistent with that reported throughout the year. Within the position were irrecoverable COVID-19 costs amounting to £148,000,

including some ICT expenditure which was funded by WG at a rate of 50%. Particular in-year pressures were evident within Energy Management, although these were fully offset by underspends against Highways Operations and Transport Strategy. All other divisions reported balanced positions, some of which were facilitated via transfers to and from earmarked reserves. In terms of 2020/21 budget savings proposals, an overall shortfall of £790,000, against a total target of £1.490 million, was recorded. This shortfall was almost entirely related to income generation proposals, with efficiency targets largely achieved in full. The main shortfall related to an additional drawdown from the Parking Reserve, which proved not to be feasible in light of significantly reduced Civil Parking Enforcement income levels throughout the year. However, this shortfall did not impact upon the directorate revenue position, as expenditure commitments were reduced as a mitigation.

22. The Energy Management overspend totalled £274,000 and was because of a shortfall in renewable income sources and recharge income shortfalls. This overspend was mainly offset by an underspend of £240,000 against the budget for Highways Operations. This underspend was predominantly the result of holding back funds allocated via the FRM. The other underspend was in relation to the Transport Strategy division, where a £34,000 underspend was the result of additional design and delivery income, offset by other income shortfalls and additional costs. Divisions that recorded balanced positions included Planning & Building Control, where previously projected income losses were ultimately recovered via the WG Hardship Fund. Bereavement, Registration & Dogs Home and Civil Parking Enforcement both reported balanced positions also, with the final positions being achieved following transfers to and from earmarked reserves.

Resources

Governance & Legal Services +£586,000

23. The outturn position for the Governance & Legal Services directorate was an overspend of £585,000, which represented an increase on the figure reported at Month 9, with the increase primarily relating to Legal Services. The position comprised operational pressures only, with any COVID-19 related expenditure and lost income recovered in full from the WG Hardship Fund. The underlying position was the result of an overspend of £615,000 in relation to Legal Services. This was predominantly due to continued pressures in relation to complex children's' cases and the requirement to engage external legal services to provide support with this work. In addition, there were overspends in relation to employees, due to the need to engage locums, and legal disbursements and support. This overspend was partly offset by an underspend in relation to Democratic Services, which totalled £26,000 and was due to in-year staffing savings. Other divisions reported minor variances or balanced positions.

Resources

(£397,000)

24. The Resources directorate reported an overall underspend of £397,000, representing a significant change from the overspend position reported at Month 9. This change was largely due to Central Transport Services achieving a balanced position, after transfers to earmarked reserves, compared to the £213,000 deficit reported in previous months. This improvement was primarily the result of revised forecasts for hired vehicles, improved recovery of vehicle costs from users and lower costs of parts, licences and equipment. The overall position included £47,000 of irrecoverable costs relating to COVID-19, which, as with other directorates, mainly related to part-funded ICT costs. The final position comprised underspends relating to Human Resources and Finance, with other divisions reporting minor variances or balanced positions. In terms of savings, a shortfall of £209,000 was recorded, with the majority of the shortfalls relating to income proposals and plans to generate additional income within Revenues, Commissioning & Procurement, Human Resources and Health & Safety. Wherever possible, these shortfalls were mitigated within the monitoring position or via reimbursement from WG.

25. The largest underspend within the position totalled £250,000 and related to Human Resources. This underspend was due to a combination of in-year employee savings, additional internal income and underspends against the budgets for systems. The other main underspend related to Finance and amounted to £189,000. This underspend was mainly because of in-year staffing savings across a number of services. Income shortfalls within the Revenues section were offset by various grants streams for WG, which were issued at year-end, resulting in a balanced position overall. The main overspends within the directorate totalled £62,000 and related to Commissioning & Procurement, Digital Services and Health & Safety. The Commissioning & Procurement overspend, totalling £21,000, was due to a decision to preserve earmarked reserve balances and not undertake a planned drawdown. Income shortfalls were the main reason for the Health & Safety overspend of £23,000, with the Digital Services overspend of £18,000 being the product of additional costs within Customer Services, which were incurred in order to be able to achieve income targets. Other divisions within the directorate reported minor variances or balanced positions.

Ring-fenced and Grant Funded Accounts

Housing Revenue Account

26. The Housing Revenue Account (HRA) reported a final outturn surplus of £6.519 million, representing a £1.976 million improvement on the position reported at Month 9. There were significant movements across a number of budget headings and the overall position, as set out in Appendix 5, included a number of variances.
27. An increased £1.480 million underspend on capital financing was due to lower than planned expenditure on new build development schemes, delays to planned land appropriations and the receipt of additional grant funding towards capital scheme costs. In addition, the Housing Repairs Account underspent by £3.617 million. This significant variance was mainly in relation to general responsive repairs where COVID-19 restrictions impacted on property access. Also, a reduction in void repairs, when compared to previous years, reflected a reduction in transfers, evictions and tenants moving to the private sector or other housing during the pandemic.
28. Other variances included a £1.874 million underspend in relation to the contribution to the bad debt provision, which was based on end of year arrears and write-off levels. Various factors impacted on this figure including a change in the way Universal Credit was paid, which reduced the delay in the Council receiving direct payments, the use of discretionary housing payments to reduce arrears where tenants were at risk of homelessness and, in some instances, tenants' income becoming more stable due to financial support from the Job Retention Scheme.
29. The position also included a £233,000 overspend in relation to support services, as well as a £534,000 supplies and services underspend, which included court costs, grants and tenants' removal cost savings. Other general underspends included £555,000 on employee costs, mainly due to delays to appointment to vacant posts as a result of the pandemic, and there was an £80,000 underspend on transport costs, with other premises costs reporting an offsetting £35,000 overspend.
30. A net surplus of £469,000 was reported in relation to income. Whilst rent and service charges were £378,000 below budget, and lettings income was £67,000 below budget, these deficits were offset by additional grant funding of £892,000 from the WG Hardship Fund and a further £22,000 of other additional income.
31. The overall improved position allowed for unbudgeted contributions to the Housing Repairs & Building Maintenance Services earmarked reserve of £1.422 million, the Housing Development Resilience earmarked reserve of £250,000 and the HRA Welfare Reform earmarked reserve of £150,000. The residual underspend of £6.519 million has been transferred to the HRA General Balances and will improve the ability to deal with future budget pressures and provide more flexibility for any unavoidable commitments in the 2021/22 financial year,

particularly with regards to housing repairs and the delays to planned programmes resulting from the pandemic.

Civil Parking Enforcement

32. Civil Parking Enforcement (CPE) manages parking, parking enforcement and moving traffic offences throughout the city. The income from these activities is used to support the operational costs with the surplus being transferred to the Parking & Enforcement Reserve. The table below provides a summary of the budgeted and final outturn position.

2019/20 Outturn £000		2020/21 Budget £000	2020/21 Outturn £000	2020/21 Variance £000
5,024	On street car parking fees	5,634	1,364	4,270
1,186	Off street car parking fees	1,420	272	1,148
386	Residents parking permits	405	366	39
2,229	Penalty charge notices	2,507	1,003	1,504
5,648	Moving Traffic Offences (MTOs)	4,736	2,554	2,182
14	Other income	10	23	(13)
14,487	Total Income	14,712	5,582	9,130
659	Operational costs, parking & permits	774	599	(175)
6,064	Enforcement service	5,916	5,481	(435)
6,723	Total Expenditure	6,690	6,080	(610)
7,764	CPE Net Surplus/(Deficit)	8,022	(498)	8,520
0	Local Government Hardship Fund	0	8,920	8,920
0	Job Retention Scheme	0	147	147
0	Total Reimbursements	0	9,067	9,067
7,764	Revised CPE Net Surplus/(Deficit)	8,022	8,569	547

33. The CPE budget for 2020/21 assumed a trading surplus of £8.022 million, however the outturn position reported a trading loss of £498,000, a reduction of £8.520 million.
34. The pandemic had a profound impact on all income streams with significant reductions in the use of on street and off street parking. Enforcement activity was scaled back during the height of the pandemic and lower traffic volumes, particularly in the city centre, resulted in lower fine income from MTOs. The total income shortfall was £9.130 million. The reduced activity generated a consequential reduction of £0.610 million on expenditure. This included lower spend on overheads such as IT support, management fees, credit card commission, hybrid mail and advertising. In addition, there were savings from staff vacancies and less routine maintenance was undertaken. Claims were made to WG throughout the year for the reimbursement of lost budgeted income, funded via the Hardship Fund and for staff furloughed, funded via the Job Retention Scheme. Claims for the year totalled £9.067 million.
35. The claims submitted to and agreed by WG resulted in a revised trading surplus of £8.569 million. This was £547,000 more than budgeted, reflecting the reimbursements relating to March 2020. The trading surplus was transferred to the Parking & Enforcement Reserve, which is available to support highway, transport and environmental maintenance and improvements.
36. The use of the Parking Reserve is governed by Section 55 of the Road Traffic Regulations Act 1984. This specifies that the surplus may be used to fund operational costs, including subsidisation of the enforcement service, supporting public passenger transport services, transport planning and road safety, maintaining off-street car parks and highway and environmental maintenance and improvements. The following table illustrates the movements in the Parking Reserve and the balance carried forward.

2019/20 £000		2020/21 £000
1,491	Parking Reserve Opening Balance	2,115
7,764	Contributions from CPE	8,569
9,255		10,684
	Contributions to revenue:	
(5,385)	Budgeted contribution	(5,935)
(719)	Active travel	(161)
(246)	Highway improvements	0
(300)	Additional drawdown to support schemes	0
(444)	Clean air and environmental improvements	(51)
(46)	Provision of public transport	0
(7,140)	Total Contributions to revenue	(6,147)
2,115	Parking Reserve Balance	4,537

37. When the 2020/21 trading surplus of £8.569 million was applied to the brought forward figure of £2.115 million, the balance in the Parking Reserve increased to £10.684 million. Eligible expenditure totalling £6.147 million was drawn down from the reserve leaving a balance of £4.537 million at 31st March 2021. The drawdown included a budgeted sum of £5.935 million to support a range of Council services, including ongoing support and improvements to transport, parking, highways and environmental services. It also included regular funding of £161,000 for the promotion of Active Travel initiatives including assessment of the transportation impact on the Local Development Plan. Funding of £51,000 supported a One Planet study and supported the off-road motorcycle control activity.

Harbour Authority

38. For the financial year 2020/21, the Council worked with WG to identify achievable efficiencies, service reductions and savings against the approved Fixed Costs budget and to agree on an appropriate budget arrangement for Asset Renewal. WG agreed Fixed Costs funding of £4.961 million and Asset Renewal of £262,000, giving a total budget of £5.223 million, which was the same overall total as the 2019/20 financial year. In addition, in March 2021, an additional claim for £356,000 was approved in respect of agreed works for de-shoaling of the River Taff near the city centre and a 50% contribution to Associated British Ports dock feeder maintenance. This resulted in a total approved budget of £5.579 million.
39. The final quarter claim was based on an estimated outturn of £5.688 million. However, the actual outturn at £5.625 million was £63,000 lower than forecast. WG agreed that this additional funding could be retained and transferred to the Harbour Authority Project & Contingency Fund.

Heading	Budget £000	Outturn £000	Variance £000
Expenditure	6,005	5,498	(507)
Income	(935)	(461)	474
Fixed Costs	5,070	5,037	(33)
Asset Renewal	262	232	(30)
Additional claim on works outside of schedule	356	356	0
Total	5,688	5,625	(63)

40. The introduction of government restrictions as a result of the COVID-19 pandemic had a significant impact on income generation for the Harbour Authority. The largest value shortfall was on car parking, whilst closure periods resulted in reductions at the Water Activity Centre and cancellation of the Aqua Park. Harbour dues were reduced due to notice to mariners being served, resulting in restrictions of navigation. The shortfall in income was largely mitigated by a number of managed underspends across a range of areas, including Community Liaison and Administration, Barrage Control, Facilities Management, Environmental budgets and Building / General overheads. Spending was restricted, where possible, to offset the expected shortfalls in income. The Asset Renewal budget underspend of £30,000 related largely to lower costs on the railing refurbishment scheme at Penarth Marina.

41. In accordance with the Agreement, any underspend against the Fixed Cost budget is usually to be shared equally between both organisations. However, as already outlined, it was agreed with WG that, for 2020/21, the £63,000 remainder of grant claimed, less the budget overspend, could be allocated to the Project & Contingency Fund. The fund is used to support projects and provides a contingency if the approved budget is exceeded. The Fund receives contributions from a combination of receipts from the sale and disposal of land and a share of past year underspends on the Fixed Cost budget. The balance at 1st April 2020 was £62,000 and this will increase by £63,000 as detailed above. This leaves a net balance at 31st March 2021 of £125,000 and this is in line with the amendments to the Deed of Variation as agreed in April 2020.

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DIRECTORATE BUDGET SAVINGS PROPOSAL SUMMARY 2020/21

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Efficiency Savings									
CMT	E1	Reduce Budget for Past Service Contributions A review of past service contributions to pension funds in respect of ex-employees has identified that there will be a £90,000 reduction in costs for the year 2020/21. The current budget in respect of this area is £825,000.	90	0	0	90	90	0	This saving was achieved in full.
Corporate Management - Efficiency Total			90	0	0	90	90	0	
Economic Development	E2	Deletion of Post in Major Projects The deletion of one post through voluntary redundancy. The current staffing budget for Major Projects is £185,000.	53	0	0	53	53	0	The related post was deleted and this saving was achieved in full.
	E3	Dr Who Experience The existing budget will no longer be required once the building is dismantled and the land is handed back to Welsh Government. Handover should be completed by March 2020. The current net budget for the Dr Who Experience is £120,000.	0	120	0	120	120	0	This saving was achieved in full.
	E4	Transfer of New Theatre building to an alternative provider This saving will be achieved through the release of Facilities Management budgets following the transfer of the New Theatre building to an alternative provider. The current New Theatre Facilities Management budget is £212,000.	0	212	0	212	0	212	The transfer of the New Theatre was delayed as a direct result of the COVID-19 pandemic and this saving was not achievable this year.
	E5	Reduction in staff costs in Facilities Management Saving will be achieved following a restructure of staffing resources within Facilities Management. This proposal relates to the Building Support function with a current staffing budget of £1.354 million.	10	0	0	10	10	0	This restructure was implemented and the saving was achieved in full.
	E6	Reduction in staffing budget in Economic Development A reduction in the staffing budget associated with the operation of Economic Development. This reflects the deletion of 3 x vacant posts, and 1 x voluntary redundancy. This proposal relates to the Business and Investment functions with a current staffing budget of £825,000.	150	0	0	150	92	58	The three posts planned for deletion were deleted. However, agency staff still had to be utilised by the service, which impacted upon the achievability of the full saving.
	E7	Relocate Tourist Information Centre from Old Library Relocate provision of Tourist Information from the Old Library to St David's Hall (SDH) as a satellite to the main Tourist Information Centre (TIC) at Cardiff Castle. Tourist information would be provided by existing staff at SDH, with the saving being achieved through a reduction in agency costs associated with covering the current TIC. Cover has been previously provided through the use of staff at Cardiff Castle with a current staffing budget of £1.343 million.	20	0	0	20	20	0	Staff linked to the provision of this service were relocated to St David's Hall and the saving achieved in full.
	E8	Cardiff Castle - Bookings Taken On Line St. David's Hall box office to facilitate Cardiff Castle bookings online providing a reduction in cost against the current external arrangements. The current budget for this service is £20,000.	0	20	0	20	20	0	Although both St David's Hall and the Castle experienced venue closures for a significant part of 2020/21 due to COVID-19, the arrangement for online bookings transferred to St David's Hall and realised savings in external costs.
	E9	Cardiff Castle - Volunteer Programme Implementation of a volunteer programme which will reduce agency and overtime costs. Volunteers would assist and support staff during peak demand and the summer season. Recruitment is planned from colleges and universities programme to include work experience, trainees or apprentices. Reduced costs during events weekend and Bank Holiday periods. The Castle has a current staffing budget of £1.343 million.	20	0	0	20	0	20	Cardiff Castle was either completely closed, or open on a restricted non paid basis, due to COVID 19 pandemic during 2020/21, meaning this saving could not be achieved.
	E10	Reduction In Office Rationalisation Budget This budget will no longer be required from April 2020 as a result of buildings being vacated. The current budget for Office Rationalisation is £184,000.	0	92	0	92	92	0	This saving was achieved in full.
	E11	Revised Tourism Offer A reduction in posts equivalent to 3 FTE in the Tourism Service. This will include the deletion of one vacant post and one voluntary redundancy. The current staffing budget for the Tourism service is £484,000.	100	0	0	100	100	0	Two posts relating to this proposal were deleted. A delayed voluntary redundancy was offset in-year by other staff savings meaning the target was still achievable.

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Ec	E12	Reduction in Staff Costs in the Events Service The Events Service has a core establishment of six staff supporting an average of 40 events, as well as the City Centre. The proposal includes the deletion of a part-time post through voluntary redundancy. In addition, the team has absorbed income-funded work that was previously covered by agency staff. The Events service has a current gross staffing budget of £604,000.	48	0	0	48	0	48	The planned voluntary redundancy did not take place and this savings target was not achieved.
	E13	Reduced Cleaning in Corporate Buildings The proposed saving would be achieved through a reduction in the frequency of cleaning, and also an increase in productivity where this is practical and possible. The frequency of cleaning hygiene areas will remain unchanged but the frequency of cleaning office, meeting/conference rooms and communal/circulation areas will decrease. Most of these changes will be in the larger Council buildings (e.g. County Hall, City Hall, Willcox House, Cord House, St David's Hall,) where the current cleaning resource is greater. The savings will affect approximately 20 cleaning operatives (equivalent to circa FTEs). A number of voluntary redundancy applications from cleaners working in corporate buildings have been received. The current staffing budget for the Cleaning service is £4.956 million.	50	0	0	50	50	0	This saving was achieved in full.
	E14	Review of staffing resources within Play Services Saving will be found by deleting posts through voluntary redundancy. The current staffing budget for Play Services is £560,000.	40	0	0	40	40	0	This saving was achieved in full.
	E15	Review of staffing resources within Facilities Management Saving will be found by deleting posts through voluntary redundancy. The current staffing budget in respect of Facilities Management and Buildings Support is £4.019 million.	117	0	0	117	77	40	This saving was partially achieved, as one post was not progressed for voluntary redundancy.
	E39	Shared Regulatory Service - 2020/21 Annual Savings Reflects a further year's saving for Cardiff from the creation of a single shared service for Environmental Health, Trading Standards and Licensing functions of Cardiff, Bridgend and the Vale of Glamorgan Councils under a single management structure. As agreed in the service's financial business plan, this equates to 5% compounded over three years. The current budget provision is £4.793 million.	0	94	0	94	94	0	This saving was achieved following a revised agreed contribution to the SRS.
Economic Development - Efficiency Total			608	538	0	1,146	768	378	
Education	E16	Reduction in centrally retained Business Continuity Budget Improvements in the management of school buildings and clarity about the split of responsibility between schools and the Local Authority have meant that the centrally retained budget for responsive building repairs to assist business continuity in schools underspent in 2018/19. This proposal would reduce the budget by £150,000 to reflect this. The current net budget for Business Continuity is £272,000.	0	150	0	150	150	0	Final expenditure levels reflected full achievement of this savings target.
	E17	Further staffing savings in the Education Directorate Management Structure Following a restructure of the Education Directorate this proposal would involve deletion of one management post. The current budget for this post would be removed in full.	100	0	0	100	100	0	The budget for this post was deleted and the saving achieved in full.
	E18	Realignment of ICT Invest to Save Budgets Review of invest to save budgets to reflect current capital financing commitments. The current Invest to Save budget is £634,000.	0	150	0	150	150	0	The relevant budgets were reduced and the repayment schedules confirmed that this saving was achievable.
	E19	Rationalisation of School Based Counselling Provision This reflects the savings achieved by bringing the external contract through Action for Children for School Based Counselling Service in-house under the management of the Principal Education Psychologist. An additional amount would be achieved through refinancing of the online service element from WG grant. The current net budget for School Based Counselling is £426,000.	0	100	0	100	100	0	This saving was achieved in full in line with the original proposal.
	E20	Reduce the annual contribution made to the Central South Consortium A 3% reduction in the annual contributions made by partner LAs to the Central South Consortium in 2020/21. The current budget in respect of the contribution is £1.319 million.	0	41	0	41	41	0	The Council's contribution for the year was reduced in line with this proposal, resulting in this saving being achieved in full.
	E21	Review of staffing resources Saving will be found by deleting a post through voluntary redundancy. The current budget for this post would be removed in full.	45	0	0	45	45	0	The relevant post was deleted and this saving was achieved.
Education - Efficiency Total			145	441	0	586	586	0	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Housing and Communities	E22	Better alignment of Advice Services and increased external income The alignment of Into Work and Advice Gateways enables the deletion of a vacant manager post. This relates to the Money Advice Outreach service with a current staffing budget of £168,000.	43	0	0	43	43	0	This saving was achieved with the deletion of a vacant post
	E23	Benefit Assessment - efficiencies in processing and digitalisation Saving will be made through the deletion of posts via voluntary redundancy. This is possible due to efficiencies achieved through risk-based verification (reducing assessment time), digitalisation of services including Housing Benefit (HB) and Council Tax Reduction Scheme (CTRS) on-line claim forms, and scan station, reducing input time required by staff. This is in addition to a reduction in caseload of HB claims as Universal Credit roll out continues. The Benefit Assessment service has a current gross staffing budget of £3.215 million.	120	0	0	120	120	0	This savings target was achieved in full following a restructure which saw the deletion of four vacant posts.
	E24	Citizen Advice Bureau (CAB) Contract - Agreed Reduction This saving reflects the fourth year of a five year phased reduction in the cost of the Advice Services Contract. The contractual agreement reduces funding by £30k a year for four years and then by £20k in year five. The current budget for the Advice Services Contract is £350,000.	0	30	0	30	30	0	This was the fourth year of a five year phased reduction in contract payments to Citizens Advice and the savings target was achieved in full.
	E25	Appeal Team Review With the introduction of Universal Credit, fewer appeals against benefit decisions will be made and Tribunal hearings will reduce, enabling the reduction of one vacant post. The current staffing budget for the Complaints and Appeals service is £338,000.	38	0	0	38	38	0	This savings target was achieved in full with the deletion of one vacant post.
	E26	Review of out of hours arrangements for homelessness Currently both housing options and hostels services provide out of hours rota which is a duplication. Hostel staff can be trained to undertake this role. The current staffing budget for the Housing Options Centre is £2.261 million.	17	0	0	17	17	0	Budgets were reduced accordingly and this saving was achieved in full.
	E27	Rationalisation for Childcare Business Support The deletion of a post following the retirement of the post-holder. Impact on service delivery will be offset by Childcare Offer grant income in the short-term, as childcare provider support is integral to the new grant. The current staffing budget for the Childcare service is £340,000.	17	3	0	20	20	0	Budgets were reduced accordingly and this saving was achieved in full.
	E28	Joint Equipment Service - Increase in contribution from partners Currently the contributions from partners is based on a model set up in 2008, which no longer reflects current levels of activity. Work is underway with partners to address this, and Cardiff's contributions to the service are expected to reduce by £92,000. The current budget for total partner contributions to the service is £1.678 million.	0	92	0	92	92	0	This saving was achieved in full following a revised Joint Equipment Service Agreement which distributed service overheads on a revised basis.
	E29	The Legal Process and Complaints Review The alignment of two teams managing the legal process, and complaints and appeals under the same management structure. The current staffing budget for the Complaints and Appeals service is £338,000.	48	0	0	48	0	48	This saving was not achieved in year as the planned restructure was put on hold due to COVID-19.
Housing & Communities - Efficiency Total			283	125	0	408	360	48	
P&P	E30	Staff restructure in Policy, Partnerships and Performance Management The saving will be achieved through a restructure that will better align the work of Policy, Partnerships and Performance Management that will release two posts through voluntary redundancy. The combined staffing budget for these areas is £947,000.	79	0	0	79	79	0	Two posts were deleted via voluntary redundancy and the saving fully achieved.
	E31	Third Sector Infrastructure Grant The Council provides a grant to the Cardiff Third Sector Council (C3SC) to deliver through a Service Level Agreement (SLA), a range of support services to the third sector in the city. It is proposed to remove from the SLA, funded activities in relation to a community engagement work-stream, following a review of activities undertaken in recent years which concluded that insourcing these activities through the new Cohesion and Community Engagement Team would enhance efficiency and effectiveness in this area. With the new Local Government Bill proposing that all local authorities produce statutory Public Participation Strategies this will be a continued area of focus for the authority, particularly engaging with disconnected and deprived communities. It is therefore proposed to remove the grant funding (£45,690) for community engagement activities from the SLA in 2020/21, with £25,690 reinvested to support the work of the Cohesion and Community Engagement team, realising a saving of £20,000. The current budget in respect of Third Sector Infrastructure Grant is £191,000.	0	20	0	20	20	0	The full saving was achieved.
Performance & Partnerships - Efficiency Total			79	20	0	99	99	0	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Recycling & Neighbourhood Services	E32	Review of staffing resources Saving will be found through a restructure within depots and cleansing that will enable the deletion of two posts through voluntary redundancy. The combined staffing budget for these areas is £4.139 million.	43	0	0	43	43	0	This saving was achieved via a planned restructure resulting in voluntary redundancy.
	E33	Stores Review A review of the current stores provision at Lamby Way will be undertaken including opportunities for a more integrated approach to stock delivery across the City. The review will include consideration of the levels of stock held including levels of obsolescent stock, alternative stock management options and governance. The saving will be achieved through a reduction in agency costs and vehicle utilisation. The current net budget for Stores is £748,000.	28	7	0	35	35	0	This saving was achieved in full.
Recycling & Neighbourhood Services - Efficiency Total			71	7	0	78	78	0	
Social Services	E34	Support practice in mental health services across adult and children's services in understanding organisational responsibilities in respect of section 117 and children's CHC Current practices for obtaining CHC funding for adults will be expanded in order to seek additional Health funding towards care packages for children. Given the size of children's care packages (c£210k for a residential placement) additional CHC contributions in just a small number of cases would be sufficient to achieve the saving. The current income budget for contributions from the Health Service towards the cost of jointly funded packages across Social Services is £3.7 million.	0	100	0	100	0	100	Children's placements were reviewed at panel including Education and Health to ensure all additional funding was considered. In Adults, the review of funding contributions did not happen as usual. Overall, no savings were achievable during the year.
	E35	Review of existing contracts and practices In addition to major contracts for domiciliary and residential care, the Directorate operates a range of smaller contracts for specific services. These will be reviewed and efficiencies identified. There will also be a review of placement finding and brokerage across adults and children's to develop a single directorate team with the commercial skills, links to social work teams and strong relationships with providers. Across the Directorate, there are budgets of £3.3 million for small contracts for specific services.	0	100	0	100	0	100	Commissioning posts were put in place but did not result in savings in-year, due to the level of residential placements within Children's Services. In Adults, the review of contracts was concentrated on the recovery of services post-COVID 19 and therefore the saving was not achieved.
Social Services - Efficiency Total			0	200	0	200	0	200	
Planning, Transport & Environment	E36	Residential LED Lighting Energy Reduction Continuation of reduction in the energy costs associated with street lighting due to the introduction of LED lighting and the dimming and trimming of the network. The current Street Lighting energy budget is £2.516 million.	0	100	0	100	100	0	This saving was achieved in full, as planned.
	E37	Highways - Reshaping of Maintenance Operations A review of demand for highways related work has identified the opportunity to grant voluntary redundancy requests. A reduction in the need for reactive works, along with improvements in technologies and ways of working, supports a reduction in resources within Highways Operations, with no detrimental effect on service provision. The current staffing budget for Maintenance Operations is £2.261 million.	75	0	0	75	75	0	This saving was achieved in full, as planned.
	E38	Highways - Reduction in External Spend Reduced use of external resources related to non-essential and non-safety related highway asset improvement works. The current budget is £1.668 million.	0	15	0	15	15	0	This saving was achieved in full, as planned.
	E40	Review of staffing resources within Planning This saving would be achieved by deleting a post through Voluntary Redundancy. The current staffing budget in Planning is £2.103 million.	22	0	0	22	0	22	Progression of this proposal was delayed due to the pandemic, with a voluntary redundancy anticipated early in the 2021/22 financial year.
	E41	Review of staffing resources within Road Safety This saving would be achieved by deleting a post through Voluntary Redundancy. The current staffing budget in Road Safety is £609,000.	22	0	0	22	22	0	This saving was achieved in full, as planned.
	E42	Review of staffing resources within Bereavement Services This saving would be achieved by deleting a post through Voluntary Redundancy. The current staffing budget for Bereavement Services is £1.532 million.	40	0	0	40	19	21	A voluntary redundancy earlier in the year enabled a partial achievement of the saving, with the balance not proving achievable due to the impact of the pandemic.
	E43	Street Lighting - use of Central Management System (CMS) to reduce Energy costs on Strategic routes Use of CMS to further reduce energy costs on Strategic Routes through the introduction of a dimming regime during periods of very low traffic flow. The saving would be achieved by city-wide roll out, following an in-year pilot. The current Street Lighting energy budget is £2.516 million.	(5)	55	0	50	50	0	This saving was achieved in full, as planned.
Planning, Transport & Environment - Efficiency Total			154	170	0	324	281	43	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Resources	E44	Business Support Efficiencies A further review of staffing within the section, enabling the deletion of posts through a combination of vacancies and voluntary redundancy. This would necessitate the transfer to other areas of some of the functions currently undertaken by the section. As part of this proposal, it will be necessary to review income targets associated with these areas of work. The current net budget for Business Support is £291,000.	125	25	(45)	105	105	0	This saving was achieved in full, as planned.
	E45	Staff efficiencies within Information Governance The proposal comprises an employee saving to be achieved in relation to staff turnover. The current staffing budget for Information Governance is £1.050 million.	50	0	0	50	50	0	This saving was achieved in full, as planned.
	E46	Efficiencies in Recovery & Revenues The proposal comprises £60,000 staff savings through flexible retirement and voluntary redundancy. The current staffing budget in Revenue Services is £3.676 million.	60	0	0	60	60	0	This saving was achieved in full, as planned.
	E47	Reduction in Accountancy Staff Budgets A further review of staffing structures and responsibilities in the section, enabling staff savings through a combination of vacant posts and voluntary redundancy. The current staffing budget for Accountancy is £1.950 million.	60	50	0	110	110	0	This saving was achieved through a combination of voluntary redundancy and holding vacant posts.
	E48	Organisational Development Staffing Review of staffing structures and responsibilities in the section enabling the deletion of a post through voluntary redundancy. The current staffing budget for Organisational Development is £529,000.	27	0	0	27	27	0	This saving was achieved in full, as planned.
	E49	Customer & Digital Services Restructure Implementation of the new staff structure within Customer and Digital Services, enhancing the ability to develop digital services across the Authority. The current staffing budget for this area is £11.882 million.	173	0	0	173	173	0	This saving was achieved in full, as planned.
	E50	Reduction of ICT spend with external suppliers <ul style="list-style-type: none"> Blackberry Email licence removal - by the time of the next renewal of Blackberry email maintenance, it is anticipated all users will have been converted to O365 email Netapp file store maintenance removal Mitel licence reduction Sirsi Library maintenance reduction The current net budget for ICT is £766,000.	0	100	0	100	60	40	This saving was only partly achieved this year with the shortfall being mitigated, within the overall outturn position, by use of the mobile device technology fund.
	E51	Reduction in Emergency Management Unit salary budget Deletion of a vacant post, retaining part of the budget to provide flexibility for overtime and standby pay. The current staffing budget for the Emergency Management Unit is £218,000.	17	0	0	17	17	0	This saving was achieved in full, as planned.
	E52	Commissioning & Procurement - Staffing Savings released through flexible retirement. The current staffing budget for Commissioning & Procurement is £1.287 million.	2	0	0	2	2	0	This saving was achieved in full, as planned.
	E53	Health & Safety - Staffing The saving will be achieved through not filling a vacant post within Health and Safety. The current staffing budget for Health & Safety is £786,000.	44	0	0	44	44	0	This saving was achieved in full, as planned.
	E54	Human Resources - Staffing Efficiencies Staffing efficiencies across HR through the deletion of vacant posts, voluntary redundancy and flexible retirement. The current staffing budget for Human Resources is £4.033 million.	147	0	0	147	147	0	This saving was achieved in full, as planned.
	E55	Resetting of the Information Governance Offer The proposal is to review the service delivery model to reduce costs without compromising the Council's ability to deliver compliance in this key area. A heightened level of accountability and responsibility from individual directorates will be a key component of the success of the proposal. The current staffing budget for Information Governance is £1.050 million.	75	0	0	75	75	0	This saving was achieved in full, as planned.
Resources - Efficiency Total			780	175	(45)	910	870	40	
GRAND TOTAL EFFICIENCY			2,210	1,676	(45)	3,841	3,132	709	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Income Savings									
Economic Development	INC1	Increased Income Generation at St David's Hall Saving will be achieved through the generation of increased income streams at St David's Hall. The current income target for St David's Hall is £6.059 million.	0	0	129	129	0	129	Due to the enforced closure of the venue as a result of the COVID-19 pandemic, this savings target was not achievable in 2020/21.
	INC2	Pest Control Increase in pest control charges in respect of rats, mice, squirrels and wasps. The current income target for the Pest Control service is £312,000.	0	0	27	27	0	27	Ability to achieve this target has been affected by the COVID-19 pandemic and loss of external customers and is, therefore, unlikely to be achieved.
	INC3	New Theatre - Additional rental income from new operator Additional rental income generated following the appointment of an independent theatre operator for the New Theatre. The New Theatre forms part of the Arts Venues budget with St David's Hall which has a combined net budget of £1.253 million.	0	0	60	60	0	60	The transfer of the New Theatre to an external operator has been delayed as a direct result of the COVID-19 pandemic and this saving will not be achievable this year.
	INC4	New Attraction at Cardiff Castle (Black Tower Tales) Black Tower Tales is a new interactive visitor attraction at Cardiff Castle, which will result in additional income from ticket sales. The attraction will serve a dual purpose as both an educational and entertaining addition to the Castle's core offering. This will increase the attractiveness of the facility to local schools, education establishments and community groups and to the established tourist market both nationally and internationally. The current income target for the Castle is £4.236 million.	0	0	190	190	0	190	The proposed Black Tower Tales new attraction to generate additional income was delayed in its implementation, due to the COVID-19 pandemic. Although it was implemented before the end of the year, there were not paid admissions to the Castle during 2020/21.
	INC5	Increase retail yield at Cardiff Castle Selling (including on-line) high yield products at Cardiff Castle. The current income target for the Castle is £4.236 million.	0	0	20	20	0	20	Due to the enforced closure of the venue as a result of the COVID-19 pandemic, this savings target was not achievable in 2020/21.
Economic Development - Income Total			0	0	426	426	0	426	
Education	INC6	Proposal to increase prices at Storey Arms Centre Proposal to increase all prices for users of Storey Arms by 5% from September 2020. The current income target is £527,000.	0	0	15	15	0	15	The ability to achieve an increased level of income was not possible, due to the enforced closure of the centre due to the COVID-19 pandemic.
	INC7	Realignment of the Targeted Support, Early Help and Engagement teams to optimise deployment of provision across the City. Recent changes in grant funding from Welsh Government will provide the service with an opportunity to realign the amount of base-budget funded provision. The current net budget for this area is £1.964 million.	0	0	100	100	100	0	Grant funding levels were sufficient, ensuring this proposal was achieved in full.
	INC8	Review of Services provided to schools on a traded basis This saving would be achieved through ensuring that the support costs are being captured in those services provided to schools on a traded basis, such as specialist teaching resources, educational psychology services, music tuition services and outdoor education and learning at the Storey Arms Centre. The current income target is £17.894 million.	0	0	250	250	0	250	Appropriate costs were recharged against the trading account, however it was not possible to cover these via additional income generation due to the impact of the COVID-19 pandemic and the service not being in operation during the early part of the year.
Education - Income Total			0	0	365	365	100	265	
Housing & Communities	INC9	Review of Charging for Equipment Cardiff currently purchases caddies, trolleys and perching stools, the cost of which range from £8 to £25 per item. It is proposed to charge for these items. This model has been implemented in other Welsh Authorities without detriment to the citizen. In addition, if a client feels they are unable to pay this amount they will be referred to Independent Living Service to review their income, in order to establish they are in receipt of all relevant benefits. This is a new income target for the service.	0	0	31	31	0	31	Due to trading restrictions as a result of the pandemic this target was not achieved in 2020/21.
	INC10	Cardiff Works - Increase Income Generation The council has an in-house agency "Cardiff Works" for administrative staff but uses external agencies for all other agency workers. A project is being established to see if more agency staff can be provided in house and thereby retain the agency fee income. This is at an early stage and may require the establishment of an arms-length company to increase flexibility. A report will be made to Cabinet in quarter one 2020/21 in respect of this element of the saving, with the new model expected to be implemented in quarter three. For 2020/21, £50,000 is anticipated from the new model, with an additional £100,000 from revising the internal charge from 0.2% to 2%. The current income target for the service is £6.073 million.	0	0	150	150	150	0	This target was achieved in full following increased activity within the Track & Trace scheme.
	INC11	Advice Services - increased external income Grant funding is available to fund staff costs associated with the provision of fuel poverty advice. This relates to the Money Advice Outreach service with a current staffing budget of £168,000.	0	0	20	20	20	0	This target was achieved in full as Smart Energy grant was received in 2020/21
Housing & Communities - Income Total			0	0	201	201	170	31	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Social Service	INC12	Increase in maximum weekly charge for Domiciliary Care in line with Welsh Government (WG) policy It is proposed that the Council increases its maximum weekly charge from £90 to £100 per week in 2020/21 to mirror WG policy. This will increase the level of income the Council receives in service user contributions. The current income budget for charges for domiciliary care is £3.555 million.	0	0	255	255	200	55	Whilst there was a level of decline in Domiciliary Care income, the price increase was achievable on the element of retained income.
	Social Services - Income Total			0	0	255	255	200	55
Planning, Transport & Environment	INC13	Energy Management - Lamby Way Solar Farm Scheme Lamby Way Solar Farm will provide a substantial amount of clean, renewable energy to supply the local electricity grid and connected sites, generating an income for the Council, in addition to making a positive contribution to national and local renewable energy generation and carbon reduction targets. The current income target for Lamby Way Solar Farm is £30,000.	0	0	35	35	0	35	Following delays of several months, the sale of energy to grid became operational during the year, although the income target was not achieved as the better solar months had passed.
	INC14	Civil Parking Enforcement Additional contribution from Civil Parking Enforcement reflecting an increase in activity of on street parking and Moving Traffic Offences. The current operating costs are £6.203 million.	0	0	550	550	0	550	Income was significantly affected by the pandemic and the saving was not achieved.
	INC15	Planning - implement various Planning initiatives Through improved proactive monthly monitoring of planning applications/Pre Planning Applications (PPAs) and major projects, this saving would be achieved by increasing income opportunities. The current income target is £2.481 million.	0	5	95	100	0	100	Income was lower due to COVID-19, with some of the larger schemes slipping into the following financial year.
	INC16	Maximising opportunities for recharging services to grants Maximising opportunities for recharging for services to WG grants within Transport, Policy & Strategy and Design & Delivery. The current income budget is £3.165 million.	0	0	135	135	135	0	The saving was achieved following the receipt of additional grants, for example Active Travel.
	INC17	Bereavement Services - Burial and Cremation Fees Generate additional income through increases to fees for burials and cremations. The current income target is £3.211 million.	0	0	120	120	120	0	The additional income was achieved following the price increases.
	INC18	PTE - General Fees & Charges Generate additional income through increases to a number of fees & charges in respect of highways and transportation. The current income target is £1.083 million.	0	0	32	32	0	32	The additional income was not achieved due to the impact of COVID-19.
	INC19	Registration - Fees & Charges Generate additional income through increases to fees & charges in respect of ceremonies and certificates. The current income target is £836,000.	0	0	30	30	0	30	The enforced closure caused by COVID-19 resulted in an income shortfall and therefore this saving was not achieved.
	INC20	Cardiff Dogs Home Use of the Cardiff Dog's Home Legacy reserve to support operational costs in the short term, pending a further, comprehensive review of the service. The current net budget for Cardiff Dogs Home is £275,000.	0	0	70	70	70	0	This saving was achieved by drawing down from the Legacy Fund in line with the proposal.
Planning, Transport & Environment - Income Total			0	5	1,067	1,072	325	747	
Resources	INC21	Additional Income in Recovery & Revenues The proposal comprises an income target of £85,000 in connection with recently recruited recovery staff. The current income target is £1.096 million.	0	0	85	85	0	85	This additional income was not achieved due to the impact of COVID-19, but was mitigated via the Hardship Fund.
	INC22	WITS charge for Business Support functions Cardiff Council host the WITS, which is funded by public sector partners. Rather than create additional support posts, WITS utilises Customer Services business support functions (statistics, workforce planning, ordering / invoicing, financial monitoring etc.) This proposal is to ensure that these costs are fully recovered from the service. The current income target for C2C is £1.109 million.	0	0	25	25	25	0	This saving was achieved in full.
	INC23	Commissioning & Procurement - Additional Income Additional income reflecting procurement support for the 21st Century Schools Band B Programme (four year commitment). The current income target is £399,000.	0	0	40	40	0	40	This income was not achievable from this source, however it was mitigated, within the outturn position, by income from the administration of a national framework.
	INC24	Commissioning & Procurement - Additional Income Additional income reflecting SEWSCAP / SEWH billing contractor levy (1 day a month). The current income target is £399,000.	0	0	3	3	3	0	This saving was achieved in full.
	INC25	Health & Safety - Additional External Income The saving will be achieved through generation of additional income from asbestos and other Health and Safety training, as well as investigating opportunities for collaboration with neighbouring Local Authorities. The current external income target is £126,000.	0	0	15	15	0	15	Ability to achieve this target was affected by the COVID-19 pandemic and therefore was not achieved.
	INC26	HR - Cardiff Academy Income Additional income from Cardiff Academy. The current external income target is £99,000.	0	0	29	29	0	29	This income target was not achievable due to the inability to deliver physical classes. However, this was mitigated within the outturn position by reduced external spend on training providers.

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
	INC27	Increased Income within Information Governance The proposal comprises the introduction of an income target in line with levels of income being generated in the current year. The current income target is £14,000.	0	0	25	25	25	0	This saving was achieved in full.
Resources - Income Total			0	0	222	222	53	169	
GRAND TOTAL INCOME			0	5	2,536	2,541	848	1,693	

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Service Change Savings									
Social Services	S1	Strength Based Practice and Commissioning Saving - Children Services Implementation of priorities contained in the children's services strategy to ensure the right range of cost effective services are in place, including development of community support to keep families together, a reunification framework, continued development of in-house fostering, reframing the relationship with IFAs and developing purposeful homes for children closer to Cardiff. Specifically, it is anticipated that the Directorate will successfully recruit an additional 15 internal foster carers (25 currently being assessed) leading to an equivalent reduction in the number of externally commissioned foster placements, producing a net saving of c£300,000. In addition, it is anticipated that, through the implementation of a range of initiatives, there will be reduced reliance on high cost residential placements. It is assumed that there will a net reduction of 3-4 placements, with an implied saving of c£600,000. The current budget for externally commissioned placements for children is £27.834 million.	0	900	0	900	0	900	Commissioning posts were implemented during the year, but could not be directly linked to savings in-year. The relevant processes and governance are currently under review but the levels of children's residential placements resulted in increasing expenditure. The Assessment Centre and other relevant initiatives are due to commence in full during 2021/22.
	S2	Closer to Home Support - Return 5 people in year to lower cost provision from out of county residential care placements Via an ongoing process of review, the aim is to return care users to lower cost forms of provision from out of county residential care placements or to step down individuals from other high cost placements. The proposed saving represents the equivalent of stepping down 5 individuals from a learning disability residential placement (average cost c£87,000 pa) to a medium cost supported living placement (average cost £57,000). There are currently 119 residential/nursing placements in learning disabilities. In terms of capacity, the existing supported living contract contains places for c300 care users with a degree of turnover evident each year. Work is ongoing with Communities to identify further accommodation. The availability of supported living places is constantly monitored and opportunities for step down considered on an ongoing basis. The current budget for care homes for adults with learning disabilities is £10.389 million.	0	150	0	150	0	150	Due to COVID-19 it was not practical to move residents from one form of provision to another and as a result savings were unachievable.
	S3	Provide more step down to general purpose accommodation for mental health users Via an ongoing process of review, the aim is to step down care users to general purpose accommodation. The proposed saving represents the equivalent of 3 residential mental health placements (average cost £37,000). If stepping down to a domiciliary care supported package (average £25k) then the equivalent of 12 individuals would have to step down to achieve the saving. There are currently 84 residential/nursing placements in mental health. The current budget for care homes for adults with mental health needs is £3.008 million.	0	150	0	150	100	50	Step-down provision was available from the end of July and therefore savings were achievable during the later part of the year.
	S4	High Cost Case review in Older people and Physical Disability cases The implementation of a strength-based panel in 2019/20 has increased the scrutiny and review of high cost placements. The panel examines opportunities to encourage independence and reduce reliance on traditional forms of care. The proposed saving of £250,000 represents the equivalent of 15,156 hours of care, which represents c1.25% of the total annual number of domiciliary care hours delivered to older people. The ongoing review includes right-sizing and examining opportunities for the use of community equipment where appropriate. The current combined budgets for commissioned domiciliary care, care homes and direct payments for older people and adults with physical disabilities amount to £51.854 million.	0	250	0	250	0	250	The focus during the year was on the response to the pandemic with little opportunity for scrutiny of high cost placements. Therefore, this saving was not achieved.
	S5	Review packages for joint funding opportunities in Older People and Physical Disability There is an established CHC review process to examine the potential for the joint (Health) funding of packages in learning disabilities. This has realised c£200k in additional Health funding in 2019/20. Recent data from external consultants suggests that further levels of joint health funding should be available in relation to learning disabilities. Learning disability placements are high cost (c£90,000) and where joint funding is agreed, the UHB contribution is typically 50%. To achieve the saving, 6-7 additional packages would need to be approved for CHC. It is intended that CHC processes in relation to older people and physical disability cases are enhanced with additional capacity being identified. The current income budget for contributions from the Health Service towards the cost of jointly funded packages is £3.7 million.	0	275	0	275	0	275	The mechanisms for reviewing funding arrangements were suspended or restricted in 2020/21, due to the pandemic, and, therefore, this savings target was not achieved.

Dir.	Ref	Proposal	Savings Proposal				Achieved	Unachieved	Comments
			Employee Costs	Other Spend	Income	Total			
			£000	£000	£000	£000	£000		
Social Services	S6	Double to single handed care review There is an ongoing review process seeking opportunities to reduce double handed domiciliary care visits to single carer calls. Via OT reviews, savings of c£125,000 have been identified in 2019/20 to date. Use is made of existing community equipment budgets where appropriate. The proposed saving represents approximately 6,050 hours of care, which represents 0.5% of the total care hours delivered to older people in a year. There are currently 300 care users receiving double handed care. The current budget for older people's commissioned domiciliary care is £16.04 million.	0	100	0	100	0	100	Assessment and review was not possible during the year and, therefore, the savings target was not achievable.
	S7	Community Resource Team The community resource team provides a re-ablement service which in many cases leads to a reduction in the level of care required by vulnerable people, typically after discharge from hospital. It has been identified that c900 care users have not benefitted from reablement. The intention is therefore to increase the number of people reabled, with a recent trial study identifying that there were further opportunities in this area. The proposed saving represents the equivalent of 7,600 hours of care or 0.6% of the total hours delivered to older people in a year. A 50% care reduction to a typical package size would produce a saving of c£12,000 per individual. The current budget for older people's commissioned domiciliary care is £16.04 million.	0	125	0	125	0	125	The saving was around reabling people, especially on discharge from hospital, ultimately resulting in lower commissioned packages of Domiciliary Care. However, the pandemic placed hospital discharge mechanisms under pressure, therefore hindering the ability to deliver savings.
	S8	Implement Review of Reablement A significant element of the growth in the number of care hours delivered (and hence costs) relates to incremental increase in existing care packages. The strength based group is undertaking an ongoing and more stringent review of requests for increases to packages suggesting, alternatives where appropriate. The proposed saving represents the equivalent of 7600 hours of care or 0.6% of the total hours delivered. The current budget for older people's commissioned domiciliary care is £16.04 million.	0	125	0	125	0	125	Planned savings were predicated on a process of challenge on the level of domiciliary care packages provided. There was an initial drop off in the number of domiciliary care hours provide due to COVID-19. However, during this period, in order to support the care sector, providers were paid their "usual actual" hours. By the autumn provision had reduced to pre-pandemic levels and the saving was unachieved.
	S9	Use of technology in the provision of care and support packages. Explore opportunities for the use of technology in the provision of care and support packages. Some technological applications, such as telecare, are already being utilised to support care provision. Further opportunities are being explored with a focus on preventative services that could reduce the reliance on commissioned care, the aim being to mainstream the use of technology in care provision. The current combined budgets for commissioned domiciliary care, care homes and direct payments for older people and adults with physical disabilities amount to £51.854 million.	0	100	0	100	0	100	There was a lack of capacity to progress due to the pandemic and the saving was not achieved.
Social Services - Service Change Total			0	2,175	0	2,175	100	2,075	
GRAND TOTAL SERVICE CHANGE			0	2,175	0	2,175	100	2,075	
GRAND TOTAL SAVINGS PROPOSALS 2020/21			2,210	3,856	2,491	8,557	4,080	4,477	

Appendix 4 - Earmarked Reserves

	Balance	Contributions		Balance
	31 March 2020 £000	From Revenue £000	To Revenue £000	31 March 2021 £000
SCHOOLS BALANCES				
Schools Reserves	5,317	16,919	(522)	21,714
Cathays HS – Maintenance of Playing Field	3	0	0	3
Primary/Special Schools Repairs	707	218	0	925
	6,027	17,137	(522)	22,642
SCHOOLS RESERVES				
Out of School Childcare	99	29	(10)	118
Schools Catering	0	256	0	256
Schools Formula Funding	226	1,900	(35)	2,091
Schools Organisational Plan	501	8,749	(8,090)	1,160
	826	10,934	(8,135)	3,625
OTHER COUNCIL RESERVES				
Adults Social Care	0	1,182	0	1,182
Apprenticeships and Trainees	590	0	(77)	513
Bereavement Services	137	614	(404)	347
Building Control Regulations	85	0	(36)	49
Bute Park Match Funding	73	0	0	73
Capital Ambition Delivery	250	0	(250)	0
Cardiff Academy Training	78	0	0	78
Cardiff Capital Region City Deal	216	0	0	216
Cardiff Dogs Home Legacy	312	88	(148)	252
Cardiff Enterprise Zone	2,377	970	(983)	2,364
Central Market Works	269	0	(22)	247
Children's Services	0	950	0	950
Central Transport Service	0	177	0	177
City Events and Recovery	0	1,000	0	1,000

City Wide Management and Initiatives	878	254	(386)	746
Community Based Services Transition	169	0	(48)	121
Community Initiatives	675	562	0	1,237
Connect to Cardiff Refurbishment	10	0	0	10
Corporate Events and Cultural Services	829	339	(338)	830
Corporate Landlord Function	136	500	0	636
Corporate Recovery Risk	0	2,250	0	2,250
Council Tax Reduction Scheme	0	2,000	0	2,000
Digital Transformation	0	3,203	0	3,203
Discretionary Rate Relief	100	0	0	100
Emergency Management, Safeguarding & Prevent	139	0	0	139
Employee Changes	8,690	603	(567)	8,726
Energy Conservation (One Planet Cardiff)	47	150	(47)	150
Energy Market Volatility	336	0	0	336
Family Guarantor	0	339	0	339
Flatholm	0	7	0	7
Fraud Detection	44	0	0	44
Governance and Legal Services	185	0	0	185
Harbour Authority Project and Contingency Fund	63	63	0	126
Highways Section 278	410	0	(68)	342
Homelessness	1,468	344	0	1,812
Housing Support	758	0	0	758
ICT Holding Account	716	0	0	716
Inspectorate Support	208	800	0	1,008
Insurance	6,175	1,274	0	7,449
Invest to Save	261	0	0	261
Joint Equipment Store	221	84	0	305
Local Development Plan	38	300	0	338
Major Projects	480	0	0	480
Members Development	61	0	0	61
Municipal Election	572	225	0	797
Municipal Mutual Insurance	786	149	0	935
Non-Domestic Rates Due Diligence	60	0	0	60

Parking and Enforcement	2,115	8,569	(6,148)	4,536
Projects, Design and Development	14	0	(14)	0
Property Asset Management	67	21	(72)	16
Red Dragon Centre	1,532	270	0	1,802
Rentsmart	660	0	(202)	458
Resources	843	1,468	(56)	2,255
Roads Maintenance	0	1,033	0	1,033
Scrutiny Development and Training	118	0	0	118
Social Care Technology	655	0	0	655
South East Wales Construction Framework	535	440	0	975
Strategic Budget	3,979	3,917	(750)	7,146
Treasury Management	4,725	4,300	0	9,025
Wales Interpretation and Translation Service	351	0	(31)	320
Waste Management	0	311	0	311
Welfare Reform	1,853	291	0	2,144
Youth and Community Education	178	609	0	787
	46,527	39,656	(10,647)	75,536
SHARE OF JOINT COMMITTEE RESERVES				
Cardiff Capital Region City Deal (CCRCD)*	1,514	248	(1,062)	700
	1,514	248	(1,062)	700
Total Council Fund Reserves	54,894	67,975	(20,366)	102,503
HRA RESERVES				
Housing Development Resilience	0	250	0	250
Housing Repairs and Building Maintenance	599	2,422	0	3,021
Welfare Reform	279	150	0	429
Total HRA Reserves	878	2,822	0	3,700
TOTAL EARMARKED RESERVES	55,772	70,797	(20,366)	106,203

Purpose of the Reserve

The net position on individual school balances, comprising surpluses, deficits and the overall deficit on the Mutual Supply Fund.

To maintain path alongside Cathays High School

The overall balance held on the mutual scheme for repairs to school buildings.

Surplus balances from each school operating an out of school childcare scheme. These can be drawn upon by each school to balance their in-year financial position.

To be used to support the Schools Catering Service, including kitchen improvements, the implementation of a cashless transaction system.

A contingency set aside to meet unplanned and unforeseen expenditure incurred by or on behalf of the delegated schools budgets.

To be used to manage the cash flow implications of the Schools Organisational Plan financial model.

To provide interim funding for service specific pressures during 2021/22 and to enhance Adult Service's resilience in the short term in light of the demographic and market uncertainty created by the pandemic.

To support the Council's commitment to young people through funding for apprenticeships and trainees.

To fund a planned programme of refurbishment and improvement.

Represents historic surpluses relating to the ring fenced building control account which will be used to smooth the effects of any future deficits.

To provide match funding for grant funded initiatives in relation to Bute Park, as per Heritage Lottery Fund agreement.

To fund additional advice and support for the delivery of Capital Ambition projects.

To support initiatives undertaken by the Academy.

To provide funding towards the Council's contribution to the Joint Cabinet for the Cardiff Capital Region City Deal.

Donations left to Cardiff Dogs Home to be used for improvements to the home.

To fund expenditure on the Cardiff Enterprise Zone in future years.

To fund works at Cardiff Central Market and as potential match funding for external grants.

To be used to enhance Children's Services resilience in the short term, including provision of funding temporary staffing for Reviewing/Screening Service, Intervention Hub and additional in house fostering support.

To fund costs relating to the CTS vehicle service in future years.

To support the post pandemic recovery.

To fund city wide management and initiatives including supporting marketing and infrastructure.
To enable the better integration of community facilities across the public sector.
To fund initiatives arising from the legacy of the Community First Programme.
To fund expansion due to new and changing regulations.
To support feasibility studies and costs of major events and to offset future pressures arising from fluctuations in income within Venues and Cultural Services.
To support the corporate landlord functions across the Council in order to provide a cohesive and commercial operating model.
To mitigate risk of transition post pandemic.
To manage pressure and volatility in CTRS expenditure over the medium term.
To support new ways of working.
To fund changes to the NDR discretionary rate relief scheme.
To fund preventative measures in relation to safeguarding, the Prevent agenda and emergency management.
To meet the costs associated with voluntary redundancy and other employee costs in future years.
To fund initiatives in connection with energy conservation.
To provide funding for unexpected fluctuations in the cost of energy.
To enable the authority to adopt the role of guarantor for landlords and aid the transfer of families from temporary accommodation into permanent homes
To fund initiatives and repairs and renewals at Flatholm.
To supplement staffing and other costs associated with fraud detection.
To fund future Governance & Legal Services initiatives, including projects in connection with ICT upgrades.
To fund expenditure for the improvement and enhancement of infrastructure, assets, activities or services in or around Cardiff Bay.
To support highway investment.
To be used to meet increases in homelessness pressures.
To improve sustainability by maintaining the independence of people in their own homes.
To fund future business process improvement initiatives and other future ICT initiatives.
To procure necessary consultancy for inspections and regulatory environment.
To protect the Council from future potential insurance claims.
To be used in connection with revenue invest to save schemes.
To be utilised to offset deficits or one off expenditure items in the pooled budget, in future years.
To support the cost of the Local Development Plan and any potential appeals or judicial reviews.
To contribute towards the cost of Major Projects.
To support any additional Members' ICT software.
To support the cost of local elections.
To reflect the fact that the Council are liable to pay a percentage of claims previously settle by Municipal Mutual Insurance (MMI) and contribute to the cost of future settled claims.
To fund the costs of NDR due diligence.

This represents surpluses to parking and enforcement schemes which, under the Road Traffic Act 1984, have to be reinvested in Road Traffic Schemes. Additional details provided in note below.
To cover unattributable anomalies in building design and construction and offset any annual trading deficits.
To be used by Strategic Estates, as a tool for managing timing and fluctuations of income from fees relating to the disposal of properties.
To support ongoing premises funding requirements.
To reinvest in training and service delivery in respect of Rentsmart Wales.
To provide funding to a number of areas within the Resources Directorate, particularly where transition to new methods of operation are required.
To fund future road maintenance improvements.
To fund scrutiny member development and training.
To provide funding towards social care ICT developments.
Ring fenced revenue to fund future costs of the project. Remaining funding to be distributed amongst the participating authorities.
To support financial resilience and the future budget requirements of the Council over the three year budget period within the Medium Term Financial Plan.
To assist with the management of risk in relation to major projects and to offer some protection and flexibility to the wider capital programme.
To manage in-year fluctuations in funding and financial performance of the service.
To support additional waste management initiatives to achieve recycling targets and offset the impact of additional tonnage and associated waste management costs.
To mitigate pressures and reduced funding within the Housing Benefit Service following the transfer of services to DWP, as part of the rollout of the Universal Credit Scheme.
To fund costs connected with the refurbishment of youth centres.
The Council's percentage share of the accumulated balances and earmarked usable reserves of Cardiff Capital Region City Deal.
To mitigate against risk and improve resilience within the Housing Development Capital Programme
To fund costs of the housing repairs and to mitigate against risk within the construction industry.
To fund project costs and scheme development to address issues for council tenants due to benefit cap and universal credit.

HOUSING REVENUE ACCOUNT 2020/21 - OUTTURN**APPENDIX 5**

	2020/21 Estimate £000	2020/21 Actual £000	2020/21 Variance £000
EXPENDITURE			
Employees	19,499	18,944	(555)
Premises			
Council House Repairs	19,387	15,770	(3,617)
Other Premises Expenditure	4,529	4,564	35
Total Premises	23,916	20,334	(3,582)
Transport	235	155	(80)
Supplies & Services	2,877	2,343	(534)
Support Services	6,077	6,310	233
Capital Financing			
Capital Financing	27,571	26,091	(1,480)
DRF	2,400	2,400	0
Total Capital Financing	29,971	28,491	(1,480)
Contributions to Funds/Doubtful Debts	1,814	(60)	(1,874)
Contribution to Reserves	1,000	2,822	1,822
GROSS EXPENDITURE	85,389	79,339	(6,050)
INCOME			
Rents	(75,367)	(75,181)	186
Service Charges	(6,093)	(5,901)	192
Other income and recharges	(3,929)	(4,776)	(847)
TOTAL INCOME	(85,389)	(85,858)	(469)
NET SURPLUS (-)	0	(6,519)	(6,519)

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Appendix 6 - Capital Schemes Update

Budget monitoring reports during the year have provided regular updates on capital schemes. This appendix provides an update of main areas in which capital expenditure was incurred during 2020/21 and where resources are carried forward to complete schemes in future years. This accompanies the detailed list at Appendix 7.

Economic Development

1. The 2020/21 programme for the Directorate is £27.720 million, with a variance identified of £11.957 million predominantly in relation to parks, non-schools property asset renewal, city development and major projects.

Business and Investment

2. The council received an additional £1.205 million of Welsh Government repayable loans, making the total amount received to date £6.060 million for the implementation of town centre regeneration schemes in order to bring back vacant, underutilised or redundant buildings into beneficial use. Expenditure on the scheme of £985,000 was incurred in the year on a loan to allow the acquisition and regeneration of premises at Windsor Place for a Fintech / Technology Hub. It should be noted that all risk in respect to repayable loans remains with the Local Authority and the criteria for eligibility and strategic links will be reviewed during the year to make effective use of sums already held and prior to taking on any additional loans from Welsh Government.
3. In order to address safety concerns, a grant of £95,000 was made to the Coal Exchange LLP towards the purchase costs of scaffolding currently occupying the north elevation of the Coal Exchange, whilst a long-term sustainable future for the building is sought.

City Development & Major Projects

4. A sum of £2.366 million was originally allocated in the 2019/20 capital programme for economic development initiatives, primarily in relation to heritage buildings. A sum of £366,000 was allocated for the completion of the Black Tower Tales visitor experience at Cardiff Castle with this work now completed following some delay resulting from Covid-19 restrictions. In respect to the budget available for 2020/21, £300,000 has been allocated towards the clearance and pre development works on the James Street site in Butetown with the balance of £1.7 million used toward the acquisition of Cory's Buildings and Merchant Place in Butetown in accordance with a Cabinet report in November 2020.
5. The cost during the year of acquiring Merchant Place and Cory's buildings was £4.285 million with three sources of funds in place to meet the initial acquisition cost. These include the balance of £1.7m highlighted in the paragraph above, an earmarked receipt held from the sale of the Medicentre for reinvestment of £1.28 million, with the balance of £1.31 million to be met from disposal receipts held as part of the Council's Investment Property Strategy.

6. A sum of £1.929 million arising from 2019/20 Welsh Government grant to support economic stimulus in local authorities has been used for the acquisition of land situated on the corner of James Street and Adelaide Street in Cardiff Bay that has remained derelict for over 30 years. Costs in the year include acquisition, with full demolition and clearance delayed until summer 2021 due to the requirement to meet environmental regulations in respect to wildlife. Resources carried forward for this purpose total £668,000.
7. Following a marketing exercise, Cabinet will shortly consider options for the disposal of the Merchant, Cory's and James Street properties to bring these long term vacant sites to beneficial use.
8. An initial sum of £1 million was allocated in 2020/21 towards the Development strategy for the Sports Village and infrastructure works, which would be repaid through capital receipts or revenue from sites. No costs were incurred in the year and future costs of a revised masterplan and development strategy are subject to approval by Cabinet.
9. The primary phase of Central Square Public Realm was completed in November 2018 with costs of £8.7 million in 2018/19 and prior. Slippage of £340,000 will continue to be carried forward in order to complete works in line with various other public realm works being undertaken around the site during 2022/23.
10. Cabinet approved the acquisition of the Red Dragon Centre (RDC) site in December 2019, triggering the approval of the affordability envelope in respect of delivery of a new indoor arena as part of the 2019/20 budget proposals. Completion of the site took place in January 2020. Following the appointment in November 2020 of a preferred bidder to be the developer/operator for the new indoor arena, subject to submission of a planning application for an indoor arena on the Atlantic Wharf site, a further sum is payable for the acquisition of the RDC site. This is currently assumed to be in 2021/22, resulting in slippage.
11. The affordability envelope has also been utilised to develop the wider master plan for Atlantic Wharf including multi story car park and the acquisition of the long leasehold of the former Pizza Hut site. The property is to be managed as part of the Red Dragon Centre, but is also deemed a strategic investment to assist with the Council's wider master plan.

Parks & Green Spaces

12. The refurbishment of the toilet block at Parc Cefn Onn was completed in August at a total cost of circa £256,000 with additional funding required to complete this of £117,000 to be met from the Council's building asset renewal budget.
13. The Parks Asset Renewal Infrastructure budget for 2020/21 was £253,000, with £108,000 carried forward as slippage. Expenditure in the year included completion of footpath reconstruction at Hailey Park and Whitchurch Common; structural works including Waterhall bridge replacement, Fairwater Park wall and at Cath Cobb Woods.

14. An enhanced play equipment capital allocation was made in 2020/21 and with slippage from 2019/20, the amount available during 2020/21 was £539,000. Slippage continues to occur in the delivery of these improvements, with £340,000 carried forward due to sites including Victoria Park, Caedelyn Park, Grange Gardens, Drovers Way and Lascelles Drive being delayed. Schemes completed during the year included Hailey Park, Peppermint Drive, Glenmount Way and Wilson Road.
15. A number of grant funded expenditure projects were undertaken during the year including :
 - £328,000 to enable the Council to meet some of the actions within the 2020–2021 Play Sufficiency Assessment Action Plan and in particular widen play opportunities to mitigate the impact of the Covid-19 pandemic.
 - £390,000 to support Green Recovery Partnership Priorities which include reducing carbon emissions and increasing resilience to the impacts of climate change as well as reversing the decline in biodiversity and connect people and nature. Expenditure during the year was primarily on equipment to support maintenance.
 - £206,000 for the acquisition of equipment to support green spaces and biodiversity in the city.
16. Refurbishment works at Roath Park House, to protect it from further deterioration and make it wind and watertight, commenced in September 2019 and were completed in August 2020 at a total cost to date of £620,000. Further phases of work for change of use and landscaping to provide seating and improve visual impact are yet to be determined and costed. This project will utilise the majority of funding from capital receipts from the disposal of the former youth hostel at Wedal Road agreed by Cabinet to be re-invested in the Roath Park District Area. The further phases identified above are subject to detailed costing, a procurement exercise and identification of funding to complete the works, currently anticipated in July 2021.
17. In respect to Flat Holm, development work to secure a National Lottery Heritage Fund (NLHF) grant continued during the year in order to enhance and preserve the historic features on the island, whilst engaging with visitors and Cardiff communities both on and off the island. A decision on the outcome is due to be taken by the NLHF committee on 10th June and in order to support the application, the Council has committed £200,000 of match funding from the capital programme approved in 2021/22. The Council has also committed to retaining its annual revenue budget of £48,670 for the use on Flat Holm, with any additional income generated as a result of lottery or other investment to be used for the ongoing development of the island. Such funds will be held in an earmarked reserve, specifically for the use of preserving and maintaining the heritage buildings and visitor facilities on the site over a 20 year period from the date of the award of any successful grant.
18. Expenditure of £31,000 was incurred on professional fees and surveys during the year in relation to Roath Park Dam in order to determine an options report for works deemed required as part of the Reservoir Act 1975 and in response to a

Natural Resources Wales inspection report. Future costs and next steps, subject to this appraisal, will be considered as part of a future Cabinet Report.

19. The approach to profiling and prioritising the expenditure of sums held in relation to S106 agreements will need to remain a key priority in 2021/22 to ensure sums held are utilised for improvements.

Leisure

20. A property asset renewal budget of £310,000 was allocated in year to replace sections of the roof at Western Leisure Centre in order to urgently address water ingress.
21. As part of the contract for the transfer of leisure sites to GLL, the balance remaining of the £3.5 million for investment in the transferred leisure sites was £0.678 million, which is repayable on an investment to save basis. Expenditure of £213,000 was incurred during the year across the sites, including £110,000 on the air handling unit at Western Leisure Centre and £19,000 on site lighting at Maindy, Pentwyn, Llanishen and Fairwater Leisure Centres. Slippage of £465,000 is carried forward, subject to agreement of remaining priorities.
22. The project to resurface the Pontcanna Riding School has been a number of years in development, with no clear indication of start and completion dates. Slippage of £77,000 is carried forward into 2021/22, with funding sources including a contribution from the friends of Pontcanna Riding School.

Venues and Cultural Facilities

23. A balance of £222,000 is available in 2020/21 from Capital budgets initially allocated in 2015/16 for priority works identified at St David's Hall (£350,000) and New Theatre (£295,000). The upgrading of the Building Management System at St David's Hall, has been completed at a total cost of £455,000, with the balance to be met from the Council's property asset renewal budget.
24. Expenditure of £128,000 was incurred at Cardiff Museum as part of a Welsh Government Capital Transformation Grant. This repurposed part of the Museum's City Lab gallery, creating a more responsive and flexible space and creating a space that can be used for temporary exhibitions and community events. It will enable the Museum to tell more of Cardiff's history and work with its communities to do so.
25. Expenditure of £142,000 was incurred on a lighting scheme as part of the city centre Covid-19 recovery, with the majority funded by external grant funding.
26. Grant funding from the Arts Council of Wales as part of the Covid-19 Cultural Recovery Fund from Welsh Government enabled the purchase of protective equipment at New Theatre (£9,994) and St David's Hall received £29,227 for protective equipment as well as for additional seating in the auditorium.

Property & Asset Management

27. Property Asset Renewal works for administration buildings includes health and safety works at Ocean Park Arena, roof replacement at Cardiff Market, Cardiff Castle Visitor Centre and the Grassroots Building, heating and boiler works at City Hall, Llanover Hall, Wilcox House Generator Upgrade and Cardiff Riding School fence replacement. Other works include external lighting at Cardiff Dogs Home and Wedal Road parks depot, County Hall enabling works and a CCTV upgrade at Cardiff Castle. The significant slippage in non-schools asset renewal budget of £1.391 million into 2021/22 is primarily due to no planned asset maintenance work being undertaken in Quarter 1 because of Covid-19, and the subsequent need to prioritise maintenance work on the school estate in Quarter's 2/3. In addition, some planned maintenance work on the core buildings has been deferred whilst revised priorities are determined.
28. The Community Asset Transfer budget provides up to £25,000 for improvement works to buildings being taken on by third party organisations. A sum of £25,000 was provided towards Llandaff Community Hub. Future use of this budget is dependent on viable proposals and slippage continues across years with £98,000 carried forward into 2021/22.
29. In respect of the former Virgin Active Tennis Centre, immediate health and safety as well as works to reconfigure the centre into separate, self-contained units has been completed at a cost to date of £1.8 million in order to create a local sports and club facility, the Ocean Park Arena. Rental and service charge agreements have been established with tenants and are subject to agreement. Works have now been completed to provide outdoor sports pitches in partnership with the House of Sport. In the absence of a land receipt from the site, these costs are paid for from capital receipts from the investment property strategy. Further work to replace the Air Handling units at an estimated cost of circa £250,000 are proposed to be paid for as part of the Property asset renewal budget.
30. In respect of Central Market, the council's phase one application for a scheme to provide interpretation and to restore and prevent further deterioration to the building has been approved by the National Lottery Heritage Fund. The development and design stage is expected to run to February 2022 and subject to this, there will be a final funding announcement in July 2022. The Council has allocated £450,000 capital funding over the next four years as well as an earmarked revenue reserve of £269,000. Expenditure during the year was £21,000.

Harbour Authority

31. Expenditure in respect to the Harbour Authority is £351,000, which includes £206,000 for the acquisition of a crane, refurbishment of railings at Penarth Marina and ICT upgrade systems for the operation of the barrage.

Recycling Waste Management Services

32. Property asset renewal works include shower and drying facilities for staff at Lamby Way as well as schemes to support the improvement of site operations.
33. The five-year capital programme includes £3.325 million to explore options for a new household waste recycling / reuse centre. No expenditure was incurred nor is likely until a suitable site is identified, resulting in slippage of £200,000.
34. A number of grant funding bids were made during the year across a number of different budget headings. The total grant receivable for 2020/21 is £1.041 million and includes:
 - Ultra Low Emission Vehicles (ULEV) funding of £45,000 to purchase two light commercial electric vehicles for collection and management of waste in the city centre, with the balance match funded by the Council.
 - Circular Economy Fund grant of £996,000 in respect to a arrange of initiatives including a reuse cabin (£171,000), an electric sweeper and electric vehicles to remove waste from the City Centre (£160,000), CCTV to support enforcement of fly-tipping (£80,000), creation of a modular locality based reuse, repair, reclaim, redistribution hub in Llanrumney and £361,000 towards the provision of the glass caddies across Cardiff.
35. The Grant allocation for glass caddies supplements a previous Council budget allocation of £815,000 to roll out a separate glass collection scheme, which was subsequently re-profiled to 2021/22. The overall allocation will be reviewed in 2021/22 as part of the development of an agreed recycling service strategy to meet future targets.
36. In order to implement enhanced team operational requirements and facilities that support revised working practices, a number of changes were made at the Lamby Way waste depot at a cost of £703,000. This included improved access to office and welfare facilities, improvements to fleet parking, security and access. This cost is to be repaid over a three-year period from directorate revenue budgets.
37. Funds previously allocated for fire safety measures in relation to the Materials Recycling Facility (MRF) equipment and building are to be used for a range of infrastructure improvements at depot and recycling sites. This includes CCTV, barriers for health and safety, weighbridge and vehicle wash upgrades. Slippage of £25,000 is carried forward towards further schemes in 2021/22.

Education and Lifelong Learning

38. The 2020/21 programme for the Directorate is £54.352 million, with overall slippage identified of £9.469 million primarily due to the delays in on site works across all 21st Century Schools schemes due to the Covid-19 lockdown restrictions at the start of the year, which offset an overspend of £1.276 million predominantly in relation to 21st Century Schools (Band A) demolition overspends.

Schools - General

Asset Renewal - Buildings

39. The Council asset renewal budget was £11.177 million in 2020/21. WG Grant awarded in the final quarter of 2020/21 amounted to £5.421 million which was fully utilised across asset schemes. New working processes within the Asset Commissioning Board have provided a much more streamlined service and have allowed priority works to progress quicker than first expected. The current programme consists of Priority 1A works identified in Schools Condition Surveys, including roof and boiler replacements, fire precaution works, safeguarding of lobbies and kitchen upgrades. Additional, emergency Health and Safety works identified have also been prioritised as part of the schemes taken forward.

Asset Renewal – Suitability and Sufficiency

40. The Suitability and Sufficiency budget of £1.095 million includes £55,000 slippage brought forward from 2019/20. The significant overspend is in relation to several larger Suitability/ALN schemes and is partially offset by the overall underspend within Asset Renewal due to displacement of core funding by the WG grant. Works include; security and safeguarding works on boundaries and receptions across the schools estate, as well as priority Disability Discrimination Act (DDA) adaptations.

Whitchurch High

41. A £1.194 million separate allocation for works at Whitchurch High remains underspent this financial year. Work on options has been undertaken with the opportunity to realign existing education budgets considered for several options in year. The slippage of £703,000 will be utilised in the new year once work has commenced.

Welsh Medium Grant

42. A further grant of £1 million was awarded from WG in 2019/20 to improve Ysgol Y Wern under the Welsh Medium programme. Works on the project have increased the school to three forms of entry by providing two new permanent classrooms via extension of the existing building, along with the development of a Welsh medium teacher training room in partnership with Cardiff Metropolitan, Welsh Government and the Central South Consortium. WG grant of £602,000 was fully utilised in year with a small overspend of £106,000.

Reducing Infant Class Sizes Grant

43. As part of an ongoing programme to reduce infant class sizes, Welsh Government agreed a £3.322 million grant funding package until 2021 for St Fagan's Primary, St Francis Primary and Oakfield Primary. The Oakfield project is now complete, with works on the St Fagan's and St Francis having started on site late due to Covid-19 delays. Slippage of £2.091 million is reported across the two ongoing projects and has been approved by Welsh Government.

Hwb ICT Infrastructure Grant

44. A Welsh Government funding allocation of £5.097 million was awarded in 2019/20 to support Cardiff schools in developing sustainable EdTech Digital Services. The allocated Cardiff Council funding of £658,000 has been fully spent. The remaining overall grant balance (£4.333 million) was made available through drawdown of equipment through an all Wales ICT Catalogue and has also been fully utilised this financial year (£2.616 million).

Schools Organisation Plan – 21st Century Schools

45. The 21st Century Schools Band A programme has fully utilised Welsh Government grant funding of circa £66 million with final expenditure in 2020/21 of £1.670 million including the demolition and security costs at the Michaelston site as part of the Cardiff High School in the West project. This is significantly higher than first planned due to delays in being able to start on site (Covid-19 related) and confirmation of the presence of significant levels of asbestos in the building and substructures. Outstanding Band A grant retentions (£1.326 million) will be utilised to fund this expenditure in the first instance with the Band A invest to save financial model picking up any additional spend. Additional expenditure is expected next financial year as the demolition and remediation works are yet to be completed.
46. Band B of the 21st Century Schools Programme has now commenced with an original funding envelope of circa £284 million, inclusive of the £82 million Mutual Investment Model (MIM) schemes – Willows and Cathays High. Non-MIM schemes are to be funded by a Welsh Government grant award with match funding from Cardiff Council at a rate determined by the type of school. The timescales of the programme have been reviewed since the initial submission to Welsh Government and will continue to evolve as detailed business cases are developed. Slippage across Band B schemes totals £7.054 million, which includes £5 million assumed capital receipts which have been re-profiled due to timing of spend and identification of capital receipts.
47. The main works contract for Fitzalan commenced on site this year, with a total cost of £9.950 million funded from WG grant. Slippage of £1.547 million was the result of Brexit supply chain delays and Covid-19 lockdowns/quarantining. The decision to opt to tax was submitted to HMRC in 2020/21 with no adverse impact on current budgets for the scheme due to the nil valuation of the lease arrangements in place.
48. St Mary the Virgin is currently at design stage with minimal expenditure this year. Discussions are ongoing in relation to the timing of the scheme.
49. The Doyle Avenue scheme aims to house three schools (Cantonian, Riverbank and Woodlands) on one shared campus. This is currently at the initial design stage, with technical project management and additional options appraisal underway due to the complex nature of the scheme.

People & Communities

50. The total programme for 2020/21 is £15.727 million, with a variance identified of £4.979 million, the majority of which relates to slippage on regeneration schemes and housing.

Communities & Housing

Neighbourhood Regeneration

51. Slippage of £254,000 is shown against the allocation of £489,000. Expenditure included completion of street scene environmental improvements in Cathays and Riverside, a range of wellbeing improvements in Llanishen Park as well as environmental improvements on Cowbridge Road East and Llanishen Street. Delays are due to contractors being impacted upon by supply chain delays for material because of Covid-19 as well as delays relating to securing drainage approvals for the 3G sports pitch at Splott Park. Whilst further development at Maelfa continues as part of the housing revenue account and health service provision, expenditure in the year includes £105,000 as final payments for the council scheme to kick start the regeneration of the estate and shopping areas.
52. Expenditure on alley gating was £35,000 with slippage of £41,000 due to delays in completion of consultation and legal procedures.
53. In March 2018, Cabinet agreed priorities for submission under the Welsh Government Targeted Regeneration Investment (TRI) Programme. In accordance with the terms and conditions of the funding, the Council has allocated its own resources as match funding to supplement other public and private funding, a total of £1.3 million. Due to the requirement to use external funding first, slippage of £430,000 is carried forward with the full level of match funding initially allocated to be used in future years to complete the Tudor Road schemes referred to below and any new projects, subject to the success of further grant bids.
54. TRIP funding of £545,000 was approved in 2019/20 towards Butetown Pavilion, which is now complete following a delay in the acquisition of equipment and fit out as a result of Covid-19.
55. The Tudor Street Business Improvement Scheme focuses on the delivery of external improvements to commercial premises in Tudor Street, Riverside. Start on site was delayed by Covid-19 and progress continues to be dependent on the ability to enter properties. TRIP funding of £920,000 is approved for this £1.35 million scheme, expected to be completed by October 2021.
56. £1.980 million of TRIP funding has been approved for an environmental improvement and green infrastructure scheme at Tudor Road as part of a scheme totalling £3.5 million. Work started on site in April 2021, with an expected completion of summer 2022.

57. Schemes to create hubs at Rhydypennau and Whitchurch funded by Welsh Government Museums and Libraries Division (MALD) and Integrated Care Fund (ICF) grants were completed in August. Options are being considered to create a comprehensive scheme at Rhiwbina, with initial design costs of £22,000 in 2020/21. By using ICF grant funding of £270,000 towards disabled adaptations, equivalent council funding is carried forward as slippage, with additional bids for MALD funding having also been submitted.
58. The Council aimed to develop an integrated city centre business academy for young people, at Grassroots in Charles Street. However, following the design stage and projected costs of over £2.5 million, alternative options are now being considered, prior to a report to Cabinet. Intermediate Care Fund grant bid approved for the project has been used in year to displace £450,000 of other Council capital expenditure. Slippage of £336,000 against the initial Council budget allocated is also carried forward.
59. As mentioned above, Integrated Care Funding (ICF) was granted by Welsh Government in 2020/21 for both the Rhiwbina Hub and Youth Hub schemes with quarterly updates submitted to provide projections of spend. Given the delays in implementing the projects, and so as not to lose the funding, alternative schemes being undertaken by the Council have been substituted to be eligible for ICF funding, with Council's own displaced resources carried forward towards the delivery of those projects. Rhiwbina hub funding of £270,000 has been used for enabling works and preventative measures for disabled facility assistance including installation of stair lifts into peoples' homes and use towards 'safety at home' initiatives. Similarly, the ICF grant of £450,000 initially allocated to the Charles Street Academy Hub is to be redirected towards the short stay assessment accommodation for young children and supported living accommodation in the Housing Revenue Account.

Housing (General Fund)

60. The Disabled Facilities Service budget for mandatory and discretionary grants to housing owner-occupiers as well as for administration costs for the grants is £4.550 million and included an additional £750,000 p.a to meet additional demand and reduce waiting times. This expenditure funds the cost of adaptations that allows housing owner-occupiers to continue living in their own home. Due to Covid-19, demand throughout the year has been weak and the focus has been on the most critical cases. Business resumed as normal in the second quarter following relaxation of the lockdown conditions and assessments were progressing as part of the service recovery plan. However, due to the pandemic and further lockdown, the ability to undertake works and complete assessments and referrals continued to be impacted resulting in slippage of £809,000.
61. In addition, an Enable grant from Welsh Government totalling £436,000 was utilised to deliver additional adaptations.
62. An Intermediate Care Fund (ICF) grant of £660,000 and £1.644 million was received late in 2018/19 and 2019/20 respectively and utilised for disabled adaptations expenditure. In accordance with the terms in accepting the grant, the

Council was required to carry forward its own displaced resources as slippage. This £2.304 million was returned to Welsh Government in 2020/21, to be spent on agreed ICF priorities.

63. To facilitate comprehensive regeneration schemes, the estate environmental improvement allocation supports the costs of works to owner-occupier properties as part of the Public Housing programme. There has been significant delay in implementation of schemes during the year including those at Roundwood Estate, Arnold Avenue and Bronte Crescent. Slippage of £452,000 is carried forward towards such schemes which includes a requirement for enabling works as part of approved energy efficiency schemes, for which £100,000 is assumed whilst a Welsh Government led scheme is developed.
64. Acquisition of a site to expand the number of pitches at Shirenewton traveller's site took place in 2019/20 with total expenditure of £433,000. Preparatory works are being undertaken in parallel with options to determine the number of pitches on site prior to submission of a grant application to Welsh Government.
65. The Domestic Abuse One Stop Shop at the Cardiff Royal Infirmary site was built in partnership with the Health Board and is operated by RISE, which is a consortium of organisations providing services to support women. Handover has taken place following the installation of final interior elements.

Flying Start

66. The budget for Flying Start Capital schemes for the year totals £194,000. This comprises of allocations for furniture and ICT for Ely and Caerau Children's Centre and Greenway Primary (£45,000 and £47,000 respectively), alongside a sum of £60,000 for refurb works at six nursery sites across Cardiff with an additional £42,000 being made available from WG in year. Slippage of £130,000 this financial year will be made available to fund projects into 2021/22 due to delayed starts to schemes.

Childcare Capital Grant

67. WG grants in relation to Childcare total £382,000 to continue to support sufficient childcare places to meet demand. Slippage of £202,000 is expected in relation to St Mary the Virgin and for the new Welsh Medium childcare, due to dependency on other projects progressing first. The St Pauls Childcare works has been fully completed (£180,000) fully utilising the 2020/21 grant allocated to the scheme.

Social Services

Children's Services

68. Proposals from the remaining John Kane Fund included an extension and refurbishment of the Crossland's home. However projected costs are in excess

of the budget available and logistics whilst any works are done are also factors being considered as part of a review. Pending this, slippage of £228,000 is carried forward into 2021/22.

69. Following the acquisition of a property and the start of upgrade works, expenditure of £389,000 has been incurred for short stay assessment accommodation for Children looked after as part of the 'Right Home, Right Support' commissioning strategy.
70. An Integrated Care Fund grant of £300,000 over two years is available to improve and increase capacity of Trelai Youth Centre on the Ty Gwyn Special School campus, making it available to children and young adults with learning disabilities and complex needs in Cardiff for out of school activities. The remaining grant was fully utilised in 2020/21.

Planning, Transport & Environment

71. The 2020/21 programme for the Directorate is £40.771 million, with a variance identified of £11.832 million. This is primarily in relation to slippage of highway maintenance and cycling development projects. A range of grants have been approved by Welsh Government, in most cases, with a requirement to undertake expenditure by 31 March 2021. Schemes and associated preparatory works will need to progress promptly in order to maximise utilisation, with early discussion with grant funders in order to mitigate this risk.

Energy Projects & Sustainability

72. A number of energy retrofit schemes totalling circa £1.3 million are proposed to be undertaken under the second phase of the REFIT programme, now programmed during 2021/22, subject to completion of contractual documentation.
73. In May 2019, Cabinet approved the final business case to deliver a solar farm at Lamby Way. The Solar Farm is a long term invest to save project that is assumed to be self-financing over its operational life, which is in excess of 30 years. In reaction to the Covid-19 crisis, the contractor left the site in March and returned in June, resulting in a delay in the works. Installation of the panels was complete in 2020 with the first electricity generation following connection to the grid taking place in February 2021. The critical next phase in terms of timing and maximising income is the installation of a private wire which, following a tender exercise, started in March 2021 and is forecast to be complete in August 2021. The total cost of the scheme once fully completed has increased, largely due to Covid-19 delays and higher than modelled costs including that for commissioning the private wire. The total cost is currently expected to be circa £9.0 million including the initial grid connection.
74. The Council has received grant funding of £6.628 million for Phase 1 of the Cardiff Heat Network project from the Department of Business, Energy and Industrial Strategy (BEIS). Terms are also drafted for an interest free loan of £8.6

million from Welsh Government to the Council, which would provide a Loan in parallel to Cardiff Heat Network Limited, a Special Purpose Vehicle (SPV) wholly owned and set up by the Council to deliver this project. The SPV will appoint a contractor to design, build, operate and maintain the network. The loan from Welsh Government to the Council is repayable over 30 years, irrespective of the level of repayments from the SPV in respect to sales of heat.

75. It should be noted that the costs of all projects identified above together with ongoing maintenance are assumed to be paid back from savings or future income generation and so represent an ongoing risk many years into the future.

Bereavement & Registration Services

76. A contract for works to create new burial space in the North of the city is substantially complete with seeding and landscaping works to be completed by the end of May. Expenditure in the year is £2.371 million with all expenditure in creating the site to be repaid from future income receivable as part of the bereavement reserve.
77. As part of the budget proposals for 2020/21, a segregated asset renewal allocation for bereavement services was created for works such as footpaths and infrastructure, vehicles and plant as well as improvements to key buildings. Expenditure of £185,000 was incurred only on the replacement of the lining of all three cremators, with funding brought forward from 2021/22 in order to complete this work earlier than anticipated. Budgets for road and footpath improvements, site lighting and vehicle and plant replacement were slipped into 2021/22 providing an overall slippage figure of £90,000 carried forward.
78. Other expenditure funded from Bereavement Reserve income during the year included burial section expansion and also the installation of an ashes scatter area for the Sikh and Hindu faiths at Llandaff Rowing Club.

Highway Maintenance

79. Expenditure on the reconstruction of structurally deteriorated roads was £649,000 with work completed on Church Road in Pentyrch and other prioritised sites are planned to be confirmed and ready to progress.
80. The budgets for carriageway and footway works total £7.106 million including slippage from 2019/20 and additional WG grant for public highways of £1.727million. Expenditure during the year was £5.938 million with slippage of £1.172 million carried forward. Budgets for footways were re-prioritised during the year to carriageways to support social distancing requirements and avoid additional costs.
81. The five-year capital programme includes a sum of £2.240 million to replace the timber surface of the Millennium Walkway. Works entail the replacement of the timber decking and supporting bearers using reinforced plastic components along the length of the walkway from Wood Street to Cowbridge Road East/Castle Street along the River Taff. Following a trialling of materials,

construction started in February following the dismantling of the Dragons Heart hospital from the stadium. Expenditure of £218,000 was incurred during the year, with slippage of £122,000 being carried forward into 2021/22.

82. The Bridges and Structures expenditure of £337,000 included culvert works at St Fagan's Road, Llandennis Road, Fairwater Road and Capel Llaniltern, as well as capital works arising from assessment reports from North Road flyover. The budget was also used to match fund a number of small scale flood defence schemes attracting Welsh Government grant, planned to be undertaken during the year. Significant slippage of £1.508 million is carried forward and is to be re-profiled in future years.
83. The street lighting infrastructure budget was used towards some replacement subway lighting and to start the design process for electrical works on Eastern Avenue. Delay in the design of the latter results in overall slippage of £731,000 into 2021/22.
84. Following a successful trial of LED lighting in the Radyr Ward, with the conversion of 1,250 columns approved by Cabinet in May 2019, an invest to save business case is in place for all remaining residential columns to be converted to LED. A procurement exercise has been completed with total costs of the scheme being approximately £5.2 million. No expenditure was incurred during 2020/21.
85. As part of a coastal defence scheme to implement improvements from Rover Way to Lamby Way, a revised Welsh Government grant of £1.129 million has been awarded to progress design, habitat assessments and complete a full business case. A ground investigation contract was completed in May 2020, with the results to be utilised in order to determine the most appropriate detailed design. Extensions for timescales due to Covid-19 delays and complexities of the ground conditions and therefore design have been agreed with Welsh Government and extended to March 2022. Slippage carried forward relates to Council match funding allocated towards the scheme.

Traffic & Transportation

86. The Council Road Safety Schemes expenditure of £305,000 was utilised to match fund safety related schemes being delivered as part of Welsh Government grants.
87. Telematics expenditure during year has been spent primarily on the replacement of obsolete analogue CCTV cameras at various locations with HD digital CCTV cameras and systems upgrades. Additional budget was allocated in 2020/21 towards the replacement of electronic signage / control system for the North Road tidal flow lane control system and Bute Tunnel entrance, which is to commence in 2021/22.
88. The total budget for cycling development in 2020/21, including slippage from the prior year, is £2.674 million, which was to be used to match fund WG grant funded schemes for primary cycle ways and completion of schemes such as North Road Phase II. Due to the receipt of additional in year grant funding

including for pop up cycling facilities, slippage of £2.392 million is being carried into 2021/22, in line with the current delivery programme.

89. A sum of £375,000 Council match funding is included in the Capital Programme to help secure a range of Welsh Government grants where match funding is required. Together with slippage from 2019/20, this has been used for a range of schemes for Local Transport, Safe Routes in Communities and Road Safety, with slippage of £502,000 being carried into 2021/22.
90. The Council's City Centre and Key Links Transport Improvement budget of £1.259 million is to be utilised towards schemes in the City Centre in future years in line with the delivery programme. However, £383,000 of this has been brought forward to be used towards improvements on Eastside Canal in 2020/21 together with a Metro+ grant of £500,000 towards design.
91. A Local Sustainable Transport Covid-19 Response Grant of £3.619 million was approved by Welsh Government for 2020/21. Expenditure included pop up cycle measures, infrastructure to support social distancing measures; 20 mph limits on key routes, and public realm enhancements for spill over pedestrian areas and low-cost solutions to reallocate road space in favour of sustainable forms of transport.
92. The Welsh Government revised allocation to Cardiff for the Local Transport Fund was £3.395 million. Schemes bid for and approved included £2.645 million towards improving sustainable transport infrastructure and tackling local and national air quality issues at City Centre West (Central Square) and City Centre South (Fitzalan Place / Bute Terrace). It also included £500,000 towards sustainable transport to encourage sustainable and active travel and £250,000 towards implementation of 20 mph limits in various areas.
93. The Resilient Roads Fund supports transport projects that mitigate and adapt to the effects of climate change, including addressing disruptions caused on the highway network by severe weather. Schemes supported are the A470 Bus Corridor improvement; Caedelyn Road to Tyn y-Parc Road and the A4119 Bus Corridor improvement – Phase 2D. Expenditure in the year is £457,000, with schemes to be completed as part of an overall £618,000 budget to be completed in 2021/22.
94. The revised Welsh Government Local Transport Network Fund of £189,000 was used to improve sustainable transport by providing enhanced bus infrastructure on Greenway Road.
95. The revised Welsh Government Road Safety Casualty Reduction grant approval of £241,000 along with slippage of £101,000 has supported capital projects including traffic calming and pedestrian improvements on Crwys Road and A48 Western Avenue.
96. A revised Safe Routes in Communities Grant of £392,000 along with slippage of £17,000 was used to improve accessibility and safety and encourage walking

and cycling in communities with particular emphasis on improving routes to and from schools within the Canton area.

97. Welsh Government Grant revised allocation available for Active Travel including slippage was £4.004 million in order to increase levels of active travel, improve health and well-being, improve air quality, reduce carbon emissions and connect communities. Funding has supported Cardiff Cycle Superhighways stage 1 (£1.326 million), Taff Trail upgrade at Hailey Park (£36,000), Active Travel to Schools (£932,000), completion of North Road cycle route phase 2 (£473,000) and (£1.237 million) for various improvements to the Integrated Network Plan, primarily the implementation of bicycle fleets for schools.
98. A number of transport and environmental projects were initially assumed to be paid for from income arising from the Civil Parking Enforcement Account. This includes on street residential charge points and charge points in various council locations. Due to the impact of Covid-19 on the level of income receivable, budgets allocated for these purposes have been removed pending a review of affordability and feasibility of funding these projects with alternative sources of funding.
99. In relation to moving traffic offences, expenditure of £129,000 was incurred on attended parking stationary cameras. This expenditure is on an invest to save basis, to be repaid from future parking and enforcement income.
100. Slippage of £208,000 is shown in relation to development of the transport interchange on the site of the former recycling site at Waungron Road, which is proposed to be delivered in parallel with the housing scheme. Planning permission has been received; however, delivery is dependent on design works in respect to the housing development and completion of Network rail improvements to the retaining wall and Fairwater train station.
101. In order to comply with the requirement of the Environment Act 1995 – Air Quality Direction 2019, Welsh Government provided a grant for a range of agreed measures including bus retrofit (£2.25m); Taxi vehicle emissions incentive (£1.86m); city centre transport and active travel (£15.2m); completion of 20mph (£1.28m); implementation management and monitoring (£0.65m). As part of the city centre transport projects, works have commenced on improvements at Central Square as part of a £7.5 million scheme. Works are currently expected to be completed in February 2022.

Resources

102. The 2020/21 programme for the Directorate is £17.763 million with a variance of £7.295 million, mainly due to slippage of the Council's contribution to City Deal and timescales for the delivery of procured waste management vehicles.

Technology

103. The Modernising ICT budget aims to support projects in the Cardiff Capital Ambition programme and the digitisation of business services utilising modern technology. Expenditure during the year was £223,000 and included a final contribution towards the roll out of SharePoint (Electronic Document Management System) and Digitalisation projects such as the Virtual assistant and mobile app.
104. Slippage of £468,000 is carried forward for ICT Refresh from a budget of £866,000, which was to support a range of projects to support resilience, capacity and capability such as core network switch replacement, telephony rationalisation, the update of firewalls and computer suite CCTV in County Hall. Expenditure is significantly lower than planned due to the impact of Covid-19 resulting in delays in confirming project requirements and longer lead in times from suppliers.

Central Transport Services

105. As part of the first phase of the waste management vehicle replacement strategy, vehicles including 12 refuse collection vehicles (RCV's) have been procured outright rather than leased, using the Council's invest to save approach. With delivery of most of the vehicles to be in 2021/22, expenditure during the year is £1.225 million, with slippage of £2.240 million carried forward. For one of the RCV's received in 2020/21, ULEV grant of £205,000 was received in order to meet the additional costs of procuring an electric RCV compared to a low emission equivalent. Whilst the vehicles will be owned by the Council, processes will need to be put in place to recover initial and recurring investment costs from directorate revenue budgets over the agreed life of the assets, in the same way that financial commitments would have had to have been met, were the vehicles to have been leased. This will ensure that the lease versus buy approach remains affordable and sustainable.

Corporate

106. The £200,000 contingency budget was not utilised during the year whilst the £500,000 invest to save budget has been utilised for the creation of a Minor Repair Workshop for waste fleet, as well as car park, office and control room improvements deemed required as part of changes in working practices at Lamby Way depot.
107. The Council's overall approved contribution to the £120 million Cardiff Capital Region City Deal (CCRCD) wider investment fund is £28.4 million. The in year contribution was £474,000 as the timing and value of any drawdown is subject to proposed projects being considered and approved by CCRCD joint committee, but is also dependent on the different funding streams available to CCRCD to manage expenditure obligations. Slippage of £3.198 million is carried forward and has been re-profiled in line with the CCRCD Business Plan approved in December 2020.

108. An overall allocation of £9.750 million was included in the programme over a three-year period for the Core Office Digital Infrastructure project with £2 million of this initially assumed in 2020/21. This was towards smarter working, digital infrastructure and building adaptations to allow consolidation into alternative council buildings including County Hall, with any costs to be recovered on an invest to save basis. Expenditure in 2020/21 is £1.121 million primarily for the purchase of Oak House for the relocation of the Alarm Receiving Centre (ARC). Future year costs include building adaptations and ICT infrastructure to facilitate the relinquishment of Willcox House.
109. In respect to infrastructure and equipment for webcasting Council meetings, procurement has been delayed due to Covid-19 and as a result of the review, the specification is to allow meetings to be Hybrid i.e. some attendees in the chamber or meeting room and some attending remotely. A grant of £40,000 was received from Welsh Government which enabled an initial equipment purchase for hybrid meetings, with slippage overall of £260,000 carried forward into 2021/22 whilst options are considered.
110. Council in October 2020, approved the release of £7 million included in the 2020/21 capital programme to support financial viability of Cardiff City Transport Services Limited. This equity investment is for a range of measures to support the balance sheet and allow a turnaround plan to be implemented by the company. This includes replacement of vehicles, improvement of working capital and implementing a restructuring exercise to support financial sustainability.

Public Housing (Housing Revenue Account)

111. The 2020/21 capital programme for Public Housing was £56.775 million and actual expenditure for the year was £53.632 million. This is £3.143 million less than the total programme, primarily because of reduced expenditure on building improvements.
112. There was total expenditure of £3.156 million on a range of estate regeneration schemes to tackle issues of community safety, defensible space, waste storage and courtyard improvements to blocks of flats. Major schemes within the programme include Litchfield Court (£0.520 million), Arnold Avenue and Bronte Crescent (£0.547 million) and garages and asset improvements (£1.634 million).
113. In respect to planned investment on Council dwellings, Covid-19 has resulted in a focus on the most urgent works, avoiding the requirement to enter properties. A sum of £11.150 million was originally allocated for building improvements but actual expenditure for the year was £8.069 million, which is £3.081 million less than budgeted. This is predominantly due to delays caused by Covid-19 because access into dwellings was not possible throughout the majority of the year and therefore only essential works could be undertaken. Areas of expenditure during the year include replacement boilers (£1.060 million), upgrades to high-rise flats (£1.493 million), structural works (£0.338 million) and a lift replacement programme at flats (£0.439 million). Lift replacements have been completed at Beech House and Sycamore House with Loudoun and Nelson Houses due to

complete next financial year. There was total expenditure of £0.982 million on the roof replacement programme after opportunities were considered to speed up the delivery of the programme and ensure that Welsh Government funding was used in full.

114. A sum of £3.350 million was originally allocated for disabled adaptations for public housing but actual expenditure in year was £2.046 million, leaving slippage of £1.304 million. Again, this was predominantly due to Covid-19, with the focus mainly on the most critical cases. Services resumed where possible as restrictions were lifted during the year but work had to stop again as further restrictions meant that access could not be obtained into peoples' homes.
115. A sum of £39.375 million was originally allocated for new build schemes but expenditure during the year was £40.280 million, which was £905,000 more than planned. Expenditure included the completion of phase one Cardiff Living sites and preparation for future phases. It also included specific new build developments, including 16 new homes at Caldicot Road, the completion of 30 flats at Courtney Road, emergency housing projects at Hayes Place and Ferry Road and the planning and tendering of schemes at the St. Mellons, Maelfa, Wakehurst Place and Iorwerth Jones sites.
116. Cabinet, in June 2020, considered the impact of Covid-19 on the Council's housing delivery programme and agreed approval in-principle of a specific request from Wates Residential to the immediate purchase of a number of additional properties in development as part of the Phase 1 Cardiff Living programme. This estimated the acquisition of an additional 102 properties for Council homes or for Council approved assisted home ownership across four sites, namely Willowbrook, St. Mellons; Briardene, North Road; Highfields, Heath and Llandudno Road, Rumney. To facilitate this, the level of open market buy backs of property over the medium term was to be curtailed throughout 2020/21 and £4.565 million was spent in 2020/21 on completion of the buyback programme, for all but urgent cases and those facilitating comprehensive regeneration schemes such as at Channel View.
117. In March 2020, Cabinet agreed to acquire the freehold interest of the former Gas Works site at Ferry Road, Grangetown at a cost of over £10 million in order to deliver a Council led mixed tenure housing scheme. The scheme will deliver around 500 new, low-carbon and sustainable, affordable homes and will provide a strategic link to the proposed regeneration of the Channel View estate. An outline planning application is due to be submitted by the end of 2021/22, with grant funding bids also submitted to the Cardiff Capital Region Housing Viability Gap Fund towards the remediation of the site which has been approved in principle with an indicative allocation of £3 million.
118. Cabinet considered in July 2020 a future service model for Homelessness and set out a range of schemes to offer long-term and sustainable housing options for homeless families and single people. Covid-19 has necessitated extreme urgency to deliver longer-term solutions for temporary accommodation. Two modular schemes were completed to provide a long-term homeless housing provision. The assessment centre at Hayes Place, which includes new modular homes using the Beattie Passive 'Haus4studio' pods, was handed over in March 2021 and works

have also commenced on the Gasworks site to create 48 flats as temporary accommodation for homeless families.

119. Linked with the above, specialist, supported accommodation for homelessness is being developed at Adams Court to create an integrated facility of approximately 103 self-contained units with intensive support. Adjacent to Adams Court, an additional 49 flats for longer term more settled accommodation will be available within Baileys Court, which also forms part of the management agreement with United Welsh.

120. The Council submitted a number of grant bids to WG covering Covid-19 related homelessness recovery plans in order to support the costs of the above three projects, projects taken forward by partners and the development of affordable housing. Over £15 million of funding has been approved and for some of the schemes has been paid in full. Schemes include Adams Court, Countisbury House, Huggard and Tresillian sites, Briardene, the Gas Works and the YMCA.

Section 106 schemes and Other Contributions

During the year, contributions are received in accordance with planning obligations or other agreements and then spent on capital or other schemes in line with those agreements.

Projects paid for using contributions in 2020/21 include:

- Parks and Green Spaces – Adamsdown Open Space, play area improvements at Creigiau, Grange Gardens, Greenway Road, Moorland Library Gardens, Caerleon Park, Heol Pant y Gored and Parc Coed y Nant.
- Traffic & Transportation – Public transport improvements, junction improvements, bus stops and bus borders; installation of CCTV and real time information, telematics and transportation schemes including the provision of bus routes in the city and strategic transport initiatives.
- Neighborhood Regeneration – Improvement of community facilities at St Edward's Church, Maes y Coed Community Centre and Llanishen Street public realm.
- Economic Development – Support for small to medium enterprises in Adamsdown.
- Public Housing – Development of new Council housing.

The table below shows the Section 106 and other contributions held at 31 March 2021 based on the area of expenditure. These are proposed to be spent in future years, with the profile of expenditure to be updated alongside the next Cabinet monitoring report for 2021/22. Any profiling of use will need to be realistic having regard to capacity and skills to deliver projects as well as other interdependencies.

	Balance as at 31 March 2021
	£000
Parks & Green Spaces	5,077
Traffic & Transportation	4,336
Strategic Planning and Regulatory	1,992
Neighbourhood Regeneration	2,449
Economic Development	493
Education	4,008
Public Housing (HRA)	3,701
Total	22,056

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Appendix 7 - Capital Programme Outturn Summary

DIRECTORATE & SCHEME		2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance	
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	
<u>ECONOMIC DEVELOPMENT</u>												
<u>Business & Investment</u>												
1	Town Centre Loan Scheme	1,500	0	0	0	(515)	985	985	0	0	0	
2	Chapter Arts Centre	280	0	0	0	(280)	0	0	0	0	0	
3	Coal Exchange Scaffolding Grant		0	0	0	95	95	95	0	0	0	
4	S106 Schemes	138	382	(382)	0	0	138	25	(113)	0	(113)	
Total Business & Investment		1,918	382	(382)	0	(700)	1,218	1,105	(113)	0	(113)	
<u>City Development & Major Projects</u>												
5	Economic Development Initiatives - Merchant Place / Cory's Building Acquisition	2,000	0	0	(300)	2,585	4,285	4,285	0	0	0	
6	Black Tower Tales	0	130	0	0	0	130	100	(30)	0	(30)	
7	Economic Stimulus Support James Street	0	1,929	0	300	0	2,229	1,561	(668)	0	(668)	
8	International Sports Village	1,000	0	0	0	0	1,000	0	(1,000)	0	(1,000)	
9	Central Square Public Realm	0	342	0	0	0	342	2	(340)	0	(340)	
10	Red Dragon Centre Acquisition	5,664	0	0	0	60	5,724	0	(5,724)	0	(5,724)	
11	Atlantic Wharf Master Plan / Pizza Hut Acquisition	0	0	0	0	645	645	645	0	0	0	
12	Atlantic Wharf Master Plan / Other	0	0	0	0	648	648	648	0	0	0	
13	Llanrumney Development	0	0	0	0	20	20	20	0	0	0	
Total City Development & Major Projects		8,664	2,401	0	0	3,958	15,023	7,261	0	(7,762)	0	(7,762)
<u>Parks & Green Spaces</u>												
14	Asset Renewal Buildings	139	117	0	0	0	256	256	0	0	0	
15	Asset Renewal Parks Infrastructure	140	113	0	0	0	253	145	(108)	0	(108)	
16	Play Equipment	290	243	0	0	6	539	199	(340)	0	(340)	
17	(WG) All Wales Play Opportunities	0	0	0	0	328	328	328	0	0	0	
18	(WG) Green Recovery Priority Themes	0	0	0	0	390	390	390	0	0	0	
19	(WCVA) Local Nature Partnerships	0	0	0	0	206	206	206	0	0	0	
20	Parc Cefn Onn	100	169	(100)	0	(35)	134	85	(49)	0	(49)	
21	Roath Park House	0	34	0	0	29	63	63	0	0	0	
22	Flatholm Island - HLF Project				0	34	34	34	0	0	0	
23	Roath Park Dam	150	0	0	0	(69)	81	31	(50)	0	(50)	
24	S106 Funded Schemes	1,600	1,036	(1,036)	0	(10)	1,590	349	(1,241)	0	(1,241)	
Total Parks & Green Spaces		2,419	1,712	(1,136)	0	879	3,874	2,086	(1,788)	0	(1,788)	
<u>Leisure</u>												
25	Asset Renewal Buildings	310	0	0	0	0	310	310	0	0	0	
26	Leisure Centres ADM (GLL)	0	678	0	0	0	678	213	(465)	0	(465)	
27	Cardiff Riding School - Outdoor Arena	31	62	0	0	(15)	78	1	(77)	0	(77)	
Total Leisure		341	740	0	0	(15)	1,066	524	(542)	0	(542)	
<u>Venues & Cultural Facilities</u>												
28	St David's Hall & New Theatre	0	222	0	0	0	222	222	0	0	0	
29	Museum of Cardiff	0	0	0	0	128	128	128	0	0	0	
30	Castle Lighting Scheme	0	0	0	22	120	142	142	0	0	0	

<u>DIRECTORATE & SCHEME</u>		2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
31	ACW Grant - St David's Hall	0	0	0	0	29	29	29	0	0	0
32	ACW Grant - New Theatre	0	0	0	0	10	10	10	0	0	0
Total Venues & Cultural Facilities		0	222	0	22	287	531	531	0	0	0
<u>Property & Asset Management</u>											
33	Asset Renewal - Buildings	1,773	556	0	0	0	2,329	938	(1,391)	0	(1,391)
34	Community Asset Transfer	0	123	0	0	0	123	25	(98)	0	(98)
35	Investment Property Strategy Ocean Park Arena	0	0	0	0	257	257	257	0	0	0
36	Cardiff Market Roof & HLF Grant bid	(30)	318	(248)	0	0	40	21	(19)	0	(19)
Total Property and Asset Management		1,743	997	(248)	0	257	2,749	1,241	(1,508)	0	(1,508)
<u>Harbour Authority</u>											
37	Harbour Asset Renewal	262	0	0	0	89	351	351	0	0	0
Total Harbour Authority		262	0	0	0	89	351	351	0	0	0
<u>Recycling Waste Management Services</u>											
38	Asset Renewal Buildings	34	85	0	0	1	120	120	0	0	0
39	New HWRC North Cardiff	0	200	0	0	0	200	0	(200)	0	(200)
40	Recycling Collection Containers	(815)	815	0	0	407	407	407	0	0	0
41	Waste Recycling and Depot Site Infrastructure	0	396	0	0	103	499	474	(25)	0	(25)
42	Material Recycling Facility	45	0	0	(2)	34	77	58	(19)	0	(19)
43	Lamby Way Control Room & Offices & Fleet Car Park	0	0	0	425	278	703	703	0	0	0
44	MRF Metal Separator (I2S)	0	0	0	2	51	53	53	0	0	0
45	ULEV -Light Electric Vehicle	0	0	0	0	95	95	95	0	0	0
46	Circular Economy Fund Grant and Matchfunding 2020/21	0	0	0	0	536	536	536	0	0	0
47	Re-UseShop (The Cabin) - Wastesavers	0	0	0	0	218	218	218	0	0	0
Total Recycling Waste Management Services		(736)	1,496	0	425	1,723	2,908	2,664	(244)	0	(244)
TOTAL ECONOMIC DEVELOPMENT		14,611	7,950	(1,766)	447	6,478	27,720	15,763	(11,957)	0	(11,957)
<u>EDUCATION & LIFELONG LEARNING</u>											
<u>Schools - General</u>											
<u>Planning & Development</u>											
48	Asset Renewal	(4,112)	9,713	0	0	5,576	11,177	6,771	(4,406)	0	(4,406)
49	Suitability / Sufficiency	1,040	55	0	0	0	1,095	6,345	5,250	0	5,250
50	Whitchurch High	0	1,194	0	0	0	1,194	491	(703)	0	(703)
51	Welsh Medium Education	570	(16)	0	0	48	602	708	0	106	106
52	Reducing Infant Class Sizes	2,150	1,613	(1,566)	0	0	2,197	106	(2,091)	0	(2,091)
53	Schools ICT (Hwb)Rev Grant	0	0	0	0	658	658	658	0	0	0
54	Schools ICT (Hwb) Capital Grant	0	0	0	0	2,616	2,616	2,616	0	0	0
Total Planning & Development		(352)	12,559	(1,566)	0	8,898	19,539	17,695	(1,950)	106	(1,844)
<u>Schools Organisation Planning</u>											
55	21st Century Schools - Band A	465	774	(274)	0	0	965	1,670	(465)	1,170	705
56	21st Century Schools - Band B	27,152	14,643	(23,873)	0	0	33,848	26,794	(7,054)	0	(7,054)
Total Schools Organisation Planning		27,617	15,417	(24,147)	0	0	34,813	28,464	(7,519)	1,170	(6,349)

<u>DIRECTORATE & SCHEME</u>	2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
TOTAL EDUCATION & LIFELONG LEARNING	27,265	27,976	(25,713)	0	8,898	54,352	46,159	(9,469)	1,276	(8,193)
<u>PEOPLE & COMMUNITIES</u>										
<u>COMMUNITIES & HOUSING</u>										
<u>Neighbourhood Regeneration</u>										
Asset Renewal Buildings	37	0	0	0	0	37	37	0	0	0
57 Neighbourhood Renewal schemes	310	179	0	0	0	489	235	(254)	0	(254)
58 Maelfa Centre Regeneration	0	0	0	79	0	79	105	0	26	26
59 Alleygating	50	26	0	0	0	76	35	(41)	0	(41)
60 Targeted Regeneration Investment Programme Matchfunding	100	330	0	0	0	430	0	(430)	0	(430)
61 Tudor Street Commercial Business Improvement Scheme	820	0	0	0	7	827	557	(270)	0	(270)
62 Tudor Street Business Environment Improvements	0	0	0	0	372	372	372	0	0	0
63 Butetown Pavillion	0	13	0	(13)	105	105	105	0	0	0
64 Rhydypennau Community Hub	305	0	0	0	57	362	362	0	0	0
65 Whitchurch Community Hub	389	0	0	0	(13)	376	376	0	0	0
66 Rhiwbina Community Hub	336	0	0	0	(270)	66	22	(44)	0	(44)
67 Displacement of ICF For Rhiwbina Hub	0	0	0	270	0	270	0	(270)	0	(270)
68 City Centre Youth Hub	(350)	851	0	0	(172)	329	(7)	(336)	0	(336)
69 Displacement of ICF City Centre Youth Hub	0	0	0	370	0	370	0	(370)	0	(370)
70 S106 Funded Projects	1,093	252	(252)	0	0	1,093	84	(1,009)	0	(1,009)
Total Neighbourhood Regeneration	3,090	1,651	(252)	706	86	5,281	2,283	(3,024)	26	(2,998)
<u>Housing (General Fund)</u>										
71 Disabled Facilities Service	4,550	4	0	(270)	270	4,554	3,745	(809)	0	(809)
72 Enable Grant	436	0	0	0	0	436	436	0	0	0
73 Assistive Living		0	0	0	150	150	150	0	0	0
74 Rapid Response Adaptation		0	0	0	200	200	200	0	0	0
75 Council Holding ICF Monies	0	2,304	0	0	0	2,304	2,304	0	0	0
76 Compulsory Purchase Orders- Romilly / Cyril	0	0	0	0	351	351	351	0	0	0
77 Estate Environmental Improvements	140	312	0	0	0	452	0	(452)	0	(452)
78 Travellers Site Expansion	0	17	0	0	163	180	180	0	0	0
79 Domestic Abuse Multi Agency Hub	0	60	0	(36)	0	24	24	0	0	0
Disbursed Accommodation VAWDASV	0	0	0	0	222	222	222	0	0	0
Total Housing	5,126	2,697	0	(306)	1,356	8,873	7,612	(1,261)	0	(1,261)
<u>Flying Start</u>										
80 Flying Start	0	0	0	0	194	194	64	(130)	0	(130)
81 Childcare	382	0	0	0	0	382	180	(202)	0	(202)
Total Flying Start	382	0	0	0	194	576	244	(332)	0	(332)
Total Communities & Housing	8,598	4,348	(252)	400	1,636	14,730	10,139	(4,617)	26	(4,591)
<u>SOCIAL SERVICES</u>										

<u>DIRECTORATE & SCHEME</u>		2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
<u>Adult Services</u>											
82	Tremorfa Day Services Bal of GCF	0	24	0	0	0	24	0	(24)	0	(24)
83	Tremorfa Day Services (ICF)	0	0	0	0	50	50	25	(25)	0	(25)
84	Day Centre Opportunities	0	30	0	(30)	0	0	0	0	0	0
Total Adult Services		0	54	0	(30)	50	74	25	(49)	0	(49)
<u>Children's Services</u>											
85	Accommodation Strategy	0	229	0	0	0	229	1	(228)	0	(228)
86	Children Looked After	500	0	0	(370)	370	500	389	(111)	0	(111)
87	Ty Storrie Respite Centre ICF		0	0	0	25	25	25	0	0	0
88	Trelai Youth Centre ICF	150	0	0	0	19	169	169	0	0	0
Children's Services		650	229	0	(370)	414	923	584	(339)	0	(339)
Total Social Care		650	283	0	(400)	464	997	609	(388)	0	(388)
TOTAL PEOPLE & COMMUNITIES		9,248	4,631	(252)	0	2,100	15,727	10,748	(5,005)	26	(4,979)
<u>PLANNING, TRANSPORT & ENVIRONMENT</u>											
<u>Energy Projects & Sustainability</u>											
89	Energy Retrofit of Buildings (REFIT - Invest to Save)	750	0	0	0	0	750	0	(750)	0	(750)
90	Salix SEELS	500	0	0	0	(428)	72	72	0	0	0
91	Lamby Way Solar Farm	1,891	290	0	0	0	2,181	1,572	(609)	0	(609)
Total Energy Projects & Sustainability		3,141	290	0	0	(428)	3,003	1,644	(1,359)	0	(1,359)
<u>Bereavement & Registration Services</u>											
92	Building Asset Renewal	31	0	0	0	0	31	31	0	0	0
93	New Cemetery Site (Invest To Save)	2,185	335	0	0	0	2,520	2,371	(149)	0	(149)
94	Improvements of Facilities	0	0	0	0	167	167	167	0	0	0
95	Bereavement Asset Renewal	275	0	0	0	0	275	185	(90)	0	(90)
Total Bereavement & Registration Services		2,491	335	0	0	167	2,993	2,754	(239)	0	(239)
<u>Highway Infrastructure</u>											
96	Highway Carriageway - Reconstruction	400	357	0	0	0	757	649	(108)	0	(108)
97	Highway Resurfacing	2,473	2,906	0	817	4	6,200	5,072	(1,128)	0	(1,128)
98	Footpaths	1,035	538	0	(817)	0	756	756	0	0	0
99	Footway Improvements around Highway Trees	125	29	0	0	0	154	110	(44)	0	(44)
100	Millennium Walkway	100	240	0	0	0	340	218	(122)	0	(122)
101	Bridges & Structural Work	1,200	682	0	(37)	0	1,845	337	(1,508)	0	(1,508)
102	Street Lighting Column Replacement	70	763	0	(22)	0	811	80	(731)	0	(731)
103	LED Lighting Residential (Invest to Save)	1,000	2,000	0	0	0	3,000	0	(3,000)	0	(3,000)
	LED Lighting on Principal Roads (Invest to Save)	0	0	0	0	16	16	16	0	0	0
104	Coastal Erosion Scheme Rover Way to Lamby Way	283	471	(233)	0	23	544	348	(196)	0	(196)
105	Flood Prevention Schemes	0	37	0	37	208	282	282	0	0	0
Total Highway Maintenance		6,686	8,023	(233)	(22)	251	14,705	7,868	(6,837)	0	(6,837)

DIRECTORATE & SCHEME		2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
<u>Traffic & Transportation</u>											
106	Road Safety Schemes	335	0	0	0	0	335	305	(30)	0	(30)
107	Asset Renewal Telematics / Butetown Tunnel	595	(36)	(35)	(59)	0	465	119	(346)	0	(346)
108	Cycling Development	800	1,874	0	0	0	2,674	282	(2,392)	0	(2,392)
109	WG Grant Matchfunding	375	397	0	(53)	0	719	217	(502)	0	(502)
110	City Centre & Key links Transport Improvement	(1,259)	1,259	0	0	500	500	883	383	0	383
111	WG Covid Response	0	0	0	0	3,619	3,619	3,619	0	0	0
112	WG (Local Transport Fund)	990	4	(4)	0	2,405	3,395	3,395	0	0	0
113	WG Resilient Roads	0	0	0	0	457	457	457	0	0	0
114	WG (Local Transport Network Fund)	9,000	0	0	0	(8,811)	189	189	0	0	0
115	WG (Road Safety Casualty Reduction)	700	101	0	0	(459)	342	342	0	0	0
116	WG (Safe Routes in Communities)	285	17	0	0	107	409	409	0	0	0
117	WG (Active Travel Fund)	3,000	580	0	0	424	4,004	4,004	0	0	0
118	DfT On Street Residential Charge points	50	55	(55)	59	(50)	59	59	0	0	0
119	Electric Vehicle Charging Points	200	304	(304)	0	(200)	0	0	0	0	0
120	Transport & Environmental Imps	250	0	0	0	(250)	0	0	0	0	0
121	Moving Offences Enforcement / P&D Equipment	475	181	0	0	(527)	129	129	0	0	0
122	Bus Corridor Improvements	415	0	0	0	(335)	80	41	(39)	0	(39)
123	Cardiff West Interchange	250	(3)	0	0	0	247	39	(208)	0	(208)
124	CCTV System Upgrade	0	(35)	35	53	0	53	53	0	0	0
125	WG Air Quality	10,000	0	0	0	(8,284)	1,716	1,716	0	0	0
126	S106 Funded Schemes	601	474	(474)	0	0	601	415	(186)	0	(186)
	Total Traffic & Transportation	27,062	5,172	(837)	0	(11,404)	19,993	16,673	(3,320)	0	(3,320)
<u>Strategic Planning & Regulatory</u>											
127	S106 Projects	77	150	(150)	0	0	77	0	(77)	0	(77)
	Total Strategic Planning & Regulatory	77	150	(150)	0	0	77	0	(77)	0	(77)
TOTAL PLANNING, TRANSPORT & ENVIRONMENT		39,457	13,970	(1,220)	(22)	(11,414)	40,771	28,939	(11,832)	0	(11,832)
<u>RESOURCES</u>											
<u>Technology</u>											
128	Modernising ICT to improve Business Processes	600	(175)	0	(40)	40	425	223	(202)	0	(202)
129	ICT Refresh	830	36	0	0	0	866	398	(468)	0	(468)
	Total Technology	1,430	(139)	0	(40)	40	1,291	621	(670)	0	(670)
<u>Central Transport Services</u>											
130	Vehicle Replacement -Lease or Buy	3,260	0	0	0	205	3,465	1,225	(2,240)	0	(2,240)
131	CTS - Minor Repair Workshop	0	0	0	75	0	75	27	(48)	0	(48)
	Total Central Transport Services	3,260	0	0	75	205	3,540	1,252	(2,288)	0	(2,288)
<u>Corporate</u>											
132	Contingency	200	0	0	0	(200)	0	0	0	0	0
133	Invest to Save - Bid Allocation for small schemes	500	0	0	(500)	0	0	0	0	0	0
134	City Deal - Cardiff Share	1,198	2,474	0	0	0	3,672	474	(3,198)	0	(3,198)

<u>DIRECTORATE & SCHEME</u>		2020-2021 Programme	2019-2020 Slippage	Budget revision	Virements	Changes & New Approvals	Total Programme 2020-2021	Outturn	Slippage	(Underspend) / Overspend	Total Variance
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
135	Core Office Strategy - Digital Infrastructure	2,000	0	0	0	0	2,000	1,121	(879)	0	(879)
136	Web casting and Infrastructure	220	0	0	40	0	260	0	(260)	0	(260)
137	Cardiff City Transport Services Ltd - Cardiff Bus Support	7,000	0	0	0	0	7,000	7,000	0	0	0
Total Corporate		11,118	2,474	0	(460)	(200)	12,932	8,595	(4,337)	0	(4,337)
TOTAL RESOURCES		15,808	2,335	0	(425)	45	17,763	10,468	(7,295)	0	(7,295)
TOTAL GENERAL FUND		106,389	56,862	(28,951)	0	6,107	156,333	112,077	(45,558)	1,302	(44,256)
<u>PUBLIC HOUSING (HRA)</u>											
138	Estate Regeneration and Stock Remodelling	2,900	90	(90)	0	0	2,900	3,237	337	0	337
139	External and Internal improvements to buildings	11,150	2,678	(2,678)	0	0	11,150	8,069	(3,081)	0	(3,081)
140	Disabled Facilities Service	3,350	(263)	263	0	0	3,350	2,046	(1,304)	0	(1,304)
141	Housing New Builds & Acquisitions	39,375	3,359	(3,359)	0	0	39,375	40,280	905	0	905
TOTAL PUBLIC HOUSING		56,775	5,864	(5,864)	0	0	56,775	53,632	(3,143)	0	(3,143)
TOTAL		163,164	62,726	(34,815)	0	6,107	213,108	165,709	(48,701)	1,302	(47,399)

By virtue of paragraph(s) 14, 21 of Part(s) 4 and 5 of Schedule 12A of the Local Government Act 1972.

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My Ref: T: Scrutiny/PRAP/Comm Papers/Correspondence

Date: 10 June 2021



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Councillor Chris Weaver,
Cabinet Member, Finance, Modernisation & Performance,
Cardiff Council,
County Hall
Cardiff
CF10 4UW

Dear Chris,

PRAP Scrutiny Committee 9 June 2021: Outturn 2020/21

Thank you for attending Committee on 9 June 2021 to present the Outturn report for 2020/21. Please also pass on my appreciation to Chris Lee, Ian Allwood, Anil Hirani and Rob Green for presenting and answering Members questions at the remote meeting. I have been asked to pass on Members' comments and observations as follows.

Overall Strategic Financial Control

The Committee appreciated the difficulties faced by Council in a complex budget year and the effort invested by the Financial Services team in accessing grants from the Welsh Government Hardship Fund. We heard that the experience of ensuring financial security during emergency times has resulted in organisation learning and valuable experience for the future. The Corporate Director Resources reflected that that the pandemic had revealed the extent to which citizens can access online services, the importance of resilient services and continuing the Council's digital journey. We note that effective financial planning and management will be a key element of the Council's new Transformation Programme and look forward to monitoring its progress.

Members look forward to scrutinising the Budget Strategy 2022/23, and enquired how the Outturn 2020/21 report will inform the Medium Term Financial Plan. We note your reference to five key impacts on future budgets; the costs associated with recovery; the savings risk; the need for greater clarity surrounding the risk to income; more certainty on funding mechanisms; and the need to catch up with the capital programme.

Members enquired what conversations had taken place in relation to balancing the Council's borrowing against the use of reserves to ensure a balanced budget. We were seeking assurance as to the sustainability of borrowing levels. It was stated that Cabinet has Council's support for the current levels of borrowing, however longer term the exit from the pandemic will require investment and there will be a judgement to be made as to whether reserves are used rather than increasing levels of borrowing. Officers assured us that the affordability of borrowing is reviewed annually and that financial resilience has been enhanced by transferring underspend to reserves.

Members commented that a substantial number of projected service area savings had not been achieved and would have to be carried over. It was unclear what priority would be given to this work given that further new savings targets and activity will be expected for 2021/22.

The Committee **recommends** that missed savings targets are fully assessed with the departments concerned, reported formally and that specific action plans are drafted to address last years missed savings targets. The Committee would like to have sight of this work at a future scrutiny meeting within the next three months.

Capital programme

The Committee enquired as to what analysis there had been of the significant slippage in Capital spend over the year. You acknowledged that the £160m spend was below target and there was a need to urgently get back on track. We will therefore look to monitor Capital spend more closely throughout the current budget year and how this substantial slippage will be addressed so that it does not carry over, at this scale, in future years.

Members were specifically interested in the Household Waste Recycling Centre (HWRC) capital project, which appears to have slipped two years in a row. You explained that work is ongoing to identify the right site for the HWRC. We would like a fuller briefing, with greater detail and therefore **request** more information on the site identification activity and current position from the Waste Management service.

The Committee wishes to pass on a number of observations on specific Directorate positions:

Schools – Members note a number of schools ended 2020/21 in budget deficit. We are assured that the Audit function has been made aware of the position. We note that eight of the City's schools were in deficit at the end of 2020/21, six were planned deficits that continue to decrease over time, and two were unplanned applications to carry forward a deficit of approximately £25-30,000.

Parks – Members note that the Parks service is underspent. We are surprised this is the case given the increase in usage of parks throughout lockdown and the fact that work in the open air was permitted to continue. We require a better understanding of the reasons for this underspend, particularly whether it was due to failure to deploy staff to parks projects and planned maintenance and, if this was the case, why this decision was taken. We therefore **request** more information from the Economic Development Directorate on how the underspend has occurred and why work activity in parks was lower than expected where there was clearly no apparent shortage of either work or parks employees to complete it.

Governance & Legal Services – Members expressed surprise at the size of the overspend in Governance and Legal Services and were keen to establish what the implications are for the current budget year. Officers advised there had already been an in-year re-alignment and an increase in the budget for 2021/22. Children's services is very much needs based reflecting an increase in complex child cases. It was stated that a precise forecast of the implications for 2021/22 may be difficult. We note that the Finance team has worked with Legal Services to ensure the service is doing what it can to operate within budget. This service area has expanded in previous years in an attempt to grow its own expertise. We note that there have been recruitment challenges during the year.

The Committee **requests** detailed assurance that this service is looking closely at this substantial increase in demand for its services and the high unanticipated costs and pressures placed on its budget and that of the Council as a whole. It also expects that the trend in increasing work demand from Children Services and other departments is factored into all future spending projections.

Requests following this scrutiny:

- Members are specifically interested in the Household Waste Recycling Centre (HWRC) capital project and therefore request more information on the number of potential sites considered since the 2020/21 budget was agreed and the latest position from the Waste Management service.
- Members request detailed information from the Economic Development Directorate on how the underspend in Parks has occurred and what duties were performed by Parks outdoor staff during lockdown and following its relaxation.
- Detailed assurance that Governance and Legal Services are looking closely at the substantial increase in demand for its services and the high unanticipated costs and pressures placed on its budget.

Recommendation following this scrutiny:

- That the 2020/21 missed savings targets are fully assessed with the service areas concerned, reported formally and that specific action plans are drafted to address last year's targets. The Committee would like sight of this work at a future scrutiny meeting over the next three months.

Finally, on behalf of the Committee, I wish to thank you and the officers for your continued support for the internal challenge of important issues that can improve the quality of services the Council is delivering to its customers. I look forward to your response.

Yours sincerely,



**COUNCILLOR DAVID WALKER
CHAIR, POLICY REVIEW AND PERFORMANCE SCRUTINY COMMITTEE**

cc Members of the Policy Review & Performance Scrutiny Committee;
Leaders of Opposition Parties
Chris Lee, Corporate Director Resources;
Ian Allwood, Head of Finance;
Anil Hirani, Operational Manager, Capital, Corporate & Treasury
Rob Green, Operational Manager, Schools & Budgetary Control
Alison Taylor, Cabinet Support Officer
Joanne Watkins, Cabinet Business Manager;
Andrea Redmond, Committees Support Officer.

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**RE-PROCUREMENT OF THE COLLABORATIVE SOUTH EAST
WALES CIVILS AND HIGHWAYS CONSTRUCTION
FRAMEWORK (SEWH3)**

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

AGENDA ITEM: 8

Reason for this Report

1. The third iteration of the Cardiff Council hosted collaborative South East Wales Civils and Highways Construction (SEWH) Framework ends in June 2022. A new procurement is required to enable the City of Cardiff to maintain a compliant procurement route for Highways and Civils projects third party spend. In order to meet the needs of Cardiff and its South East Wales public sector partners there is a need to run a restricted tender process to appoint suitably qualified contractors onto a collaborative framework hosted by Cardiff Council's Commissioning and Procurement team.

Background

2. Cardiff Council's Commissioning and Procurement team took over the hosting of SEWH2 from Rhondda Cynon Taf Borough Council (RCT) in 2016/17. The first framework iterations were procured in 2013 being initially set up to provide participating South East Wales Authorities with a swift selection and procurement process for Highways, Civil Engineering, Maintenance and Surfacing works.
3. The framework has been supported by Welsh Government's Value Wales and Construction Excellence in Wales (CEW) as well as the Civil Engineers Contractors Association (CECA.) Collaborative frameworks benefit user organisations through the development of longer-term client/contractor relationships that improve value for money through lessons learnt, removing duplication of processes, development of common standards, and sharing of best practise with reduced time taken to get to market.
4. The SEWH framework has been used by the 10 original member authorities since 2013. Its membership has since grown and is currently open for use by the Fire Service and Further Education Organisations with Welsh Government being a recent new user.

5. The SEWH framework supports collaboration through a joint approach to best practice for civils construction and highways projects with clients, stakeholders, contractors and across local authority boundaries. The framework incorporates Fair Payment Practices for subcontractors and suppliers as well as options for utilising 'Project Bank Accounts' whereby suppliers can obtain swifter payment as soon as clients approve payments to main contractors.

6. Cardiff Council is the largest user by spend in terms of value and number of projects as it meets the ongoing requirements of its civil construction and highway schemes largely from within the Planning, Transport and Environment Directorate. The total spend to date on the framework as at April 2021 is in excess of £52 million (with current 2021/22 pipeline £91.1 million) with Cardiff Council equating to 58% of spend value and 57% of projects.

Authority Breakdown (Awarded)			
Authority Breakdown (Awarded)	Awarded Value	Projects	%
Cardiff Council	£30,620,401	79	58.32%
Bridgend	£8,641,630	12	16.46%
Torfaen	£5,754,952	2	10.96%
RCT	£4,494,416	34	8.56%
Monmouthshire	£1,326,377	5	2.53%
Newport	£1,102,962	2	2.10%
Blaenau Gwent	£372,850	2	0.71%
University of South Wales	£120,725	1	0.23%
Powys Teaching Health Board	£71,361	1	0.14%
Caerphilly	£0	0	0.00%
Vale of Glamorgan	£0	0	0.00%
Welsh Government	£0	0	0.00%
	£52,505,678	138	100.00%

Issues

Governance

7. A core group of 10 member authorities make the SEWH Governance board which meets quarterly covering framework pipeline, performance, social value delivery and task and finish subjects such as retentions, use of PBA's, SUDs, NEC4 / JCT contract management. The board members work under agreed Terms of Reference that ensure governance and provide leadership for the operation of the framework agreement. The board ensure participating authorities and contractors work within the principles of the framework :
 - To work together with framework stakeholders in good faith and in a spirit of mutual trust and co-operation.

- To act in a co-operative and collaborative manner to achieve and advance the efficiency and effectiveness of civils / highways projects.
 - To share information honestly and openly; and
 - To highlight any difficulties at the earliest possible opportunity.
8. The framework governance board is chaired by a member authority with representation from the contractor market through the Civil Engineering Contractors Association (CECA.)

Funding

9. The SEWH framework operates through a Levy recovery model, where each call-off project generates a Levy as a percentage of its value. The levy once collected by the hosting authority is used to develop social value initiatives nominated by the governance board with any resulting surplus paid back to the membership after costs. The net effect will be cost neutral for Cardiff Council acting as contracting authority, whilst providing the relevant resources to administer develop and promote the use of the framework going forward.
10. The SEWH framework Levy recovery process works in the following way;
- The result of all call-off contracts and direct awards are notified to the Framework team by the Framework users
 - Within 14 days of entering into each Contract awarded under this agreement, the Authority invoices the contractor the sum of 0.75 percent (across all lots) of the Anticipated Contract Value.
11. The current framework (2018/19-To date) has in total generated income to cover the administration of the framework broken down as follows :-

Awarded Project/Spend per year based on date awarded			
Fin Year	Projects	Tender Price	Fee
18/19	7	£899,256	£6,744
19/20	84	£33,646,310	£252,347
20/21	47	£17,960,110	£134,700
21/22	0	£0.00	£0.00
	138/0	£52,505,678	£393,792

Social Value

12. During the re-tender of the third iteration of the framework, the commissioning and procurement team introduced the council's socially responsible procurement policy as the lense through which contractors would deliver social value on a South East Wales regional basis. The policy aims to ensure that from a framework perspective clients maximise the social, economic, environmental and cultural wellbeing benefits are being delivered to the respective communities in which these schemes are delivered and links back to WG legislation including the Wellbeing of

13. Due to the maturity of the civils contractor base a social value levy was introduced for the smaller lots (1-7 up to project value of 0-£150k & £150k-£500k.) The typical schemes at this value would not allow contractors to invest in targeted recruitment and training initiatives due to the low value, therefore the ability to pay into a levy pot to be used exclusively for social value delivery in the LA region the scheme was commissioned has proved to be very successful.
14. To date the social value levy pot has created £150k's of value, with initiatives undertaken to date with social enterprises such as Street Games, School of Hard Knocks working with local school children during Covid helping to keep active and hard to reach young people looking for support through sport in order to learn about and understand options for careers in civils construction. Additionally the fund has also been used to up-skill the client base with NEC4 Project Managers training courses in order to allow LA client directorates to more effectively manage contract delivery. For a full breakdown of social value delivery see appendix A.
15. For the larger lots (project value £500-£2m & £2m-£5m & £5-£10m) the expectation is for clients authorities to incorporate social value requirements at mini comp stage in-line with the framework social value policy guidance.
16. The construction industry is currently experiencing a skill shortage nationally, with the annual recruitment rate in Wales sitting at approximately 1310 individuals a year. The Construction Industry Training Board (CITB) invited bids for projects to create flexible onsite learning hubs which will increase the talent pool for job-ready construction workers in South East, South West and North Wales. A collaborative grant application was submitted by the councils commissioning and procurement team, into works employer liaison service and Cardiff living team which has been successful.
17. The Onsite Construction Academy South East Wales will see a mobile onsite training hub being set up on the former Eastern High site in Llanrumney to run from March 2021 to March 2024, serving the South East Wales region. The scheme aims to provide 750 unemployed individuals to become site ready also to provide 750 students with site experience ultimately culminating in creating 225 site ready individuals with sustainable employment or apprenticeships with 65 of these jobs to be from underrepresented groups. The civils construction sector and project pipeline will be signposted towards the hub as a resource to support contractors in delivering against tendered recruitment and training social value contractual commitments.

Lessons Leant

18. A lessons learnt exercise has been conducted with recommendations from contactors and local authority users in order to make improvements to the new framework across the following areas:-
- Current lotting structure to remain with the current regional splits and value ranges.
 - Restriction of lots – Allow bidders to apply for as many as they wish but they need to provide a preference, and only award to 3 lots to allow more SME access.
 - However where not enough bid for a lot allow those bidders who expressed a preference (above initial 3 lots) to be appointed. Thereby ensuring min 5 contractors per lot (higher value lots) and 8 contractors across the lower level regional lots.
 - Current scope remaining with review of line items and specifications for the removal of obsolete and updating of information where required.
 - Framework scheme cap to remain at £10m.
 - Introduction of specialist lots for Flood Defence, SuDs related work, such as rain gardens, Ground investigation, Lining, wider scope of Surfacing and Surface Preservation and potentially Signage supply and install.
 - Further embed standardisation and call-off documents and procedures including use of existing templates.
 - Full review of the existing Schedule of Rates to ensure meet current needs of client base.
 - Review the applicability of including use of the Social Value TOM's (Targets, Outcomes, and Measures) in respect of providing clients with a standardised, repeatable way of measuring social value delivery.

Evaluation Structure

19. Following on from the lessons learnt undertaken with the SEWH Governance and key stakeholder users, has recommended continuing with the existing lotting structure (can be viewed at [Suppliers \(sewh.co.uk\)](http://sewh.co.uk)) The proposed lotting structure is as follows:-
- Regional lots 1-3 up to £150k Minor works (renewals.)
 - Regional Lots 4-6 £150k-£500k Projects (Improvements.)
 - Lot 7 ALL Regions, £500k-£2m Projects (Improvements.)
 - Lot 8 ALL Regions, £2m-£5m Projects (Improvements.)
 - Lot 9 ALL Regions, £5m-£10m Projects (Improvements.)
 - Lot 10 ALL Regions, £5m-£10m Surfacing.
 - Lot 11 All Regions, £5m-£10m Surface Preservation
 - Lot 12-15 New Lots (TBC) based on lessons learnt (i.e. Flood Defences, GI, Signage)
20. The call off procedure will largely remain the same as the current framework with two options, direct award to lowest contractor (based on

their schedule of rates submitted at framework tender stage) and running a further mini competition to all contractors in the appropriate lot.

21. After reviewing the current framework schedule of rates and prices received from mini-competitions consideration has been given to utilisation of a 50/50 cost / quality evaluation weighting with 10% of the quality marks set aside specifically for social value. Clients will have the ability to flex weightings up to 80% quality 20% Price in order to drive innovation, quality and social value rather than lowest price and resultant race to the bottom – a common criticism with framework arrangements.
22. At Framework award contractors will bid against the Ripac (civil construction standard) Schedule of Rates (SoR) and are ranked accordingly for the lower value minor works, repair lots. For the larger scheme lots the option to call off via a further competition exists, bidders will also bid against overheads and profit and typical schemes achieving a combined commercial score in order to achieve their ranking against those lots.
23. A flexible approach for contracting bodies will continue through the use and promotion of either NEC4 (New Engineering Construction Contract) Professional Service Contract (PSC) and JCT (Joint Contracts, Tribunal) forms of contract. This approach will provide users with the ability to use a menu of contracting forms to enable them to construct fit for purpose commercial arrangements that suit the nature of the contract e.g. risk allocation and options chosen. Greater clarity and simplicity is achieved from clear roles and responsibilities together with definitions for compensation events. Greater stimulus for good project management is promoted with contracting parties due to the use of standardised documents with obligations clearly understood by the contracting market.
24. A full review of the current framework KPI's are under consideration, particular attention is currently focused on contractor obligations to participate once on the framework (failure to bid in mini - competitions) and potential for suspension. In order to drive customer satisfaction and promote usage it is planned to introduce a post project review where users are asked to compare the initial project objectives against the final project achievements and the consultants' contribution in achieving this. The following factors through both framework KPI's and post project reviews will be recorded:
 - Time Predictability
 - Cost (Budget versus Outturn, Claims / Added value)
 - Target of Defects
 - Compensation Events
 - Agreement of Final Accounts
 - Time taken to submit health and safety file
25. The following tender timeline is proposed in order to achieve the commencement of the new framework from 1st January 2023.

Activity	Target Date
OJEU notice published with PQQ made available to Potential Providers.	June 2021
PQQ session	4 th week of June 2021
PQQ Return Date	Mid-July 2021
Evaluation of PQQs completed	July 2021
Invitation to tender issued to qualified Potential Providers	Mid-September 2021
Tender Return Date	December 2021
Evaluation of tenders completed.	Feb/ March 2022
Standstill period	May/ June 2022
Contract Award	June 2022
Implementation / Mobilisation	6 months
Framework Start Date	1 st January 2023

Local Member consultation

26. Full member consultation will be undertaken as part of re-procurement timeline through engagement with scrutiny committee and market engagement via contractor days, meet the buyer events and current attendance at industry forums i.e. CEW Frameworks and Best Practice events

Reason for Recommendations

27. Cardiff Council currently makes up nearly 50% of the spend going through the existing SEWH3 collaborative highways and civils framework. To date this framework has provided a compliant efficient procurement vehicle and therefore its re-procurement is critical for continuity based against existing capacity constraints and the value for money efficiency its continued use and promotion provides.

Financial Implications

28. A levy at the rate of 0.75% (un-changed over the last 4 year framework) would be payable on expenditure incurred through the arrangements. This would generate an income stream for the Council, to support associated workload requirements. The income stream has the potential to vary. Whilst this could represent a degree of risk to the Council, based on current levels of framework spend, it is not considered significant. Any risk is further mitigated by the intention to cover workload through

existing posts in the first instance, before reviewing the potential creation of additional posts in line with ongoing framework spend.

Legal Implications

29. As set out in the report, the recommendation is to commence a procurement to set up a framework on behalf of Cardiff and other bodies. It is understood that the value of such framework is over the EU procurement threshold and accordingly, the full ambit of the Public Contracts Regulations apply. To that end it is noted that the Directorate intends to follow a full blown competitive tender exercise. Ongoing legal advice should be sought in relation to the procurement.

Equality Duty

30. The Council has to satisfy its public sector duties under the Equality 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.

Well Being of Future Generations (Wales) Act 2015 - Standard legal imps

31. 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.
32. 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 2021-24. 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.
33. 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
34. 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>

General

35. The decision maker should be satisfied that the procurement is in accordance within the financial and budgetary policy and represents value for money for the council.
36. The decision maker should also have regard, when making its decision, to the Council's wider obligations under the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

HR Implications

37. There are no HR implications for this report

Property Implications

38. There are no HR implications for this report

RECOMMENDATIONS

Cabinet is recommend to:-

1. Agree in principal to the commencement of the re-procurement of the current South East Wales Collaborative Civils Engineering and Highways Construction Framework and
2. Delegate authority to the Corporate Director Resources, in consultation with the Cabinet Member for Finance, Performance and Modernisation, to carry out all aspects of the procurement, (including setting the evaluation methodology, commencing procurement and award of successful contractors to the framework) and thereafter to host and deal with the operation of the framework arrangements, including any ancillary matters relating thereto.

SENIOR RESPONSIBLE OFFICER	Chris Lee Corporate Director Resources
	11 June 2021

The following appendices are attached:

Appendix A : SEWH Social Value Levy Delivery

The following background papers have been taken into account :-

SEWH Procurement Plan

Appendix A: South East Wales Highway's Collaborative Civils Construction Social Value Levy Breakdown of Activities:

Streetgames Wales

StreetGames harnesses the power of sport to create positive change in the lives of disadvantaged young people right across the UK. StreetGames' work helps to make young people and their communities healthier, safer and more successful. This is achieved via their network of Locally Trusted Organisations.

To date the framework has contributed to the funding of Mental Health

Mental Health and Wellbeing

Contribution to support 6 Locally Trusted Organisations (LTOs) across 3 Local Authority Areas in South Wales. This funding was awarded to support LTOs to deliver safe and meaningful Doorstep Sport opportunities for children and young people living in poverty within Cardiff, Bridgend and Rhondda Cynon Taf. The funding is also enabling staff and volunteers to engage in training specifically around mental health awareness, engaging young people in activity and managing challenging behaviour.

Project to date:

Participants; 150

Training Courses – 8

Training Learners – 91

Sport Activity Packs Final Outputs:

Contribution to support 22 LTOs across the region to provide sports activity pack throughout the COVID lockdown period to support mental and physical wellbeing.

Organisations Funded: 22

Families Supported: 1,326

School of hard knocks

About – SOHK looks to support communities via two streams, which are: helping unemployed adults find sustained paid employment; and, helping school children at risk of exclusion to improve their wellbeing, complete their GCSEs and find a positive onward pathway.

SOHK uses sport to tackle issues surrounding unemployment, crime and health. They improve physical and mental health, self-esteem and self-confidence. They do this by offering two distinct programmes targeting different groups with different outcomes:

- SOHK 18+: 8 week programme for unemployed adults (men and women over 18); desired outcome is gaining and maintaining employment.
- SOHK for Schools: intervention for up to three years with secondary school children (typically 13-16 year olds), helping them complete mainstream education.

To date the framework has supported two adult schemes, one in central Cardiff and the other in the Vale of Glamorgan.

Cardiff Central Course

Within the Cardiff central course it had 26 men and 16 women signed up to the 8 week course, which identified self-declared barriers as the following:

Of the 16 Women :

- 7 have previous criminal convictions
- 6 had experienced homelessness
- 16 have diagnosed or self-diagnosed poor mental health

Of the 26 men:

- 16 have previous criminal convictions
- 18 have experienced homelessness
- 25 have diagnosed or self-diagnosed poor mental health

42 Participants attended in total over the 8 weeks

Men – 26

Women – 16

- 3 Found work during the programme
- 27 Completed the programme
- 2 could not complete for reasons out of their control
- 11 people dropped out after only attending one or two sessions (Reasons captured below)

Groundwork Wales

Groundwork is a charity working nationally and locally to transform lives in the UK's most disadvantaged communities.

They help people to carry out thousands of diverse, locally-led projects each year. Projects that tackle climate change and help people out of fuel poverty. That bring out the best in young people by helping them to improve their local area. Projects that build stronger communities by improving green space or get people back into work and create green jobs.

Framework funded the hire of a mini bus to continue their delivery to their end users within the region when COVID hit, as restrictions introduced would have reduced the impact to end users within the community had the framework not.

Also, funded a community scheme within RCT that looked to support individuals with social interaction and developing landscape skills.

NEC4 PM Training

SEWH funded four day Project Manager accredited NEC4 training for 16 officers across the authorities in the region.

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**ACCEPTANCE OF THE DELEGATION OF THE
MONMOUTHSHIRE COUNTY COUNCIL PROCUREMENT
FUNCTION****FINANCE, PERFORMANCE AND MODERNISATION
(COUNCILLOR CHRIS WEAVER)****AGENDA ITEM:9**

Reason for this Report

1. To authorise acceptance of an Executive Delegation from Monmouthshire County Council to deliver their Procurement Function as part of the Council's agreed 2021/22 Budget Strategy.

Background

2. In August 2020, the Council were approached by Monmouthshire County Council (MCC) to ascertain whether the Council would be interested in submitting a proposal to take on the management and delivery of their Procurement Functions. This request followed the submission of a review of their procurement function delivered by Atebion Solutions Ltd, the Council owned Local Authority Trading Company.
3. The Council submitted a proposal to MCC under which the Procurement Functions would be delegated to the Council. This proposal was accepted in principle by MCC subject to proceeding through their decision making arrangements. The proposal was formally approved by MCC Council as part of their 2021/22 budget setting process.

Issues

4. Over recent years the Council has been able to continue to invest in its Commissioning and Procurement Team through the generation of external revenue via Atebion Solutions Ltd and the delivery of major collaborative procurement arrangements for the Welsh public sector. As a result, it has developed an award winning team which is highly respected across the public sector, particularly in Wales. In addition, the Operational Manager responsible for the Commissioning and Procurement Team is the Chair of the WLGA National Procurement Network and Chair of the National Social Value Taskforce for Wales.

5. Through the delivery of these externally funded activities, the team have become adept at delivering services to other public sector organisations, whilst balancing the needs and priorities of the Council.
6. The proposal submitted to MCC proposed the delivery of the delegated function through a combination of existing Council officers, the creation of three new procurement officer posts and the secondment of one procurement officer from MCC. The proposal is for a minimum of three years with an annual review and will be governed by a Delegation Agreement which is being developed jointly by the Council's and MCC legal teams.
7. It should be appreciated that with the acceptance of the delegation comes certain benefits and responsibilities. However, the Delegation Agreement will ensure that accountability, risks and liabilities sit appropriately with MCC.
8. Through the proposal, MCC will fund the costs the Council incurs in delivering the delegated function, including:
 - A proportion of existing Council officer time, which will support the delivery of a savings contained within the 2021/22 Budget Report approved by Council on the 4th March 2021
 - The three new procurement officer posts, and
 - The one seconded Procurement Officer from MCC
9. Through the proposal the Council will carry out on behalf of MCC the following:
 - Leadership and Management of their Procurement Function
 - Technical capability, expertise and category specific knowledge to support delivery of their contract pipeline
 - Support on the development and delivery of procurement strategy and policy
10. This delegation arrangement will provide the Council with:
 - An agreed annual net revenue stream to reimburse costs incurred (see para 8)
 - Allow the retention of the existing team and continued investment in recruitment of new team members
 - An opportunity to learn and share good practice

Reason for Recommendations

11. In accordance with the Council's constitution, full Council approval is required to allow the Council to accept the Executive Delegation of the Procurement Functions from Monmouthshire County Council.

Financial Implications

12. This report sets out delegation requirements to enable this Council to deliver Procurement function for Monmouthshire County Council. This is

required in order that the Council can deliver an income stream planned for as part of the 2021/22 Revenue Budget Strategy.

13. Authorisation by Council will allow the service to plan service delivery and budgets over the period of the agreement and will support the expansion of the current service.
14. If the agreement is not progressed, alternative proposals from the Service will be required to close any residual funding that arises.

Legal Implications

15. The recommendation can be achieved within legal constraints. Legislation enabling one local authority to delegate the discharge of a function to another authority. A delegation agreement will be prepared, which will set out the detail of how the arrangements will operate, including, amongst other things, provision for; secondment of staff, reimbursement of costs incurred by Cardiff Council in carrying out the delegation and termination of the arrangement. The delegation does not prevent Monmouthshire County Council from exercising the delegated functions itself.

General legal advice

Equalities & Welsh Language

16. In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must, in making decisions, 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. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation (i) Religion or belief –including lack of belief.
17. The decision maker should be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

The Well-being of Future Generations (Wales) Act 2015

18. 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 2021 -24.

19. 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
20. 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 on line using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

Policy and Budget Framework

21. The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

HR Implications

22. The proposal requires the recruitment of three new posts which will take place under corporately agreed processes. There will also be the secondment of one employee from Monmouthshire County Council for which a formal agreement will be put in place to ensure that the employment relationship and liabilities remain between the employees and Monmouthshire County Council.

Property Implications

23. There are no property implications in respect of this report.

RECOMMENDATIONS

Cabinet is recommended to recommend that Council

1. Accept an Executive Delegation from Monmouthshire County Council to carry out their Procurement Functions, subject to the satisfactory conclusion of the Delegation Agreement referred to in 2 below.
2. Delegate authority to the Corporate Director Resources in consultation with the Cabinet Member for Finance, Performance and Modernisation to conclude a Delegation Agreement in a form to the satisfaction of the Council and complete all arrangements to carry out the delegated procurement functions.
3. Subject to the conclusion of the proposed Delegation agreement in 2 above, agree that the day to day responsibility for carrying out the delegated procurement functions sit with the Operational Manager, Commissioning and Procurement.

SENIOR RESPONSIBLE OFFICER	Chris Lee
	Corporate Director Resources 11 June 2021

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**NORTH WEST CARDIFF CORRIDOR TRANSPORTATION
STUDY: UPDATE**

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

AGENDA ITEM: 10

Reason for this Report

1. The purpose of this report is to receive an update on the transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access through North West Cardiff towards the City Centre.
2. This report asks Cabinet to note the outcome of the current stage of the study work and the way forward to progress the short-term and long-term business cases.

Background

3. Cabinet considered a report on the Cardiff Capital Region Metro vision on 21st February 2014. Cabinet resolved to:
 - a) Authorise officers to engage with Welsh Government, key transport and other stakeholders in carrying out further detailed work to develop the Metro proposals and that progress with this work be reported to Cabinet, as necessary; and
 - b) Authorise officers to develop proposals for a project delivery mechanism appropriate for the implementation of Metro plan projects in Cardiff, including arrangements for resourcing, governance, programme management and partnership working, the meeting of any regulatory or statutory requirements and other ancillary matters, and such matters to be set out in a future report to Cabinet.
4. The Transport White Paper approved by Cabinet on 23rd January 2020 included proposals for major new rapid public transit for North West Cardiff into RCT. In the short term the focus was on new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges. The longer-term Crossrail route could include tram-train lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The Adopted Local Development Plan 2006-2026 also includes a policy framework to

protect routes required for Cardiff City Region Metro network improvements. Cabinet resolved on the 23rd January 2020 inter alia:

- a) The development of strategic and outline Business Cases on Delivery Options be approved and authority be delegated 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.
 - b) A further report be received on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.
 - c) Authority be delegated 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.
5. In July 2019, Mott Macdonald Transport Consultants were commissioned to undertake a WelTAG Stage 1 study to investigate which short-term and long-term public transport options serving a corridor from North West Cardiff towards the City Centre offer the best business case for further development and eventual implementation. Transport for Wales (TfW), the Welsh Government and Cardiff and RCT Councils jointly commissioned this study.
 6. The study work was done in accordance with the Welsh Government, “Welsh Transport Appraisal Guidance” (WelTAG) and the Future Generations framework. The purpose of WelTAG Stage 1 is to understand the issues of concern, explore the context and to present a long list of possible solutions, sufficient to be able to decide whether there are any solutions within the transport sector that are worth pursuing and to select a short list of options for more detailed consideration.
 7. In accordance with WelTAG guidance, a Review Group for the study was established and included Welsh Government, TfW/ TfW Rail Services, Cardiff Council, RCT, Vale of Glamorgan County Council, Cardiff Capital Region Transport Authority and Network Rail. The purpose of the WelTAG Review Group was to consider the contents of the WelTAG Stage Reports, assess the study objectives, assess each of the options presented, and decide on the actions to be taken at the end of that WelTAG stage.
 8. This corridor was identified for further investigation primarily due to the following factors:

- The Wales Spatial Plan Update 2008 has identified the area centred on North West Cardiff / Talbot Green / Llantrisant as a Strategic Opportunity Area within the Cardiff Capital Region.
 - Cardiff's role has been recognised as a key economic driver for the Capital Region. However, it has also been recognised that it will not be able to function effectively as a networked city region unless a fully integrated, high quality transport system is put in place. The highway network along the North West Cardiff corridor (particularly the A4119) has experienced significant traffic congestion (Pre-COVID19) which is forecast to worsen long-term without strategic sustainable transport improvements.
 - Both Cardiff and Rhondda Cynon Taf Councils' Local Development Plans have highlighted significant future growth taking place along the corridor linking Talbot Green, Llantrisant and North West Cardiff, in terms of residential development and economic activity.
9. The scale of these proposed developments is likely to have a significant impact on the existing transport infrastructure in the area, with residents and commuters working in Cardiff experiencing worsening conditions. It is recognised that any future large scale developments in this area will place considerable pressure on the existing transport network unless the planned growth can be delivered in a sustainable way and that a phasing of new transport infrastructure can support these planned developments. Developer contributions through s106 Agreements are being used to invest in a phased implementation of infrastructure supported with subsidised bus services and incentives to use sustainable travel in order to mitigate the impacts. The master planning design of the strategic sites is aimed at supporting sustainable travel, reducing travel distances and internalising trips. Land is also being safeguarded to provide for additional future public transport and active travel routes.

Issues

10. The WelTAG Stage 1 of the Business Case for the North West Cardiff Corridor has been completed, with an executive summary of the outcome included in Appendix A. The overarching purpose of the WelTAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues.
11. The Stage 1 WelTAG report in Appendix A identifies a shortlist of potential short-term Phase 1 measures that could be delivered before 2025 including:
- Increased service frequency on the City Line between Cardiff Central and Radyr (of at least 4 trains per hour);
 - A new station on the City Line at Ely Mill;
 - Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;

- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4;
 - Enhanced quality of interchange at train stations between active travel, bus, rail and car;
 - Improved active travel:bus:rail interchange at Radyr station on the City Line;
 - A strategic bus park and ride at Junction 33 of the M4 Motorway;
 - A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
 - A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
 - An active travel:bus:rail interchange at Waun-gron Park station on the City Line;
 - A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater; and
 - A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.
12. The short-term options will require further design, development and assessment which will be undertaken as part of the WelTAG Stage 2 process.
13. Regarding the next stages of work, the first phase of assessment will examine the opportunity for new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges, along with 4 trains per hour on the City Line through unlocking the pinch point at Cardiff West, new stations, new tram-train routes including Cardiff Crossrail supported with Active Travel connections. Short term improvements up to 2025 will focus on bus related and Active Travel improvements. The later phase of work, 2025-2030 will include an assessment of rail and tram route improvements for Crossrail including lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The tram-train routes for further study include:
- A new tram-train route via the City Line and potentially utilising the route of the safeguarded corridor between central Cardiff, Junction 33 and Creigiau;
 - An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
 - An extension of the tram-train route from Creigiau to Beddau via Cross Inn.
14. A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Network Rail is leading on a technical feasibility study to identify options to improve the network capacity for North West Corridor, City Line and Crossrail.
15. The development of a sustainable public transport solution for the North West Cardiff Corridor will support the aims and objectives of the

Council's Capital Ambition, Corporate Plan, Local Development Plan, Local Transport Plan, Transport White Paper and One Planet Strategy. For example, the public transport proposals will help address air quality and congestion issues, support the shift to a Carbon Neutral City and improve connectivity and access to new employment opportunities.

16. These proposals will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.
17. The transportation study and related Business Case process has highlighted the advantages of a 'joined-up' approach to developing a range of public transport proposals in the Cardiff Capital Region, many of which will operate cross boundary. It has also highlighted the importance of achieving improved connectivity to/from central Cardiff and between local and regional destinations elsewhere.
18. This project is of regional significance and has the potential to attract several hundreds of millions of pounds of funding into the area. If delivered, the public transport solutions will transform travel behaviour and provide a safe, reliable, convenient and sustainable transport option. As well as facilitating transport from Rhondda Cynon Taf into Cardiff, it would support growth in the Strategic Development sites of the Adopted Local Development Plan 2006-2026:
 - Site C: North West Cardiff
 - Site D: North of Junction 33
 - Site E: South of Creigiau
19. It could also encourage travel into Rhondda Cynon Taf, particularly in association with the development of the new town centre at Talbot Green. It is possible that the wider economic benefits could extend northwards into the Rhondda Valley and Gilfach Goch areas as the creation of new employment in Talbot Green and planned reduction in journey times to/from Cardiff will offer residents in these communities with improved access to new jobs, training and learning opportunities.
20. The next step is the Phase 1 WeITAG Stage 2 process which will progress assessment of increased service frequency on the City Line and South Wales Main Line, new stations and station improvements with inter-connected bus and active travel measures for the short-term up to 2025. Further packages of technical feasibility work will be undertaken at the appropriate time to inform future Phase 2 WeITAG studies and business cases for the long-term options. Some of the long-term options may be reliant on sufficient density and quantum of development to support the demand needed to justify the business case for investment.
21. The WeITAG Stage 2 Outline Business Cases will identify preferred options to be assessed in detail in the WeITAG Stage 3 Full Business Cases. The Business Cases will inform bids for grant funding and where appropriate to supplement s106 Developer Contributions.

Local Member consultation

22. Following completion of the initial stages of the WeITAG process, extensive consultation with the public and key stakeholders will be undertaken at the appropriate time prior to the WeITAG Stage 3 Full Business cases. This consultation will be undertaken in accordance with Welsh Government guidance.

Reason for Recommendations

23. Prior to implementing proposals for major infrastructure schemes in Wales, promoters are required to follow a multi stage business case process which examines the Strategic, Economic, Financial, Commercial and Management Cases for implementing any new schemes. This process has been established by the Welsh Government and is known as WeITAG. It is closely aligned to the Department for Transport's WeITAG process.
24. Developing a business case involves five distinct stages (i) Strategic Outline Case, (ii) Outline Business Case, (iii) Full Business Case, (iv) Implementation and (v) Post Implementation. Stage 1 has been completed for the North West Cardiff Corridor Transportation Study and it is now intended to take the business case for the Phase 1 proposals drawn-up forward to Stage 2 for the short-term options short-listed.

Financial Implications

25. Grant funding continues to be secured by Rhondda Cynon Taf Council from the Welsh Government's Local Transport Fund to progress WeITAG Stage 2 of the Business Case. This is being managed via Transport for Wales and any expenditure will need to be in accordance with the terms, conditions and timescales of the grant. The initial study highlighted various options and a number of potential sources of funding that may be available towards costs. As proposals are considered as part of further detailed business case development, the financial implications and associated risks and mitigations will need to be considered in further detail.

Legal Implications (including Equality Impact Assessment where appropriate)

26. The report is submitted for noting purposes only and as such does not seek a decision. It is understood that; (i) the WeITAG process is being followed in this project, (ii) WeITAG is the name given to the Welsh Transport Appraisal Guidance produced by the Welsh Government for use in the development, appraisal and evaluation of any proposed transport intervention, (iii) the output produced at the end of each stage is a document, known as a WeITAG Stage Report (iv) the Stage Report is

considered by a Review Group who review the contents of the Stage Report and decide on the actions to be taken. As regards the Review Group, it is understood that pursuant to the delegated authority granted to the Director of Planning, Transport and Environment (which delegations are referred to in the body of the report under the heading Background) the Director is a member of and engages with the Review Group on behalf of the Authority.

27. In developing the proposals for the North West Corridor consideration must be had to:- (i) the relevant legislative requirements and wider policy and guidance documents which regulate/affect the proposals under consideration (these are numerous and it is not practical to list the same in this advice) and (ii) the potential legal implications and liabilities that could flow. The Council's internal Legal Services are not advising on this project but have been informed that the relevant legal advice has and will continue to be taken throughout the various stages of the WelTAG process.
28. In terms of on - going resource it is understood that there will be need for some input from Cardiff Council officers, as part of the wider officer working arrangements. Once further information is received on this point, consideration can be given as to how this matter can be resourced from a legal perspective (if requested) and any resulting legal costs.
29. Generic legal advice

(a) Equalities & Welsh Language

In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, 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. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex, (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation and (i) Religion or belief – including lack of belief.

The decision maker should be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

(b) The 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 2020 -23.

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

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>

- (c) The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

HR Implications

30. There are no HR implications arising from this report.

Property Implications

31. There are not immediate property implications raised within this report. However the specific options detailed and put forward for future consideration do contain actions potentially relevant to Council land and property. At such time when the options are considered in full, it will be important to review in consultation with Strategic Estates and in adherence with the Council's asset management processes, professional advice and agreed governance relating to land and property transactions.

RECOMMENDATIONS

Cabinet is recommended to:

1. Note the outcome to date of the North West Cardiff Corridor Transportation Study.
2. Note the next stage in progressing this study – WeITAG Stage 2.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	11 June 2021

The following appendices are attached:

Appendix A: “North West Corridor WeITAG Stage 1 Report”, dated 8 Feb 2021.

The following background papers have been taken into account

- *Cabinet* report on the Cardiff Capital Region Metro vision, 21st February 2014.
- Cabinet report on the Transport White Paper, 23rd January 2020.

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North West Corridor

WelTAG Stage 1 Report

8 February 2021

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Transport for Wales

North West Corridor

WelTAG Stage 1 Report

8 February 2021

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07	08.02.21	R. Williams	R. Mowat	W. Wootten	Final Draft for review

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Contents

Executive summary	i
1 Introduction	1
1.1 Purpose of the Study	1
1.2 Scope	1
1.3 WeITAG Process	2
1.4 Stakeholder Engagement	3
1.5 WeITAG Review Group	4
1.6 Report Structure	4
2 Strategic Case	5
2.1 Introduction	5
2.2 Legislative Context	5
2.2.1 Well-being of Future Generations (Wales) Act 2015	5
2.2.2 Other Relevant Legislation	5
2.3 Policy Context	6
2.3.1 National (Wales) Policy Context	6
2.4 Local and Regional Policy Context	8
2.5 The North West Corridor	11
2.5.1 Population and Settlements	11
2.5.2 Economic Context	12
2.6 Planned Development	14
2.6.1 Strategic Sites in Cardiff	14
2.6.2 Development Related Transport Proposals	16
2.6.3 Strategic Sites in Rhondda Cynon Taf: Cwm Colliery and Mwyndy/ Talbot Green sites	18
2.6.4 A4119 Corridor: Regional Rhondda Gateway	18
2.6.5 Impacts of Planned Developments	18
2.7 Travel Patterns	20
2.7.1 Commuting	20
2.7.2 All Travel (South East Wales Transport Model)	21
2.8 Existing Transport Network and Services	24
2.8.1 Highway Network	24
2.8.2 Rail Network and Services	29
2.8.3 Bus Network and Services	32
2.8.4 Journey Times	33
2.8.5 Strategic Park and Ride	34
2.9 Identified Problems	35
2.9.1 Economic and social problems	35
2.9.2 Transport problems	36
2.9.3 Highway	36

2.9.4	Bus	37
2.9.5	Rail	37
2.9.6	Park and Ride	38
2.9.7	Environmental Problems	38
2.10	Identified Opportunities	38
2.11	Identified Constraints	39
2.11.1	Bus Network / Governance Constraints	39
2.11.2	Rail Network and Operational Constraints	39
2.11.3	Environmental and Social Constraints	40
2.11.4	Financial Constraints	40
2.12	WeITAG Objectives	40
2.12.1	Route with Well-Being Goals	43
2.13	Options Identification and Sifting Process	45
2.13.1	Process	45
2.13.2	Modes Assessed	46
2.14	Sift 1 – Identification of the Long List Options	46
2.14.1	Existing Rail Network Options	47
2.14.2	New Tram-train and Light Rail Routes	48
2.14.3	Bus Rapid Transit (BRT) Routes	50
2.14.4	Other Options	52
2.14.5	Complementary Measures – East-West Connections	52
2.15	Long List Options	53
3	Further Option Development	58
3.1	Introduction	58
3.2	Integration of Transport Modes	58
3.2.1	Integration of Bus and Rail Modes	58
3.2.2	Active Travel	58
3.3	New Tram-train or Light Rail Routes	59
3.3.1	Option Development	59
3.3.2	Alternative rail modes	59
3.3.3	Assessment of Alternative Rail Modes	61
3.3.4	Overall Conclusion	66
3.4	Rail Capacity Considerations and Potential Measures	67
3.4.1	Existing Layout and Services	67
3.4.2	Capacity Constraints	67
3.4.3	Potential Solutions	69
3.4.4	Tram-train Route Variants and Engineering Constraints	73
3.5	Bus Rapid Transit Routes	79
3.5.1	Bus Segregation Issues	80
3.5.2	BRT Routes – Variants and Constraints	81
3.6	Use of the Safeguarded Corridor: Rail vs BRT Solutions	85
4	Transport Case	87

4.1	Introduction	87
4.2	Approach	87
4.2.1	Appraisal Criteria	87
4.2.2	Scoring	88
4.3	Options Assessment	88
4.3.1	WeITAG Stage 1 Scoring	88
4.3.2	Existing Rail Network Options	90
4.3.3	New Tram-train Routes	91
4.3.4	New Bus Rapid Transit Routes	93
4.3.5	Other Options	94
4.4	Final Shortlist	95
4.5	Well-being Assessment	98
5	Financial Case	100
5.1	Introduction	100
5.2	Option Costs and Risk Assessment	100
5.3	Funding and Affordability	105
6	Commercial Case	107
6.1	Introduction	107
6.2	Possible Approaches	107
6.2.1	Rail and Tram-train Options	107
6.2.2	New Bus Rapid Transit Routes	109
7	Management Case	111
7.1	Introduction	111
7.2	Phasing	111
7.2.1	Phasing Considerations	111
7.2.2	Related Constructed Schemes	111
7.2.3	Phase 1	111
7.2.4	Phase 2	114
7.3	Project Management and Governance	116
7.4	Planning and Consenting	116
7.4.1	DNS Process	116
7.5	Regulatory Processes (Tram-train Routes)	117
7.5.1	Regulatory Classification of CVL Phase 2	118
7.5.2	Extensions to the CVL Network	118
7.6	Business Case Process	121
7.6.1	Appraisal Methods at Stage 2	122
8	Conclusions	123
8.1	Key Conclusions	123
8.2	Shortlisted Options	124
8.3	Phasing	125

8.4	Next Steps	125
9	Appendices	126
	Appendix A: Initially Identified Options Maps	127
	Appendix B: Long List Options Maps	128
	Appendix C: Shortlisted Options Maps	129
	Tables	
	Table 2-1: Commuting outflows by number of people (% of outflows)	20
	Table 2-2: North West Corridor Station Passengers (Entries and Exits)	29
	Table 2-3: Journey times, typical traffic flows peak evening (approx. 17:30) (mins)	34
	Table 2-4: Scheme objective mapping against the Well-being Objectives	44
	Table 2-5: Long List Options: Existing Rail Network	47
	Table 2-6: Long List Options: Tram-train / Light Rail Routes	48
	Table 2-7: Long List Options: Bus Rapid Transit Routes	50
	Table 2-8: Long List Options: Other	52
	Table 3-1: Bus and Rail Journey Time Analysis	86
	Table 4-1: WelTAG Stage 1 Appraisal Criteria	87
	Table 4-2: WelTAG Stage 1 Financial and Commercial Considerations	88
	Table 4-3: Scoring applied to the WelTAG Stage 1 assessment	88
	Table 4-4: WelTAG Scoring	89
	Table 4-5: Well-being Impact Areas	99
	Table 5-1: Cost estimates and commentary	101
	Table 6-1: Proposed main features of the Bus Services (Wales) Bill	110
	Figures	
	Figure 1.1: North West Corridor Study Area	2
	Figure 1.2: WelTAG Process	3
	Figure 2.1: Definition of the North West Corridor for Baseline Analysis	13
	Figure 2.2: Plasdwr Phasing	15
	Figure 2.3: Cardiff LDP Key Diagram	17
	Figure 2.4: Strategic Sites and Current Housing Density	19
	Figure 2.5: Strategic Sites and Future Housing Density (sites C, D and E only)	19
	Figure 2.6: Commuting Mode Shares: North West Corridor	21
	Figure 2.7: SEWTM 2036: Travel Patterns and Mode Shares (excludes goods vehicles)	23
	Figure 2.8: Highway Network and Current Peak Time Congestion Issues	25
	Figure 2.9: Impact of Demand Growth on Highway Traffic Volumes (Outer Cardiff)	27

Figure 2.10: Impact of Demand Growth on Highway Traffic Volumes (Rhondda Cynon Taf)	28
Figure 2.11: Rail Network and Station Catchment Areas	30
Figure 2.12: CVL Lines by type of Rolling Stock	31
Figure 2.13: CVL Frequency of services for December 2023	32
Figure 2.14: Existing North West Corridor Bus Service Frequency	33
Figure 2.15: Bus Park and Ride Sites in Cardiff	35
Figure 2.16: Agreed WelTAG Objectives	42
Figure 2.17: Options Sifting Process	45
Figure 2.18: Long List Options - Existing Rail Network	55
Figure 2.19: Long List Options - Tram-train / Light Rail Routes	56
Figure 2.20: Long List Options - Bus Rapid Transit Routes	57
Figure 3.1: Heavy Rail Lines (on the left) and Tram-train Lines (on the right)	64
Figure 3.2: Cardiff West Junction Layout	67
Figure 3.3: Current Pathing of Services	68
Figure 3.4: Service Pathing with Additional Track Section	71
Figure 3.5: Tram-train Routes – Cardiff Central	74
Figure 3.6: Tram-train Routes – City Line and Plasdwr	76
Figure 3.7: Tram-train route – M4 Crossing and Creigiau	77
Figure 3.8: Tram-train Routes – Rhondda Cynon Taf	78
Figure 3.9: Examples of BRT related measures	79
Figure 3.10: Bus Segregation Assessment	81
Figure 3.11: BRT Route through Plasdwr – Phase 1	84
Figure 3.12: BRT Route through Plasdwr – Phase 2	84
Figure 4.1: Shortlisted Options at WelTAG Stage 1	97
Figure 7.1: Phase 1 Shortlisted Options	113
Figure 7.2: Phase 2 Shortlisted Options	115

Executive summary

Scope and Purpose

Mott MacDonald was commissioned by Transport for Wales (TfW), the Welsh Government, Cardiff City Council and Rhondda Cynon Taf County Borough Council to undertake a WeITAG Stage 1 assessment of Cardiff's North West Corridor.

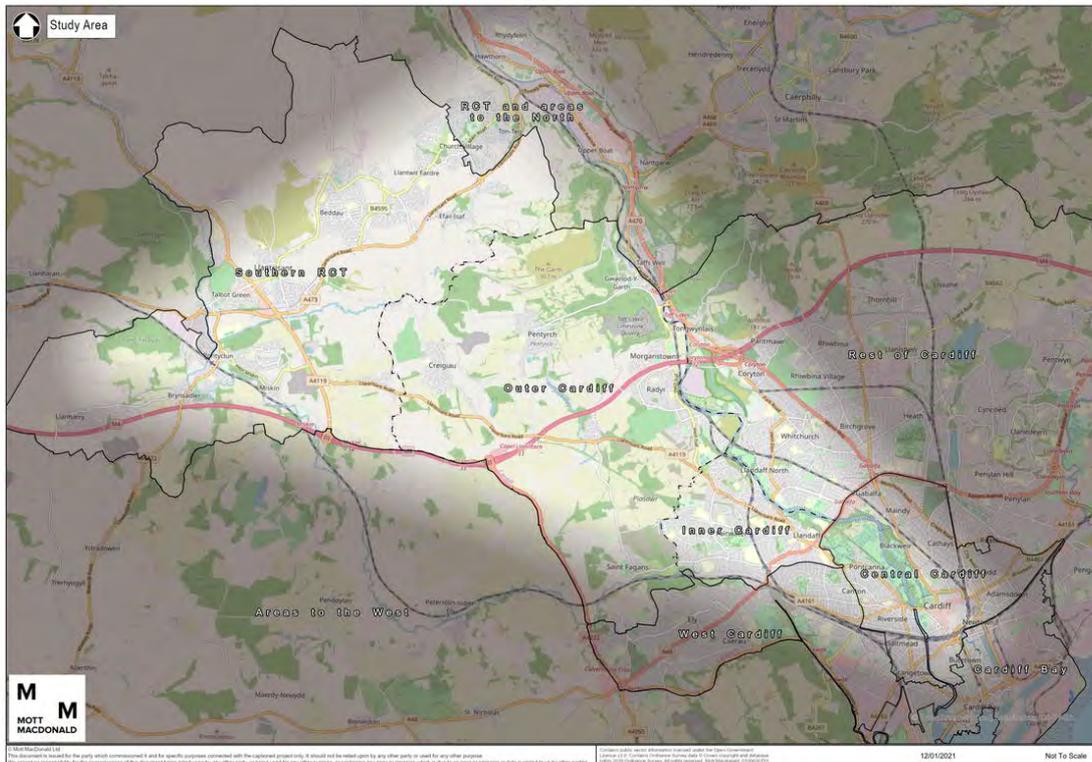
The study area defined to guide the assessment is shown in Figure 0.1. Broadly, the term North West Corridor is used to describe the segment of Cardiff bordered by the A4232 link road in the West and the A470 and Merthyr rail line in the east. The Corridor extends into the southern part of Rhondda Cynon Taf and incorporates the settlements of Pontyclun, Llantrisant, Beddau and Llantwit Fardre.

The North West Corridor incorporates a number of Strategic Sites in Cardiff and Rhondda Cynon Taf, including the new Plasdwr district of Cardiff which is in the process of being delivered. Within current planning horizons, there are five Strategic Sites within the North West Corridor with the potential for over 10,000 new homes. Plans for developments of this scale, without corresponding firm proposals for a mass transit solution, have led to public concerns of increased traffic congestion affecting north-west Cardiff and parts of Rhondda Cynon Taf.

WeITAG is the 'Welsh transport appraisal guidance' produced by Welsh Government. The overarching purpose of the WeITAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues. The focus of this assessment is on mass transit solutions for the North West Corridor. Therefore, improvements to the highway network and active travel schemes are not a primary focus of the study.

At WeITAG Stage 1, a range of strategic options are identified in order to generate a short list of options to consider taking forward for more detailed assessment. It should be noted that as this is a high level strategic assessment, no formal decision or commitment has been taken to progress with any specific mode, route, or alignment at this time.

Figure 0.1: North West Corridor Study Area¹



Source: Mott Macdonald

The Case for Change

There is a compelling strategic case to enhance public transport provision in the North West Corridor both to address existing transport problems and to cater for the expected rapid growth in population and housing.

The Corridor incorporates three Strategic Sites allocated in Cardiff's Local Development Plan (LDP): North West Cardiff or 'Plasdwr' (Site C), North of Junction 33 (Site D), and South of Creigiau (Site E). Rhondda Cynon Taf's LDP is due to be updated. The 2011 plan included two Strategic Sites which lie within the study area: Cwm Colliery and Coking Works located between Beddau and Llantwit Fardre, and the Mwyndy / Talbot Green area. The A4119 Corridor: The Regional Rhondda Gateway has been designated as a Strategic Opportunity Area (SOA) by Rhondda Cynon Taf County Borough Council, reflecting the significant opportunities for job creation and housing to support economic growth.

The North West Corridor is flanked by the City Line, Merthyr Line and South Wales Main Line but much of the corridor, including the Strategic Sites themselves, are not directly served by the rail network. As a result, whilst the dominance of car transport is a feature of the city-region, a

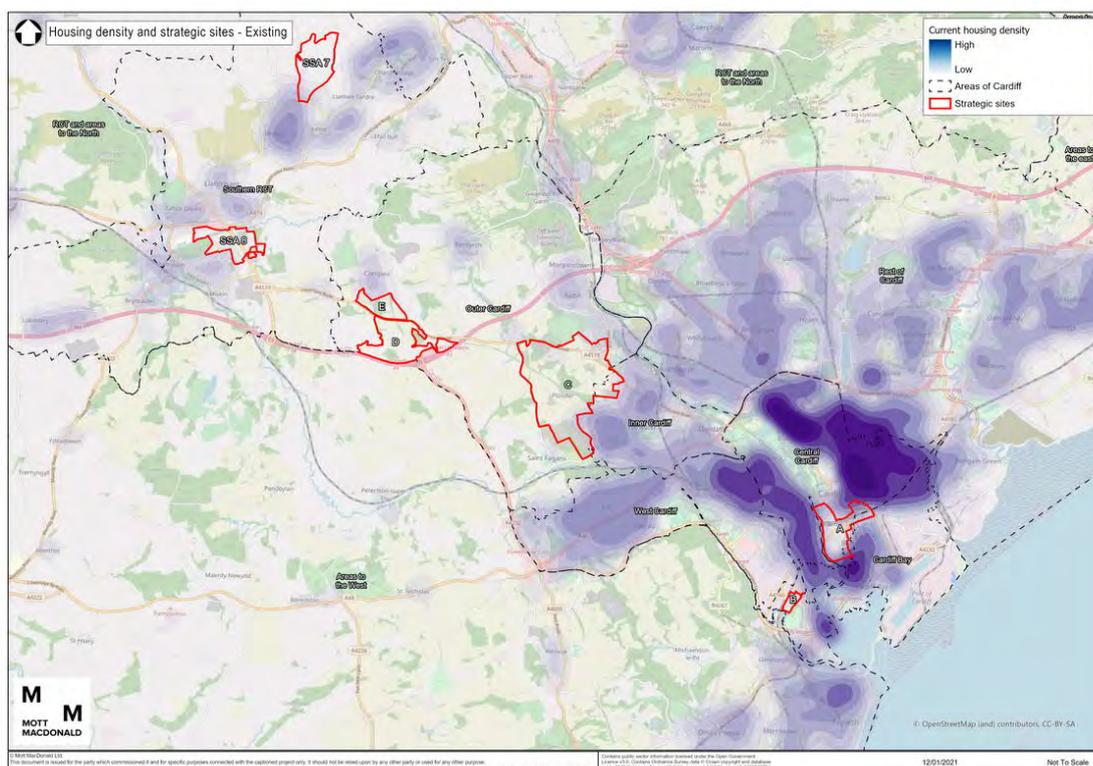
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higher proportion of the North West Corridor workforce travels by car than the average for either Cardiff or the Cardiff Capital Region as a whole.

The highway network service in the North West Corridor includes a number of regionally significant congestion issues, most notably on the M4 motorway between Junctions 33 and 34, on the A4232 Peripheral Distributor Road in Cardiff, and on the A4119 between central Cardiff and Llantrisant. Therefore, development in the Corridor will place further pressure on an already constrained highway network. The planned growth can be delivered in a sustainable way through the provision of new transport infrastructure in a phased manner to support the developments.

A range of incremental improvements to the existing transport network are already being delivered to support the development in the Corridor. However, it is recognised that the potential exists to develop a dedicated public transport corridor connecting Cardiff city centre to the Strategic Sites in North West Cardiff and strategic development areas beyond Cardiff's boundary in Rhondda Cynon Taf. To this end, some sections of the corridor have been protected from development that runs alongside the disused Llantrisant Branch Line.

Figure 0.2: Strategic Sites and Current Housing Density²



Source: Mott Macdonald

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Objectives

A set of WelTAG objectives have been identified which are intended to respond to the problems and opportunities of the Corridor. The performance of options has been assessed according to their ability to meet these objectives and the objectives will continue to guide the project as it progresses through the WelTAG stages towards delivery. They are as follows:

Transport

- **Reduce public transport journey times** between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf;
- Provide **frequent, reliable and high-quality** mass transit services in line with the Welsh Government's principles for connectivity in Wales; and
- Ensure the Corridor is **integrated** with the wider South Wales Metro and existing assets.

Economic and Social

- **Facilitate the delivery of employment and housing** in Cardiff's North West Corridor and southern Rhondda Cynon Taf;
- Improve the **personal affordability** of passenger transport in the Cardiff Capital Region; and
- Deliver a system that is accessible for all.

Environment

- **Stimulate mode shift** in line with the LDPs and help move towards a 50% sustainable transport mode share; and
- **Improve air quality** within the Corridor with the aim of delivering a system with zero emissions at point of use.

Funding and Delivery

- Deliver a system which **maximises the commercial viability** of public transport in the North West Corridor.

Options Development and Assessment: Key Findings

A two-stage options assessment and sifting process has been undertaken during WelTAG Stage 1. The key findings of the assessment at Stage 1 can be summarised as follows:

- A package of public transport measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes;
- Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas of the Corridor;
- There are opportunities to improve the existing rail network through additional services and new stations. Shortlisted options include increased service frequencies on the South Wales Main Line and City Lines, and new stations at Junction 34 of the M4 (on the South Wales Main Line) and Ely Mill (on the City Line);
- Notwithstanding the benefits of these improvements, much of the North West Corridor is not served by the existing rail network and therefore such interventions will fail to fully address the problems identified. A new mass transit solution will be required to serve the Strategic Site at Plasdwr and to achieve the step change in public transport provision within the Corridor more generally;

- The Safeguarded Corridor should be earmarked for a rail-based solution, rather than a bus rapid transit (BRT) solution. A rail-based solution provides the greatest scope to minimise public transport journey times and would offer the quality of service expected of a major new rapid transit route;
- Use of the Core Valley Lines (CVL) tram-train technology (potentially in a modified form) on the North West Corridor is preferred to the introduction of a wholly new light rail system which would introduce significant extra costs and complexity for relatively modest benefits;
- Delivering a new North West Corridor tram-train route, combined with enhanced services on the City Line, will necessitate infrastructure changes to overcome capacity constraints through Cardiff West Junction and at Cardiff Central. Three broad approaches to the connection at Cardiff Central have been shortlisted, each of which involves complex trade-offs which need to be considered in the context of wider aspirations for the rail network in the Cardiff Capital Region;
- Extensions of the tram-train route into southern Rhondda Cynon Taf have been shortlisted. Subject to further business case assessment, routes to both Pontyclun and Beddau have potential merit and the ultimate preferred outcome may be a Y-shaped network serving both locations;
- BRT options and improved interchange facilities with active travel, can play an important role in improving public transport alongside a new tram-train route. BRT is a general term applied to a modern, fast, reliable bus system and the success of any new BRT routes will depend on the degree of segregation achieved. Implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package;
- In Cardiff, possible BRT corridors have been identified via the A4232, connecting with a strategic park and ride facility at Junction 33, and an urban route serving Plasdwr and Fairwater areas with a potential interchange with the City Line at Waun-gron Park. In Rhondda Cynon Taf, BRT corridors via the A4119 could both improve end-to-end services to/from Cardiff and provide connections to stations at Junction 33 and 34;
- There will be opportunities, which should be explored at the next stage, to enhance active travel in the corridor by delivering new active travel corridors alongside rail and bus route, as well as enhancing opportunities to interchange between public transport and active travel modes.

Shortlisted Options

A shortlist of options has been identified which merit further development and assessment at WelTAG Stage 2.

The enhancements to the existing rail network listed below have been shortlisted for further assessment at WelTAG Stage 2:

- Increased service frequency to at least 4 trains per hour on the City Line between Cardiff Central and Radyr;
- A new station on the City Line at Ely Mill;
- Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
- Enhanced quality of interchange between active travel, bus, rail and car; and
- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4.

Bus related measures are as follows:

- A strategic bus park and ride at Junction 33 of the M4;
- A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
- A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
- A bus:rail and active travel interchange at Waun-gron Park station on the City Line;
- A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater;
- Improved bus:rail and active travel interchange at Radyr station on the City Line; and
- A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

The shortlisted new tram-train routes are as follows:

- A new tram-train route via the City Line and potentially utilising the route of the Safeguarded Corridor between central Cardiff, Junction 33 and Creigiau;
- An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
- An extension of the tram-train route from Creigiau to Beddau via Cross Inn.

A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Three variants of the tram-train solution have been shortlisted. These are:

- Changes in the track layout at Cardiff West Junction to increase the capacity for North West Corridor and/or City Line services operating into existing platforms at Cardiff Central;
- Provision of a new junction between the City Line and Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of Cardiff Central Station. This option provides the potential for services to operate to Porth Teigr should this route also be progressed; and
- An on-street solution that would divert North West Corridor and/or City Line services away from Cardiff West Junction via an on-street route to the south of the City Line into new platforms at Cardiff Central and/or Callaghan Square. As above, this provides the potential for a direct link to Porth Teigr.

Phasing

Consideration has been given to the possible phasing of interventions in the North West Corridor. The phasing takes into account both demand side factors (in particular the timescales for the delivery of Strategic Sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing the quality of interchange between car, bus, rail and active travel modes. All of the shortlisted bus related measures (including the proposed new BRT routes) are included in Phase 1. Subject to the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025.

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the Cardiff Capital Region. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

To improve the affordability of the project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

Next Steps

It is recommended that the shortlisted options are taken forward for more detailed design development and assessment at WelTAG Stage 2.

1 Introduction

1.1 Purpose of the Study

Mott MacDonald was commissioned by Transport for Wales (TfW), the Welsh Government, Cardiff City Council and Rhondda Cynon Taf County Borough Council to undertake a WelTAG Stage 1 assessment of Cardiff's North West Corridor. The overarching purpose of the WelTAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues.

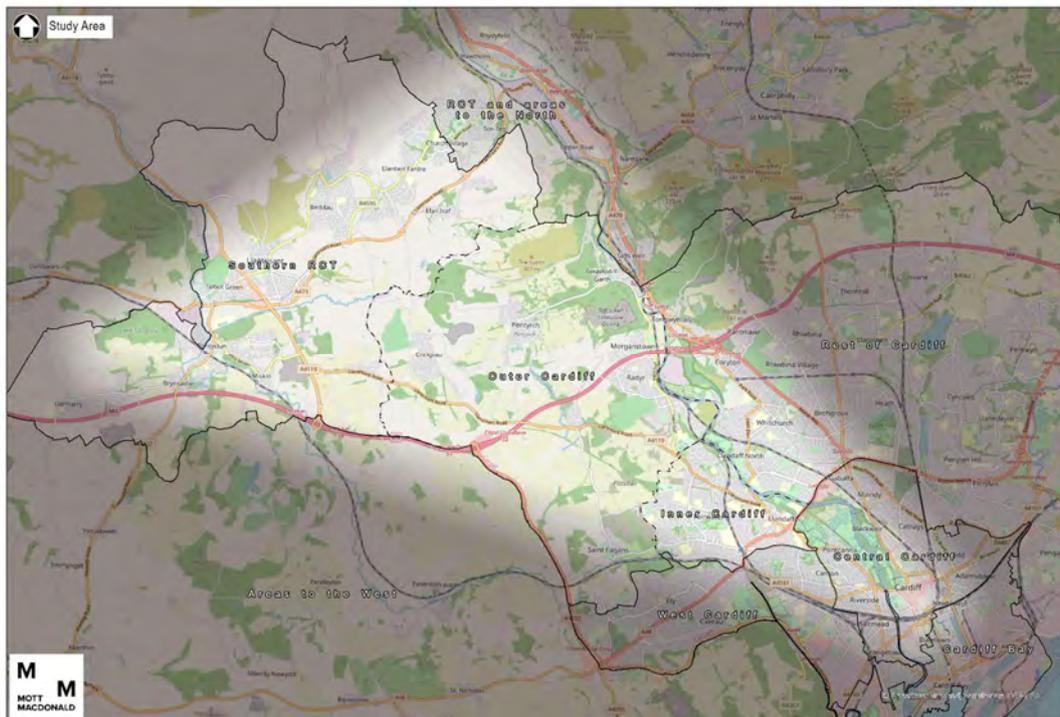
The focus of this assessment is on mass transit solutions for the North West Corridor. Therefore, improvements to the highway network and active travel schemes are not a primary concern of the study.

1.2 Scope

The study area defined to guide the assessment is shown in Figure 1.1. Broadly, the term North West Corridor is used to describe the segment of Cardiff bordered by the A4232 link road in the West and the A470 and Merthyr rail line in the east. The Corridor extends into the southern part of Rhondda Cynon Taf and incorporates the settlements of Pontyclun, Llantrisant, Beddau and Llantwit Fardre.

The Corridor incorporates a number of Strategic Sites in Cardiff and Rhondda Cynon Taf, including the new Plasdwr district of Cardiff which is in the process of being delivered. Within current planning horizons, there are five Strategic Sites within the North West Corridor with the potential for over 10,000 new homes. Plans for developments of this scale, without corresponding firm proposals for a mass transit solution, have led to public concerns of increased traffic congestion affecting north-west Cardiff and parts of Rhondda Cynon Taf.

Figure 1.1: North West Corridor Study Area⁴



Source: Mott Macdonald

1.3 WeITAG Process

WeITAG is the 'Welsh transport appraisal guidance' produced by Welsh Government. It provides a process and framework for identifying, appraising and evaluating solutions to address transport related issues. The WeITAG process comprises five stages which are intended to cover the lifecycle of a proposed transport intervention, from conception to post-implementation evaluation. Welsh Government intends the WeITAG process to be evidence-based, proportionate to the impacts being investigated, collaborative (involving stakeholder consultation), and to provide decision-makers with information required to make decisions.

WeITAG 2017 is aligned with the HM Treasury five case model for transport business cases. WeITAG Stage 1 is aligned to the first of three business case stages, the Strategic Outline Case (SOC).

The purpose of WeITAG Stage 1 is to 'understand the issue of concern, explore its context and to present a wide list of possible solutions and to select a short list of options for more detailed consideration'⁵. Short listed solutions should be those that are most likely to solve the issues of concern and align with the stated objectives for solutions, leading to the most favourable impacts.

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⁵ WeITAG 2017 Welsh Transport Appraisal Guidance, page 10

The WeITAG guidance summarises the steps to be taken when developing the SOC at Stage 1:

- Identify issues that need addressing;
- Establish objectives;
- Develop a long list of possible solutions; and
- Assess the long list of options against objectives.

At the end of Stage 1, the Strategic Case (one of the cases in the five-case model) should be fully developed, setting out the need for change. The Transport Case (the second of the five cases) then provides an initial assessment of the expected impacts of a long list of solutions. The remaining cases (Delivery, Financial, Commercial) will be preliminary, identifying key issues that will affect the options being taken forward to WeITAG Stage 2.

Figure 1.2: WeITAG Process



Source: Mott Macdonald

1.4 Stakeholder Engagement

WeITAG is a collaborative process and engagement with stakeholders is an important part of WeITAG Stage 1. Two stakeholder workshops have been held in order to:

- Review and rank the identified issues, to ensure that objectives and solutions that would deal with the most critical problems are proposed (Workshop 1 – Problems, Opportunities and Objectives);
- Review, refine, and prioritise the objectives (Workshop 1 – Problems, Opportunities and Objectives);
- Generate a long list of potential solutions (Workshop 1 – Problems, Opportunities and Objectives); and
- Inform and comment on the initial multi-criteria assessment of potential solutions (Workshop 2 – Options Assessment).

Stakeholders invited to participate in this process include:

- Welsh Government;
- TfW;
- Cardiff City Council;

- Rhondda Cynon Taf County Borough Council (CBC);
- Vale of Glamorgan County Council;
- Natural Resources Wales;
- Cardiff Capital Region Transport Authority;
- South East Wales Trunk Road Agency;
- Network Rail;
- Bus operators: Cardiff Bus, NAT, Stagecoach;
- Rail operators: TfW Rail Services, Great Western Railway; and
- Strategic Site developers.

1.5 WelTAG Review Group

The purpose of the WelTAG Review Group is to consider the contents of the WelTAG Stage Reports, assess the study objectives, assess each of the options presented, and decide on the actions to be taken at the end of that WelTAG stage.

The WelTAG Review Group for the North West Corridor comprises:

- Welsh Government;
- TfW / TfW Rail Services;
- Cardiff City Council;
- Rhondda Cynon Taf CBC;
- Vale of Glamorgan County Council;
- Cardiff Capital Region Transport Authority; and
- Network Rail.

1.6 Report Structure

This report presents evidence gathered during the WelTAG Stage 1 Appraisal for the North West Corridor. It sets out each of the five cases under the Government's 'five case model' for business cases.

- Section 2 of this report is the Strategic Case; it sets out the case for change for the North West Corridor, including the legislative and policy context, and information on existing conditions in the Corridor;
- Section 3 describes the options in more detail, including their key issues such as capacity constraints, and the use of the Safeguarded Corridor;
- Section 4 is the Transport Case; this considers the impacts of the different options and scores these against the WelTAG assessment criteria;
- Section 5 covers the Financial Case, considering the affordability of the schemes, taking into account financial costs and benefits;
- Section 6 concerns the Commercial Case, exploring potential procurement and commercial arrangements;
- Section 7 is the Management Case, which demonstrates how the preferred option can be delivered;
- Section 8 provides an overview and conclusions of the document; and
- Section 9 provides appendices to the report including maps.

2 Strategic Case

There is a compelling strategic case to enhance public transport provision in the North West Corridor both to address existing transport problems and to cater for the expected rapid growth in population and housing.

2.1 Introduction

This section provides an overview of the Strategic Case for the North West Corridor. The Strategic Case sets out the legislative and policy context to the study. It describes the existing transport network and plans for housing and employment development in the Corridor. Objectives have been defined which, drawing on engagement with stakeholders, respond to the identified problems and opportunities in the Corridor. The Strategic Case also describes the approach to options identification and sifting and details the 'long list' of interventions.

2.2 Legislative Context

2.2.1 Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act focuses on sustainability, encouraging Wales to think about the long-term economic, environmental, social and cultural impact of its decisions. Its main framework consists of 7 objectives to encourage this sustainable way of thinking:

- **A Prosperous Wales** – Creating an innovative, productive, low-carbon society using resources efficiently to generate wealth and employment opportunities;
- **A Resilient Wales** – Maintaining and enhancing a biodiverse natural environment;
- **A Healthier Wales** – Maximising physical and mental well-being;
- **A More Equal Wales** – Enabling people to reach their full potential no matter what their background;
- **A Wales of Cohesive Communities** – Safe and attractive well-connected communities;
- **A Wales of Vibrant Culture and Thriving Welsh Language** - Promoting Welsh culture, heritage, and language; and
- **A Globally Responsible Wales** – Making a positive contribution to global well-being.

This Act means public bodies must act according to the **sustainable development principle** which means public bodies must “act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs”⁶. Public bodies must develop their own well-being statement and wellbeing objectives.

This WelTAG study has been developed in accordance with these principles and potential interventions have been assessed in respect of their contribution to the well-being goals listed above.

2.2.2 Other Relevant Legislation

The study has been informed by a range of other legislation including:

- Environment (Wales) Act 2016;
- Climate Change Act (2008);

⁶ Well-being of Future Generations (Wales) Act, section 5, paragraph 1

- The Active Travel (Wales) Act 2013; and
- Welsh Government Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2018.

2.3 Policy Context

Proposals for the North West Corridor need to respond to the wider policy context. This section briefly identifies and describes key policies at a national, regional and local level.

2.3.1 National (Wales) Policy Context

2.3.1.1 Taking Wales Forward (2016-2021)

Taking Wales Forward sets out a 5-year programme to improve the Welsh economy, creating a Wales which is:

- Prosperous and Secure;
- Healthy and Active;
- Ambitious and Learning; and
- United and Connected.

It sets out plans to develop a not-for-profit rail franchise and more effective bus networks. Seamless ticketing, the South Wales Metro, and Active Travel are also highlighted for future importance.

2.3.1.2 Prosperity for All: The National Strategy (2017) and Economic Action Plan (2017)

This National Strategy takes the commitments made in 'Taking Wales Forward' and sets out the work of the wider Welsh public service to lay the foundations for achieving prosperity for all. The National Strategy situates transport issues within a long-term context and highlights the importance of future investment into Active Travel and the South Wales Metro. This aims to ensure that land use planning is undertaken to ensure new developments are sufficiently served by transport connections.

The Economic Action plan aims to ensure sustainable economic growth in the future and puts emphasis on the need for environmentally friendly transport and addressing congestion pinch points/ bottlenecks. It also identifies the South Wales Metro as an important project in creating growth.

2.3.1.3 National Development Framework (2020-2040)

The National Development Framework (NDF) establishes the direction of development in Wales until 2040. It replaces the current Wales Spatial Plan (2008) meaning it "sets a direction of where infrastructure should be invested"⁷ at a national scale. A draft is available on the Welsh Government website, however, this is not yet adopted.

This document sets high-level recommendations which then guide Strategic Development Plans and Local Development Plans. It sets out policies covering housing, environment and transport. Transport policies aim to build sustainable places by reducing car usage and encouraging more sustainable transport.

It aims to create a Wales where people live...

⁷ National Development Framework (2020-2040), p.6

- ...and work in connected inclusive and healthy places;
- in vibrant rural places with access to homes, jobs and services;
- in distinctive regions that tackle health and socio-economic inequality through sustainable growth;
- in places with thriving Welsh language;
- and work in towns and cities which are a focus and springboard for sustainable growth;
- in places where prosperity, innovation and culture are promoted;
- in places where travel is sustainable;
- in places with world-class digital infrastructure;
- in places that sustainably manage their natural resources and reduce pollution;
- in places with biodiverse, resilient and connected ecosystems; and
- in places which are de-carbonised.

The framework sets out the ambition for cities that are compact and organised around public transport hubs and urban centres, where there are different amenities within close proximity to residential housing, allowing journeys to be made through more sustainable means. Cardiff is recognised as the focal point of South Wales, and the new Metro development as providing opportunity for development in settlements further outside of the city.

2.3.1.4 One Wales: Connecting the Nation: Wales Transport Strategy (2008)

This report establishes over-arching goals for Welsh Transport and provides a long-term framework for all modes. Its objectives are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

The Welsh Government is currently developing a new Wales Transport Strategy which will supersede the 2008 strategy.

2.3.1.5 White Paper: Improving Public Transport (2018)

The paper sets out proposals for an integrated transport network across Wales. It gives proposals for improvements in the legislation for bus services in Wales, and reform of licensing regimes for taxis and private hire vehicles. It proposes options to empower local authorities to provide efficient bus services through:

- Establishing Joint Transport Authorities;
- Increasing the age of eligibility for concessionary bus passes;
- Promoting Enhanced Quality Partnership Schemes (EQPSs);
- Allowing authorities to establish municipal operations;
- Changing the franchising process;
- Making new requirements for operators, local authorities and the Traffic Commissioner to provide more information about services including routes, timetables, etc.; and
- Changing taxi and private hire vehicle licensing.

2.3.1.6 Written Statement: Principles for Public Transport Connectivity (2018)

This statement considers the long-term vision of transport across Wales. It is highly relevant to this study as it sets the principles that should be considered when infrastructure schemes are being planned and services procured. Selected relevant recommendations this statement makes include:

- Services should be provided by zero emissions vehicles;
- Stations will be fully accessible with step-free access, and level boarding to vehicles;
- Pricing strategies will be developed that incentivise use by disadvantaged communities;
- No one will have to stand for more than 20 minutes because of a lack of a seat;
- High capacity park and ride/park and share facilities will be provided at key network nodes, particularly where the network intersects with strategic or arterial roads;
- All Metro stations to benefit from at least 4 services per hour in each direction Monday-Saturday; and
- In South-east Wales, journey times to a principal interchange shall be no more than 60 minutes.

2.3.1.7 Other National Policy Documents

Other national policy documents considered include:

- Environment Strategy for Wales (2006);
- One Wales: One Planet – the Sustainable Development Scheme of the Welsh Assembly Government (2009);
- Climate Change Strategy for Wales (2010);
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2011);
- Local Air Quality Management in Wales – Policy Guidance (2017);
- The Wales Spatial Plan (2008);
- Planning Policy Wales (2016);
- Planning Policy Wales Technical Advice Note (TAN) 12: Design (2016);
- Planning Policy Wales Technical Advice Note (TAN) 18: Transport (2007); and
- An Active Travel Action Plan for Wales (2016).

2.4 Local and Regional Policy Context

This section briefly describes selected key policies at a local and regional level.

2.4.1.1 Cardiff City Deal Strategic Business Plan: Wider Investment Fund (2018)

The Cardiff Capital Region (CCR) City Deal is a £1.2bn programme agreed in 2016 between the UK Government, the Welsh Government and the ten local authorities in South East Wales to bring about significant economic growth in the region through investment, upskilling, and improved physical and digital connectivity.

One of the CCR's objectives is to connect communities, business, jobs, facilities and services in the area. The CCR Transport Authority, working closely with the Welsh Government, TfW and others, has been established as a sub-committee by the CCR Cabinet to facilitate the City Deal by coordinating transport planning and investment across the region.

One of the main priorities is the delivery of the South Wales Metro. Of the £1.2bn, £738million of the City Deal fund has been pre-allocated for the project, which will be split between the Core Valley Lines (CVL) Electrification programme and the wider South Wales Metro scheme.

The Strategic Business Plan sets out the requirements to make Cardiff a prosperous capital City region. Actions include the need for a Strategic Sites Programme to identify land which should be developed to catalyse new development, create city-to-city links, connect neighbourhoods, and focus development on the M4 and Great Western Mainline.

2.4.1.2 Cardiff Local Development Plan (adopted 2016)

The vision for Cardiff established in the Local Development Plan (LDP) is that, “by 2020, Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region”⁸. The LDP identifies the need for 41,415 new dwellings and 40,000 new jobs in Cardiff over the LDP plan period (2006- 2026). It also identifies the need to prioritise the provision of infrastructure in a planned and focussed way.

The LDP has four objectives:

1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development;
2. To respond to evidenced social needs;
3. To deliver economic and social needs in a co-ordinated way that respects and enhances Cardiff’s environment; and
4. To create sustainable neighbourhoods that form part of a sustainable city.

The Plan identifies the need for Cardiff to establish itself as a regional and national transport hub which is accessible from all areas within the city and from other UK cities. It also addresses the need to establish Cardiff as a sustainable city, through reducing the need to travel, decreasing private car usage and improving the central bus and train stations. The Plan suggests land use is important for minimising car use by designing and building new developments which are not car-based.

This document defines a total of eight Strategic Sites, three of which are in the North West Corridor. These three sites are expected to bring forward a minimum of 7,650 new houses within the development planning period (until 2026). More information on these sites can be found in Section 2.6.

The LDP identifies strategic transport corridors with priority measures, with the Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road, A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to J33 on the M4) running through the North West Corridor. Improvements to the city cycle network are also important, in order to introduce new orbital routes and new interchanges.

2.4.1.3 Cardiff Transport White Paper: Transport Vision to 2030

Cardiff Council’s Transport White Paper establishes a 10-year plan for the City; the main aims are to tackle climate change, reduce congestion, improve air quality, and provide ring-fenced funding to invest into public transport. It sets ambitious targets for the city, such as for 76% of all journeys to be made by sustainable travel modes by 2030 and doubling the numbers travelling by bus by 2030 (from 2018).

⁸ Cardiff Local Development Plan (2016), p.24

Proposals in the White Paper relevant to the North West Corridor are as follows:

- A new 'Cardiff Crossrail' tram-train service running from Cardiff Bay (Porth Teigr) through to Radyr to serve new housing developments planned between J33 and J34, and the new Plasdwr site. There is potential to extend this onto Splott and Tremorfa;
- Improved frequency of services on the Coryton and City Lines;
- Establishing a new cross-city bus network, linked to the new Metro network;
- Take major traffic off Cardiff roads by establishing new Park & Ride facilities at strategic areas including at Junction 33; and
- Building a segregated cycle network across the city, including a cycle loop in the city centre to link all six Cycleways together.

The paper also identifies ambitions to better connect Llantrisant, Talbot Green and Cardiff through BRT and tram-train measures. Further potential future projects within this area include:

- An interchange at J34, including between active travel modes; and
- A new road link to support new bus measures.

2.4.1.4 Rhondda Cynon Taf Local Development Plan (adopted 2011)

The Rhondda Cynon Taf LDP covers the period 2006 to 2021. A full review of the Plan will be undertaken for the period 2020 to 2030. Therefore, future land use planning and related policies in Rhondda Cynon Taf are subject to change.

The aim of the Rhondda Cynon Taf LDP is for Rhondda Cynon Taf to become a "County Borough of Opportunity. That means working together to enable individuals and communities to achieve their full potential, in terms of both their work and social life⁹.

The current LDP identifies a total of eight Strategic Sites. Two of these strategic sites are situated within the North West Corridor, which together will provide 1300 new houses. Some of the future transport proposals that the LDP identifies include:

- Management of the A4119/ A473 corridor; and
- Safeguarding rail network improvements between Pontyclun and Beddau, with potential for new stations in Talbot Green, Llantrisant, Gwaun Miskin and Tyn-y-Nant.

2.4.1.5 Other local policy documents

The following local policy documents have also been taken into consideration during this study:

- Cardiff LDP Monitoring Reports (2017, 2018, 2019);
- Cardiff Draft Economic Strategy: Building more and Better Jobs, Consultation Green Paper (2019);
- Cardiff Local Transport Plan (2015-2020);
- Cardiff Transport and Clean Air Green Paper;
- Cardiff LDP Infrastructure Plan, Background Technical Paper no.6 (2013);
- Rhondda Cynon Taf LDP Annual Monitoring Report (2016, 2017, 2017-2018);
- South East Wales Valleys Local Transport Plan (2015);
- Vale of Glamorgan Local Development Plan (2011-2026);

⁹ Rhondda Cynon Taf Local Development Plan (adopted 2011), p.21

- Vale of Glamorgan Local Transport Plan (2015-2030);
- Cardiff Well-being Plan (2018-2023);
- Cwm Taf Well-being Plan (2018-2023); and
- Natural Resources Wales' Well-being Statement (2017).

2.5 The North West Corridor

This section of the report provides an overview of the socio-economic context in the Corridor. Section 2.6 sets out the planned development in the Corridor. Sections 2.7 and 2.8 describe the existing transport network and Sections 2.9 to 2.11 list the problems, opportunities and constraints that have been defined for the North West Corridor.

2.5.1 Population and Settlements

For the purposes of the baseline analysis, a study area for the North West Corridor has been defined using boundaries that accord with the Office for National Statistics (ONS) statistical boundaries (namely, Lower Super Output Areas). To provide additional granularity, the North West Corridor has been divided into three parts: Inner Cardiff, Outer Cardiff and Southern Rhondda Cynon Taf. The delineation of these areas is shown in Figure 2.1. It should be noted that the identification and assessment of transport options encompasses measures which extend into Cardiff's city centre and takes account of opportunities for onward travel to other destinations. However, the baseline analysis of socio-economic conditions is focussed on the North West Corridor itself and therefore excludes the city centre.

According to the 2011 Census, the total population of the Corridor is around 72,000, although based on mid-2017 estimates, this number is now just under 74,000. Of this around half are resident in Southern Rhondda Cynon Taf. The population of the Corridor grew rapidly between 2001 and 2011 from approximately 65,000 to over 72,000. Given that the Corridor has been experiencing significant new housing development, the expectation is that the 2021 census will show a further significant increase in population.

The population of the North West Corridor will continue to increase given the future housing developments documented in this report. Future increases in population will continue to be focussed primarily on Outer Cardiff and Southern Rhondda Cynon Taf and most of the allocated new housing in the Corridor relates to the Strategic Sites located in Outer Cardiff.

The three areas defined differ in their character. Inner Cardiff (which includes the Fairwater area of Cardiff) is typical of an inner suburban area with high population density (40 residents per hectare as compared with 7 and 8 for Outer Cardiff and Southern Rhondda Cynon Taf respectively).

Much of Outer Cardiff is undeveloped farmland and woodland. It includes the suburbs of Radyr and Morganstown and the villages of Creigiau and Pentyrch on the outskirts of the City, Strategic Sites C (North West Cardiff or 'Plasdwr'), D (North of junction 33) and E (South of Creigiau). Notwithstanding these developments, the population of this area grew by approximately 20% between 2001 and 2011.

As defined for this study, Southern Rhondda Cynon Taf incorporates the towns of Pontyclun, Llantrisant and Talbot Green, Beddau and Llantwit Fardre. These towns function as linked urban settlements in their own right and incorporate significant areas of employment and retail development. Nevertheless, there are strong economic linkages between these areas and Cardiff with nearly a third of residents of Southern Rhondda Cynon Taf commuting to Cardiff. There are two Strategic Sites identified in Rhondda Cynon Taf's LDP which lie within the

Corridor: Cwm Colliery and Coking Works to the east of Beddau, and Mwynddy/Talbot Green Area which is located south of the A473 and to the west of the A4119. As noted, Rhondda Cynon Taf's LDP is due to be updated. The population of Southern Rhondda Cynon Taf increased by 17% between 2001 and 2011.

2.5.2 Economic Context

In overall terms, relative to Wales as a whole, the North West Corridor is an area of high employment and low unemployment. Employment rates are higher in Outer Cardiff (67.8%) and Southern Rhondda Cynon Taf (65.6%) than in Inner Cardiff (61.8%).

In total, there are 29,000 jobs in the study area. The majority of these are in Southern Rhondda Cynon Taf. Each part of the Corridor has overall net outward commuting (i.e. the number of people commuting out of the area exceeds the number commuting to jobs located within the area). Outward commuting exceeds inward commuting by a ratio of two to one in Inner Cardiff and by over three to one in Outer Cardiff. Commuting flows are more closely balanced in Southern Rhondda Cynon Taf. Commuting patterns are described in more detail in section 2.7.

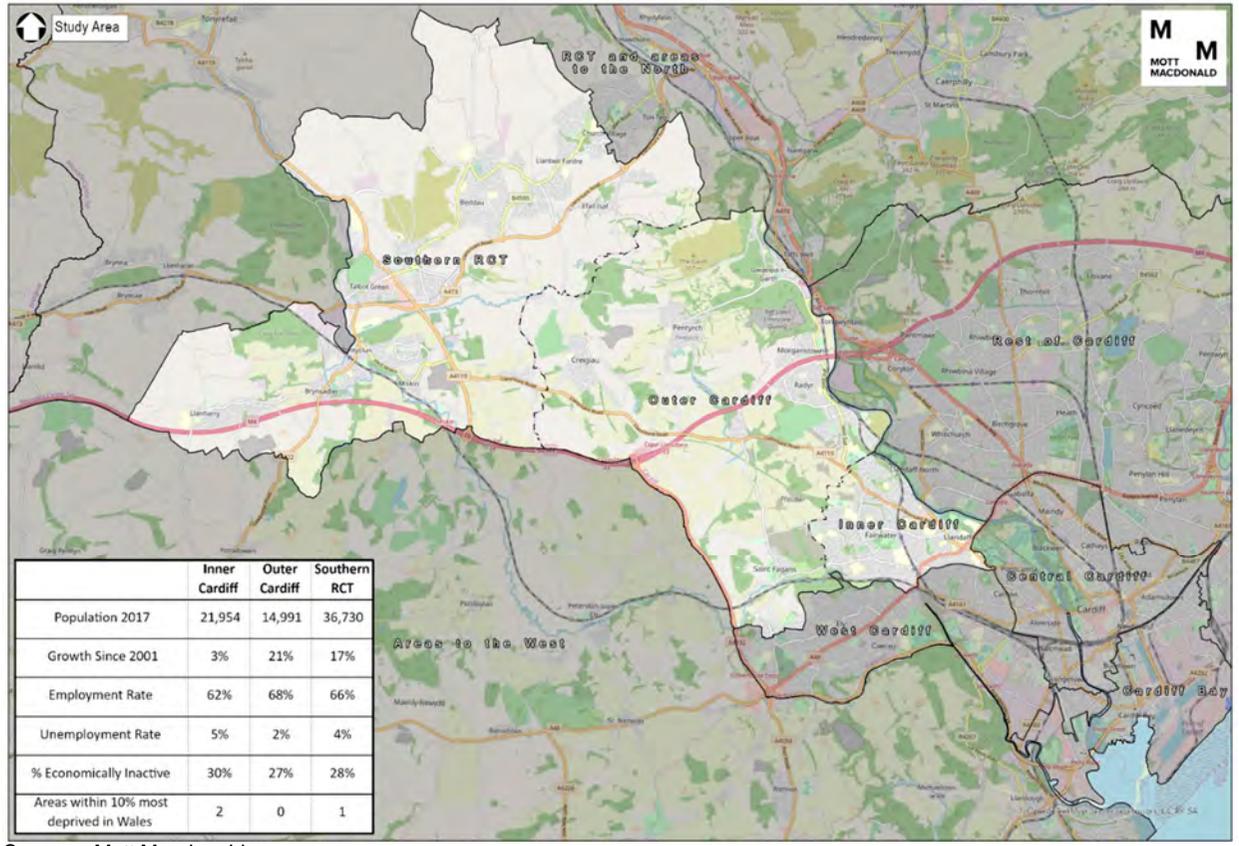
There are only very limited pockets of deprivation in the study area, as measured by the Wales Index of Multiple Deprivation. Of the 46 Lower Super Output Areas within the study area, just three are ranked in the top 10% most deprived in Wales. These are:

- 'Fairwater 7' (located to the north of St. Fagans Road);
- 'Fairwater 4' (located adjacent to Fairwater 7) in Inner Cardiff; and
- 'Tyn-y-Nant 3' in southern RCT in Inner Cardiff.

Most of the neighbourhoods within the Corridor are ranked amongst the 50% 'least deprived' local areas in Wales. However, it is notable that the outer areas of the Corridor (particularly in Rhondda Cynon Taf) perform less well in the 'Access to Services' domain (which reflects a household's ability to access a range of services, using travel time in minutes, using both private and public transport, to access the nearest community services, such as pharmacies, food shops, GPs, post offices, schools, petrol stations and leisure centres) than for the index as a whole.

Although not lying within the study area directly, it is relevant to note that communities to the north of Talbot Green, such as Tonyrefail, Williamstown and within the Rhondda Fawr exhibit higher levels of deprivation, and the North West Corridor is an important artery which they use to access employment and other services in central Cardiff.

Figure 2.1: Definition of the North West Corridor for Baseline Analysis¹⁰



Source: Mott Macdonald

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2.6 Planned Development

Development centred around the Strategic Sites will significantly alter patterns of population density in the Corridor and as such the demand for new transport corridors from these new sites. This section explores the planned developments in more detail, providing information on their current progress and any completions to date.

2.6.1 Strategic Sites in Cardiff

Five of Cardiff's Strategic Sites are described in this section, three of which (sites C, D and E) are located within the North West Corridor itself.

2.6.1.1 Cardiff Site A: Cardiff Central Enterprise Zone

Cardiff Central Enterprise Zone comprises three developments: Capital Quarter, Central Square and Central Quay.

Development at both Central Square and the Capital Quarter is well progressed. At Central Square, the new transport interchange at Marland Street was granted planning permission in autumn 2018 and the HMRC's new premises at Wood Street is currently under construction.

Central Quay is a planned development located to the south of Cardiff Central Station. Planning permission was granted in autumn 2018 for Phase 1 of the development, which will comprise a mixed-use office building, a multi-storey car park and new public realm. A 'masterplan' for the wider area has been created to help shape development over the coming years.

2.6.1.2 Cardiff Site B: Former Gas Works

The former Gas Works, Ferry Road, is in the Grangetown area of Cardiff to the west of the city centre. The site lies outside the North West Corridor to the south. The site has been allocated for a housing-based scheme of 500 homes and other associated community uses although no formal planning permissions have been submitted to date.

2.6.1.3 Cardiff Site C: Plasdwr

Plasdwr is the largest Strategic Site allocated in Cardiff's LDP. The LDP originally made provision for a minimum of 5,000 homes expected to be delivered within the LDP plan period (until 2026) with a further 1,500 homes expected to be delivered post-2026. Based on latest available information, the site has the potential for over 7,000 new homes. The site will have a mix of homes, a secondary school, three primary schools, district and local centres with shops, offices and commercial use.

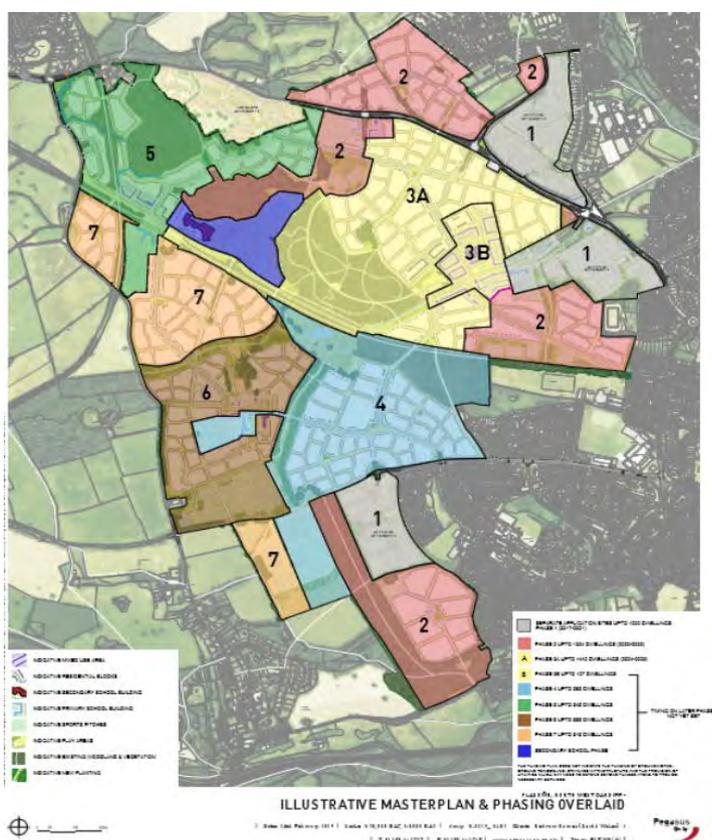
The site is split into four areas. Up to date information on the progress and timescales for the development across these four areas is provided here:

- C1: North West Cardiff – This forms the main part of Strategic Site C. Outline planning permission for 5,970 homes was granted in 2017.
- C2: Goitre Fach Farm – This site is 24 acres and is proposed to contain 263 homes. Outline planning permission was granted in spring 2017 for up to 300 homes. Reserved matters were consented in 2018 for a total of 263 homes. Construction work started in 2018, and by spring 2019, 87 properties had been completed.
- C3: North and South of Llantrisant Road - This area will contain up to 630 homes, including affordable homes, a primary school, and open spaces. Construction has started for site C3.1(1) in early 2017, and 104 homes have been completed as of Autumn 2019.

- C4: South of Pentrebane Road - This area is 22.5 acres and will contain up to 290 homes. The reserved matters application for the north of the site was granted and construction began in late 2017/ early 2018. This part of the site will have 120 homes – as of autumn 2019, 61 homes have been completed. The south of the site has a live reserved matters application for 118 homes.

Taking the four areas together, there are nine planned phases to the Plasdwr development. The eastern side of the site is set to be delivered first, with the western side of the site to follow. Phases 1, 2 and 3B are all scheduled to be complete by 2029. This comprises around 4,000 new homes and covers most of the area lying between the Safeguarded Corridor (see Section 2.6.2.1) and Radyr. Phases 3B onwards have no defined time frame as yet.

Figure 2.2: Plasdwr Phasing¹¹



Source: www.plasdwr.co.uk

The nine phases include:

- Phase 1: approved planning application of up to 1,220 dwellings (2017 – 2021);
- Phase 2: up to 1,324 dwellings (2020 – 2025) ;
- Phase 3A: up to 1,442 dwellings (2024 – 2029);
- Phase 3B: up to 127 dwellings;
- Phase 4: up to 965 dwellings;

¹¹ Note site C2 is not in this phasing map as it is a separate application (located above phase 5 area). Construction of this site is underway

- Phase 5: up to 545 dwellings;
- Phase 6: up to 668 dwellings;
- Phase 7: up to 818 dwellings; and
- The secondary school phases.

2.6.1.4 Cardiff Site D: Land North of J33

Land north of J33 has been established for a mixed-use development of 2,000 homes. Outline planning permission has been granted for 1,500 homes, alongside 405 homes on the northern part of the site with reserved matters. As of April 1st 2019, there had been no completions on site although construction is underway.

2.6.1.5 Cardiff Site E: Land South of Creigiau

Land South of Creigiau, will contain approximately 650 homes; there is currently a live application for this although there have been no completions as of April 1st 2019. The proposal includes provision of open space and areas for recreation, improvement to existing highways and pedestrian/ cycle access.

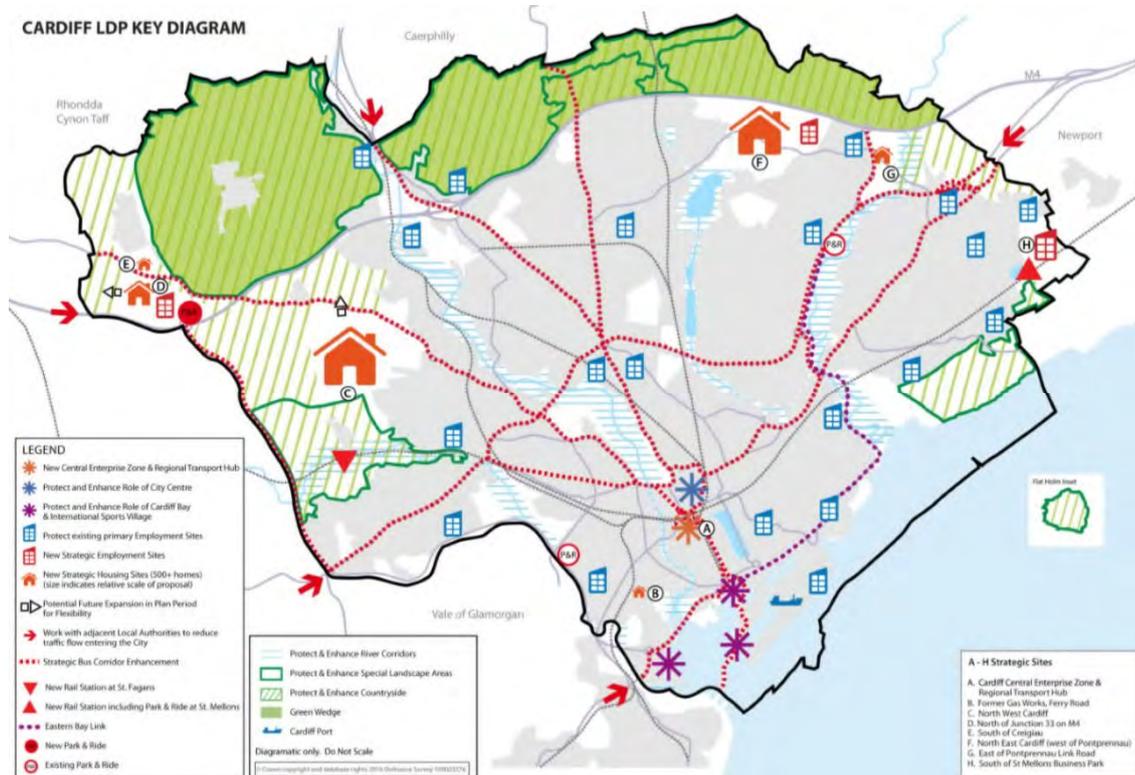
2.6.2 Development Related Transport Proposals

Cardiff's LDP outlines the transport infrastructure improvements to be delivered as part of these developments and the contributions to these schemes required of developers. For Strategic Sites C, D and E this includes:

- Highway and junction improvements along A4119 (Llantrisant Road) and at Junction 33;
- Bus priority measures focussed on the A4119;
- Park and Ride car park for 1,000 spaces (750 spaces accessible from J33 and 250 spaces accessible from A4119);
- Cycle and pedestrian enhancements; and
- Contributions to the cost of operating bus services.

A 'Strategic Bus Corridor' (shown in red in Figure 2.3) has been identified which follows the route of the A4119 from the boundary with Rhondda Cynon Taf, through Radyr/Plasdwr and Llandaff, connecting to the city centre via Cathedral Road and Cowbridge Road East.

Figure 2.3: Cardiff LDP Key Diagram



Source: Cardiff LDP

2.6.2.1 Safeguarded Corridor

The Safeguarded Corridor passes through the centre of the Plasdwr site. The former rail line extended from Waterhall Junction (on what today is the City Line) to Creigiau Quarry. Near Cross Inn, the line connected into the 'Llantrisant and Taff Vale Junction Railway' which linked the Taff Vale Line (between Pontypridd and Cardiff via Llandaff) in the east and the Ely Valley Railway and South Wales Main Line in the west.

Cardiff's LDP takes account of the potential for a new 'metro' route through North West Cardiff following a route, potentially using part or all of the disused rail line. In order not to preclude the delivery of a new route, a corridor running alongside and including the disused line has been protected from development. The protected route was informed by feasibility studies undertaken to inform the LDP^{12,13}. However, it should be noted that the use of the Safeguarded Corridor is only a possible option for the metro extension route and will be subject to further study.

The LDP also requires that land uses, densities and layouts respond positively to any potential future metro routes. This is subsequently reflected in the masterplans for the developments at Plasdwr and Junction 33.

¹² North West Cardiff Corridor Study, 2013 (Cardiff Council / Plymouth Estates / Westgate Park Cardiff Limited / Castell-Y-Mynach Estate).

¹³ Rapid Transit for Cardiff: LDP 2006 – 2026 Strategic Transport Infrastructure (Cardiff Council, April 2013)

2.6.3 Strategic Sites in Rhondda Cynon Taf: Cwm Colliery and Mwyndy/ Talbot Green sites

There are two Strategic Sites allocated in Rhondda Cynon Taf's LDP which lie within the North West Corridor. Strategic Site 6 in Rhondda Cynon Taf (Cwm Colliery and Coking Works) is located between Beddau and Llantwit Fardre. The site was allocated for up to 950 homes and 1.9 hectares of employment land. Strategic Site 7 (Mwyndy / Talbot Green Area) made provision for 500 dwellings, 15 hectares of employment land and additional retail and leisure development.

There have been no housing completions at either Strategic Site. Currently the site at the former Cwm Colliery has an outline approval for the development of 851 residential units and a primary school/ open space and other amenities.

The Mwyndy/ Talbot Green site has outline consent for the town centre, and there is full approval for a superstore within the new town centre development. The construction of the infrastructure for the wider town centre is advanced. In 2017-2018, the outline application was approved for 460 dwellings at Cefn yr Hendy, but this is subject to a village green inquiry.

2.6.4 A4119 Corridor: Regional Rhondda Gateway

The A4119 corridor extends from Junction 34 of the M4 through Llantrisant and Talbot Green towards the Royal Glamorgan Hospital and the employment area at Llantrisant Business Park. The business park is an important regional employment area and includes the Royal Mint and a variety of mainly manufacturing and industrial uses. Further north, the A4119 extends through Coed Ely to Tonyrefail.

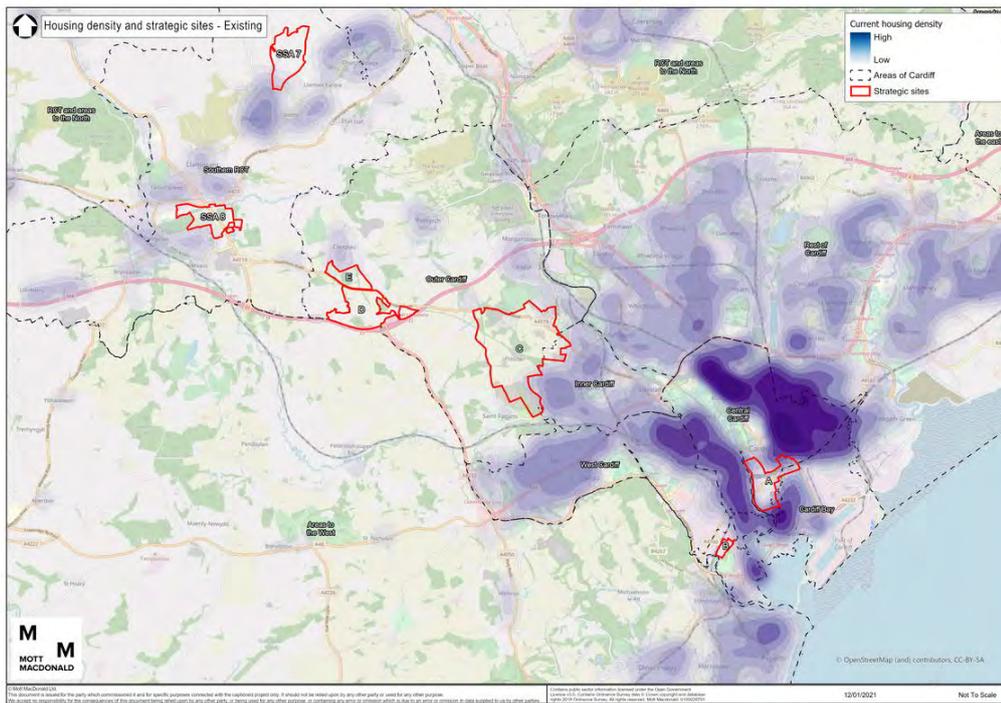
The A4119 Corridor: The Regional Rhondda Gateway has been designated as a Strategic Opportunity Area (SOA) by Rhondda Cynon Taf CBC, reflecting the significant opportunities for job creation and housing to support economic growth. In 2019, Rhondda Cynon Taf CBC secured £2.58m of European funding towards the creation of a quality modern business unit on the former Coed Ely colliery site. This site provides over 15 hectares of reclaimed employment land owned by Welsh Government for new quality industrial and office units for delivery through partnership between public and private sectors.

Rhondda Cynon Taf CBC is progressing plans to dual the A4119 between Ynysmaerdy (Llantrisant Business Park) and Coed Ely. The dualling will act as a catalyst for the Strategic Opportunity Area and in particular the Coed Ely development site, whilst also dealing with existing traffic issues along this corridor.

2.6.5 Impacts of Planned Developments

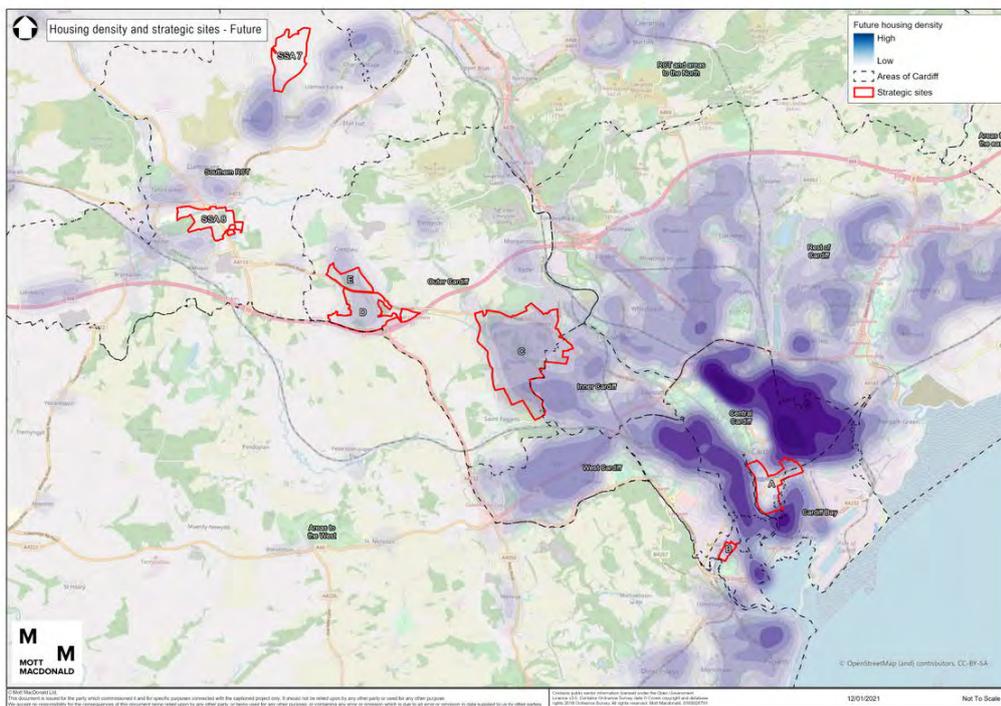
In total, the Strategic Sites within the North West Corridor comprise over 9,000 new houses which are planned across three Strategic Sites in Cardiff within the current LDP period, with a further 1,300 homes at two Strategic Sites in southern Rhondda Cynon Taf.

Figure 2.4: Strategic Sites and Current Housing Density¹⁴



Source: Mott Macdonald

Figure 2.5: Strategic Sites and Future Housing Density (sites C, D and E only)



Source: Mott Macdonald

2.7 Travel Patterns

2.7.1 Commuting

Although the dominant commuting flows are towards Cardiff city centre, commuting flows are complex and the jobs filled by residents of the Corridor are dispersed over a wide area. As of 2011, 32% of commuters resident in Inner Cardiff worked in either Central Cardiff or Cardiff Bay, as compared with 27% of commuters living in Outer Cardiff and 13% of commuters living in southern Rhondda Cynon Taf. A smaller proportion of commuters from the North West Corridor travel to areas of Cardiff Bay (6%) than to central Cardiff (17%).

It is notable that fewer residents of the Corridor commute to jobs in the city centre and Cardiff Bay than those who commute to other parts of the City ('rest of Cardiff'). This reflects the fact that employment in Cardiff is dispersed across different areas of the City. Nevertheless, it should equally be considered that, in contrast to the city centre, employment in the 'rest of Cardiff' will be spread across a wide area. This makes it more challenging to provide direct public transport connections to serve these trips.

As referred to above, a significant proportion of people in Southern Rhondda Cynon Taf work within the Borough. For Southern Rhondda Cynon Taf, 31% of commuters work in some part of Cardiff. This compares with 82% of Inner Cardiff's commuters and 70% of commuters from Outer Cardiff.

In overview, whilst the commuting patterns re-enforce the need to provide connectivity within the North West Corridor and to/from central Cardiff, it also highlights the need to provide for east-west travel and onward connections to other parts of the city region. This requirement was also noted by stakeholders during the Problems, Opportunities and Objectives workshop.

Table 2-1: Commuting outflows by number of people (% of outflows)

Place of work	Place of residence			Total
	Inner Cardiff	Outer Cardiff	Southern RCT	
Inner Cardiff	1,046 (11%)	300 (4%)	225 (1%)	1,571 (6%)
Outer Cardiff	135 (1%)	421 (6%)	241 (2%)	797 (3%)
Southern RCT	99 (1%)	213 (3%)	3,720 (25%)	4,032 (13%)
Central Cardiff	2,486 (25%)	1,392 (20%)	1,391 (9%)	5,269 (17%)
Cardiff Bay	719 (7%)	469 (7%)	589 (4%)	1,777 (6%)
Rest of Cardiff	3,677 (37%)	2,222 (32%)	2,197 (15%)	8,096 (25%)
Areas to the West	668 (7%)	609 (9%)	2,091 (14%)	3,368 (11%)
RCT areas to the North	512 (5%)	813 (12%)	4,020 (27%)	5,345 (17%)
Areas to the East	472 (5%)	414 (6%)	672 (4%)	1,558 (5%)
Total Commuting by North West Corridor Residents	9,814 (100%)	6,853 (100%)	15,146 (100%)	1,571 (100%)

Source: NOMIS

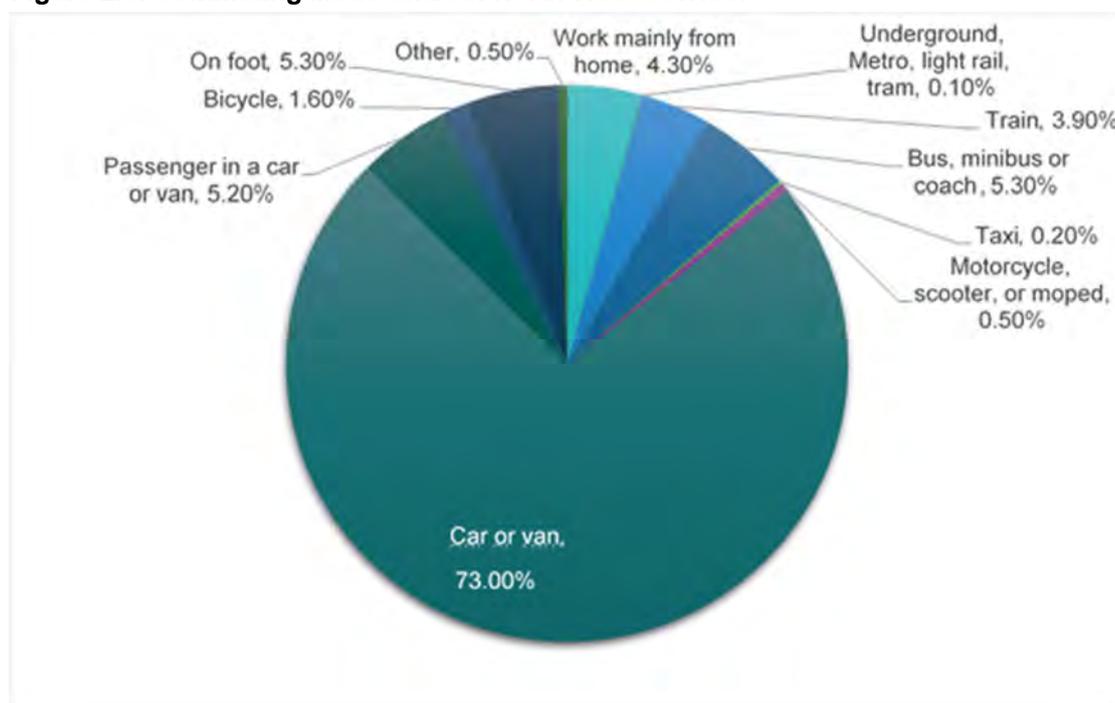
¹⁴ Contains OS data © Crown copyright and database right 2019. Contains data from OS Zoomstack. Contains public sector information licensed under the Open Government Licence v3.0. © Crown copyright [and database rights] 2020 OS 100060670

2.7.1.1 Commuting Mode Shares

Based on the 2011 Census, commuting journeys from the North West Corridor are predominantly made by car. For the Corridor as a whole, over three quarters of residents (73%) commute by car with a further 5% travelling as a passenger in a car or van. Only 9% use public transport and 6% walk or cycle to work. Notably, whilst the dominance of car transport is a feature of the city-region, a higher proportion of the North West Corridor workforce travels by car than the average for either Cardiff or the Cardiff Capital Region as a whole.

Mode shares differ significantly for different parts of the Corridor. Commuters from Inner Cardiff are more likely to travel by bus (13% compared to 6% for the Corridor as a whole). The highest share of journeys using the rail network is found in Outer Cardiff, a high proportion of which are likely to be those using Radyr station. Residents of Southern Rhondda Cynon Taf have a much higher reliance on car transport with only 8% of residents commuting by bus or rail. These differences are likely to reflect the coverage and quality of bus and rail services which is explored further in section 2.8.

Figure 2.6: Commuting Mode Shares: North West Corridor¹⁵



Source: 2011 Census

2.7.2 All Travel (South East Wales Transport Model)

Data has been extracted from the South East Wales Transport Model (SEWTM) to provide further evidence of current and expected travel patterns and transport conditions in the North West Corridor. For the purposes of this analysis, model sectors (areas) have been defined which align with the study area definition illustrated in Figure 2.1. Travel demand and mode share data extracted from SEWTM relates to all trip purposes and provides a representation of travel within a typical hour during the AM or PM peaks or during the 'Inter-Peak' period for the

¹⁵ There are no 'Underground, Metro, Light Rail, Tram' services in south Wales and therefore the inclusion of this category in census responses is likely to be due to respondents whose main place of work is elsewhere in the UK.

year in question. It should not be expected, therefore, that travel patterns and mode shares will match Census data which relates to the reported behaviour of commuters at a point in time in 2011.

The SEWTM analysis provided in this report is based on currently available model runs and no new modelling has been undertaken for the purposes of WelTAG Stage 1. Data from two SEWTM model years (2015 and 2036) has been used to inform this study. Forecasts for 2036 make allowance for expected development at each of the Strategic Sites in Cardiff and Rhondda Cynon Taf. However, it should be noted that the degree of detail applied to the representation of these sites and their local transport networks is limited. Therefore, the analysis should be interpreted as providing an initial indication of the impact of the development sites. During WelTAG Stage 2 – during which demand modelling of potential interventions will take place – more detailed modelling will be required and the assumptions in respect of development sites will need to be updated. Moreover, when interpreting future year SEWTM forecasts, it should be noted that patterns of travel demand and mode shares will be influenced by the provision of transport. Therefore, the analysis provided here represents a situation in which no improvements to the transport network are delivered and shows the resultant trips which may not necessarily reflect the level of demand if constraints on capacity and journey times or costs were lessened.

Across a 24-hour period, on a typical weekday, the total number of trips originating in the North West Corridor is forecast to increase from approximately 100,000 to 157,000 by 2036¹⁶. In 2015, these trips are split 51%:20%:29% between Southern Rhondda Cynon Taf, Outer Cardiff and Inner Cardiff respectively. These proportions change to 38%:38%:24% by 2036, reflecting the very large increase in housing in Outer Cardiff.

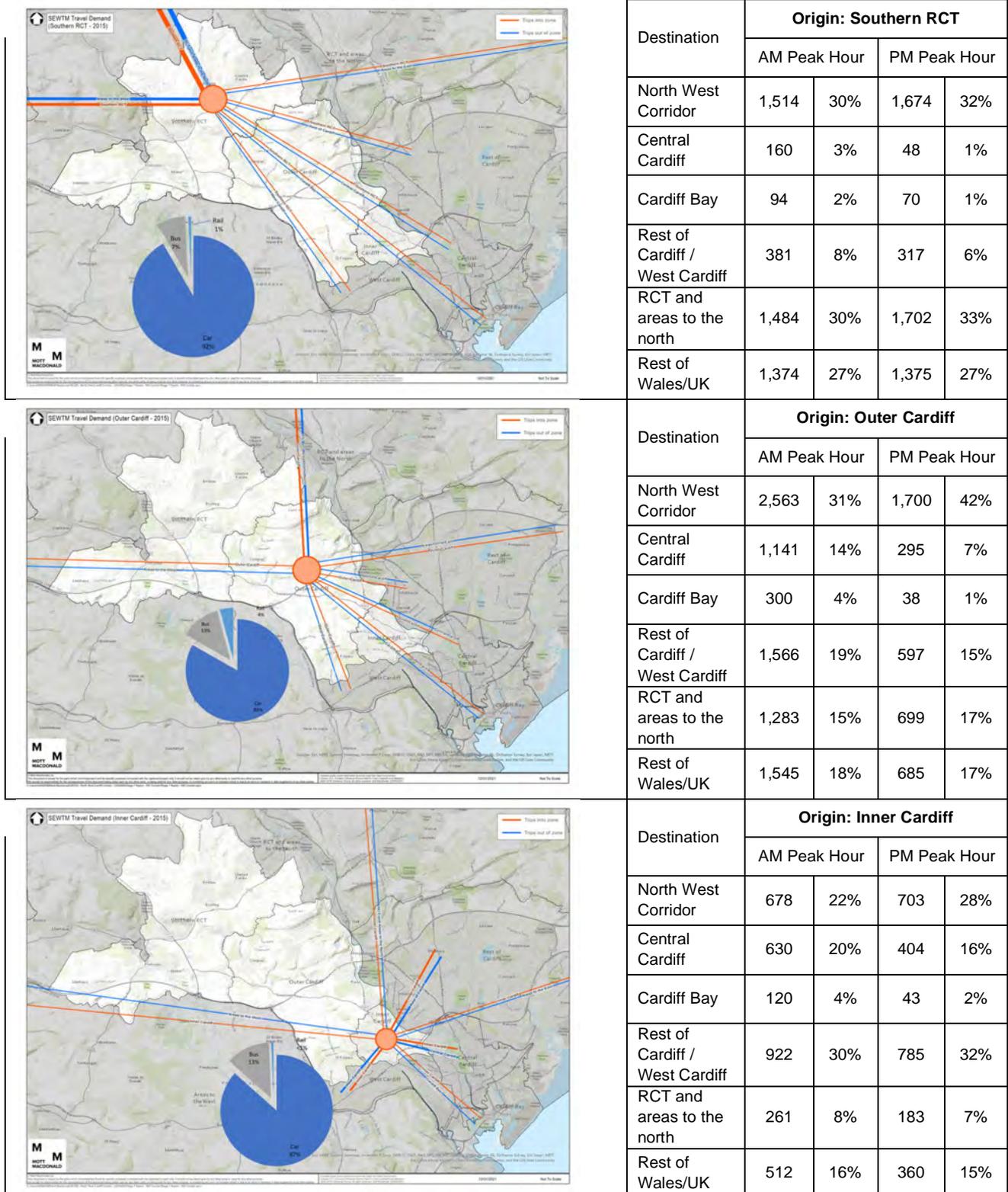
Figure 2.7 shows the travel patterns and mode shares of trips originating in the North West Corridor during the peak hours as forecast for 2036. For the North West Corridor as a whole, 29% of trips originating in the Corridor in the AM peak are destined for other areas of the Corridor, 12% are destined for the city centre and just 3% to Cardiff Bay.

This picture varies significantly across the study area. For Southern Rhondda Cynon Taf, 30% of trips have a destination in other parts of the Borough or the area further north and just 5% of trips are made to the city centre or Cardiff Bay. In contrast, 18% of trips from Outer Cardiff and 24% of trips from Inner Cardiff are bound for the city centre or Cardiff Bay.

Mirroring the 2011 Census travel to work statistics, the public transport mode shares for peak time travel from the North West Corridor shows a higher proportion of public transport trips from Inner or Outer Cardiff as compared with Southern Rhondda Cynon Taf.

¹⁶ Excludes goods vehicles.

Figure 2.7: SEWTM 2036: Travel Patterns and Mode Shares (excludes goods vehicles)¹⁷



Source: South East Wales Transport Model

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2.8 Existing Transport Network and Services

2.8.1 Highway Network

The highway network in the vicinity of the North West Corridor is shown in Figure 2.8. As noted, the North West Corridor has been defined as the area lying broadly between the A4232 (sometimes referred to as the Peripheral Distributor Road, or PDR) to the west and Merthyr Line to the east which runs parallel to the A470 to the north of the M4. The key routes from outer areas of the Corridor towards central Cardiff are the A4232 which is a dual carriageway between Junction 33 of the M4 and Cardiff Bay, and the A473, primarily a single carriageway road which extends from central Cardiff via Llandaff towards Creigiau and onward to Llantrisant/Talbot Green. The A4119 passes to the south of Radyr and passes through the northern part of the Plasdwr Strategic Site. Within Rhondda Cynon Taf, the A4119 provides a radial route towards Cardiff but also extends south to Junction 33 of the M4. The A473 provides the main east-west route connecting the settlements in Southern Rhondda Cynon Taf.

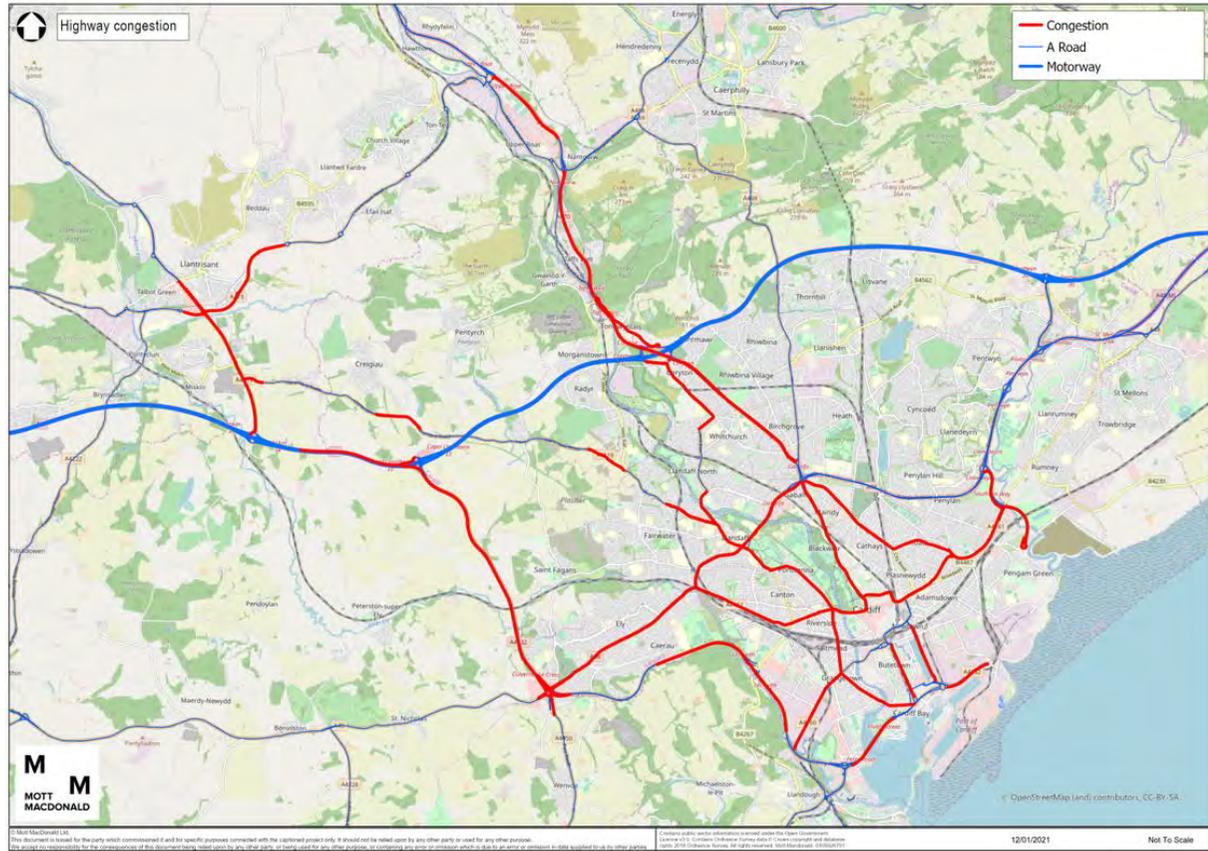
There are multiple pinch points on this network. These are illustrated in Figure 2.8, which highlights parts of the road network which typically suffer peak time congestion issues. Key congestion issues include the following:

- **M4 Junction 33** – on the eastbound carriageway of the M4 and the eastbound off-slip to Junction 33 (AM only), the northbound approach from the A4232 and the entry to the roundabout (AM and PM);
- **M4 Junction 34** – on the A4119 between the A473 roundabout and M4 Junction 34 (southbound in the AM and northbound in the PM), the Junction 34 circulatory and the eastbound on-slip to the M4 (AM only) and the westbound on-slip (PM only);
- **A4232 Link Road** – on the northbound approach to M4 Junction 33, the approaches to Culverhouse Cross, and at the Leckwith Junction;
- **A4119 Llantrisant Road/ Cardiff Road** – various sections of this route experience congestion at peak times although the most severe delays are apparent on the section between Talbot Green and M4 Junction 34 and between Radyr (Clos Park Roundabout) and Penhill Road, including the interchange with the A48;
- **Various routes into the city centre** – including St Fagans Road/Penhill Road/Cathedral Road and Cowbridge Road/Ely Bridge/Lansdowne Road; and
- **On east-west routes in southern Rhondda Cynon Taf** – most notably on the A473 Church Village Bypass between Church Village (Station Road) and Treforest/Upper Boat.

The M4 between Junctions 33 and 34 is subject of a separate WeITAG study¹⁸. The Stage 2 report shortlists a range of capacity improvements for these junctions and for the mainline motorway itself in this location.

¹⁸ A470/M4 Corridor Congestion Study (WeITAG Stage 2) Outline Business Case Report. July 2019

Figure 2.8: Highway Network and Current Peak Time Congestion Issues¹⁹



Source: Mott Macdonald

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2.8.1.1 Impacts of Planned Development

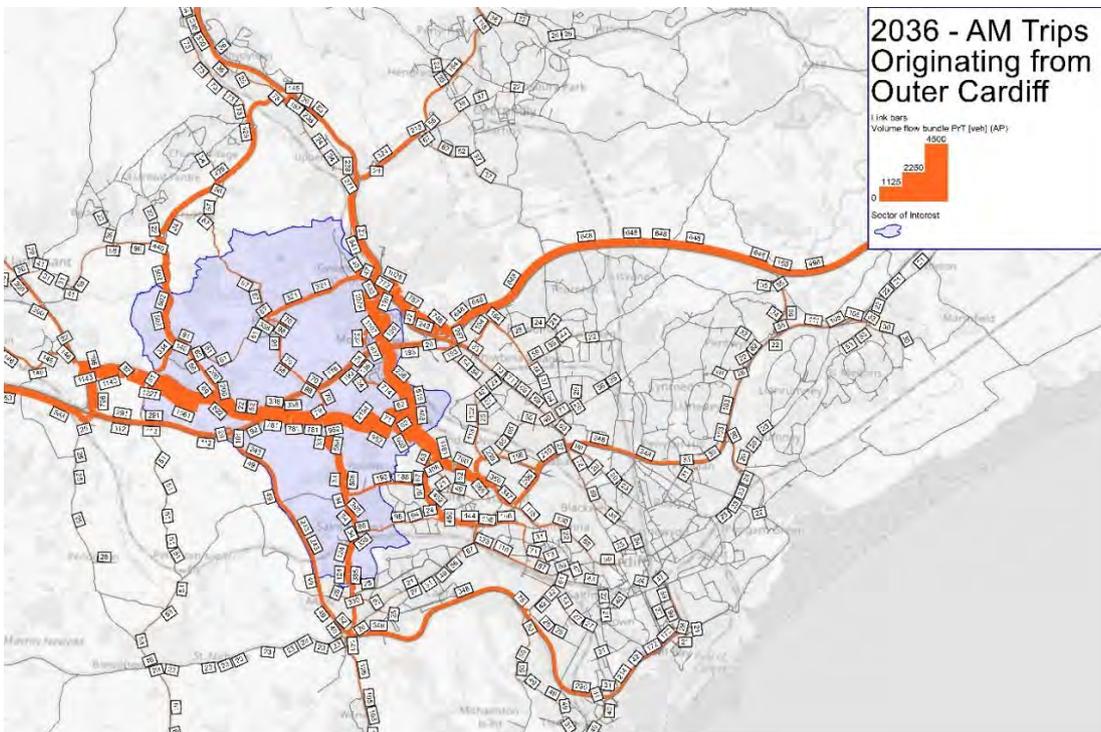
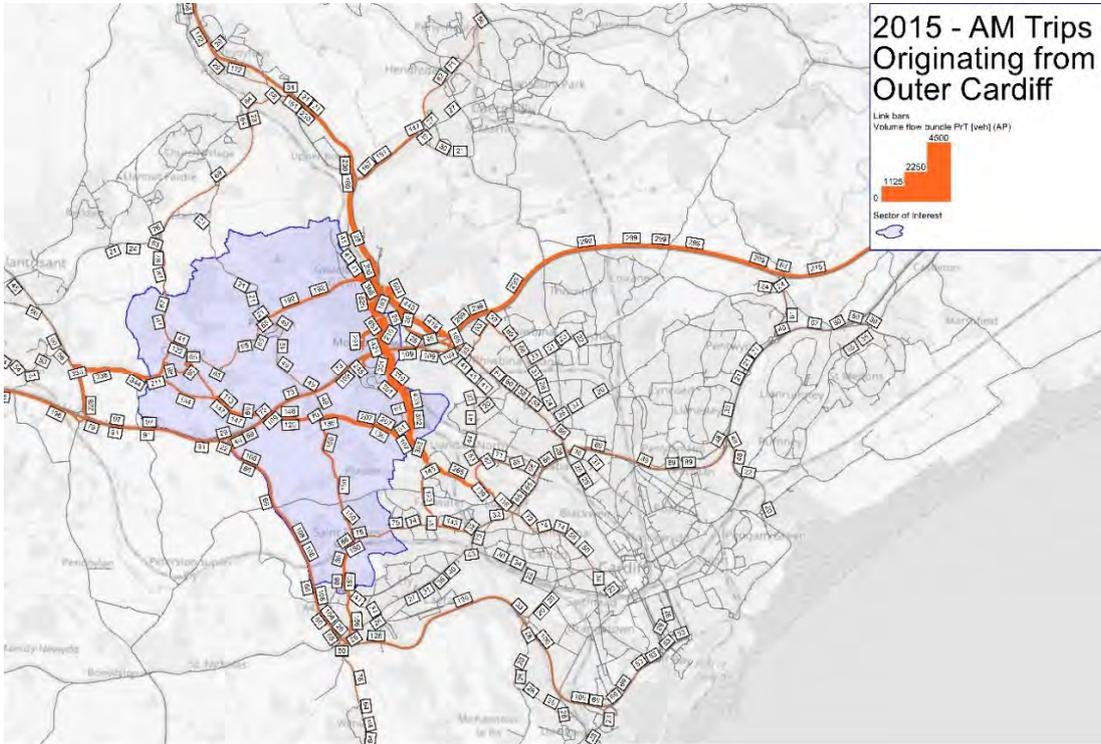
Traffic data from the SEWTM model has been analysed to better understand the potential impact of future demand growth and planned development in the Corridor, particularly in Outer Cardiff and Southern Rhondda Cynon Taf. As noted in section 2.7.2, the future year SEWTM analysis is based on a simplified representation of the future local transport network (both highway and public transport) connecting to the new development and therefore the analysis is intended to provide only an illustration of the patterns of impact rather than an accurate representation of impact. In practice, planned public transport improvements will mitigate these impacts to some degree.

Figure 2.9 and Figure 2.10 show highway trip volumes on the network in the North West Corridor and beyond. The traffic volumes shown relate only to those trips originating from the study area in question: in this case Outer Cardiff and Southern Rhondda Cynon Taf. The first maps show the traffic volumes in 2015. The second maps show the predicted traffic volumes in 2036.

Planned development in Outer Cardiff has a visible impact on highway traffic volumes from this area. Very large increases in traffic are predicted on the A4119 from Plasdwr and the Strategic Sites to the north of the M4. Increases are also evident on the A4232 and on the M4. From Southern Rhondda Cynon Taf, increases in traffic are expected on the A4119 from Llantrisant/Talbot Green to Junction 34 of the M4, and on the A4232. It is notable that the volume of traffic using the A4119 reduces between 2015 and 2036 which is the result of increased congestion on this corridor (due largely to the Strategic Sites in Cardiff) 'choking off' demand from further north on this corridor.

In overview, in the absence of intervention, future demand growth and development is expected to significantly worsen the congestion issues listed in this report.

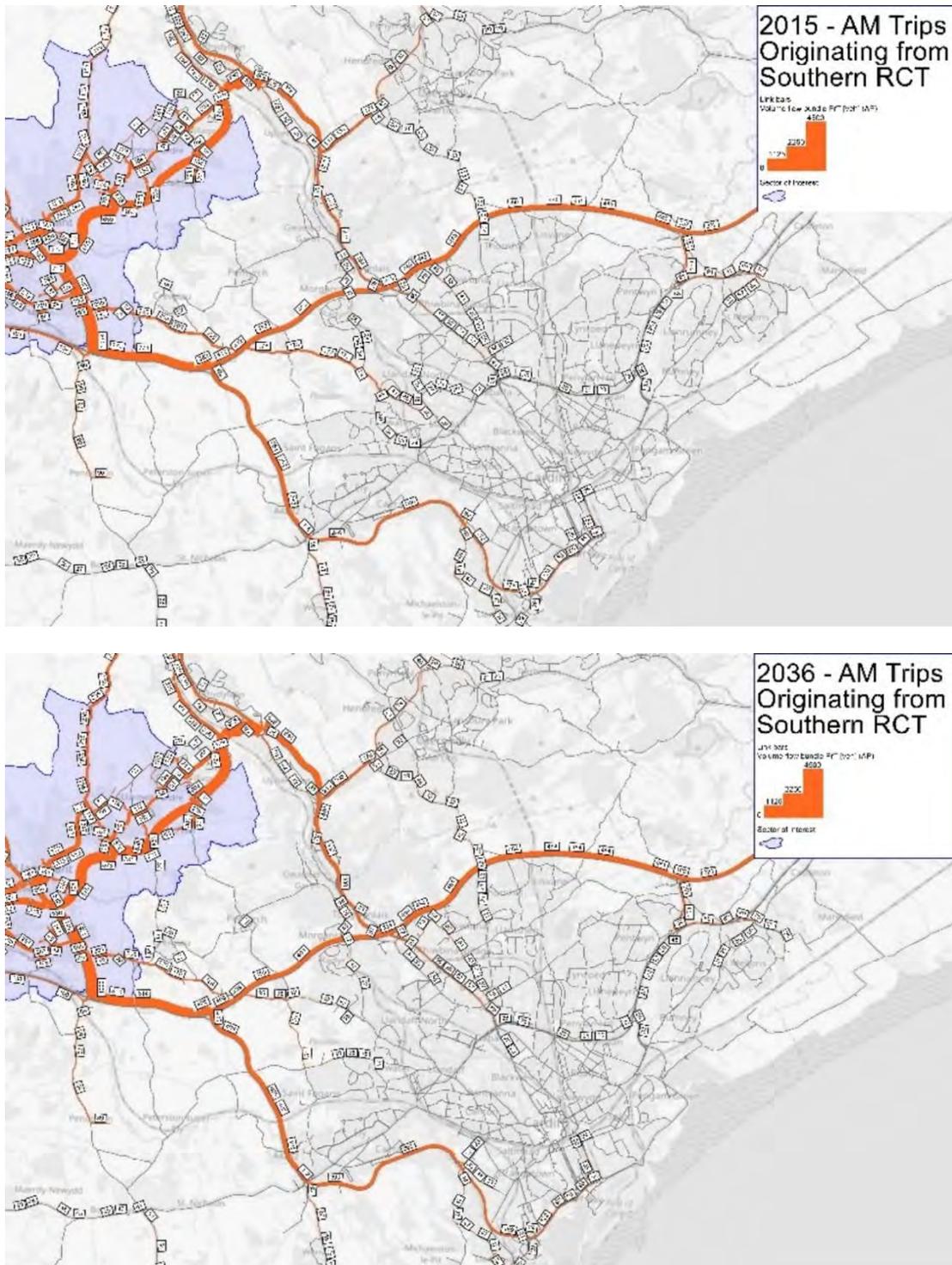
Figure 2.9: Impact of Demand Growth on Highway Traffic Volumes (Outer Cardiff)²⁰



Source: South East Wales Transport Model

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Figure 2.10: Impact of Demand Growth on Highway Traffic Volumes (Rhondda Cynon Taf)²¹



Source: South East Wales Transport Model

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2.8.2 Rail Network and Services

Rail lines that serve the North West Corridor are the City Line and the South Wales Main Line.

The City Line has stations at Ninian Park, Waun-Gron Park, Fairwater, Danescourt and Radyr. There are currently two trains per hour on this line into Cardiff Central Station which ultimately terminate at Coryton. It serves inner areas of the Corridor and Radyr itself. Radyr is served by services via both the City Line (two services per hour) and the Merthyr Line (six services per hour). Given the level of service and the availability of parking at Radyr, this station is likely to attract users from a relatively wide area to the north and west.

Pontyclun station is located on the South Wales Main Line and is served by local stopping services. The station is served by an hourly service during most of the day although additional services stop at the station during the peak so that the service pattern is broadly two trains per hour between 7.00am and 9.00am. However, the spacing of these services reduces the attractiveness of this station.

Each of the stations within the Corridor have experienced rapid growth in demand over the past decade. The largest increases in growth are evident at the stations on the City Line south of Radyr which grew by an average of over 200%. This compares with average growth for stations across Wales of 48%.

Table 2-2: North West Corridor Station Passengers (Entries and Exits)

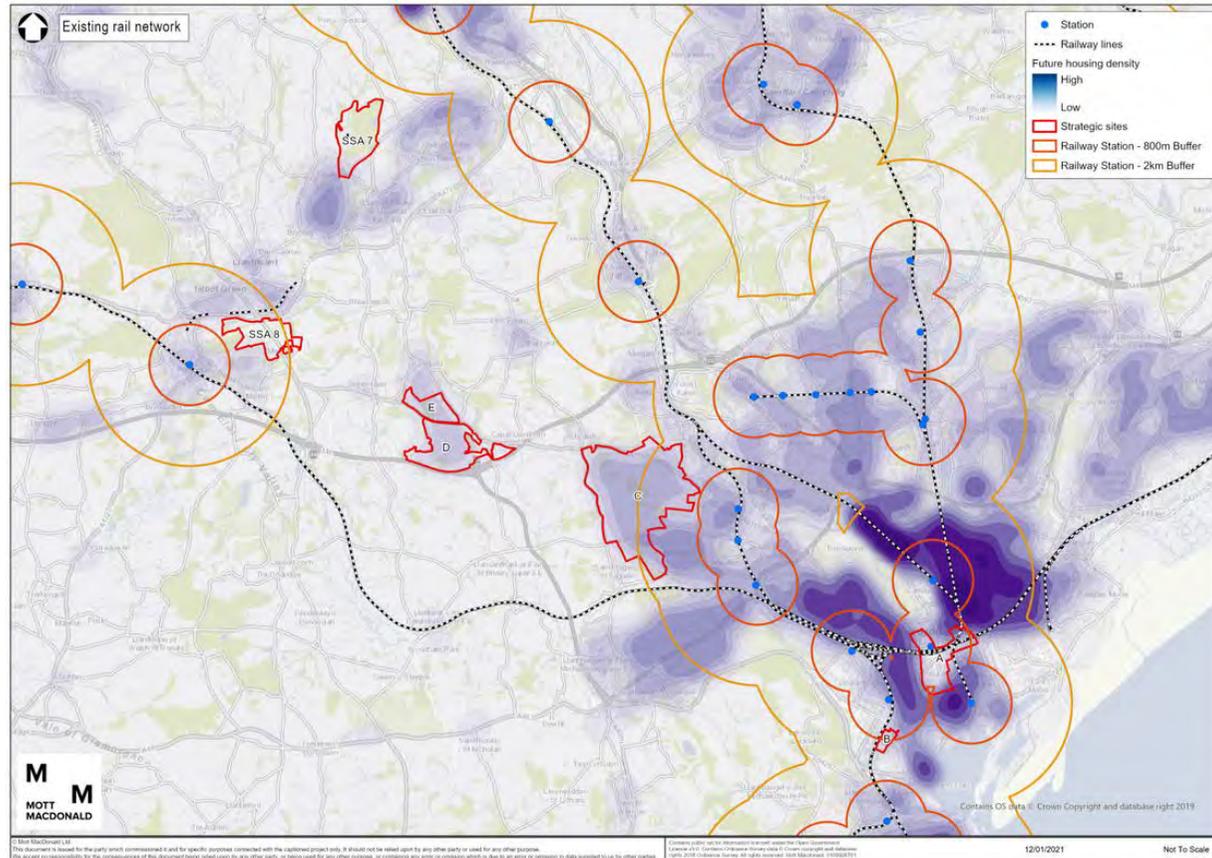
Line	North West Corridor Station	2008/9	2018/19	% Change
City Line	Ninian Park	50,346	135,292	169%
	Waun-gron Park	31,996	126,844	296%
	Fairwater	27,652	102,376	270%
	Danescourt	68,884	132,758	93%
	Radyr	449,530	735,734	64%
South Wales Main Line	Pontyclun	223,148	365,524	64%

Source: Office of Rail and Road

2.8.2.1 Rail Network Coverage

Figure 2.11 shows the rail network in the context of the distribution of housing in the North West Corridor (taking account of the impact of Cardiff's Strategic Sites). Illustrative station catchment areas are also drawn at an 800m (broadly speaking equivalent to a walk-up catchment area) and 2km radius from the station. This highlights the fact that the existing rail network fails to serve large areas of the Corridor including at least part of the Plasdwr development, Strategic Sites D and E, the villages of Creigiau and Pentyrch, and much of Southern Rhondda Cynon Taf between Talbot Green and Church Village.

Figure 2.11: Rail Network and Station Catchment Areas²²



Page 860

Source: Mott Macdonald

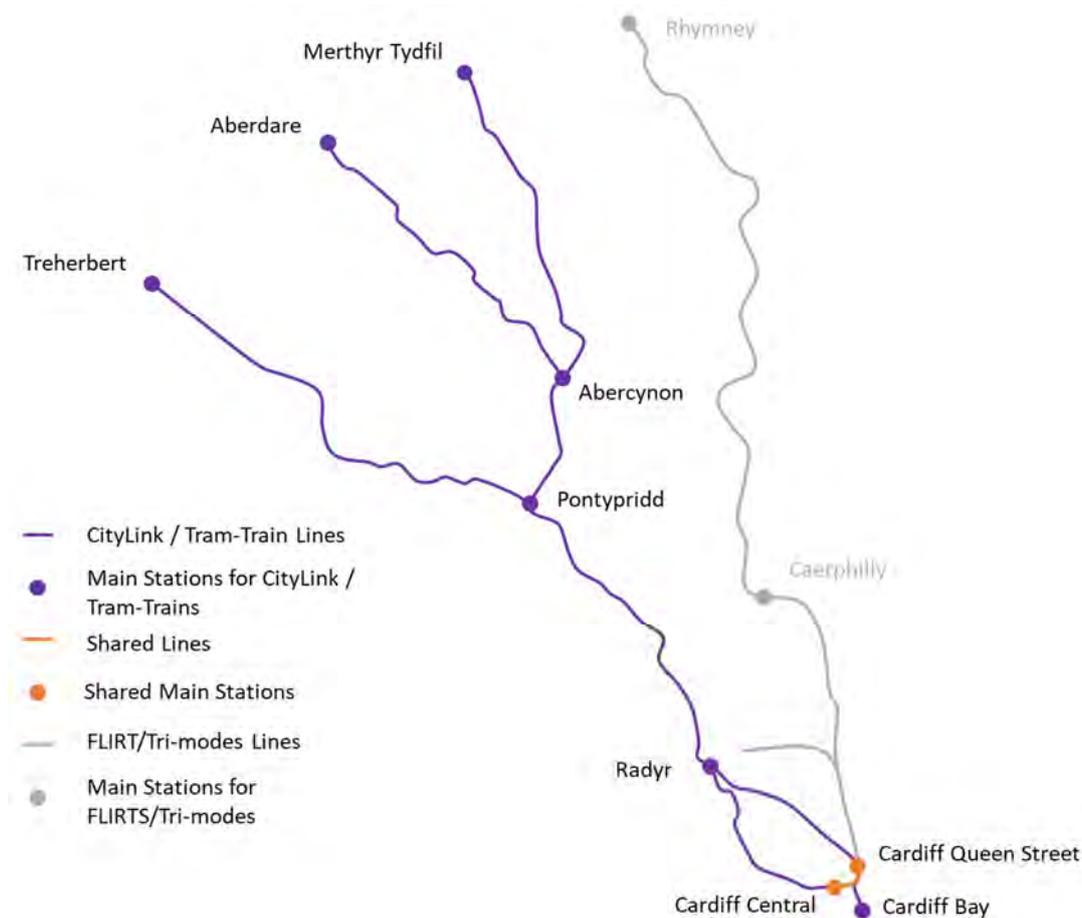
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2.8.2.2 South Wales Metro

Very significant changes to the rail network are planned as a result of the new TfW rail franchise and the South Wales Metro. Most pertinently, the City Line will be converted from existing heavy rail trains to tram-train operation as part of the CVL transformation. The network being transferred to tram-train operation is shown in Figure 2.12.

As part of these plans, ownership of the CVL (together with maintenance responsibilities) will transfer from Network Rail to TfW. The devolved portion of the network includes the City Line in addition to the three lines via Pontypridd: Merthyr, Treherbert and Aberdare. The Rhymney line will remain under heavy rail operation using the new Tri-mode FLIRT vehicles.

Figure 2.12: CVL Lines by type of Rolling Stock

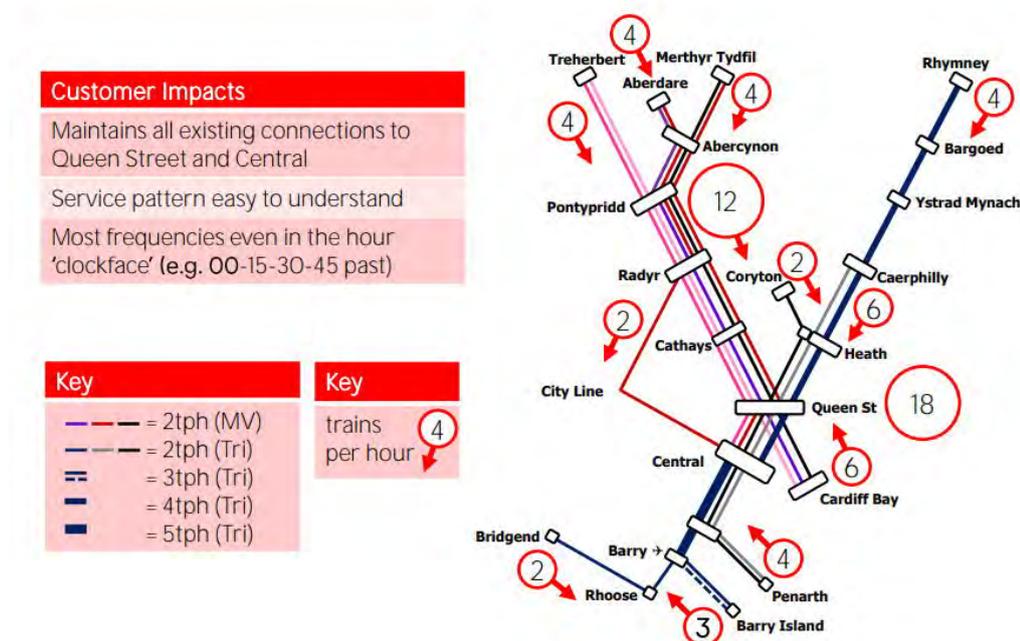


Source: Mott Macdonald

By December 2023 services on the City Line will be operated using Stadler Citylink Metro Tram-train Vehicles. Platforms on the City Line will be extended such that they can accommodate a formation of two 40 metre tram-train vehicles (80 metres in total).

CVL transformation will mean an improvement in the quality and capacity of services on the City Line although the frequency of trains will remain at two trains per hour. Increased frequency on the Merthyr Line from Aberdare, Merthyr and Treherbert to four trains per hour will result in the service pattern from Radyr increasing from 8 to 14 trains per hour.

Figure 2.13: CVL Frequency of services for December 2023



Source: Transport for Wales

2.8.3 Bus Network and Services

There are several bus services which operate through the North West Corridor. Services are provided by three primary operators: Cardiff Bus, New Adventure Travel, and Stagecoach. Existing bus routes connecting the North West Corridor and Cardiff are shown in Figure 2.14. The figure also illustrates the peak time frequency of services.

Peak time bus frequencies on inner areas of the Corridor are reasonably high with at least 4 buses per hour. There is also a regular service between Talbot Green and Cardiff. Outlying areas of the Corridor receive a much less frequent service. For example, there is a single bus per hour from Creigiau. Bus services from Beddau and Llantwit Fardre are more attractive via the A470 (with approximately 2 buses per hour and a journey time of around 1 hour) than via the North West Corridor (which requires passengers to change at Talbot Green with a journey time of around 1 hour 20 minutes).

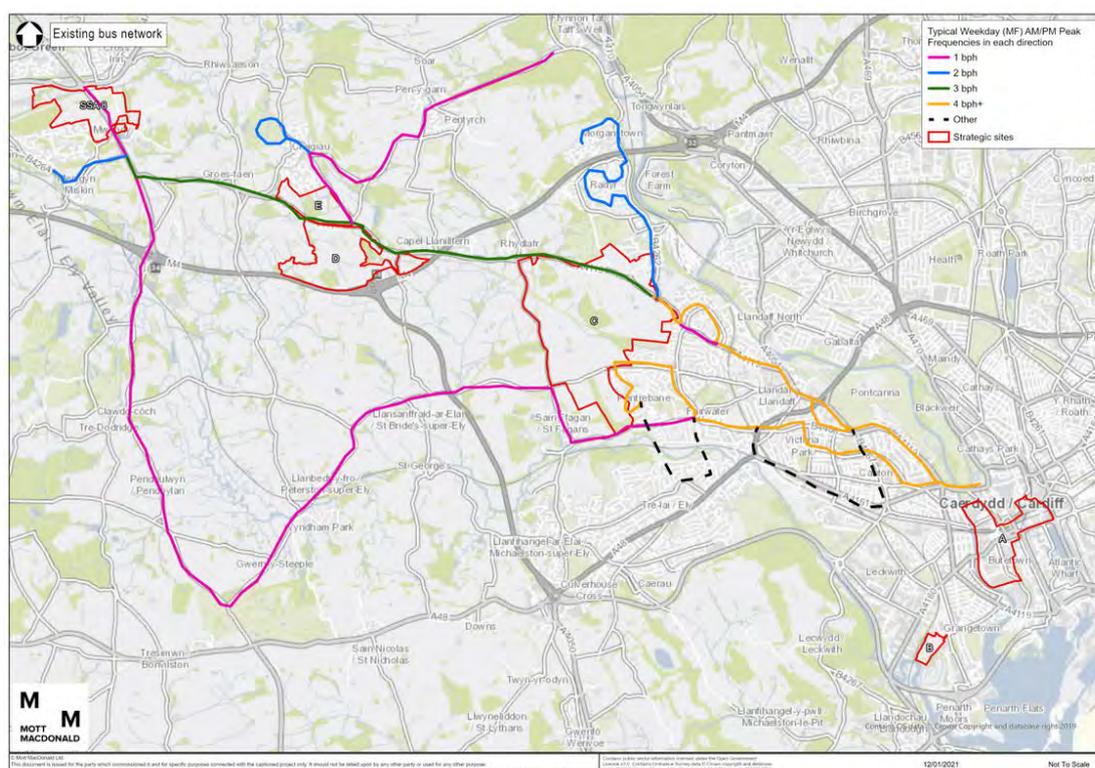
Within the North West Corridor, there is some, albeit limited, competition between existing bus operators. Although certain roads and areas are served by different operators, in practice, these routes are focused on different markets. For example:

- On the A4119 Llantrisant Road corridor, bus services are provided by Cardiff Bus and Stagecoach. The Cardiff Bus routes serve the urban areas of Cardiff such as Danescourt and Radyr with a new service to Rhydlafar. Stagecoach routes are longer distance inter-urban and linking Central Cardiff with places such as Talbot Green and further north. As a

result there are differences in frequencies (Cardiff Bus operating higher frequency services) and pricing (with modest differences in ticket prices); and

- Towards St Fagans and the southern part of the North West Corridor, Cardiff Bus frequent services are supplemented by a local authority supported service that provides a social link to the communities of North East Vale of Glamorgan to Talbot Green.

Figure 2.14: Existing North West Corridor Bus Service Frequency²³



Source: Mott Macdonald

2.8.4 Journey Times

One of the factors which influence the mode shares in the Corridor (set out in 2.7.1.1) are the relative journey times of alternative modes. An illustrative comparison of journey times for car, bus and rail travel is provided in Table 2-3 for selected locations. During peak times, bus journey times are un-competitive with car journeys, particularly from the more northerly areas of the Corridor. For areas of Rhondda Cynon Taf, bus journey times are some 42% higher during the AM and PM peak periods than outside the peaks. Relatively long bus journey times are a product of the nature of bus routes, but also bus journey times are constrained because of the impact of traffic congestion and the lack of segregated bus lanes.

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Table 2-3: Journey times, typical traffic flows peak evening (approx. 17:30) (mins)

Location	Car	Bus	Train
City centre - Pontyclun	24-40	-	12
City centre – Creigiau	22-45	38	-
City centre – Talbot Green	22-45	58	-
City centre – Beddau	26- 45	>1hr	-

Source: Google Maps journey times estimates

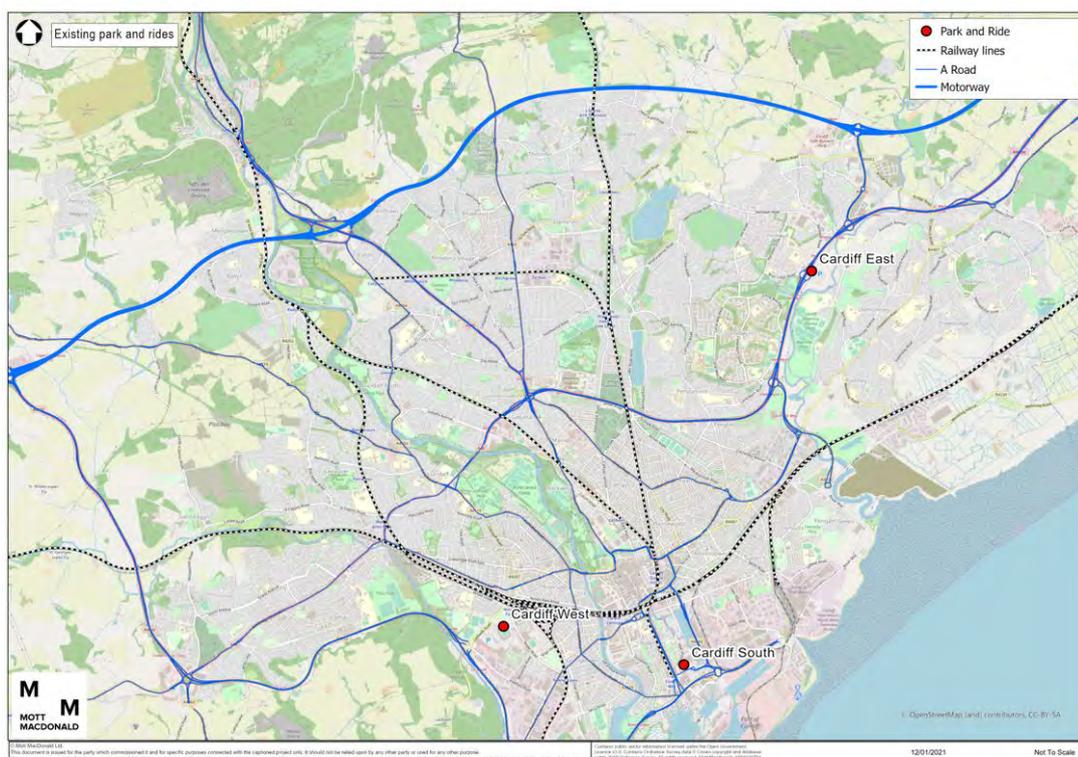
2.8.5 Strategic Park and Ride

There are three large park and ride sites in Cardiff, which can be seen in Figure 2.15. There are also a number of smaller park and ride facilities in the North West Corridor which include:

- Cardiff West Park and Ride – A bus-based park and ride accessible from the A4232 at Leckwith;
- Radyr Station – A recently expanded car park providing 291 parking spaces across the station car park and adjacent park and ride car park; and
- Pontyclun Station – Also recently expanded, the station car park has 50 spaces.

Park and ride provision in the Corridor has a number of drawbacks. The strategic bus park and ride (Cardiff West) requires users from outer areas of the Corridor and beyond to travel a significant distance on the already congested A4232. Radyr station car park provides a useful local function but is not ideally located on the highway network for a 'strategic' park and ride given that accesses to the station are via residential streets. Finally, Pontyclun station car park also provides a useful local function, although capacity is limited and there are constraints likely to prevent further expansion of the car park.

Figure 2.15: Bus Park and Ride Sites in Cardiff²⁴



Source: Mott Macdonald

2.9 Identified Problems

Drawing on the baseline analysis (set out here) and the stakeholder workshop, a range of economic, social, transport and environmental problems have been identified. These have been discussed and agreed with the WeITAG Review Group. Detailing the problems that the project is seeking to address is an important part of the WeITAG process as the problems shape the agreed objectives which in turn influence the shortlisted options.

The key transport, economic, social and environmental problems are listed in the following sections of this report.

2.9.1 Economic and social problems

- The need to accommodate rapid growth in population and employment in the Corridor** – Cardiff's population is predicted to increase from approximately 348,000 in 2014, to 430,000 by 2036²⁵. Within the North West Corridor, a minimum of 7,650 new houses are planned across three Strategic Sites in Cardiff within the current LDP period with a further 1,300 homes at two Strategic Sites in southern Rhondda Cynon Taf. Increased employment in the Corridor is also expected, including at the strategic sites and the 'Regional Rhondda Gateway'. Sufficient infrastructure will need to be provided to serve the increase in

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²⁵ Cardiff Local Transport Plan, p.5

population but also to provide connectivity to employment and services, particularly within the Cardiff Enterprise Zone;

- **Dispersed settlement pattern within the Corridor** – One of the key challenges facing the South East Wales economy is the lack of a major urban conurbation and the fact that population is (relative to other large city-regions such as Greater Manchester) dispersed over a wide area. The lack of a major ‘agglomeration’ contributes to the productivity gap between South Wales and other UK city-regions. This is also reflected in the settlement pattern of the North West Corridor which incorporates inner-city and suburban areas of Cardiff, outlying villages (such as Creigiau) and several towns and villages in Southern Rhondda Cynon Taf; and
- **Some areas with higher levels of deprivation** – For the most part the North West Corridor is characterised by high levels of employment and most areas¹² rank amongst the 50% ‘least deprived’ areas of Wales according to the Wales Index of Multiple Deprivation. However, according to the Index, the study area also contains some localised areas which exhibit higher levels of deprivation and, relevant to this study, perform less well in terms of residents’ access to services. The North West Corridor is also an important artery for a number of more deprived communities to the north of Talbot Green.

2.9.2 Transport problems

- **Development is being planned and delivered in the absence of firm plans for public transport provision** – Strategic Site C (Plasdwr) is in the process of being delivered. Phase 1 (1,220 dwellings) will be completed by 2021. Phase 2 (1,324 dwellings) will be completed by 2025, and Phase 3 (888 dwellings) by 2029. The timescales for other phases are yet to be determined. Strategic Sites D and E comprise 2,000 and 650 homes respectively. Measures are in place or planned to improve bus infrastructure and services (alongside investments in cycling and pedestrian infrastructure) although this falls short of providing a major step-change in the quality and capacity of public transport provision;
- **Further development may be supported by new transport infrastructure** – In some parts of the Corridor, planned development has not been realised as quickly as expected. This may be, at least in part, a reflection of relatively poor transport links. Future land use plans need to be developed alongside in response to long term plans for transport provision. This need is particularly acute in Rhondda Cynon Taf which is about to embark on the development of a new LDP;
- **Timing of transport provision could be important** – Should housing development be delivered in the absence of high quality public transport, this could lock-in a degree of car dependency which may make it more difficult to change transport behaviours in the future; and
- **The North West Corridor and the region as a whole is overly reliant on the private car** – As highlighted in Cardiff City Council’s Transport White Paper, 80% of the 100,000 people who commute into Cardiff from outside the city do so by car (as compared with 85.8% for those commuting from southern Rhondda Cynon Taf into Cardiff). In the North West Corridor, 73% of residents commute by car compared with 67% for south east Wales as a whole²⁶.

2.9.3 Highway

- **Some of the most severe traffic issues in the Cardiff Capital Region are those on the North West Corridor highway network.** Key pinch points are as follows:

²⁶ 2011 Census

- M4 Junction 33;
 - M4 Junction 34;
 - A4232 Link Road;
 - A4119 Llantrisant Road/ Cardiff Road;
 - Various routes into the city centre; and
 - On east-west routes in southern Rhondda Cynon Taf.
- **Accident clusters** (which in turn are associated with traffic disruption and unreliable journey times) include:
 - A4119/M4 Junction 34 – on the A4119 on the approach to the M4 Junction 34;
 - M4 Junction 33 – on the eastbound approach to Junction 33 and the eastbound off-slip; and
 - A4232 Link Road – on the approach to Junction 33 and the approach to Culverhouse Cross.

2.9.4 Bus

- **Cardiff, as a whole, has a lower level of bus use than many comparable cities** – Bus statistics from the 2014 Cardiff Bus Network Study²⁷ show that Nottingham and Tyne and Wear, for example, have 156 and 126 bus journeys per head of population compared to approximately 90 for Cardiff;
- **The frequency of bus services in outer areas of the North West Corridor are low** – Given services are largely provided on a commercial basis, bus routes have evolved around a core network with higher frequencies and a second-tier network with fewer services with sometimes meandering routes;
- **Bus journey times compare poorly with car transport** – Given the limited level of bus segregation on routes, bus journeys are impacted by congestion with an impact on overall journey times;
- **Increased congestion resulting in low bus speeds during peak times** – Bus vehicle tracking data collected for the 2014 Cardiff Bus Network Study has revealed low bus speeds in peak periods. This has shown, for example, that speeds drop to 10kph inbound through Llandaff in the AM peak;
- **Limited bus segregation/ priority in the west of the City** – There are limited stretches of bus lane along Cowbridge Road East (near Victoria Park), Cathedral Road (near Sophia Gardens) and Llantrisant Road (near the BBC and west of the junction with Heol Isaf); and
- **Lack of integrated ticketing between bus operators and between bus and rail** – The Corridor is served principally by three operators (Cardiff Bus, Stagecoach, NAT) but integrated ticketing between operators and between bus and rail modes is limited.

2.9.5 Rail

- **Limited coverage of the rail network in the North West Corridor** – Much of the Corridor is not served by rail with no station within walking distance. The City Line serves inner areas of the Corridor and Radyr but will not provide a local transport option for the new development at Plasdwr. Local services on the South Wales Main Line stop at Pontyclun;

²⁷ Arup 2014 Cardiff Bus Network Study for Cardiff Council

- **Service frequencies fail to meet the Welsh Government’s benchmark of four services per hour²⁸.**
 - There is an hourly service from Pontyclun to Cardiff Central. Extra services up to 2 trains per hour are provided during the peaks although these trains are poorly spaced.
 - Under TfW’s plans for the new franchise, frequencies from Radyr will increase from six to 12 trains per hour by 2024. However, service frequencies on the City Line will remain at two trains per hour; and
- **Poor but improving train quality** – The current quality of rolling stock is poor although a programme of rolling stock upgrades by TfW Rail Services is underway. This includes the delivery of new electric tram-trains to operate on the CVL including the City Line.

2.9.6 Park and Ride

- **The North West of Cardiff lacks a strategic park and ride site to discourage car trips into central areas of Cardiff** – current park and ride capacity includes;
 - Bus-based park and ride at Leckwith which requires drivers to travel a significant distance (via A4232) towards the city centre before boarding a bus;
 - Very limited park and ride capacity at Pontyclun Station; and
 - A recently expanded car park at Radyr albeit this station is not ideally located for a strategic park and ride site given the nature of the local road network.

2.9.7 Environmental Problems

- **Air quality is an issue across south east Wales and is a feature of this Corridor.** Air quality issues include;
 - Generally high regional NOx emissions; and
 - The presence of Air Quality Management Areas at Ely Bridge, Llandaff, city centre (Cardiff) and at Mwyndy and Church Village (Rhondda Cynon Taf).
- **Lack of electrified public transport** – All bus and rail services in the Corridor are currently operated by diesel vehicles which contributes to poor air quality and particulate emissions (although rail services on the CVL will be converted to electric operation from December 2023); and
- **Carbon emissions** – the level of carbon emissions in the transport sector is generally high and, as noted, trips in this Corridor are heavily skewed towards car transport.

2.10 Identified Opportunities

Notwithstanding the challenges set out in section 2.9, a range of opportunities have also been identified which could support the improvement of public transport in the Corridor:

- The population of Cardiff and southern Rhondda Cynon Taf is growing rapidly. Housing and employment development will deliver an increase in demand for transport required to support and justify a new mass rapid transit corridor;
- There is strong political support for a comprehensive public transport solution for the Corridor but also for investment in transport in the Cardiff Capital Region more widely;
- A Safeguarded Corridor for a possible future mass rapid transit has been designated and the potential role of the Corridor is reflected in the masterplans for Cardiff’s Strategic Sites;

²⁸ In 2019, the Minister for Economy and Transport set out a set of principles for connectivity that should be considered when transport schemes are being planned. This includes at least four services per hour in each direction Monday to Saturday at all Metro Stations. <https://gov.wales/written-statement-principles-public-transport-connectivity>

- Improvements to public transport in this Corridor are already in the pipeline. The A4119 has been designated as a Strategic Bus Corridor and works are currently being delivered to increase highway capacity and introduce new segregation of bus services from car traffic. It is expected that a new park and ride facility at Junction 33 will be delivered by the developers of Strategic Site D and forms part of the planning consent for the site;
- Cardiff's cycle superhighway network includes a route to Llandaff with potential to be extended through the North West Corridor;
- The conversion of the CVL (including the City Line) to tram-train provides greater flexibility to consider new services and extensions of the network. The tram-trains (if modified) can be operated on a line-of-sight basis which offers the potential to operate services more flexibly and integrate with road traffic where required;
- Devolution of the CVL provides more local control over the future operation and investment in the network;
- Emerging plans for the redevelopment of Cardiff Central Station, the South side of the station and Callaghan Square offers the opportunity to consider innovative approaches to this interchange, including enhancing active travel; and
- Proposed forthcoming bus legislation may provide an opportunity to plan and implement new bus services in a more co-ordinated manner.

2.11 Identified Constraints

This section details the constraints that have been identified to delivering transport improvements in the Corridor.

2.11.1 Bus Network / Governance Constraints

- There are multiple constraints to achieving an enhanced level of bus segregation on the existing network, particularly in more built-up areas (e.g. Fairwater / Llandaff / Canton / Riverside). Many routes are already heavily congested (which in turn limits options for transferring road space from cars to buses). Limited road space and frontage constraints (e.g. A4119 through Llandaff) reduce the opportunities for bus segregation measures;
- Capacity issues and concerns at several junctions (e.g. A4119 Cardiff Road/A48 Western Avenue and St Fagans Road/A48 Western Avenue) also limit opportunities for bus priority measures;
- Immediate land constraints around most of the existing railway stations (e.g. Pontyclun, Radyr, Danescourt – Waun-gron Park being a possible exception) limit opportunities for improved integrated public transport hubs;
- Largely market-led provision of bus services may require a mixture of pump-priming and/or de-minimis agreements to provide comprehensive bus provision (although new Welsh legislation could provide alternative approaches²⁹); and
- Existing planning agreements to improve bus services are largely based on development completion trigger points.

2.11.2 Rail Network and Operational Constraints

- Capacity constraints at Cardiff Central Station and Cardiff West Junction (specifically the conflicts between City Line and Barry/Penarth Line services) limit the potential for increased services without infrastructure enhancement;

²⁹ White Paper: Improving Public Transport (Welsh Government)

- If required, there are likely to be significant engineering challenges associated with the provision of additional tracks at the approach to Cardiff Central and the Taff River Viaduct and/or the construction of any new platforms at Cardiff Central; and
- The tram-trains on the CVL will be operated using traditional heavy rail signalling and timetabled in the normal way. A modified version of the tram-trains would be required if on-street operation is considered and complexities associated with integrating timetabled and 'service pattern' based services would need to be carefully considered.

2.11.3 Environmental and Social Constraints

Environmental constraints can be better understood for specific options and routes, although potential environmental issues for proposals in this Corridor have been set out here.

- Natura 2000 European Designated Site (Cardiff Beech Woods SAC & Severn Estuary SAC and SPA) within close proximity to the area of assessment;
- Ty Du Moor, Caeau Blaen-Bielly, and Ely Valley Sites of Special Scientific Interest (SSSI) designated for their biological status;
- Numerous Sites of Interest for Nature Conservation (SINCs) and Local Nature Reserves are situated throughout the study area. They are designated for both their habitats and priority species;
- As no formal records have been requested as part of the initial assessment, the types of protected species are currently unknown within the study area. However, from local knowledge, a number of protected species records are present in the Fairwater area including Great Crested Newts (GCN), and Dormice. It is likely that other protected species will be present within the area, which may include bats, otters, badgers, reptiles and schedule 1 birds;
- The impact on species, habitat loss and severance must be established and designed into the scheme, avoiding retro-fitting schemes;
- There are multiple listed buildings and structures and a number of Scheduled Ancient Monuments within the study area;
- Sections of the assessment area are within flood risk areas;
- There are several historic landfills / potentially contaminated land sites within the study area;
- New transport routes could impact habitat severance; and
- A new transport route may introduce severance between communities.

2.11.4 Financial Constraints

- In overall terms, rail services in South Wales require ongoing subsidy. Falling bus patronage is also placing increasing pressure on commercial bus services. Introducing new, high frequency services risks increasing the overall level of public transport subsidy;
- New rapid transit corridors can attract high capital costs and there have been several high-profile projects which have suffered significant cost overruns; and
- Funding for transport improvements may need to be linked to the value of development in the Corridor which creates a dependency between development and transport provision.

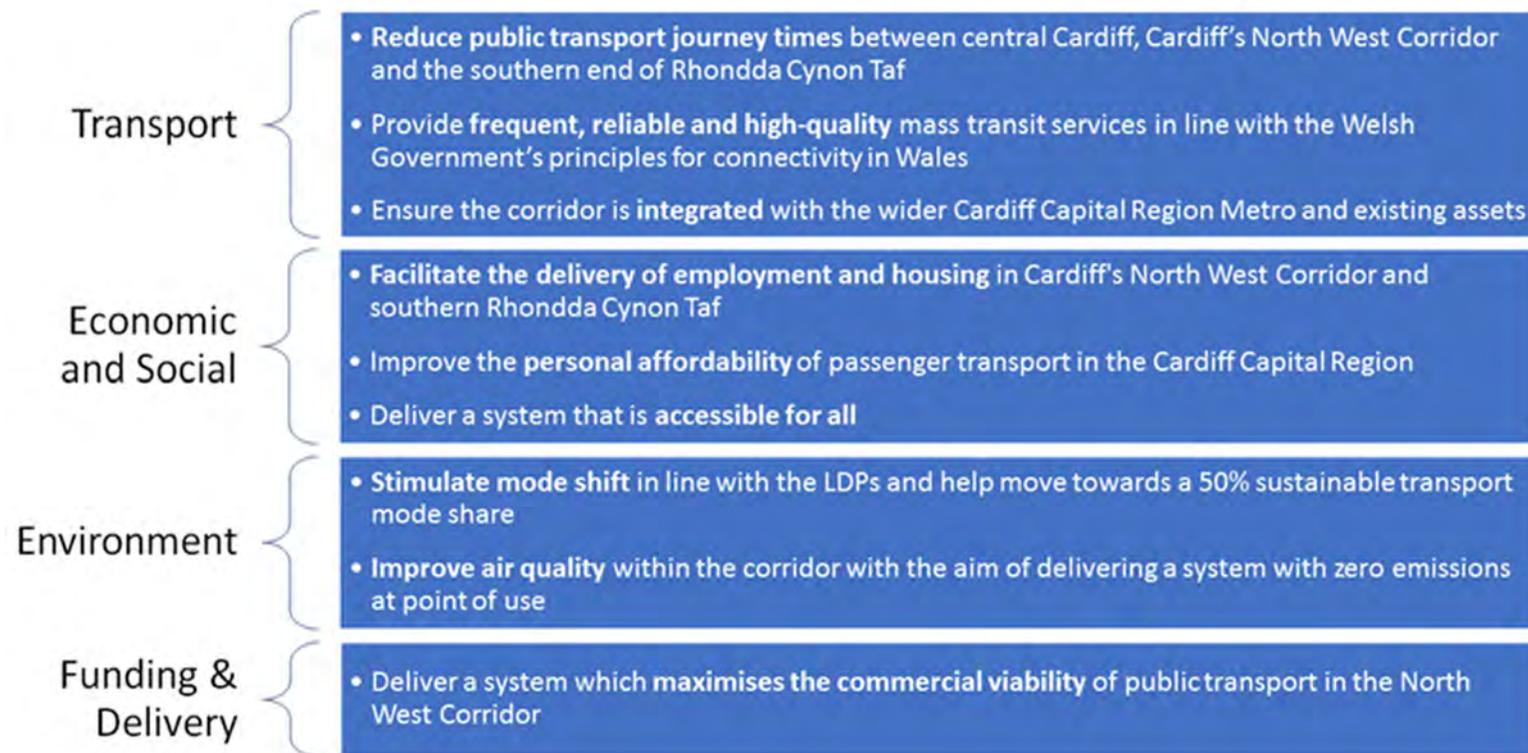
2.12 WelTAG Objectives

A set of WelTAG objectives have been identified which are intended to respond to the problems and opportunities of the Corridor. Draft objectives were presented to stakeholders for discussion and the final objectives were agreed by the WelTAG Review Group. The performance of options

has been assessed according to their ability to meet these objectives and the objectives will continue to guide the project as it progresses through the WeITAG stages towards delivery.

The agreed objectives are shown in Figure 2.16.

Figure 2.16: Agreed WelTAG Objectives



2.12.1 Alignment with Well-Being Goals

As noted, the Well-being of Future Generations (Wales) Act (2015) focuses on sustainability and encourages Wales to take into consideration the long-term economic, environmental, social and cultural impact of its decisions.

The Well-being Impact Evaluation Tool (WELLIE) is a toolkit developed by Mott Macdonald to assess the well-being impact of our projects and has been used to assess how the scheme will impact on well-being. One of the requirements of WELLIE is that the scheme objectives are mapped against the well-being goals to ensure that well-being is integrated throughout this process.

Table 2-4 maps the Scheme objectives against the Well-being Goals, showing that all Well-being Goals are addressed through the scheme objectives, and that all objectives directly contribute to at least one development goal. It also shows how the achievement of objectives can be measured and tracked.

Table 2-4: Scheme objective mapping against the Well-being Objectives

Scheme objectives	Measurement	A Prosperous Wales	A Resilient Wales	A Healthier Wales	A more Equal Wales	A Wales of cohesive communities	A Wales of vibrant/thriving Welsh Language	A Globally Responsible Wales
1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Change in passenger journey times between key destinations within the Corridor	✓	✓	✓	✓	✓		✓
2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Increasing the number of public transport services per hour from key destinations	✓	✓	✓	✓	✓		✓
3) Ensure the Corridor is integrated with the wider South Wales Metro and existing assets	Provision of additional interchange facilities between car, bus, rail and active travel transport modes	✓	✓	✓	✓	✓		✓
4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	New housing delivered in the Corridor	✓			✓	✓		
5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Generalised cost of transport by public transport modes between key destinations	✓			✓	✓		
6) Deliver a system that is accessible for all	PTAL/ passenger numbers for those with accessibility impairments	✓		✓	✓	✓		
7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Commuter and peak time public transport mode shares trips from the North West Corridor	✓	✓	✓	✓	✓		✓
8) Improve air quality within the Corridor with the aim of delivering a system with zero emissions at point of use	Reduction in NOx emissions Monitoring air quality at AQMAs	✓	✓	✓	✓	✓		✓
9) Deliver a system which maximises the commercial viability of public transport in the North West Corridor	Impact of transport improvements on the public sector subsidy requirement	✓	✓					

2.13 Options Identification and Sifting Process

2.13.1 Process

An options identification and sifting process has been undertaken. Options have been sifted in two stages as illustrated in Figure 2.17.

Figure 2.17: Options Sifting Process



Source: Mott Macdonald

2.13.1.1 Options Identification

The initial list of options was identified following a review of previous proposals for transport improvements in the Corridor. The various studies and historical options, were supplemented by additional options and variants identified during this WeITAG Stage 1 study.

As noted, the focus of this WeITAG assessment is on mass transit solutions for the corridor and therefore options relate to public transport only. Highway improvement schemes for the purposes of increasing capacity for car travel have not been included. Specific interventions to improve active travel measures (walking and cycling) have not been included although it should be noted that new public transport corridors and interchanges provide opportunities to enhance active travel routes and facilities. Such opportunities would need to be considered during more detailed design stages for shortlisted options.

2.13.1.2 Sift 1

All options have undergone a high-level assessment as part of the initial sift ('Sift 1'). At this stage, options were assessed in respect of their technical and operational feasibility, as well as the degree to which they contribute to the objectives.

The technical and operational feasibility assessment has taken account of the following:

- Infrastructure feasibility;
- Operational feasibility;
- Land/highway take;
- Complexity and interdependencies; and
- Extendibility.

Options which were deemed in-feasible or which failed to meet the objectives were discarded at this stage.

2.13.1.3 Sift 2

The 'long list' of options which were progressed into 'Sift 2' were assessed to a higher level of detail and an assessment of their impact against a set of appraisal criteria has been undertaken. The contribution of the options to the well-being goals under the Well-being of Future Generations Act has also been considered.

2.13.2 Modes Assessed

Options for mass transit solutions have been grouped into the following categories:

- Options which relate to the improvement of the **existing rail network**;
- New **tram-train or light rail** route;
- New **BRT** route; and
- **Other** options (e.g. new transport interchanges between car, bus, rail and active travel modes).

The term 'Bus Rapid Transit' refers to a bus system that provides greater capacity, speed and reliability than a conventional bus route. It incorporates 'guided buses'³⁰ as well as conventional buses on segregated routes.

Heavy rail rolling stock was ruled out as an option for a new rail-based route. The reasons for this decision were as follows:

- Heavy rail requires fully segregated running, as well as grade-separated crossings (i.e. subways or bridges) which could be a significant disadvantage for a new route passing through residential areas. This is because the Office of Rail and Road (ORR) do not allow any new level crossings on the UK rail network. Heavy rail route would create a severance between communities;
- Heavy rail would limit the potential for extending the route at its northern extent, as well as to the south of Cardiff Central;
- Track alignment requirements in terms of radii through curves and gradients are more restrictive for heavy rail than for a tram-train or light rail systems;
- Heavy rail would require some sort of Multi Aspect Signalling (MAS) system with a more expensive infrastructure requirement; and
- Most pertinently, the Treherbert, Aberdare and Merthyr services on the CVL will be converted to tram-trains from December 2023 and therefore a heavy rail solution would use different rolling stock to that used on the City Line.

2.14 Sift 1 – Identification of the Long List Options

The Strategic Case summarises the outcomes of Sift 1 and identifies the resultant 'long list' of options. Sift 2 is summarised in the Transport Case.

³⁰ A guided busway is usually a dedicated, buses-only route with buses running on a purpose-built track. The bus is guided along the route so that steering is automatically controlled and, like a tram, the vehicle follows a set path. The bus driver controls the speed of the vehicle.

2.14.1 Existing Rail Network Options

Long list options to enhance the existing rail network are set out in Table 2-5. Rejected options are listed below the table together with a brief summary of the rationale for their exclusion.

Table 2-5: Long List Options: Existing Rail Network

Ref.	Option	Description
Rail 1	Service frequency enhancement: City Line	This line will be converted to tram-train operation as part of the CVL transformation although there are no plans to increase service frequencies beyond the current two trains per hour. This option would double service frequency to the Welsh Government's benchmark for metro services of four trains per hour.
Rail 2	New Station: St Fagans	A new station on the South Wales Main Line in the St Fagans area of Cardiff with options to provide a shuttle bus service to the National Museum of History. There are synergies with 'Rail 7' – increased service frequencies on the South Wales Main Line.
Rail 4	New Station: Ely Mill	A new station at 'The Mill' development site on the City Line between Ninian Park and Waun-gron Park. There are synergies with 'Rail 1' – more frequent services on the City Line.
Rail 7	Service frequency enhancement: South Wales Main Line	Increased service frequencies for local stations on the South Wales Main Line including Pontyclun. This will require an increase in the volume of rail services between Cardiff and Bridgend to provide the opportunity to achieve a better mix of fast and stopping services. Whilst it is feasible to increase frequencies, achieving the Welsh Government's benchmark of four trains per hour will be challenging, but a regular two train per hour timetable is achievable.
Rail 8	New Station: Junction 34 Parkway (Miskin)	A new parkway style station at Junction 34 providing park and ride and bus:rail interchange, together with active travel. This is likely to require highway capacity improvements at Junction 34. There are synergies with Rail 7 – more frequent services on the South Wales Main Line.

2.14.1.1 Rejected Options

The following options were rejected following the initial sift:

- **Rail 3: New Station: Morganstown** – The case for an additional station on the Merthyr Line (with its attendant timetable impacts) is unlikely to be strong given the relatively small local catchment area and the proximity of stations to the north (Taffs Well) and south (Radyr).

2.14.2 New Tram-train and Light Rail Routes³¹

Long list options for new tram-train or light rail route are set out in Table 2-6.

All of the tram-train/light rail options included in the long list involve the construction of a new route on or adjacent to at least part of the route of the Safeguarded Corridor with a connection to the City Line.

A key constraint to achieving the new tram-train options is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. The options set out in Table 2-6 are differentiated only in respect of the solutions proposed in the vicinity of Cardiff West Junction and Cardiff Central. Further details of these capacity issues and detailed consideration of potential solutions is provided in Section 3.4.

There are a number of variants relating to the location of the connection to the City Line and the route to Creigiau which are common to all of the options in Table 2-6 and these are described in further detail in Section 3.3. Conclusions drawn in respect of the choice between tram-train and light rail modes are also provided in Section 3.3.2.

Table 2-6: Long List Options: Tram-train / Light Rail Routes

Ref.	Option title	Description
Tram-train / Light Rail 1	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with no track modifications	A low-cost capacity solution would not involve any infrastructure modifications at Cardiff West Junction / Cardiff Central. Services would continue to operate into existing platforms.
Tram-train / Light Rail 2	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction	This solution would involve track modifications at Cardiff West Junction to reduce conflicts between City Line/North West Corridor and Barry/Penarth services at Cardiff West Junction. Services would use existing platforms at Cardiff Central albeit with changes to platforming arrangements
Tram-train / Light Rail 3	City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central	Under this approach, services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed. Diverting City Line/North West Corridor services to the south of Cardiff Central may be achievable within the existing footprint of the approach to Cardiff Central or, alternatively, could be achieved by constructing a new section of track to the south of existing tracks and building a new Taff Crossing.

³¹ An exercise has been undertaken to simplify the numbering system for these options and therefore the numbering may differ from that presented during stakeholder workshops.

Tram-train / Light Rail 6	City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendyris Street into new platforms to the south of Cardiff Central	The City Line/North West Corridor would divert from existing tracks at the Penarth Curve and follow a new on-street section of track, potentially via Pendyris Street. A new bridge would be constructed to the south of the existing Taff crossing. Services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed.
Tram-train / Light Rail 9	City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park	The City Line/North West Corridor would divert from existing tracks at Ninian Park Road and follow a new on-street section of track, potentially via Sloper Road and Penarth Road. Services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed.
Tram-train / Light Rail 12	Creigiau to Pontyclun Station via Cross Inn	Extension from Creigiau to Cross Inn before crossing the A473 and heading west parallel with the A473. The route would potentially follow a disused rail line towards Pontyclun, terminating in a parallel platform at Pontyclun Station.
Tram-train / Light Rail 13	Creigiau to Beddau Strategic Site via Cross Inn	Extension from Creigiau to Cross Inn before crossing the A473 and heading north-east parallel with the A473. The route would potentially follow a disused rail line which extends north, bisecting Beddau and Llantwit Fardre, providing a direct connection to the Strategic Site at Beddau
Tram-train / Light Rail 14	Creigiau to Cross Inn Only	Extension from Creigiau, potentially via the disused railway to a new Terminus in Cross Inn.

2.14.2.1 Rejected Options

The following options were rejected following the initial sift:

- **Tram-train / Light Rail 4: Safeguarded Corridor via the Merthyr Line** – Capacity constraints for additional services operating through Cardiff Queen Street and Cardiff Central are likely to be prohibitive. Moreover, a connection to the Safeguarded Corridor Line via the City Line is likely to be significantly less problematic than a connection via the Cardiff and Merthyr Line;
- **Tram-train / Light Rail 5: City Line and Safeguarded Corridor via South Wales Main Line** – Using the South Wales Main Line would reduce capacity on an already constrained section of railway and would limit the ability to extend tram-train vehicles beyond Cardiff Central;
- **Tram-train / Light Rail 7: City Line and Safeguarded Corridor via new Taff Crossing and on-street section via Tudor Street (with options to connect to City Line at Ninian**

Park or Waun-gron Park) – There are multiple constraints to the achievement of an on-street section of track in a dense urban environment. This would require significant new infrastructure running parallel to the existing railway. Operating services into a new terminus at Wood Street likely to be problematic on event days;

- **Tram-train / Light Rail 8: City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road, connecting to Barry/Penarth Lines near Grangetown before connecting to City Line (with alternative options for connection at Grangetown)** – This involves an on-street section of track in a dense urban environment, requiring significant new infrastructure running parallel to the existing railway and highly complex connections to Barry/Penarth Lines;
- **Tram-train / Light Rail 10: Entirely on-street route connecting directly to the Safeguarded Corridor potentially at Waterhall (various routes)** – Provision of an on-street route of this length would be highly challenging to achieve and would likely render this option unaffordable. Options using the City Line are therefore preferred;
- **Tram-train / Light Rail 11: Options connecting to the city centre via Castle Street** – As for option 10, provision of an on-street route of this length would be highly challenging to achieve and would likely render this option unaffordable; and
- **Tram-train / Light Rail 15: Creigiau to Efail Isaf** – Although feasible, this route fails to connect with large population centres and has limited options for extensions further north and therefore fails to sufficiently meet the objectives.

2.14.3 Bus Rapid Transit (BRT) Routes

Long list options for new BRT routes are set out in Table 2-7.

Table 2-7: Long List Options: Bus Rapid Transit Routes

Ref.	Option	Description
BRT1	New BRT Route: Central Cardiff to Junction 33 via Leckwith Road and A4232	This option uses the A4232 to connect a new strategic park and ride site at Junction 33 with Cardiff city centre. This route is via Wood Street, Ninian Park Road and Leckwith Road before joining the A4232 at the Leckwith Interchange.
BRT1A	New BRT Route: A4232 (northbound and southbound) Bus Gate and Spur to Plasdwr	This option is a permutation of the BRT1. This option would utilise the same route as BRT1 between Cardiff city centre and the A4232. A bus gate and slip road from the A4232 would provide a segregated bus connection into the Plasdwr development from the west. New bus-only slip roads would need to be provided from both the northbound and southbound carriageways of the A4232 connecting onto a new bus-way extending towards Pentreban and Plasdwr.
BRT4	New BRT Route: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater	This option provides a new BRT route between Plasdwr and Cardiff city centre. option provides a new BRT route between Plasdwr and Cardiff city centre. It follows a route via Westgate Street, the A4161 (Cowbridge Road East), the A48, St Fagans Road and Plasmawr Road before connecting into Plasdwr's internal road network.

		<p>A minor variant to this route would be to use Lansdowne Road instead of Cowbridge Road East.</p> <p>Two variants of this option have been identified:</p> <ul style="list-style-type: none"> • An option using Waterhall Road, before potentially joining the disused rail route towards Junction 33 of the M4 and Creigiau; and • An option that penetrates the Plasdwr development further south at Pentrebane Road.
BRT8	New BRT Route: Junction 33 to Talbot Green via A4119	Extension of BRT north of Junction 33, through new development, along existing A4119 corridor towards Talbot Green Centre.

2.14.3.1 Rejected Options

The following options were rejected following the initial sift:

- **BRT2: A4232 via A48 Cowbridge Road West** – This would involve extensive highway reconfiguration including Cowbridge Road West and may not achieve good journey time reliability (e.g. congestion at Culverhouse Cross);
- **BRT3 Central Cardiff to Junction 33 via Cardiff Bay and A4232** – This route has relatively poor journey times as a result of the route through Cardiff Bay;
- **BRT5 Central Cardiff to Plasdwr via Llandaff Fields, Llantrisant Road** – This option would achieve a good journey time but the route through Llandaff Fields, Pontcanna and to the immediate east of Llandaff meadows would meet significant public resistance. In addition, there are environmental designations and land covenants that restrict potential use;
- **BRT6 City Line and Safeguarded Corridor** – This option would achieve a good journey time but would involve the loss of the existing railway route along the City Line and would preclude potential expansion of rail-based services;
- **BRT7 Central Cardiff to Plasdwr via Llandaff village** – Whilst providing a direct route which has had some recent bus priority improvements, this option would offer poor journey time reliability particularly around the congestion pinch point of Llandaff where segregated measures would be difficult to achieve;
- **BRT14 Radyr Station to Plasdwr** – This option would require a change of services at Radyr Station (which will involve a journey time delay) and achieving segregation along Heol Isaf and Kings Road in Radyr would be difficult to achieve;
- **BRT8A: Junction 33 to Talbot Green via M4** – This option would not serve the strategic site north of Junction 33 and may not improve journey time reliability due to congestion at Junction 33 and Junction 34 of the M4 unless a significant level of segregation is in place;
- **BRT9: Plasdwr to Talbot Green via A4119** – Whilst providing a direct link between Plasdwr and the Strategic Sites north of Junction 33 and south of Llantrisant, this option is likely to have longer journey times as compared with a route via the A4232;
- **BRT10 to BRT 13: Junction 33 or Plasdwr to Talbot Green or Beddau via A4119 or Creigiau** – These options were rejected on the basis that overall end to end journey times to/from Talbot Green or Beddau are unlikely to be competitive compared to other routes or modes. For example, a bus-based option from Beddau may be faster if routed through the A470 as opposed to along the North West Corridor; and

- **BRT 14 Radyr Station to Plasdwr** – This route would operate between the station and Plasdwr via Kings Road and Heol Isaf. It would complement the development of a bus:rail and active travel interchange at Radyr Station (Rail 6). However, the proximity of residential properties means that significant segregation could not be achieved and therefore the provision of a BRT route has been rejected.

2.14.4 Other Options

A range of other options included in the long list are set out in Table 2-8.

Table 2-8: Long List Options: Other

Ref.	Option	Description
P&R 1	Junction 33 Strategic Bus Park and Ride	A new strategic bus-based park and ride located at Strategic Site D with direct access to Junction 33.
Rail 5	Waun-gron Park Bus:Rail and Active Travel Interchange	Facilities for a bus:rail and active travel interchange on the former refuse site at Waun-gron park station providing potential interchange between City Line and bus services from the north west and east-west services via the A48 and Cowbridge Road.
Rail 6	Radyr Station Bus:Rail and Active Travel Interchange	A bus:rail and active travel interchange facility at Radyr Station and provision of bus services to connect residential areas of Radyr and Plasdwr to the City Line.

2.14.4.1 Rejected Options

The following two options were considered but discarded:

- **P&R 2: Pontyclun station park and ride expansion** – The car park has already undergone expansion and space for further expansion is limited. The location of this station is unsuited to a strategic park and ride; and
- **P&R 3: Junction 34 bus park and ride** – For the purposes of the North West Corridor, a bus-based park and ride at Junction 33 (P&R 1) is likely to be more effective and providing a connection into the junction at Junction 33 is much less challenging than at Junction 34. A rail-based park and ride (Rail 8) at Junction 34 is preferred.

2.14.5 Complementary Measures – East-West Connections

Although not included in the ‘long list’ of options, two further options have been identified which improve east-west connectivity to/from the Corridor. These options do not align closely with the objectives of the North West Corridor which are focussed on improving journey times within the Corridor itself and between the North West Corridor and central Cardiff. As such, these options are outside the scope of this study and have not been developed in any detail. Nevertheless, it is recognised that these options need to be considered as potential elements of the transport network and may merit further consideration outside of this study. These are:

- **Cardiff Circle Line** – This scheme would provide a connection between the Coryton and Merthyr Lines north of Radyr. The objective of a circle line would be to provide new ways of connecting between suburban areas of Cardiff. New stations on this route at Velindre and

Junction 32 (park and ride) have been proposed³². Under this option, services could operate a circular route via the Coryton Lines and City Lines.

In later stages of the WeITAG process, the operational solution for the City Line and North West Corridor would need to take account of plans or aspirations for the Circle Line and any implications it has for service frequencies through Cardiff West Junction.

It may also be feasible to connect the Circle Line with a new North West Corridor route via the Safeguarded Corridor. As described in Section 3.4.4 of this report, one option for a new tram-train or light rail route would be to connect to the City Line to the north of Danescourt. If this route is preferred, consideration could be given to the provision of a delta junction connection onto the City Line which would allow trains using the North West Corridor to travel north on the City Line to Radyr and onward via the Circle Line.

It should be noted that this variant of the Circle Line is very much exploratory at this stage and there are substantial engineering and environmental constraints that would need to be investigated. No detailed consideration has been given to these options as part of this study, although the option to connect into the City Line north of Danescourt has been retained and therefore further consideration could be given to the 'delta junction' during WeITAG Stage 2.

Whilst the Circle Line concept merits further consideration, it performs a different transport function to the options identified for the North West Corridor and therefore a separate WeITAG study would be required to establish its feasibility, costs and benefits; and

- **East-West Cardiff Bus Priority Corridor** – The bus options considered in this assessment are focussed primarily on providing connections within the North West Corridor itself, as well as providing for journeys to and from central Cardiff. Nevertheless, the importance of east-west connectivity was highlighted during the stakeholder workshops. Of particular importance is providing onward connections to east-west services. In this respect, improvements to bus services on east-west routes via the A48 – aligned to a possible interchange at Waun-gron Park – could be an important complementary measure. Detailed consideration of this option is outside the scope of the North West Corridor study.

2.15 Long List Options

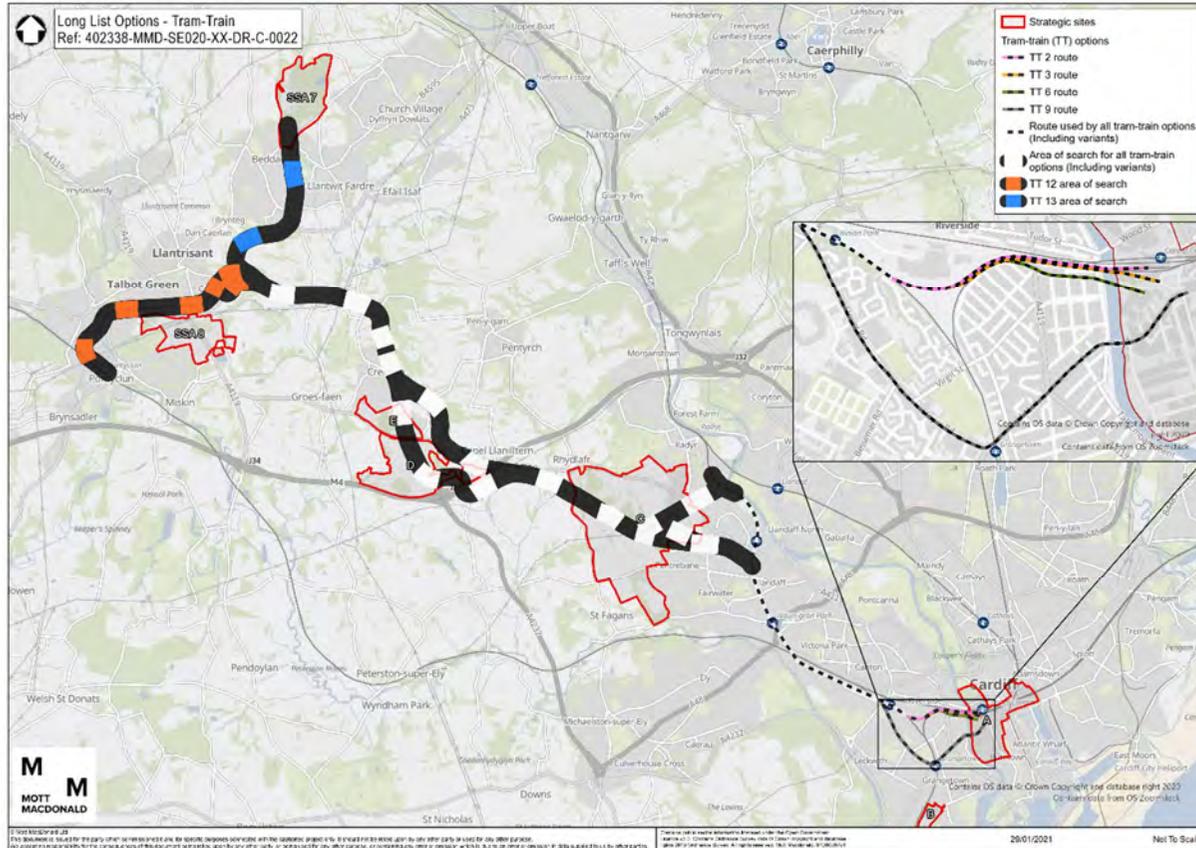
To summarise, the long list options are listed below and shown in Figure 2.18, Figure 2.19 and Figure 2.20. Full route maps are also provided in appendix B.

- Existing Rail Network Enhancements:
 - Rail 1: Service frequency enhancement: City Line;
 - Rail 2: New Station: St Fagans;
 - Rail 4: New Station: Ely Mill;
 - Rail 7: Service frequency enhancement: South Wales Main Line; and
 - Rail 8: New Station: Junction 34 Parkway (Miskin).
- New tram-train / light rail Routes:
 - Tram-train / Light Rail 1: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with no infrastructure modifications;
 - Tram-train / Light Rail 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction;

³² Cardiff Transport White Paper: Transport Vision to 2030.

- Tram-train / Light Rail 3: City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central;
- Tram-train / Light Rail 6: City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendyris Street into new platforms to the south of Cardiff Central;
- Tram-train / Light Rail 9: City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park;
- Tram-train / Light Rail 12: Extension from Creigiau to Pontyclun Station via Cross Inn;
- Tram-train / Light Rail 13: Extension from Creigiau to Beddau via Cross Inn; and
- Tram-train / Light Rail 14: Extension from Creigiau to Cross Inn Only.
- New BRT Routes:
 - BRT1: Central Cardiff to Junction 33 via Leckwith Road and A4232;
 - BRT1A: A4232 (Northbound and Southbound) Bus Gate and Spur to Plasdwr;
 - BRT4: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
 - BRT8: Junction 33 to Talbot Green via A4119.
- Other Options:
 - P&R 1: Junction 33 Strategic Bus Park and Ride;
 - Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange; and
 - Rail 6: Radyr Station Bus:Rail and Active Travel Interchange.

Figure 2.19: Long List Options - Tram-train / Light Rail Routes³⁴

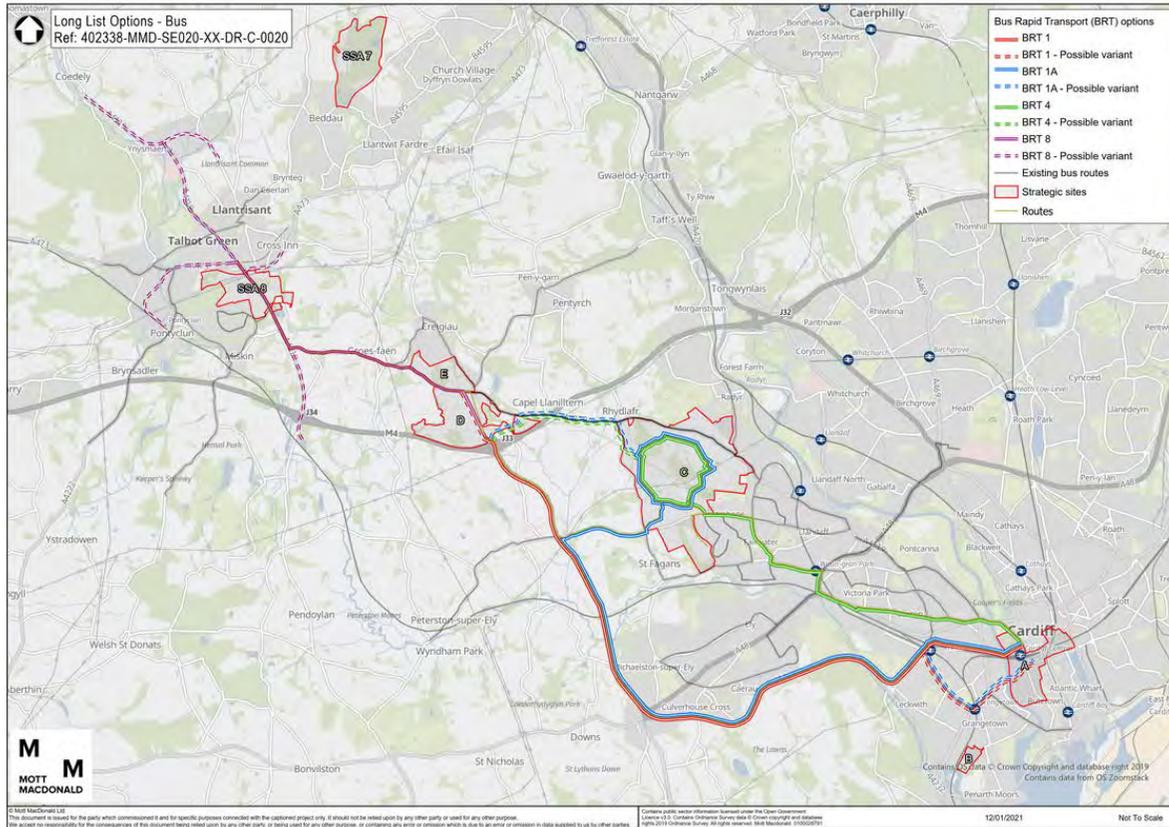


Page 886

Source: Mott Macdonald

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Figure 2.20: Long List Options - Bus Rapid Transit Routes³⁵



Page 887

Source: Mott Macdonald

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3 Further Option Development

As part of WelTAG Stage 1, further technical development of the public transport options has been undertaken. This has focussed on key operational considerations with respect to tram-train or light rail solutions, the feasibility of improving bus segregation and the role of the Safeguarded Corridor.

3.1 Introduction

This section provides further details of the technical development of the 'long list' of options during WelTAG Stage 1. Much of the effort at this stage has been focussed on issues related to a new tram-train or light rail route. This reflects the additional operational complexity of these options and the need for early consideration of operational and engineering constraints which are material to the feasibility and impact of these options.

3.2 Integration of Transport Modes

3.2.1 Integration of Bus and Rail Modes

A package of measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes.

Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas of the Corridor.

There are opportunities to improve the existing rail network through additional services and new stations. However, much of the North West Corridor is not served by the rail network and therefore such interventions will fail to fully address the problems identified.

The development and assessment of options is organised across the different modes. However, the shortlisted options need to be viewed as an overall package of measures to address transport issues in the Corridor and, in practice, the assessment has taken account of how the various modes combine to provide a comprehensive public transport network for the Corridor.

A phased approach to the implementation of the package of works will see the bus and BRT measures realised first due to the short to medium term benefits, with the construction of the tram-train corridor being completed at a later stage to deliver the full benefits.

3.2.2 Active Travel

As noted, this study does not directly address walking and cycling options. However, delivering new rail or bus route will open up opportunities to provide parallel cycle and pedestrian routes whilst new stations and bus stops can provide better opportunities for people to use a combination of cycling/walking and public transport to make journeys rather than drive.

It is recommended that, at the next stage of development, any new bus or rail corridors are developed on the assumption that, provided space allows, parallel pedestrian/cycleways would also be provided.

Consideration should also be given to how these new routes connect with existing infrastructure. For instance, for the light rail/ tram-train options which route through the Plasdwr development, there is a clear opportunity to investigate how a pedestrian/cycleway could connect with and enhance Cardiff City Council's proposed 'Cycleway 4' (which routes from the City Centre to Llandaff, Danescourt and North West Strategic Development Site via Llandaf fields).

As well as providing opportunities for enhancing active travel, it also needs to be acknowledged that new transport routes can create new barriers to walking and cycling between different areas. The requirements for active travel crossings will need to be assessed as part of the next stage of design although (as illustrated in Figure 3.1) the technological solution for the corridor will affect the type and frequency of crossing that can be provided.

3.3 New Tram-train or Light Rail Routes

3.3.1 Option Development

Options for a new rail route to serve the North West Corridor have been explored in the past, including as part of the development of Cardiff's LDP, and these earlier reports relating to the Corridor have been reviewed in detail. Importantly, all previous assessments of options for a new rail-based solution pre-date the award of the new TfW rail franchise and confirmation of the technological solution for the South Wales Metro and, more specifically, the CVL transformation and the deployment of tram-train style vehicles.

In this context, consideration has been given to:

- The appropriate technological and operational solution for the North West Corridor including consideration of alternative operational solutions using the CVL tram-train technology, and renewed assessment of the relative merits of the CVL tram-trains against light and heavy rail solutions;
- Rail capacity constraints and potential engineering and operational solutions with a focus on the pinch points at Cardiff West Junction and Cardiff Central; and
- Engineering challenges associated with possible routes given the known capabilities of the CVL tram-train vehicles.

Engineering assessment has focused on the major capacity constraints and engineering challenges on the North West Corridor. These include the capacity of Cardiff Central Station and Cardiff West Junction; use of the City Line shared with CVL services; the location for the connection between the City Line and the Safeguarded Corridor; and the potential use of the disused rail lines.

3.3.2 Alternative rail modes

As well as the different routes, consideration has been given to the technical solution for a rail-based solution for the North West Corridor. Given the rejection of a heavy rail solution (as described in 2.13.2), the following three alternative rail modes have been considered:

- Unmodified CVL tram-train vehicles (high-floor) using Multi Aspect Signalling;
- Modified CVL tram-train vehicles (high-floor) using a combination of Multi Aspect Signalling and Line of Sight Operation; or
- Light Rail (low-floor) using Line of Sight Operation.

3.3.2.1 Signalling Options

Before considering the advantages and disadvantages of the alternative modes, it is necessary to set out some key principles of the main approaches to signalling and timetabling which are important differentiators between the modes.

Multi-Aspect Signalling (MAS)

On the City Line, South Wales Main Line and at the approach to Cardiff Central, the existing multi-aspect signalling system ensures a safe braking distance between trains as well as ensuring that points and crossings are set and locked in the correct position.

Conventional signalling systems divide the track into sections (often referred to as blocks) utilising either track circuits or axle counters to detect when trains are occupying blocks. It then informs drivers via colour-coded (multi-aspect) lineside signals if they can proceed into an unoccupied block. This is required for heavy rail operations, where the vehicles' lower acceleration and deceleration capabilities mean they require long distances to stop.

For these systems, the services are operated under a centrally held timetable in order to maximise the number of services, and to ensure they are able to run without disruption in normal circumstances.

Line of Sight Signalling

The majority of tram systems utilise line of sight signalling which is comparable to that used by road users. Like MAS, the driver relies on signals to follow permitted routes. However, unlike MAS, the signals are used purely to control junctions or areas of limited visibility and are operated directly by the vehicles (generally on a 'first come, first served' basis). In other words, there are only simple local interlockings, train detection and protection at junctions.

Elsewhere all responsibility is placed on the driver to ensure that the vehicle does not make an unsafe move. This means that line of sight railways run at significantly lower speeds than signalled ones, although within urban areas with frequent station stops and/or junctions, the differences in overall journey times between MAS and line of sight operations can be minimal. Line of sight systems operate under the supervision of a central control room and use a vehicle location system to drive passenger information and control room display systems. The trains do not generally operate under the control of a centrally held timetable.

3.3.2.2 Timetable vs Service Pattern Operations

As noted, heavy rail systems across the country tend to work to a set timetable, designed to ensure that the service can run without disruption. This is particularly the case where the line has services coming from different destinations, with different rolling stock types, different speeds and different station calls.

On the other hand, a line working to a service pattern will operate on the assumption that the services will call at a station at a specified interval from the previous one. Light Rail or Tram services tend to be operated in this way, as is the case for Manchester MetroLink. This benefits on-street running sections as the services can be controlled to keep the relevant gap between services, instead of having to be fixed to a specific minute in the hour which can become difficult to maintain where there are interactions with pedestrians, cyclists and cars.

Of relevance to the North West Corridor is a case where trains operate between line of sight and MAS sections of track. In this case, when services are delayed in the service pattern/line of sight section, it can have a negative impact once the service re-joins the timetabled section of

the track. In this case, the service will potentially join late (after it's allocated slot on the timetable) or it will be delayed at the junction giving priority to the on-time timetabled service (as is the case for the Sheffield network).

As noted, the CVL rolling stock vehicles that are being procured will operate on the Treherbert, Aberdare, Merthyr and City lines to Cardiff Queen Street, Cardiff Central and Cardiff Bay, will consist of Stadler CityLink tram-train vehicles. At the time of writing, the rolling stock being procured is being specified with heavy rail wheel profiles, and no on-street running communication equipment. However, the vehicle is specified for gradients of up to 6%, a minimum turning radius of approximately 25m, and has the performance characteristics (acceleration, deceleration etc.) to operate on a line of sight basis.

3.3.3 Assessment of Alternative Rail Modes

The advantages and disadvantages of the remaining mode options – unmodified CVL, modified CVL and light rail – are discussed in this section.

3.3.3.1 Unmodified CVL Tram-train vehicles and operation

The latest plans for the CVL operation and tram-train vehicles demonstrates the network will be operated more like a heavy rail network, operating under MAS on a set timetable on the Aberdare, Treherbert, Merthyr and City Lines (Figure 2.12). The exception to this is the Cardiff Bay line, where line of sight operation will be used.

Under this option, a new North West Corridor route would be operated by the CVL tram-train vehicles operating under MAS. Whilst additional vehicles would need to be procured to serve the new line, no modifications to in-cab equipment or wheel profile would be required and there would be no need for a 'sub-fleet' of vehicles for the North West Corridor.

Vehicles will be high-floor to serve the existing high-floor platforms at the almost 60 stations across the CVL with changes being proposed to ensure all platforms are at least 80m in length. These vehicles would still benefit from the performance of tram-train vehicles in terms of enhanced acceleration and deceleration, ability to turn through tight curves of 25m or 30m radius and navigate gradients of 6%. However, they are unable to operate on roads where they share the space with cars due to the lack of relevant equipment and wheel profile. Crossings on the new line potentially could be made as tramway crossings, with the appropriate line speeds and risk assessments. However, these could be considered as heavy rail level crossings by the Office of Rail and Road (ORR) which they no longer allow the introduction of on the UK rail network. Risk assessments would have to demonstrate the safety of these new crossings. In this scenario, there is a possibility that no new level crossings would be allowed resulting in all crossings being in the form of bridges or underpasses.

Key advantages:

- This is the lowest cost option;
- Uses the same vehicles as the rolling stock proposed for the Merthyr, Aberdare and Treherbert lines providing operational flexibility;
- Offers maintenance efficiencies as the additional vehicles could be maintained from the existing Taffs Well depot³⁶;
- No additional requirements for driver training other than route familiarity;

³⁶ We understand that sufficient capacity is built into the design for Taffs Well depot that means that additional vehicles required for the North West Corridor could be accommodated. It is likely, however, that a location for overnight stabling on the North West Corridor would be required.

- No requirement to order a newly specified vehicle from the manufacturer (Stadler);
- Existing rail infrastructure does not need to be modified to accommodate the new vehicles.
- Avoids the issues associated with a mixed operation – vehicles operating between timetabled and line of sight route sections; and
- Indications are that track gradients and curvature associated with the Safeguarded Corridor would be within the capability of the CVL tram-trains.

Key disadvantages:

- The route would need to be segregated from street traffic as the vehicle would not have the appropriate communication equipment for running on-street. Additionally, the wheel profile of the current vehicle specification is not compatible with on-street running;
- The need for segregation severely limits options for pedestrian and road crossings, creating severance similar to that of a heavy rail line; and
- The requirements for segregation limits the potential flexibility to deliver extensions at both the north and south ends of the line.

3.3.3.2 Modified CVL tram-train vehicles and operation

With modifications to the CVL tram-train vehicles they could be made capable of on-street running and operate in a similar manner to a traditional tram. The changes would relate to signalling equipment on board to allow for the vehicles to get priority at junctions with other road users and to be able to set the points on the track as required in on-street running sections.

This option would use the bi-mode tram-train (25kv and on-board batteries) in 'Non-Mainline Light Rail mode'. The section of line shared with the CVL services would be operated under the existing MAS system, and the new sections of line could be operated under line of sight, allowing for lower infrastructure costs. The tram-train could switch from Mainline to Non-Mainline operation as it leaves the City Line in a similar manner to how the tram-train will operate along the Cardiff Bay line.

As noted, the CVL tram-train vehicles have been specified with a standard railway wheel (P8 profile) appropriate for use on Network Rail infrastructure but this profile is not appropriate for on-street running sections and a modified wheel profile would be required similar to the Sheffield tram-train Pilot project. The reason for not addressing this during Phase 2 of the South Wales Metro was to reduce risk associated with the ERDF funding and infrastructure changes that would have been required at all switches and crossings to fit what are known as 'raised' checkrails. If any future extension requires tram-train operation on-street and on Network Rail track, it will require alterations to both the tram-train and the infrastructure (CVL and Network Rail) to implement a "modified" wheel profile as is common in similar systems including Manchester Metrolink and Sheffield Supertram.

Items that may need to be updated on the current tram-train fleet include:

- Modified wheel profile;
- Addition of controls for on-street operation;
- Retro-fitting of 750V DC overhead "spot charging" for recharging on-street; and
- Provision for additional on-board battery packs to extend catenary free range.

The differences in character between 'heavy rail' and 'light rail' styles of operation are illustrated in Figure 3.1. The images on the right-hand side show a road and pedestrian crossing for a system operating under line of sight. Also shown is the requirement for fencing to segregate a

line operating under heavy rail rules as opposed to the softer landscaping that can be achieved by a light rail or tram-train line operating under line of sight.

In practice, it is likely that even with modified tram-train vehicles and operation, large parts of a new rail route would be segregated, without vehicle or pedestrian crossing points, in order to achieve a minimum level of safety, speed and reliability. New sections operating under MAS will continue to require segregated crossings. Nevertheless, this option would permit tramway crossings with normal road signals and safety infrastructure in place for pedestrians and cyclists. Therefore, bridges or underpasses would not be required at crossings on the line of sight sections.

Any on-street running sections would be powered from the batteries, as 25kV is not suitable for use in urban environments. Further analysis will be required to establish the range of the CVL vehicles under battery operation to establish the extent of on-street operation and/or un-electrified track sections that could be incorporated into the design of the new route.

Key advantages:

- The basic vehicle type would be the same as the rest of the CVL fleet and could be maintained from Taffs Well depot;
- Modified vehicles would allow for line of sight operation and on-street running, providing greater flexibility to penetrate into urban areas and to extend the line further north or south;
- At-grade tramway style crossings for pedestrians and cyclists reduce the severance issues created by the new line; and
- Reduced infrastructure costs associated with signalling required.

Key disadvantages:

- The additional costs of procuring modified vehicles including in-cab junction controls for on-street running and potentially larger batteries;
- Requires investment in training for both maintenance staff and drivers;
- Inefficiencies relating to running two separate fleets (spare units cannot be used interchangeable so spares would be required for each fleet);
- Will require modifications to parts of the track shared with the un-modified CityLink vehicles (City Lines, Cardiff Central and tracks up to the Taffs Well Depot); and
- Battery capacity and range may limit the extent of on-street running and/or non-electrified sections.

Figure 3.1: Heavy Rail Lines (on the left) and Tram-train Lines (on the right)



Source: Images from Mott MacDonald

3.3.3.3 Light Rail

This option involves a light rail system using an entirely separate fleet of vehicles to that planned for the CVL network. The light rail vehicles could operate on the same tracks as the CVL tram-trains on the existing City Line with the inclusion of raised checkrails. However, these vehicles would not normally be allowed to run on the mainline, and as such could require segregating services where they operate on parallel routes. This would likely include the City Line between the Leckwith Loop (where freight can access the City Line and head south) and Cardiff Central. Additionally, the vehicles would have to be maintained in a new maintenance facility as well as requiring additional stabling.

New Light Rail rolling stock would be able to match or better a tram-train turning radius, gradients and similar acceleration and deceleration curves, whilst providing the opportunity to be designed to run on-street. This would provide greater flexibility to consider routes that penetrate urban areas. It would also provide greater flexibility in respect of extensions to the line.

The long list options for the North West Corridor all involve use of the City Line which therefore means that North West Corridor services will share track with CVL services via the City Line. Therefore, whilst this option has been specified as operating under 'line of sight' signalling, in practice it will be necessary for the services to operate to a timetable under MAS on the shared section of the City Line.

A new light rail solution could utilise low floor vehicles which would be better suited for urban environments, eliminating the requirements for ramps to be constructed to allow access to high platforms and ensure step-free access to vehicles. However, in this case, the requirement to share part of the City Line with CVL services is a significant barrier to the implementation of low-floor vehicles given that the City Line stations would continue to require high-floor platforms. A possible solution could be the use of a vehicle which combines both low-floor and high-floor exits or incorporating both low and high platforms at each of the stations on the shared section.

Key advantages:

- Enhanced capability in respect of track gradients and curvature which could provide flexibility in considering alternative routes (e.g. through Plasdwr); and
- The new line could be developed to use low-floor vehicles better suited to new stations in urban environments.

Key disadvantages:

- Light rail vehicles would need to be fully segregated from heavy rail tracks on the City Line between the Leckwith Loop and Cardiff Central, determining that a high cost infrastructure solution will be required to achieve this;
- In practice, the ability to fully achieve the benefits of a light rail style of operation (service pattern operation with line of sight signalling and low-floor vehicles) is constrained by the need to share the City Line with CVL tram-trains operating to a timetable;
- A light rail solution would be a wholly new system and would increase costs and may be a relatively small fleet of vehicles. In addition, these will require a new maintenance depot, stabling and a dedicated driver workforce; and

- This option introduces additional operational and commercial complexity to the rail network in south east Wales.

3.3.4 Overall Conclusion

Given the capabilities of the tram-train vehicles planned for operation on the CVL, the case for a bespoke light rail solution would appear to be weak. The indications are that the CVL tram-train vehicles can navigate the gradients and track curvature required to deliver a new North West Corridor rail route. Furthermore, modifications to the CVL tram-train technology could facilitate a tram style operation with improved opportunities for road and pedestrian crossings. The primary advantage of a light rail system over a modified CVL tram-train solution would be the ability to tailor the vehicle specification to the specific requirements of the North West Corridor. Although it should be noted that this flexibility is constrained by the need to operate alongside CVL tram-trains on the shared section of the City Line. This advantage is unlikely to justify the additional costs and complexities associated with procuring a wholly new system.

Whilst the conclusion of this assessment is that a new rail route should be integrated with the CVL operation, there are important differences between a 'modified' and 'un-modified' version of the CVL tram-train vehicle, as outlined above, and these should be considered further in WeITAG Stage 2.

3.4 Rail Capacity Considerations and Potential Measures

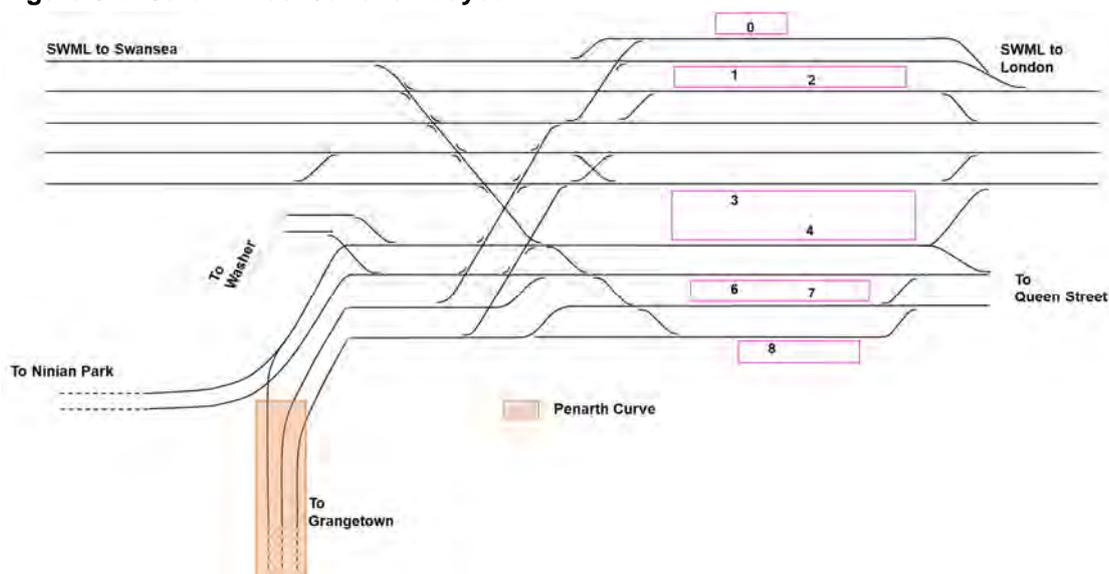
This section describes the capacity issues resulting from an increased service frequency on the City Line / North West Corridor. It goes on to propose a number of possible solutions which have then informed the development of the tram-train options. A separate, targeted study of rail capacity solutions is being undertaken by Mott MacDonald and will be available to inform the development of rail options at WeITAG Stage 2.

3.4.1 Existing Layout and Services

The layout of Cardiff Central and lines to the west is illustrated in Figure 3.2. At present City Line trains, and services using the Barry and Penarth lines, use the four most southerly tracks approaching Cardiff Central from the West. Of these four lines, the City Line services use the two tracks to the north and Barry/Penarth services use the two tracks to the south. Services from both the City and Barry/Penarth lines operate in and out of platforms 6, 7 and 8 at Cardiff Central.

At the Penarth curve, there is an additional section of single track (up Barry Relief line) which allows services to connect from the northern platforms at Cardiff Central (platforms 0, 1, and 2) to the Barry/Penarth lines. This is used by GWR services which use the Vale of Glamorgan line during periods of engineering works on the South Wales Main Line.

Figure 3.2: Cardiff West Junction Layout



Source: Mott Macdonald

Currently, at peak times, there are two services per hour in each direction on the City Line and a total of eight services per hour to Barry and Penarth from the Coryton and Rhymney Lines. Additionally, the timetable allows for one freight movement per hour through Cardiff Central. This gives a total of 10 passenger services and one freight train per hour.

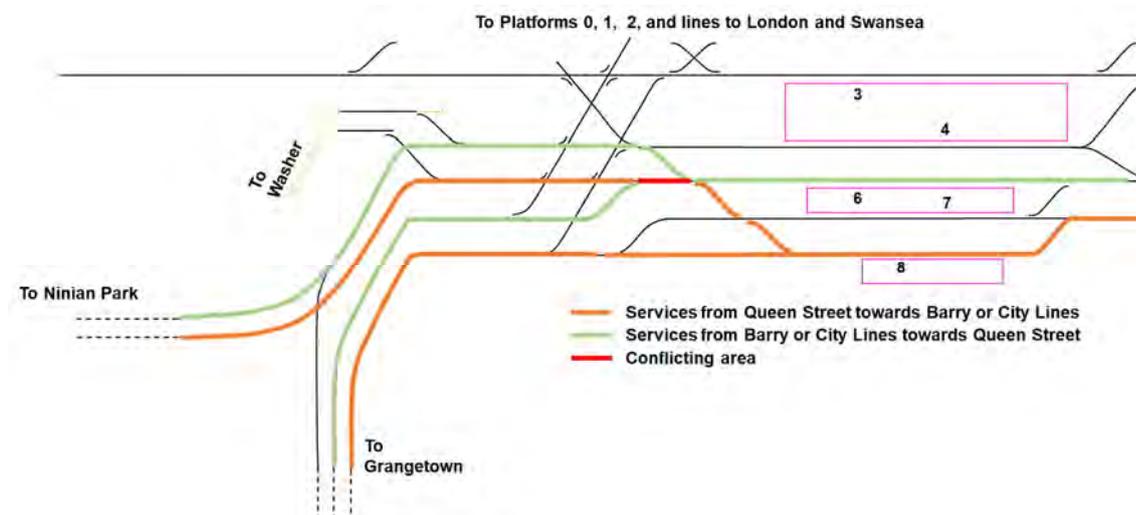
3.4.2 Capacity Constraints

Currently City Line and Barry/Penarth services use platforms 6, 7 and 8, this means that services need to cross over at least one other line to either leave or enter Cardiff Central. Analysis of the junction also indicates that (other than a service departing platform 8, whilst a

second service arrives into platform 6) most other moves conflict or require occupation of a short section of critical single line track. This pinch point is indicated in red in Figure 3.3. Conflicting moves at this section forms the primary constraint on capacity for Barry/Penarth and City Line services, although this needs to be considered alongside constraints on platform capacity at Cardiff Central.

Based on current routing of trains and junction margins, initial analysis suggests that there is capacity for only 10 trains per hour in each direction through the junction (20 movements in total). Based on current service levels, this leaves no paths available through the junction according to the timetable planning rules, and in some hours the junction is currently running at over 100% capacity. However, in practice, the signalling system has lower headway values and a greater level of capacity, enabling more services to operate than the planning rules would suggest is possible. It should be noted that running more services than suggested by the timetable planning rules places a serious risk to network performance and may constrain recovery during times of disruption. Therefore, this is generally avoided.

Figure 3.3: Current Pathing of Services



Source: Mott Macdonald

By December 2023, following transformation of the CVL to tram-train operation, services on the City Line will be operated using Stadler Citylink Metro Vehicles. Services using the Barry Lines to Barry, Penarth and Bridgend will be operated using new Stadler Flirt Tri-mode multiple units. Under the operator's plans, Barry and Penarth services will connect to the Rhymney and Coryton Line services. From December 2023, TfW Rail Services plans indicate that two trains per hour from Pontypridd will divert via the City Line from Radyr to Cardiff Central where the services would turnback (as per the TfW Rail Services Timetable).

The overall volume of CVL services (10 passenger services) will be unchanged. However, TfW has stated its intention to increase service frequencies on the Vale of Glamorgan Line between Bridgend and Cardiff from one to two trains per hour which would therefore result in a requirement to accommodate 11 passenger services.

On the City Line itself (between Ninian Park Junction and Radyr Junction), based on current timetable planning rules (with a 7 minute planning headway), there is capacity for six trains per hour (75% utilisation), potentially increasing to seven trains per hour (88% utilisation) if services are operated at a high level of utilisation. This provides sufficient capacity to operate four trains

per hour on the North West Corridor in addition to two or four services on the City Line. With current signalling, operating in excess of 6 trains per hour may represent a significant performance risk, especially when considering the potential conflicts at Cardiff West Junction. However, this constraint could be overcome with modification of signalling infrastructure on this line should there be a case for increasing frequencies further.

Because of this, the focus of the capacity analysis is on Cardiff West Junction and Cardiff Central. However, capacity constraints on the City Line, including identifying the number of services which would terminate at Radyr and those which would go on to the North West Corridor, would also need consideration.

3.4.3 Potential Solutions

3.4.3.1 Approach

Initial consideration has been given to possible approaches to reducing the capacity constraint at Cardiff West Junction. These are based on high level analysis and a detailed assessment would need to be undertaken before the feasibility, cost and impact of each can be fully assessed and verified. The options would need to be considered in the context of other plans and aspirations for service enhancements on all lines in the medium and longer term and not limited to options for the City Line and the North West Corridor.

In line with the Welsh Government's Principles for Connectivity, the assessment of potential solutions has been undertaken on the basis that a four train per hour service may ultimately be required on the North West Corridor. Should a new tram-train route tie into the existing City Line between Fairwater and Danescourt, achieving at least four trains per hour for all stations would require a total of eight trains per hour via the City Line / North West Corridor. If the new line were to tie into the City Line north of Danescourt (as per the variant described later in this section of the report) then the four train per hour ambition could be achieved with a total of six trains per hour via the City Line/North West Corridor (assuming the requirement to route services from Merthyr/Aberdare/Treherbert via the City Line remains). These services would need to be accommodated alongside eight or nine passenger services on the Barry and Penarth Lines, and a single freight path per hour.

There is precedence for new lines being delivered with lower frequencies of service (for example the Ebbw Vale Line and Vale of Glamorgan Lines were opened with one train per hour). It is acknowledged that a lower frequency of service of two trains per hour may provide sufficient capacity, particularly if services are operated by 2x40metre vehicles as would be possible following the CVL transformation.

A lower frequency of service may be made possible if the line is delivered in a phased manner given that the short-term capacity requirement would be reduced until such time that the line is extended.

The following solutions have been prepared with reference to both short and long-term capacity requirements at Cardiff West Junction and Cardiff Central.

Furthermore, the solutions identified also take account of the proposals set out in Cardiff City Council's Transport White Paper (see section 2.4.1.3) for a 'Crossrail' line that would connect the North West Corridor via a proposed new route between Cardiff Central and Cardiff Bay, and potentially on to East Cardiff.

3.4.3.2 Solutions

In relation to this study four possible ways of resolving the capacity constraint at Cardiff West Junction have been considered and are reflected in the tram-train options included in the long list set out in section 2.14 and shown in Figure 3.5 and appendix B.

1. No Infrastructure Modifications (Tram-train 1)

The theoretical capacity of the junction is determined by the junction margins. At present, a 3-minute gap is required between passenger services. Freight train occupation of the junction is likely to be 3.5 minutes. A low-cost solution involves changing the timetable planning rules to give a revised junction margin of 2.5 minutes. This would be aided by the fact that services will be operated by newer and better performing trains and tram-trains. The revised junction margin may be justifiable on the grounds that a transit speed of 30mph could be assumed for passenger services in the future. Additionally, this would require a review of the Cardiff West infrastructure and connecting lines to ascertain its suitability for upgrade to 30mph. This would give a theoretical junction capacity of 24 trains per hour at 100% utilisation and would enable (subject to running at high levels of utilisation) the ability to run an extra two services per hour per direction.

An initial assessment suggests that platform capacity at Cardiff Central would be available to operate two additional services. In any case, the option may exist for services to/from Treherbert/Aberdare/Merthyr, that would otherwise terminate in the platforms at Cardiff Central, to be extended along the City Line and on to the North West Corridor. Thus, an increase in service frequency on the City Line could be achieved without an increase in platform occupation.

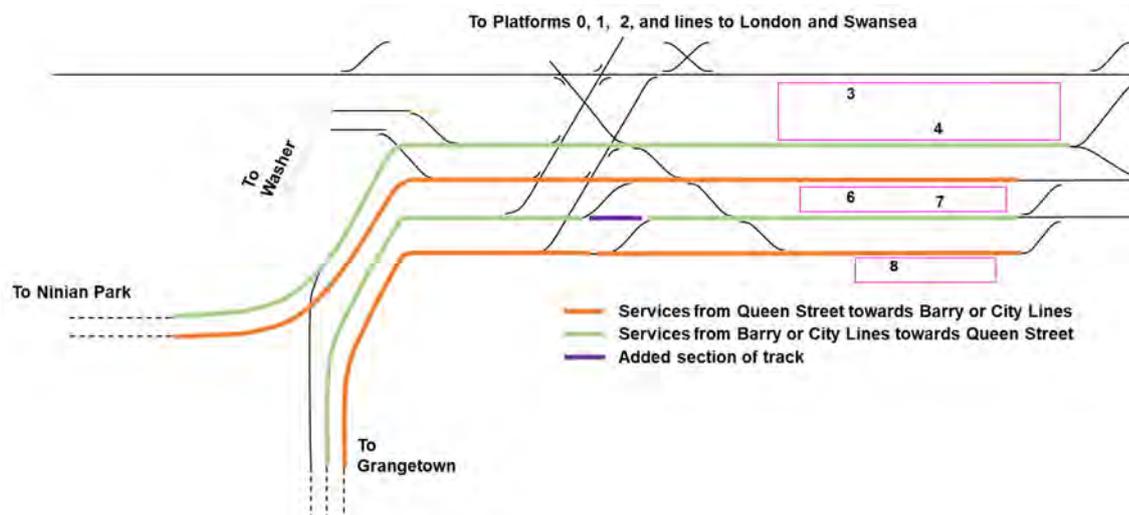
It should be noted that this solution (changing timetable planning rules) does not involve any physical changes to the junction. The actual practical capacity of the junction would be unchanged and therefore an adverse impact on the reliability of services would be expected. TfW would need to be satisfied that the benefits of increased frequency outweigh any negative impacts on reliability and the operator may need to be protected in this respect. This change would require the agreement of Network Rail who would need to evaluate the proposals.

In conclusion, notwithstanding the issues discussed, this option merits further analysis as a means of increasing service frequencies on the City Line in the short term in the absence or in advance of a new North West Corridor. It offers the potential to operate two additional services without incurring capital costs. However, this option is unlikely to be attractive for the purposes of the North West Corridor given that it would restrict service frequencies to two trains per hour on this route (assuming no increase in frequency on the City Line) and because the reliability of services may be less than that expected of a new service. These disadvantages are reflected in the scoring of this option set out in the Transport Case.

2. Connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction (Tram-train 2)

A more invasive option involves altering the track layout at Cardiff West Junction. As noted, the primary capacity constraint at Cardiff West is created by the section of track shared by Barry/Penarth and City Line services (see Figure 3.3). By adding the 'missing' track connection between the inbound and outbound Barry lines (as shown in Figure 3.4), service flows can be properly segregated, and deliver a significant increase in capacity without requiring a change in timetable planning rules. This option would also enable better use of platforms at Cardiff Central with Barry/Penarth services using platforms 7 and 8, and City Line services using platforms 4 and 6. The route of this option is illustrated in Figure 3.5 and appendix B.

Figure 3.4: Service Pathing with Additional Track Section



Source: Mott Macdonald

The infrastructure works required would include slewing of a short existing section of track and installation of a short section of track. Signal interlocking changes at either side of the new connection would be required. High level desk-based assessment suggests large-scale track realignment would not be required. Whilst this remains a significant intervention, the costs are likely to be modest in the context of a new North West Corridor.

The track modifications would improve junction capacity at Cardiff West and permit a significant increase in services through the ability to segregate by line and direction, as well as resulting in a more optimal use of platform capacity at Cardiff Central.

Subject to detailed timetable modelling, it is considered that this option would facilitate an increase of at least four trains per hour. In the context of the North West Corridor, the increase in capacity could facilitate a service pattern of two trains per hour on the City Line to Radyr (as today) and four trains per hour on the North West Corridor. Further work is required to establish the feasibility of increasing service frequencies beyond this.

As for option 1, platform capacity issues could be eased by linking more City Line / North West Corridor services with CVL services via the Merthyr Line that would otherwise terminate in Cardiff Central. It should be noted that any additional services running to Cardiff Queen Street will require a further operational assessment to understand the available capacity east of Cardiff Central.

Depending on the cost, even at lower frequencies (i.e. four trains per hour on the City Line), this option may be preferred to option 1 (no infrastructure modifications) given that it would enable an increase in service frequency without adversely affecting reliability.

Crucially, this option would result in the Barry / Penarth services using the two most southerly tracks into platforms 7 and 8 and City Line / North West Corridor services using the two tracks to the north into platforms 4 and 6. As a result, this option would rule out any direct connection between the City Line / North West Corridor and a new line to Porth Teigr (i.e. the Crossrail

concept) given that this would require a new connection between the two lines to the south of existing platforms at Cardiff Central³⁷.

3. Connecting into new platforms to the south of Cardiff Central (Tram-train 3)

This option would provide the opportunity to operate services into new platforms located to the south of Cardiff Central and, ultimately, onward to Cardiff Bay via a new line to Porth Teigr as envisaged by the 'Crossrail' concept.

This option requires a new junction at or near the Penarth Curve to enable services from the City Line and/or North West Corridor to cross to the south of the Barry Lines before ramping down into new platforms located to the south of the existing station. The issues associated with this option are complex and, as noted, a separate more detailed technical study is underway to establish the feasibility and cost of this approach.

The form of the junction will depend on the frequency of services that need to be accommodated. In the short term, at lower frequencies, an at-grade solution may be feasible and could provide a more affordable option. This would require services to be timed to maximise parallel moves through this junction. However, given aspirations for future service frequencies on these lines, it is likely that a grade-separated junction would ultimately be required. A phased approach could be considered whereby an at-grade solution is used in the short term to facilitate a connection between the City Line and the south of Cardiff Central, to be replaced by a grade-separated junction in the longer term once the North West Corridor services are in operation.

A grade-separated junction (tunnel or flyover) would offer much greater capacity and would allow the City Line/North West Corridor to be fully or partially segregated from the Barry/Penarth Lines and services. While further assessment is required, a tunnel under the Barry Lines at the Penarth Curve is the most likely form of grade-separated junction given the potential height of a flyover and the visual intrusion created by the new structure.

Two variants of this option are outlined below:

Variant 1

Under this variant, a new tunnel or flyover would shift the North West Corridor services onto the existing alignment of the two most southerly tracks (i.e. the current alignment of the Barry Lines). The Barry/Penarth services would be diverted to the north to connect into what is currently the City Lines. This variant involves a realignment of existing tracks and re-routing of services rather than any overall increase in the footprint of the approach to Cardiff Central.

As well as the cost implications, the barriers to this option are potentially significant. Realigning the Barry lines further north may affect the 'third line' at Penarth curve which allows trains to connect from Barry / Penarth into the northern platforms at Cardiff Central. Because it involves substantial track works on both the City Lines and Barry lines, the disruption caused by this option could be a major issue. Furthermore, the signalling upgrades required could be substantial.

This option would provide the same additional capacity as option 2 for both the City and Barry lines coming into Cardiff Central, on the assumption that the track modification which is outlined for option 2 is also implemented.

³⁷ Although it is not the purpose of this work, in theory, a connection between the Barry Line services and Porth Teigr could be provided (in a similar manner to that proposed in tram-train Option 3) However, this would require Barry and Penarth services to be operated using the same tram-train or light rail technology as on the Porth Teigr link rather than the heavy rail tri-mode trains that will be used from 2023.

Variant 2

Under this variant, the North West Corridor services coming from the City Line would be diverted onto a new section of track within the triangular piece of land south of Canton Depot. A tunnel / flyover would connect to a new tram-train route located to the south of the existing Barry Lines. The alignment would run parallel to the existing track. A new bridge would be required to carry the new track across Clare Road followed by a new bridge over the river Taff and into a new station south of Cardiff Central. As such, this option would involve widening the footprint of the approach to Cardiff Central.

The new section of track may need to be a single line section due to the restricted space available. A high-level assessment suggests the length of the single line section would be sufficiently short to allow a high frequency of service notwithstanding the need for trains to wait for the single line section to clear.

Since the North West Corridor vehicles would not use Cardiff West Junction or existing platforms at Cardiff Central, no additional track modifications or signalling upgrades would be required to accommodate planned services on other lines. As the new route would avoid Cardiff West Junction and connect into new platforms to the south of Cardiff Central, this would mean that operations on platforms 6 to 8 would remain as they currently are.

The option would then exist to modify the layout of Cardiff West Junction in a similar way to that described for the medium-cost option in order to increase service frequencies from Barry and Penarth.

The alignment of this variant is illustrated in Figure 3.5 and appendix B.

4. On-Street Solutions

The alternative solution to capacity constraints at Cardiff West Junction and Cardiff Central is to divert the North West Corridor away from this area via an alternative 'on-street' route as illustrated in Figure 3.5 and appendix B. Multiple on-street routes were considered during Sift 1, with two options ultimately being included on the long list. These are:

- Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to the City Line near Ninian Park; and
- Tram-train 6: City Line and Safeguarded Corridor via a new Taff Crossing and potentially on-street section along Pendyris Street.

Both options negate the issues at Cardiff West by diverting North West Corridor tram-trains further west of the Canton depot area via an on-street route, thereby freeing up junction and platform capacity for services via the Barry/Penarth lines. As with option 3, the on-street solutions also provide the opportunity to connect with a new line to Porth Teigr via Cardiff Central and/or Callaghan Square.

3.4.4 Tram-train Route Variants and Engineering Constraints

This section considers the route variants and associated engineering and environmental constraints for the possible tram-train routes. The routes are considered in sections as listed below:

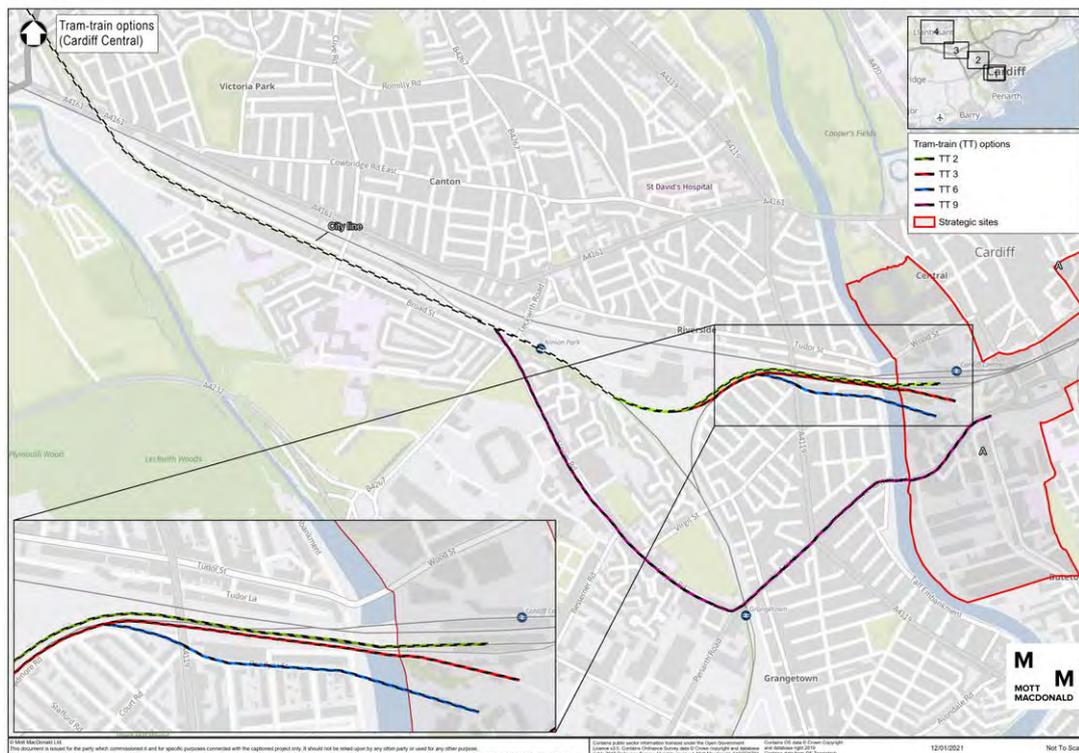
1. Central Cardiff;
2. The City Line connection and Plasdwr;
3. Use of the Safeguarded Corridor;
4. M4 crossing options and connecting into Creigiau; and

5. Routes through Rhondda Cynon Taf.

3.4.4.1 Central Cardiff

The possible route variants and associated engineering and environmental constraints within central Cardiff have been discussed throughout section 3.4. The long list options considered are shown in Figure 3.5 and appendix B.

Figure 3.5: Tram-train Routes – Cardiff Central³⁸



Source: Mott Macdonald

3.4.4.2 City Line Connection and Plasdwr

The most direct route or area of search used for all tram-train options between the City Line and Plasdwr depart from the City Line to the north of Fairwater Station and follow (broadly) the route of the Safeguarded Corridor through Plasdwr. However, a number of variants on this option exist which will require more detailed consideration at WeTAG Stage 2. The options are outlined below and shown in Figure 3.6.

1. Direct route: Connect City Line to the Safeguarded Corridor

As noted, this is the most direct route for all tram-train options between the City Line and Plasdwr. It is the shortest and most direct route with the least engineering constraints.

2. Longer route: Divert from City Line to the north of Danescourt Station

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Another possible connection from the City Line to the Safeguarded Corridor would be to divert from the City Line to the north of Danescourt Station as shown in Figure 3.6. The new route would go up the steep gradient before following an on-street route through Plasdwr and connect with the Safeguarded Corridor near the centre of the development.

A benefit of this variant is that North West Corridor services could stop at Danescourt station. Given that Radyr receives a high frequency of services due to services from Pontypridd via Cardiff Queen Street, this would mean that all intermediate stops on the City Line could be provided for by North West Corridor services. This would have a network capacity benefit by eliminating the need to increase frequencies on the City Line in addition to introducing services on the North West Corridor.

Furthermore, this route provides the option for a 'delta junction' connection to the City Line which would also allow trains to turn north from the North West Corridor towards Radyr. This could be attractive particularly if a connection between the City Line and Coryton Line is considered in the future (as described in 2.14.5).

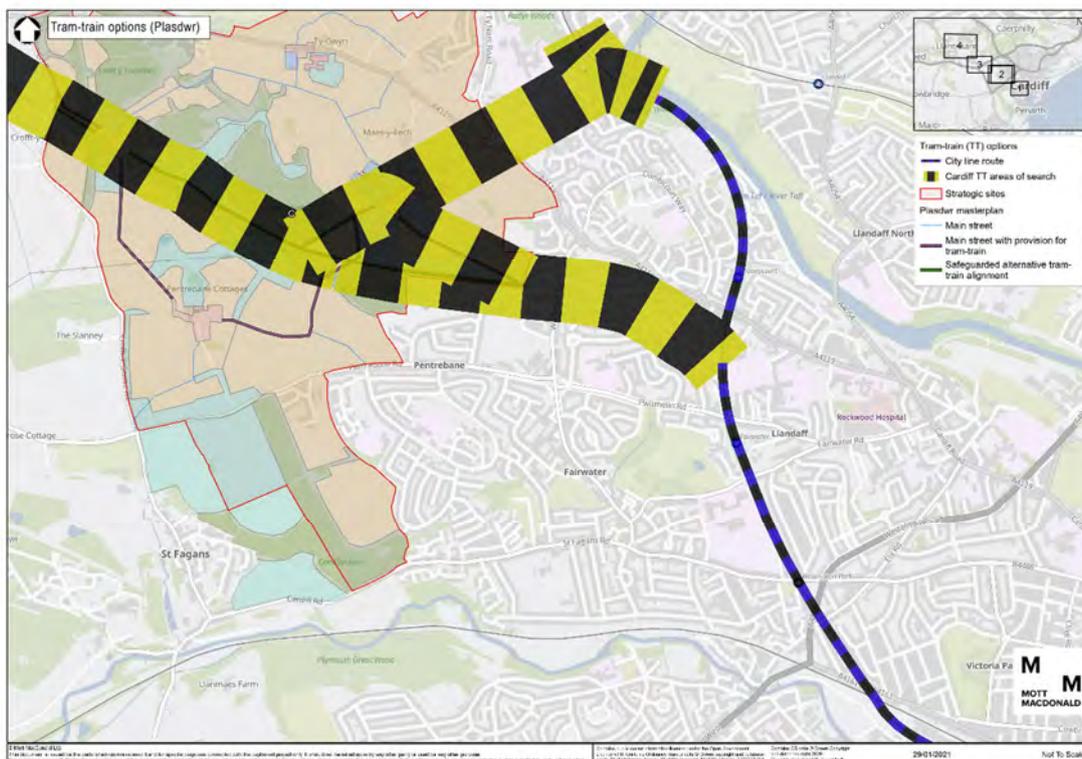
Notwithstanding these advantages, at this stage, this option has a number of feasibility issues and other potential drawbacks. These are as follows:

- This is a less direct route. Diverting from the City Line further north would result in a journey time penalty in the region of 4 minutes as compared to the direct route variant 1; and
- An initial assessment suggests that the gradient from the City Line towards Plasdwr is steeper than the maximum gradient of 6% that a CVL tram-train vehicle can navigate. The route design must aim to overcome this by scaling the gradient diagonally at a suitable gradient of less than 6%. If this is not possible and the gradient is too steep, it may be necessary to consider cut and cover. Cut and cover may be required either way if the adverse impact of locating the route in this area is too significant. Should this option be progressed, further assessment of its feasibility would need to be undertaken given the steep gradient from the City Line, as well as any potential impacts on existing land and developments.

3.4.4.3 Alternative routes through Plasdwr

Alternative routes through Plasdwr have been considered which depart from the Safeguarded Corridor but provide better penetration into the site. These options could provide better access within the development but will likely mean additional costs and longer journey times for passengers not alighting at Plasdwr. These options would likely require on-street running and as such the appropriate modifications to the Metro vehicle discussed in section 3.3.3 would be required.

Figure 3.6: Tram-train Routes – City Line and Plasdwr³⁹



Source: Mott Macdonald

Whichever route is ultimately preferred, there would be an opportunity to provide an active travel corridor alongside the rail line that could form part of the active travel network within Plasdwr but also link with Cardiff's proposed Cycleway 4 towards the City Centre.

3.4.4.4 Use of the Safeguarded Corridor

Although formerly a rail line, constructing a new rail line on or alongside the disused rail corridor is expected to have adverse environmental impacts. The disused line is bounded by greenfield land towards the M4 which has a SSSI directly to the south of the disused railway line in Plasdwr. There are also a number of Ancient Woodlands and SINCs in close proximity or directly adjacent to the disused rail line.

Furthermore, vegetation has grown within the disused rail line and has become a habitat for many species of wildlife. This study has found that a new tram-train route should be offset from the centre of the disused rail line as much as possible to minimise the environmental impact.

3.4.4.5 M4 crossing options and connecting into Creigiau

A number of options have been considered for crossing the M4 and connecting into Creigiau. The two most plausible options are outlined below and illustrated in Figure 3.7.

1. Cross under the M4, potentially via the existing underpass.

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This route follows the Safeguarded Corridor to the south of the M4 and pass under the M4, potentially via the existing underpass. It then serves the Junction 33 park and ride site before passing through Strategic Sites D and E and on to Creigiau.

The underpass has sufficient height and width for tram-train vehicles to pass through. The width is approximately 9m and would allow either single or double track and shared running with road vehicles. However, if there is opportunity to remove road traffic and this interface, service reliability could be improved. The headroom ranges from 5.2m to 7.3m and is sufficient for tram-trains.

2. Cross over the M4 with a new bridge.

This option for crossing the M4 would involve constructing a new rail over road bridge over the motorway. This would require a large structure to achieve the required clearances over the M4 whilst also maintaining the maximum 6% gradient that the tram-trains can navigate. Extensive earthworks would also be required either side. The visual and environmental impact would be significant and might negate this option being considered over option 1 outlined above.

Furthermore, this option could potentially miss out on calling at the Junction 33 park and ride and strategic sites D and E. The route could also impact on the SINC and existing developments as shown in Figure 3.7.

Figure 3.7: Tram-train route – M4 Crossing and Creigiau ⁴⁰



Source: Mott Macdonald

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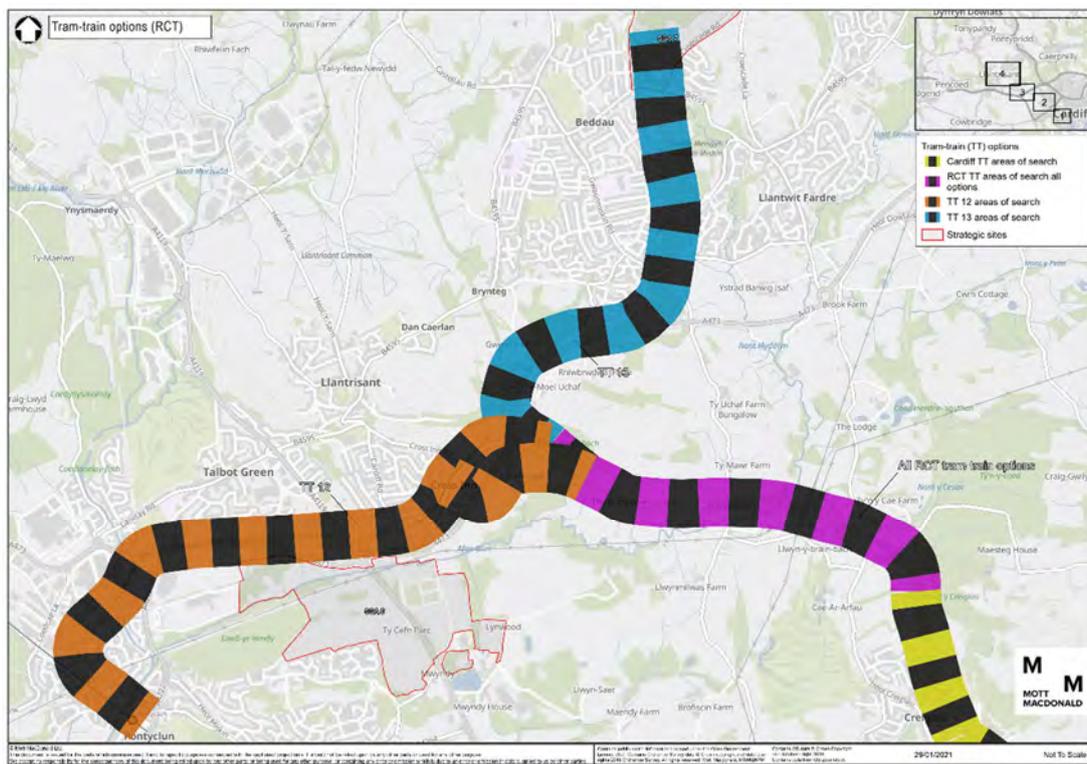
3.4.4.6 Rhondda Cynon Taf

The route beyond Creigiau would potentially require the utilisation of the disused rail lines and involve upgrades to bridges, new road crossings and potential on-street running. However, none of the options present major engineering challenges. The end destination presents three opportunities as below and illustrated in Figure 3.8:

- Extension of the North West Corridor tram-train route beyond Creigiau, potentially via the disused rail route to Cross Inn and onwards towards Beddau;
- Extension of the tram-train route beyond Creigiau, potentially via the disused rail route to Cross Inn before turning westwards and continuing parallel to the A473, terminating alongside existing heavy rail platforms at Pontyclun station; and
- Extension of the tram-train route beyond Creigiau, potentially via the disused route to Cross Inn where a delta junction could provide a Y-shaped route with two spurs; one turning westwards and continuing parallel to the A473, terminating alongside existing heavy rail platforms at Pontyclun station; the other heading north towards Beddau.

Much of the disused rail corridor in this area, along either branch, has been converted to a cycleway. As for the sections in Cardiff, it is expected that a cycleway could be retained alongside the rail line and therefore the current provision would be retained although further work will be required to assess the feasibility of this approach.

Figure 3.8: Tram-train Routes – Rhondda Cynon Taf⁴¹



Source: Mott Macdonald

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3.5 Bus Rapid Transit Routes

As compared with tram-train route, the key advantages of bus-based solutions is that they are more flexible in terms of route options, can be implemented more quickly and expanded in line with the phasing of development, and can be a more effective means of penetrating into residential areas in order to widen the coverage of the public transport network. Notwithstanding the flexibility of bus services (relative to a new rail route) the success of bus corridors can depend to a significant extent on the degree of segregation from traffic congestion and therefore high quality bus based corridors can be costly and complex to implement.

There is no firm definition of 'Bus Rapid Transit'. As noted, it generally refers to a bus system that provides greater capacity, speed and reliability than a conventional bus route. Key features that have been considered in the development of options for the North West Corridor include:

- Fully segregated bus lanes including the potential for a guided busway where higher bus speeds could be achieved;
- Use of bus gates including bus only on-off slip;
- Enhanced bus stops with pre-boarding ticketing facilities; and
- Use of high quality, electric buses.

The images below are from the MetroBus BRT Scheme in the Greater Bristol area and provide examples of each of these features.

Figure 3.9: Examples of BRT related measures



Source: Images from Google

Notwithstanding the enhancements associated with a BRT system, bus-based options have three main challenges that need to be tackled:

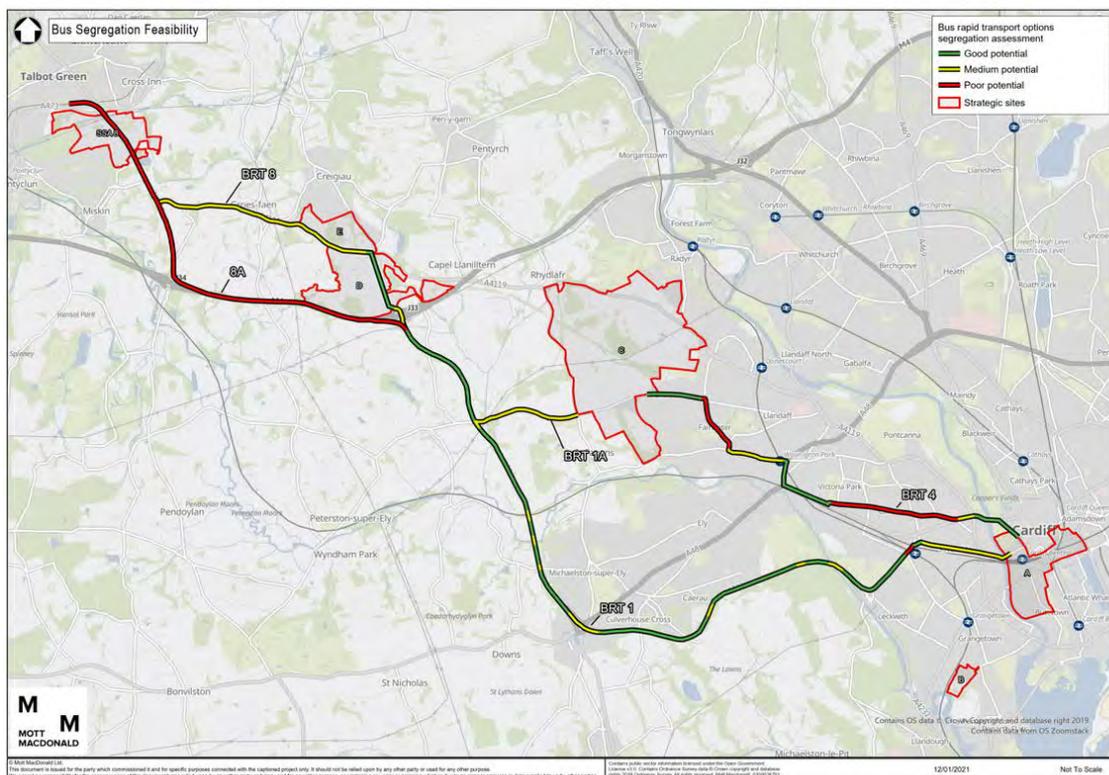
- Faster bus journey times require higher levels of infrastructure segregation and priority from existing road traffic. The level of potential segregation is limited by the range of constraints on each route. These constraints are typically most severe within more dense urban environments where traffic congestion is also likely to be severe.
- Perceptions of buses as an attractive mode of transport is generally poor. Whilst there are many methods to improve the quality of the bus offer (for example, high specification interiors), there is a risk that bus-based options may not achieve the level of desired modal transfer or may not achieve the step-change towards unlocking economic aspirations.
- Whilst the legislative and regulatory bus framework is changing in Wales, bus services are largely provided on a commercial basis. Although there are existing mechanisms around partnerships and additional public subsidy that can be used, guaranteeing and future proofing a consistent service requires planning and agreement. Providing high quality BRT services will require public subsidy as well as capital investment. This will be particularly the case in the immediate years following the introduction of a service when ridership is yet to be fully established.

3.5.1 Bus Segregation Issues

As described in the Strategic Case, one of the key problems with current public transport provision is a combination of low bus speeds and the fact that bus speeds are significantly reduced during peak times. The route options identified use parts of the road network which are also those highlighted in the Strategic Case as suffering from congestion and poor reliability due to accidents. This highlights the fact that the success of any BRT option within the corridor may depend to a significant extent on the degree to which buses can be segregated from traffic.

In developing options for the North West Corridor, a high-level assessment has been made of the potential for bus segregation for the BRT options included in the long list. Bus segregation maps for Cardiff (BRT options 1, 1A and 4) and Rhondda Cynon Taf (BRT option 8) are shown in Figure 3.10. This shows that there are challenges around achieving segregation particularly where there is a lack of off-street parking available, relatively narrow highway width, constrained junction layouts and major structures such as bridges.

Figure 3.10: Bus Segregation Assessment⁴²



Source: Mott Macdonald

3.5.2 BRT Routes – Variants and Constraints

The BRT options have considerable scope for route permutations and extension. These are summarised below.

3.5.2.1 BRT1 Central Cardiff to Junction 33 via Leckwith Road and A4232

This option provides the most direct connection possible between a strategic Park and Ride site at Junction 33 and Cardiff's city centre. As noted, the park and ride site forms part of the planning consent for the Junction 33 Strategic Site. There would be potential to extend the BRT route extension from the planned park and ride at Junction 33 through Strategic Site E and towards Creigiau.

The route follows the A4232 dual carriageway and direct access would be provided from the park and ride site to the junction. If a sufficient level of segregation or bus priority measures can be achieved along Tudor Street, Ninian Park Road and Leckwith Road, this option would effectively provide a limited stop 'express' service between the city centre and Junction 33.

There are two main challenges related to this option:

- Achieving sufficient segregation and priority particularly along Ninian Park Road where any potential loss of on-street parking may face opposition; and

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- Additional measures on the A4232 particularly around the on/off slips which may experience congestion.

Along the dual carriageway, there are opportunities to provide segregated provision for buses although this will require widening of the highway to maintain two lanes for other traffic and would therefore attract a high capital cost. Significant improvements in journey time reliability could be achieved through the provision of bus lanes on the northbound approach to Junction 33. Crucially, some of the more congested sections of the A4232 – at Junction 33 itself, at Culverhouse Cross and at Leckwith - would be more challenging to provide segregation due to the constraints of existing structures and raised sections of the highway.

The main route from the A4232 is via Leckwith Junction, Leckwith Road and Ninian Park Road. Departing the A4232 at Leckwith avoids the need for buses to navigate congested sections through Leckwith Junction and on the viaduct over Cardiff Bay which would be highly challenging to implement bus priority measures.

Based on an initial assessment, this route appears to offer the greatest scope for segregation. An alternative route, potentially via Sloper Road and Penarth Road is slightly less direct but would provide the opportunity for an interchange with the rail network, together with active travel, at Grangetown. This variant merits further assessment at WeITAG Stage 2.

3.5.2.2 BRT1A – A4232 Bus Gate and Spur to Plasdwr:

This option is a permutation on the BRT route via the A4232. This would provide direct access from the eastern edge of the Plasdwr development to the A4232 via a bus gate near St Brides Road. Bus only slip roads would need to be provided from the northbound and southbound carriageways and a new bus-way which would likely be via St Brides Road which crosses underneath the carriageway of the A4232. Because of the infrastructure requirements of this option, this is likely to be a relatively high cost option. Given the timescales for the development of the eastern portion of Plasdwr, this is a potential second phase to BRT1. The two challenges identified above in BRT1 also apply to this option. In addition, there are two further challenges:

- Engineering and environmental considerations around an on/off slip from the A4232 onto St Brides Road; and
- Phasing of the construction of the internal Plasdwr road network and whether a link from St Brides Road/Crofft-y Genau Road can be progressed earlier than planned.

This option is shown using a route following St Brides Road into the internal road layout within Plasdwr. A variant on this option would be to extend the route along Pentrebane Road in order to serve the Cae St Fagans development of Plasdwr (west of Pentrebane).

3.5.2.3 BRT4 – Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater:

As set out in the Strategic Case, a variety of urban BRT routes through the North West Corridor in Cardiff have been considered. These are chiefly intended to provide a direct route from Plasdwr to the city centre. The main route included in the long list of options is via Westgate Street, the A4161 (Cowbridge Road East), the A48, St Fagans Road and Plasmawr Road before connecting into Plasdwr's internal road network.

There would be the potential for this option to connect into and follow the Safeguarded Corridor through Plasdwr. However, as described in section 3.6, a conclusion of WeITAG Stage 1 is that a rail-based solution is likely to be preferred for this corridor. Therefore, the variant of BRT4 which has been shown connects into Plasdwr's internal road network via Pentrebane Road.

From the perspective of bus-based options, a route via the A4232 (BRT1) is likely to provide more competitive journey times between Junction 33 and areas to the north and Cardiff's city centre. Therefore, BRT4 is shown as connecting into Plasdwr's internal road network and penetrating into residential areas. Nevertheless, a possible variant of this option would be to extend the route along the A4119 towards the planned park and ride at Junction 33 and onward towards Creigiau and/or Llantrisant.

Minor variations on the route between Plasdwr and the city centre may be considered during Stage 2, although this route appears to provide the most promise in terms of maximising the portion of the route that is segregated from traffic.

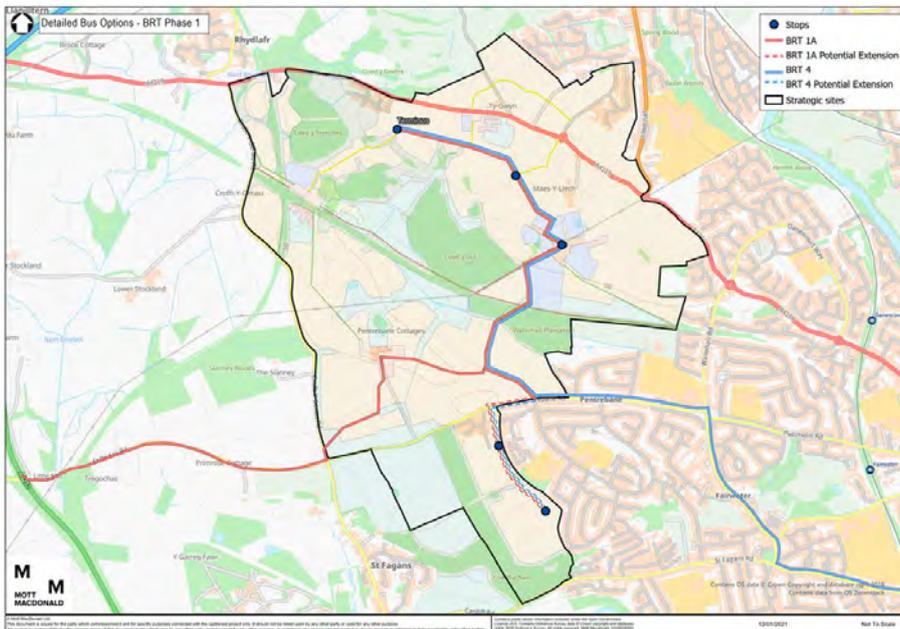
One of the strengths of this option is that there is scope for existing services such as Ely, Fairwater and Pentreban to utilise some of the improvements as well as providing connections at Waun-gron Park station. Links into the Plasdwr area are dependent on the phasing of the construction of the internal road network. The greatest challenge around this option is achieving segregation and improved priority. This includes:

- Along Cowbridge Road East;
- Ely Bridge junction; and
- St Fagans Road.

3.5.2.4 Route through Plasdwr

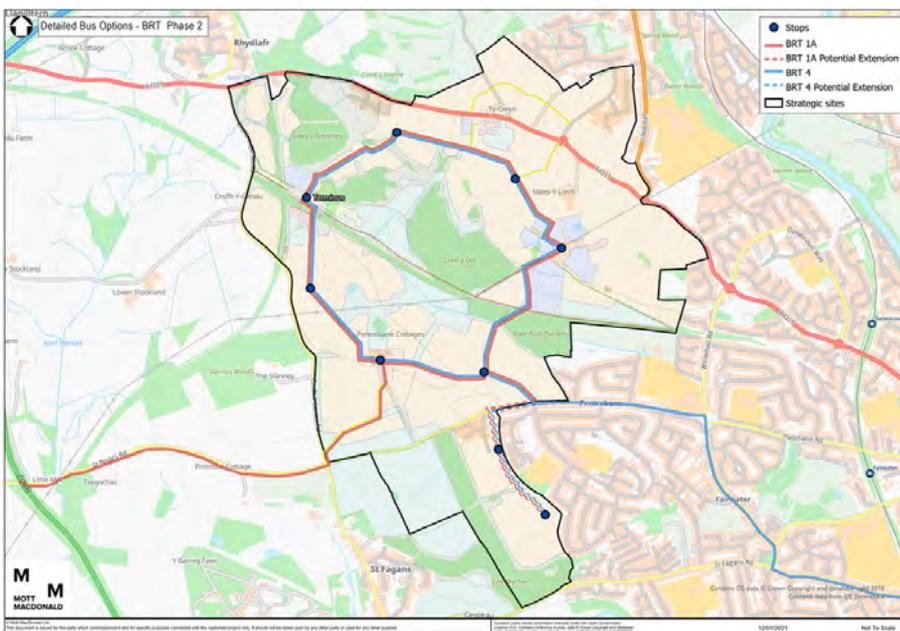
BRT options 1A and 4 serve Plasdwr. Consideration has been given to the potential route through the development itself. This has been designed to provide BRT coverage for the development as a whole and would provide BRT stops at 400 metre intervals. A phased approach could be taken to the implementation of this corridor reflecting the phasing of housing delivery, with the potential route for phase 1 shown in Figure 3.11, and the potential route for phase 2 shown in Figure 3.12.

Figure 3.11: BRT Route through Plasdwr – Phase 1⁴³



Source: Mott Macdonald

Figure 3.12: BRT Route through Plasdwr – Phase 2⁴⁴



Source: Mott Macdonald

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3.5.2.5 BRT8 – Junction 33 to Talbot Green via A4119

BRT8 Links Junction 33 with the centre of Talbot Green. It serves the strategic sites north of Junction 33 and south of Talbot Green. It provides the most direct bus route between Rhondda Cynon Taf and central Cardiff.

Following the A4119 between Llantrisant and Junction 33 is preferred to a route via Junction 34 and the M4 (i.e. BRT 8A). This is because of the level of congestion on the approaches to Junction 34 and at the junction itself, as well as the difficulties and cost of providing bus segregation on the M4. However, should a new parkway style rail station be developed at Junction 34 ('Rail 8'), then consideration would need to be given to the potential for bus priority measures at Junction 34 and on the A4119 if this is to function as a public transport interchange, including with active travel modes, rather than simply a car based park and ride.

At Llantrisant/Talbot Green it is envisaged that BRT 8 would connect into multiple routes in Rhondda Cynon Taf. The potential has been identified for an interchange or 'bus hub' at Talbot Green where bus services from the north, east and west would converge. There would be scope to extend services, and bus priority measures, further north on the A4119 towards the Royal Glamorgan Hospital, Llantrisant Business Park, the Coed Ely development and, ultimately, Tonyrefail. An extension from Talbot Green towards Pontyclun railway station could also be considered. This could use the A473 or, as shown in Figure 3.10, potentially follow part of the disused rail route.

Further east, from Beddau and Llantwit Fardre, bus routes via the A470 corridor may continue to provide the main bus corridor.

3.6 Use of the Safeguarded Corridor: Rail vs BRT Solutions

A key conclusion of WeITAG Stage 1 is that based on currently available evidence, a new tram-train route is likely to have a greater impact on the achievement of the WeITAG objectives than a new BRT route. A tram-train solution provides the greatest scope to minimise public transport journey times, encourage modal shift, and catalyse housing and employment development. Therefore, it is recommended that a tram-train solution is prioritised for the Safeguarded Corridor.

It should be noted however, that implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package.

Table 3-1 provides a high-level assessment of the approximate journey times that could be achieved for the two primary modes: tram-train and BRT. The analysis is based on the typical speeds that can be achieved for each mode taking into account stopping times. For the BRT options, the analysis assumes peak time travel conditions, but it also assumes that bus priority measures are implemented on sections of the route where this is likely to be feasible.

A tram-train service, potentially using the disused rail route and running into Cardiff Central via existing tracks, could have a journey time of as little as 10 minutes from the eastern end of Plasdwr. In contrast, the journey time for a BRT option (following a similar route to BRT 4, assuming improvements in bus segregation and limited bus stops) is estimated to be a minimum of 23 minutes. A key reason for this is that the main constraints to improving bus journey times in the Corridor relate to the road network in central areas of the City between central Cardiff and Plasdwr. Whilst substantial bus segregation could be provided, a fully

segregated, 'free-flow' BRT solution is unlikely to be achievable for the full extent of a BRT route from Plasdwr to central Cardiff.

These differences continue to be felt further along the Corridor with a tram-train journey time advantage over BRT of at least 9 minutes. It is notable that, whilst it would fail to serve Plasdwr and inner areas of the North West Corridor, a BRT route via the A4232 would offer lower journey times from Junction 33 of the M4 and beyond than a route via the Safeguarded Corridor. Therefore, a new rail corridor via the Safeguarded Corridor could be extended into southern Rhondda Cynon Taf whereas the longer journey times for a bus-based solution using the same corridor are likely to be unattractive to passengers.

Table 3-1: Bus and Rail Journey Time Analysis

Approx. journey time to Cardiff Central	Tram-train via Fairwater	BRT via Safeguarded Corridor (via Pentrebane Rd)	BRT via Safeguarded Corridor (via Waterhall)	BRT via A4232
Plasdwr	10	27	23	NA
Junction 33 P&R	17	32	28	24
Creigiau	23	36	32	27

3.6.1.1 Consideration of a Phased BRT and Tram-train Approach

Given the potential timescales involved in the delivery of a new rail route, consideration has been given to the potential for a phased approach whereby the disused rail corridor is initially used as a bus corridor (with potential access routes to the new Corridor from the A4119 to the north and Pentrebane Road from the south) before being replaced by the tram-train route. The rationale for this approach is that a busway could be delivered more quickly and at lower cost and therefore could provide an interim solution.

However, a number of potential disadvantages of this approach have been identified. Whilst the busway could be designed to account for the eventual transformation to a rail corridor, the abortive costs could be significant and may be difficult to justify as an interim measure. The phased approach could be a disruptive solution given that it would involve two phases of construction. Maintaining bus services whilst constructing the rail solution would be challenging and may increase construction timescales. Moreover, for a BRT solution, the benefit of using the disused route may be relatively modest compared with existing routes (e.g. the A4119) given that the primary constraints to achieving competitive journey times are on inner city routes.

Notwithstanding these issues, a phased approach is feasible, and should funders wish to consider this approach further, an exercise could be undertaken during Stage 2 to establish the likely implications for construction costs of a two-stage approach.

4 Transport Case

The transport case considers the impacts and merits of the long list of options and identifies the proposed shortlist of measures that will be progressed for further development and assessment at WelTAG Stage 2. Together, these measures comprise an outline public transport strategy for the North West Corridor.

4.1 Introduction

The Transport Case explores the impact of each of the options in terms of their social, environmental and economic effects. It considers which options are likely to have beneficial impacts and achieve good value for money.

4.2 Approach

4.2.1 Appraisal Criteria

As noted, the options sifting process at WelTAG Stage 1 has been undertaken in two stages. The outcomes of the initial sift were detailed in the Strategic Case. The Transport Case details the outcomes of Sift 2. This stage 2 involves an assessment of the performance of the long list options against a set of WelTAG appraisal criteria. Based on this assessment, better performing options have been included in the shortlist options that will go forward for more detailed assessment at WelTAG Stage 2.

Long list options were assessed according to the following WelTAG appraisal criteria.

Table 4-1: WelTAG Stage 1 Appraisal Criteria

Transport and economic impacts	Social and cultural impacts	Environmental impacts
Journey times	Physical activity	Noise
Journey time reliability	Journey quality	Air quality
Productivity	Accidents	Greenhouse gases
Induced investment and land use change	Access to employment	Landscape
	Access to services	Townscape
	Affordability	Historic environment
	Severance	Biodiversity
	Option value	Water environment

As well as the above 'Transport Case' impacts, the financial cost and feasibility of the options also informs the selection of the shortlist. Therefore, options have also been assessed in respect of the following aspects which relate to the Financial, Commercial and Management Cases.

Table 4-2: WeITAG Stage 1 Financial and Commercial Considerations

Financial case	Commercial and Management (Delivery) case
Capital cost	Engineering complexity and risk
Operating cost or subsidy requirement	Operational complexity and risk
	Consenting risk
	Stakeholder and public acceptability
	Commercial viability

4.2.2 Scoring

In accordance with WeITAG, the significance and scale of the impacts of each option is assessed using a seven-point scale as follows:

Table 4-3: Scoring applied to the WeITAG Stage 1 assessment

	Score
Large beneficial	+3
Medium beneficial	+2
Minor beneficial	+1
Neutral/negligible	0
Minor adverse	-1
Medium adverse	-2
Large adverse	-3

Source: Mott MacDonald

It should be noted that the scoring of options provides a guide for the selection of the shortlist. No attempt has been made to derive an overall average score across all criteria with which to rank the options. This approach acknowledges the fact that many of the options for the North West Corridor are complementary rather than competing with each other. In identifying the final shortlist, consideration is given to how the options will work together as part of an integrated public transport network.

4.3 Options Assessment

4.3.1 WeITAG Stage 1 Scoring

The WeITAG scoring for all of the long list options can be seen in Table 4-4: WeITAG ScoringTable 4-4

Table 4-4: WeITAG Scoring

		Existing rail options					Tram train options/ Light rail options								Bus rapid transit options				Other options			
		Rail1	Rail 2	Rail 4	Rail 7	Rail8	TT1	TT2	TT3	TT6	TT9	TT12	TT13	TT14	BRT1	BRT1A	BRT4	BRT8	Rail 5	Rail 6		
Transport case	Transport and economic impacts	Journey times	+	+	+	+	++	++	+++	+++	++	++	++	+++	+	+	+	++	++	+	+	
		Journey time reliability	-	+	+	-	+	--	++	++	+	+	+	+	+	+	+	+	+	+	+	+
		Productivity	+	+	+	+	0	++	++	++	++	++	++	++	+	+	+	+	+	0	0	
		Induced investment and land use change	0	0	+	0	+	++	+++	+++	+++	+++	+++	+++	+	+	+	+	+	0	0	
	Social and cultural	Physical Activity	+	+	+	+	+	+	++	++	+	+	++	++	+	0	+	+	+	+	+	
		Journey quality	+	+	+	+	+	+	++	++	++	++	++	++	++	+	+	+	+	++	++	
		Accidents	0	0	0	0	0	+	+	+	+	+	+	+	+	0	0	0	0	0	0	
		Access to employment	+	+	+	+	+	+	++	++	+	+	++	++	+	+	+	+	+	0	0	
		Access to services	0	+	+	0	0	+	+	+	+	+	+	+	+	0	0	+	0	+	+	
		Affordability	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severance	0	0	0	0	0	--	--	--	--	--	--	--	-	0	0	0	0	0	0	
		Option Value	0	+	+	0	+	++	++	++	++	++	++	++	+	0	0	0	0	+	+	
	Environment	Noise	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	
		Air quality	+	-	+	-	0	++	++	++	++	++	++	++	++	++	++	++	++	0	0	
		Greenhouse gases	+	-	+	-	0	++	++	++	++	++	++	++	++	++	++	++	++	0	0	
		Landscape	0	-	0	0	--	--	--	--	--	--	--	--	-	0	-	-	-	0	0	
		Townscape	0	0	0	0	0	--	--	--	--	--	--	--	-	0	0	0	0	0	0	
		Historic Environment	0	+	0	0	0	0	0	0	0	0	-	-	-	0	-	0	0	0	0	
		Biodiversity	0	-	-	0	--	--	--	--	--	--	--	--	-	0	-	--	-	0	--	
		Water Environment	0	0	0	0	--	--	--	--	--	--	--	--	-	0	-	--	-	0	--	
Financial case	Capital cost	N/A	£0 to £10m	£0 to £10m	N/A	£10 to £25m	£100 to £250m	£100 to £250m	£250 to £500m	£250 to £500m	£250 to £500m	£100 to £250m	£100 to £250m	£50 to £100m	£50 to £100m	£25 to £50m	£25 to £50m	£25 to £50m	£0 to £10m	£0 to £10m		
	Operating cost or subsidy requirement	£1m - £3m pa	<£100k pa	<£100k pa	£5m - £10m pa	<£100k pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£3m - £5m pa	£3m - £5m pa	£100k - £500k	£100k - £500k subsidy	£100k - £500k subsidy	£100k - £500k subsidy	£100k - £500k subsidy	<£100k pa	<£100k pa		
Commercial and delivery case	Engineering Complexity and Risk	Very Low Risk	High Risk	Low Risk	Very Low Risk	Med Risk	High Risk	High Risk	Very High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Med Risk	Very Low Risk	Med Risk		
	Operational Complexity and Risk	High Risk	Med Risk	Low Risk	Med Risk	Low Risk	Very High Risk	Med Risk	Med Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Low Risk	Low Risk	Low Risk	Low Risk	Very Low Risk	Low Risk		
	Consenting Risk	No risk	High Risk	Very Low Risk	No risk	No risk	High Risk	High Risk	High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Low Risk	Low Risk	Low Risk	Low Risk	No risk	No risk		
	Stakeholder and Public Acceptability	No risk	High Risk	Very Low Risk	No risk	No risk	High Risk	High Risk	High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Med Risk	Low Risk	Med Risk		
	Commercial Viability	Med Risk	High Risk	Very Low Risk	Med Risk	Med Risk	High Risk	High Risk	Very High Risk	Very High Risk	Very High Risk	Med Risk	Med Risk	Med Risk	Low Risk	Low Risk	Med Risk	Low Risk	Med Risk	Med Risk		

The following sections identify the shortlist options and the rationale for their inclusion. They also explain the rationale for rejecting options at this stage.

4.3.2 Existing Rail Network Options

4.3.2.1 Shortlisted Options

Rail 1: Service frequency enhancement: City Line

The existing frequency of two trains per hour is below other Valleys Lines and fails to meet the Welsh Government's benchmark of four trains per hour for 'metro' stations. Increasing service frequency on the City Line would improve effective journey times and help to encourage greater use of public transport. Whether this option delivers value for money would need to be tested quantitatively during WeITAG Stage 2.

The operational considerations are relatively complex. Theoretically, this option could be achieved in the short term with no additional infrastructure, but this is subject to more detailed examination of train performance impacts and engagement with both Network Rail and Operators on the feasibility of relaxing current train planning rules in relation to Cardiff West Junction.

Should this approach not be achievable then infrastructure changes will be required. A range of broad approaches to increasing capacity at Cardiff West Junction and Cardiff Central were set out in relation to the proposed new tram-train route in Section 3.4. Options include changes to the track layout at Cardiff West Junction, or provision of a new junction between the City Line and Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of the Cardiff Central Station. The latter option is likely to attract higher costs but offers the potential to provide a direct connection between the North West Corridor and City Line and a proposed line to Porth Teigr. In theory, either of the above approaches could be employed to facilitate enhanced services on the City Line in advance of the delivery of a new tram-train route.

The operational solution pursued for the City Line and the business case for investing in enhanced capacity will need to take account of future aspirations of the City Line, North West Corridor and Barry/Penarth Lines in combination.

Rail 4: New Station: Ely Mill

This station is located within a densely populated area. Initial demand forecasts suggest this station could attract in the region of 100,000 trips per annum. This option can be achieved with limited operational impact on existing City Line services albeit with a potential negative impact on journey times. Subject to more detailed analysis it is adjudged that this option would have overall positive economic, social and environmental impacts.

This option has been shortlisted as part of the Welsh Government's 'New Rail Stations Prioritisation' exercise and is included in its' vision for the railway in Wales. Following the delivery of a rail based North West Corridor route there may be potential to operate limited stop services at Ely Mill (in addition to Fairwater, Waun-gron Park and Ninian Park) to reduce journey times whilst maintaining at least four trains per hour to Cardiff Central from each station.

Rail 7: Service frequency enhancement: South Wales Main Line

Service frequencies from Pontyclun are currently inadequate and therefore this option would have a beneficial albeit localised impact. Higher frequencies provide the opportunity to achieve a better mix of fast and stopping services which would, in turn, facilitate timetable improvements

for Pontyclun Station, whilst also strengthening the case for a new station at Junction 34 (Rail 8).

Whilst it is feasible to increase frequencies, achieving the Welsh Government's benchmark of 4 trains per hour will be challenging. Achieving this option would require an increase in the volume of rail services operating between Cardiff and Bridgend. Platform capacity at Cardiff Central is limited for additional terminating services although there is potential to extend up to two existing terminating services to provide additional services per hour west of Cardiff.

The case for increased frequency on the South Wales Main Line is broader than the issues relating to the North West Corridor and the Welsh Government has set out the strategic case for improving services on this line.

Rail 8: New Station: Junction 34 Parkway (Miskin)

A new station at Junction 34 has the potential to improve rail links from Southern Rhondda Cynon Taf and reduce traffic flows on some of the most congested parts of the North West Corridor. This option has been shortlisted in two separate WeITAG Stage 2 assessments: the M4 (Junction 34) to A48 Transport Improvements study, and; the A470/M4 Corridor Congestion Study.

The majority view of stakeholders is that Junction 34 Parkway would be complementary to, rather than competing with, a Junction 33 park and ride (P&R 1). This option would require the delivery of capacity measures at Junction 34 and/or a new link road from the M4 to the A48. The case for the new station may also depend upon increased service frequencies on the South Wales Main Line.

4.3.2.2 Rejected Options

The following existing rail network option was rejected:

- **Rail 2: New Station: St. Fagans** – This station has a limited local catchment area and would fail to address the transport issues in the North West Corridor. Transport connections to the station are potentially problematic and the presence of a new station could have a negative impact on the local road network. A recent Welsh Government station prioritisation exercise considered but did not shortlist this station.

4.3.3 New Tram-train Routes

4.3.3.1 Shortlisted Options

Tram-train 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction

A tram-train route via the Safeguarded Corridor, connecting with the City Line, provides the best opportunity to provide a mass transit solution offering competitive journey times and a high quality of service. Tram-train route via the Safeguarded Corridor achieve the highest scores in respect of transport, economic and social impacts. From an environmental perspective, improvements in air quality and greenhouse gases would need to be weighed against other impacts such as impacts on landscape, biodiversity and the water environment.

The development of a new tram-train corridor could be used to enhance the active travel network in Cardiff although this will require careful design both to incorporate pedestrian and cycleways and to provide sufficient and appropriately located crossings.

Tram-train 2 could provide a relatively low-cost solution to the capacity constraint at Cardiff West Junction / Cardiff Central. Initial indications are that this option would provide the capacity required for the North West Corridor without any degradation in capacity on existing routes. However, this option would preclude the option of connecting the City Lines / North West Corridor to a new route to Porth Teigr.

Detailed assessment of the installation of the track connection at Cardiff West Junction and signalling requirements is required at WelTAG Stage 2. Operational modelling of the proposal will need to be undertaken in consultation with TfW Rail Services and Network Rail.

Tram-train 3: City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central

This option achieves similar scores to tram-train 2 in respect of its economic, social and environmental outcomes. The engineering constraints to delivering this option, whether at-grade or grade-separated, are potentially significant and this option would attract higher capital costs than tram-train 2 (connecting into existing platforms). Nevertheless, if fully segregated, this option would do most to release capacity on other lines and offers the potential to provide a direct connection to Porth Teigr, if those proposals are also progressed. It would also reduce pressure on Cardiff Central in respect of passenger congestion within the station, on platforms, walkways and at gate-lines. At WelTAG Stage 2, an assessment is required to establish whether these benefits outweigh the additional costs.

Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park

This option negates the issues at Cardiff West by diverting North West Corridor tram-trains further west of the Canton depot area via an on-street route. It also provides the opportunity to connect with a new line to Porth Teigr at Cardiff Central and/or Callaghan Square.

A disadvantage is that the more indirect, on-street route would increase journey times for all passengers except those using the stops on this section. It also introduces potential operational issues arising from delays from on-street running that could affect the CVL network.

An on-street route provides the opportunity to penetrate new areas of the city and serve trip generators such as the Cardiff City Stadium. However, there is potential for operational issues during event days at Cardiff City Stadium given the volume of pedestrian traffic generated. Existing accesses would need to be maintained and sufficient road space provided for cars and buses on what are heavily trafficked city centre roads. Furthermore, existing public transport provision in this area is reasonable and will be enhanced by the increased services on the City Line as a result of the North West Corridor implementation.

Whilst this option is technically feasible, it is likely to be challenging to deliver given the constrained space available for a tramway and the potential for disruption during construction of the on-street infrastructure. This is considered a high cost option and may only be considered if the options connecting into Cardiff Central via the City Line prove not to be feasible.

Tram-train 12: Creigiau to Pontyclun Station via Cross Inn

The extension to Pontyclun has potential to follow the disused rail route. There is likely to be space to operate tram-trains into new platforms parallel to the heavy rail platforms at Pontyclun Station providing an effective interchange with services operating on the South Wales Main Line. The design of this option will need to consider how the existing cycleway can be retained and segregation of areas either side of the rail line minimised.

It should be considered that journey times from Pontyclun to Cardiff Central via the South Wales Main line would significantly outperform the tram-train route via the North West Corridor. Should services on the South Wales Main Line be improved, demand for end-to-end trips via the North West Corridor may be limited and therefore this option would need to be justified on the basis of trips between intermediate stations and trips interchanging at Pontyclun to travel west on the South Wales Main Line. Engineering feasibility and environmental impact of the new route requires further assessment at WeITAG Stage 2.

Tram-train 13: Creigiau to Beddau strategic site via Cross Inn

A North West Corridor tram-train route could be extended to Beddau, potentially via the disused rail route. The line would serve a large existing rail catchment area whilst also connecting to the Strategic Site near Beddau. As such, this option could have a substantially positive impact on demand for new housing and employment development in this part of Rhondda Cynon Taf. The primary challenges to achieving this option are likely to be the need for the line to cross the A473 at two locations. As for the other route, this option brings both opportunities and challenges in respect of the provision of active travel.

4.3.3.2 Rejected Options

The following tram-train options were rejected:

- **Tram-train 1: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with low cost capacity solution** – The low-cost approach would provide insufficient capacity for a new North West Corridor. Changing the train planning rules could provide capacity for two additional services through Cardiff West Junction and may be a possibility for the purposes of an incremental improvement in frequency on the City line. However, it is insufficiently robust for the purposes of a new branch line and, in any case, fails to provide the desired frequency of four trains per hour;
- **Tram-train 6: City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendryis Street, into new platforms to the south of Cardiff Central** – This option has been rejected due to feasibility and cost issues. There are a number of complexities associated with this option including: the requirement for a new Taff Crossing; potential conflicts with plans for the Central Quay development to the south of Cardiff Central Station; complexities associated with the on-street section potentially along Pendryis Street and limitations on road space; the requirement for a road crossing across the heavily trafficked Clare Road; complexities associated with the connection to the existing tracks at Clare Road; and
- **Tram-train 14: Creigiau to Cross-Inn Only** – Extending the line to Cross Inn avoids the costs and complexities of the options which extend further to Pontyclun or Beddau but would deliver only modest benefits given that it would fail to penetrate the major population centres in southern Rhondda Cynon Taf.

4.3.4 New Bus Rapid Transit Routes

4.3.4.1 Shortlisted Options

BRT1 – Central Cardiff to Junction 33 via Leckwith Road and A4232

This option would improve bus journey times and the reliability of bus services between the Strategic Sites to the north of Junction 33 and Cardiff's city centre. In combination with BRT8 it would also significantly improve bus journey times from Rhondda Cynon Taf to the city centre. The extent of the improvement will depend on the level of bus segregation which is possible. If

bus services are subject to the traffic congestion and unreliability that is currently present on this corridor then the services may be unattractive to passengers. The engineering challenges associated with achieving sufficient segregation are likely to be significant given that the provision of bus segregation is likely to require widening of sections of the A4232. These issues are made more challenging because part of the route – including the more congested sections- are raised sections. Because of the uncertainties relating to the scope of bus segregation measures, the costs of this option are highly uncertain at this stage.

This route would maximise the benefits of a strategic park and ride at Junction 33 (P&R1), helping to achieve a small reduction in traffic on the A4232 and on other routes in Cardiff. Assuming electrically powered vehicles, this would contribute to improvements in air quality and reduced greenhouse gas emissions. No negative environmental impacts have been identified at this stage although this assumes no widening of highway boundaries for the purposes of bus priority measures.

BRT1A A4232 Bus Gate and Spur to Plasdwr

This option would also improve bus journey times and journey time reliability for parts of St Fagans and Plasdwr. This option merits further investigation at WelTAG Stage 2. However, further work is required to establish the cost, feasibility and impact of this option. Potentially negative environmental impacts have been identified in respect of the construction of the new bus gate, slip roads and construction of a bus-way along St Brides Road.

BRT4 Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater

This option would improve bus journey times and journey time reliability for inner areas of the North West Corridor and Plasdwr. Should a tram-train option be progressed, it is considered that this BRT route would be complementary as it would serve intermediate locations and would provide better penetration into residential areas, particularly within Plasdwr itself. As for the other BRT options the impact and cost are dependent on the level of bus segregation delivered and a broad spectrum of options exist in this respect.

BRT8 Junction 33 to Talbot Green via A4119

This option works in combination with BRT1 although bus services could also continue along the A4119 towards Radyr and Plasdwr. It would provide enhanced bus journey times and reliability for areas of Rhondda Cynon Taf. It would contribute to lower overall levels of car travel and it therefore scores positively in respect of air quality and greenhouse gas emissions. The environmental impacts of new bus infrastructure would need to be considered during WelTAG Stage 2 as the design of this option is progressed.

4.3.5 Other Options

4.3.5.1 Shortlisted Options

P&R 1: Junction 33 Strategic Bus Park and Ride

This park and ride site effectively forms part of the BRT route via the A4232 (BRT 1). Plans are already in place to deliver this site as part of the development of Strategic Site D. The attractiveness of the park and ride service will depend on the quality of bus services and the level of segregation achieved under BRT 1. This option would contribute to reducing car travel and would therefore deliver improvements in air quality and greenhouse gases.

Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange

A bus:rail and active travel interchange at this location aligns with the shortlisted BRT option serving Plasdwr (BRT 4). The interchange could provide connections with east-west bus routes via the A48 as well as the City Line rail services. Increased service frequencies on the City Line would increase the attractiveness of this interchange. Providing this interchange could be an important measure during the period in advance of the delivery of a new mass transit solution for the Safeguarded Corridor.

Rail 6: Radyr Station Bus:Rail and Active Travel Interchange

From December 2023, a frequent service of 12 trains per hour will operate from Radyr. At present, bus services do not connect directly with the station. Strengthening this interchange could be an important measure during the period in advance of the delivery of a new mass transit solution for the Safeguarded Corridor. Further engagement with bus operators is required to establish the appetite to operate services from the Radyr and Plasdwr area to Radyr station should interchange facilities be provided.

4.4 Final Shortlist

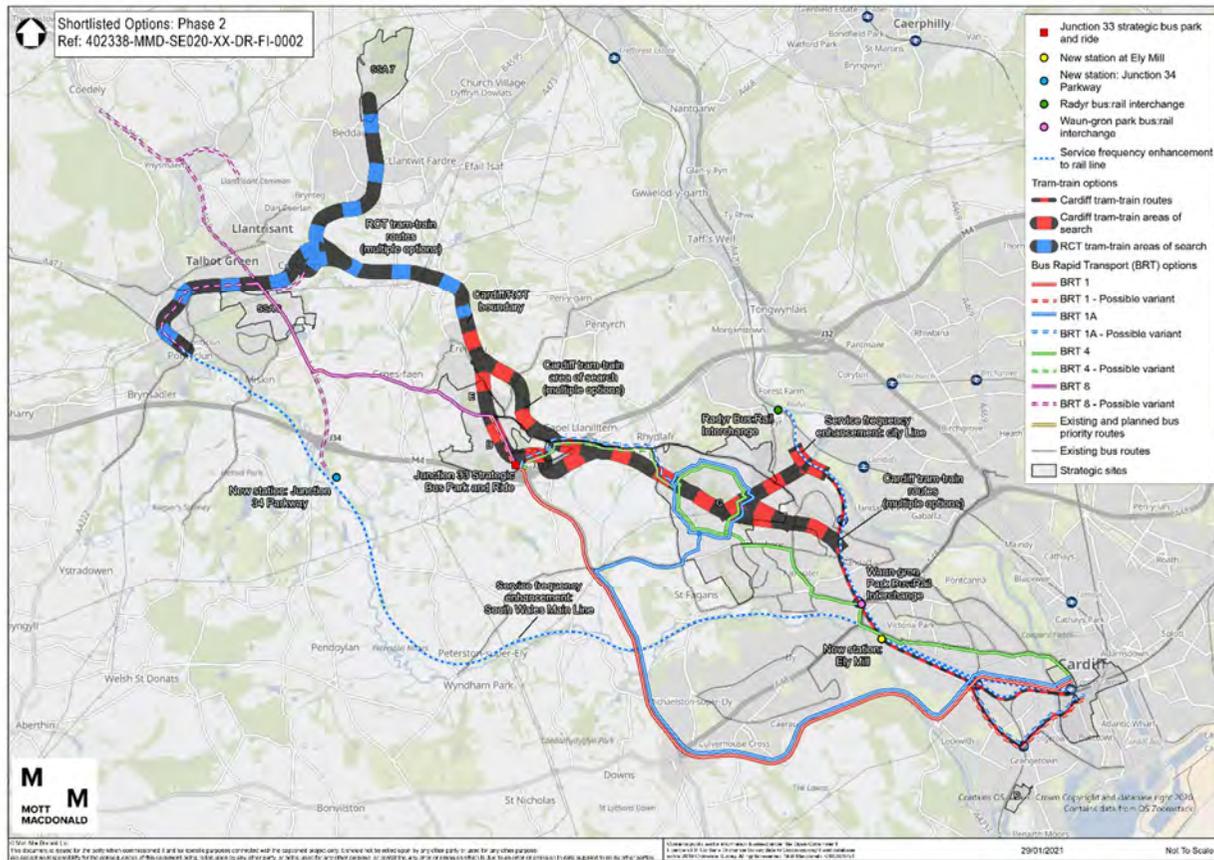
As noted, for the most part, the shortlisted options are complementary. Therefore, the shortlisted options should be seen as comprising an overall strategy for improving transport in the North West Corridor. The final shortlist is listed below and illustrated in Figure 4.1. The shortlist map is also provided in appendix C. Consideration of the phasing of implementation of shortlist options is provided in the Management Case.

Shortlisted options:

- **Existing rail network:**
 - Service frequency enhancement: City Line;
 - New Station: Ely Mill;
 - Service frequency enhancement: South Wales Main Line; and
 - New Station: Junction 34 Parkway (Miskin).
- **New tram-train route:**
 - City Line and Safeguarded Corridor:
 - Connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction;
 - Connecting into new platforms to the south of Cardiff Central;
 - Via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park;
 - Creigiau to Pontyclun Station via Cross Inn; and
 - Creigiau to Beddau via Cross Inn.
- **New Bus Rapid Transit route:**
 - Central Cardiff to Junction 33 via Leckwith Road and A4232;
 - A4232 Bus Gate and Spur to Plasdwr;
 - Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
 - Junction 33 to Talbot Green via A4119.
- **Other Options:**
 - Junction 33 Strategic Bus Park and Ride;

- Waun-gron Park Bus:Rail and Active Travel Interchange; and
- Radyr Station Bus:Rail and Active Travel Interchange.

Figure 4.1: Shortlisted Options at WelTAG Stage 1⁴⁵



Page 927

Source: Mott Macdonald

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4.5 Well-being Assessment

This section identifies a number of impact areas and potential metrics for measuring the well-being of the Scheme at a later stage in the study. This shows that the Scheme is anticipated to positively contribute towards each of the Well-being Goals as established in the Well-being of Future Generations (Wales) Act 2015.

Table 4-5: Well-being Impact Areas

Source: Mott Macdonald

Wellbeing Goal	Relevant Scheme Objectives	Impact Areas	Potential Metrics
A Prosperous Wales	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Journey times	Reduction in passenger journey time
	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services	Improved passenger service levels
	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro	Number of interchanges at Metro nodes
	4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	Employment and housing land	Increased levels of employment land, housing completions within close proximity of interventions
	5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Affordability	Stakeholder engagement, number of people reporting price as a barrier to public transport use
	6) Deliver a system that is accessible for all	Accessibility	Stakeholder engagement/ survey
A Resilient Wales	9) Deliver a system which maximises the commercial viability of public transport in the North West Corridor	Commercial viability	Profit impact
	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	In-vehicle journey times will reduce, causing a decrease in emissions	AQMA monitoring or equivalent air pollution monitoring
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
A healthier Wales	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift will cause increased take up of active travel for first and last miles	Passenger numbers, number using active travel for first and last mile
A More Equal Wales	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring
	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Journey times	Reduction in passenger journey time
A Wales of cohesive communities	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services	Improved passenger service levels
	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro	Number of interchanges at Metro nodes
	4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	Employment and housing land	Increased levels of employment land, housing completions within close proximity of interventions
	5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Affordability	Stakeholder engagement, number of people reporting price as a barrier to public transport use
	6) Deliver a system that is accessible for all	Accessibility	Stakeholder engagement/ survey
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
A Wales of vibrant and thriving Welsh language	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro, improved access to Welsh cultural assets	Welsh cultural trip attractors visitor numbers
A Globally Responsible Wales	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services will encourage modal shift	Improved passenger service levels, passenger numbers
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring

5 Financial Case

The financial case considers the affordability of the proposals in respect of capital and revenue costs. At WelTAG Stage 1 this is based on order of magnitude cost estimates with more detailed cost and affordability assessments undertaken at Stage 2.

5.1 Introduction

The financial case demonstrates the affordability of the options, and the potential source of funding in order to identify any potential funding issues throughout the lifespan of the scheme.

5.2 Option Costs and Risk Assessment

This study considers a broad range of options across multiple transport modes. In the absence of detailed cost estimates, the financial assessment employs cost bands rather than point estimates. A similar approach has been taken to the assessment of operating costs and subsidy requirements. The assessment of cost and cost risk for all of the shortlisted options is summarised in Table 5-1.

Table 5-1: Cost estimates and commentary

Option	Description	Capital cost	Operating cost and subsidy requirement	Commentary
Rail1	Service frequency enhancement: City Line	N/A	£1m- £3m pa	The capital cost of this option will depend on whether changes to the track layout at Cardiff West Junction are required. If the performance impacts of operating additional services within current infrastructure are deemed to be acceptable then it may be possible to deliver this option with no capital investment. The operating cost estimate given here does not take account of the off-setting revenue impact of improved service frequency. Nevertheless, an overall increase in subsidy requirement is expected.
Rail 4	New station: Ely Mill	£0 to £10m	<£100k pa	A new two platform station could be expected to cost less than £10m. By comparison, Pye Corner station in Newport was delivered at a cost of £3.7m in 2014. The revenue impact of Ely Mill station is difficult to assess without more detailed work. Demand forecasting for the New Stations Prioritisations Exercise suggested Ely Mill could attract 100,000 passengers with only 12,000 abstracted from neighbouring stations. This might suggest the station will have an overall positive financial impact although this would need to be weighed against the revenue impact of longer journey times for through passengers.
Rail 7	Increased service frequency on SWML	N/A	£5m- £10m pa	As for the City Line frequency enhancement, no capital costs have been assumed at this stage although the cumulative effect of increased services to/from Cardiff Central could trigger the requirement for capital investment, for example, the delivery of a new Platform 0 at Cardiff Central. The operating cost analysis assumes two additional trains between Cardiff and Bridgend and does not take account of any offsetting increase in fare revenue. In practice there are a variety of options for new services on the South Wales Main Line and the case for these services is much broader than any costs and benefits relating to the North West Corridor.

Rail 8	New park and ride station at J34	£10m - £25m	<£100k pa	This station is likely to attract a high capital cost given the requirement for associated road access improvements, parking areas and interchange facilities. By comparison the recently opened Worcester Parkway station cost £22m, although it should be noted that this station has platforms on two intersecting rail lines. A key area of uncertainty for this option is the cost of highway works at Junction 34. Improvements to Junction 34 are likely to have broader benefits and therefore may not be borne by the station. As for all new station projects, in respect of ongoing revenue impacts, the increase in rail demand needs to be weighed against changes in the timetable to accommodate the extra stop and it is premature to draw any conclusions in that respect at this stage.
Tram-train 2	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central	£100m - £250m	£5m - £10m pa	A new tram-train route is a high cost option and would represent a major investment in Wales' public transport network. A high degree of caution should be applied when considering the potential cost of this option until further design work has been undertaken. This approach – connecting into existing platforms – is likely to offer the best potential to minimise the costs of capacity measures at Cardiff West Junction / Cardiff Central. The operation cost estimate is based on a high-level assessment of the resource requirements of a four train per hour timetable and excludes off-setting revenue impact. Revenue impacts of the new line are difficult to predict but an overall increase in subsidy requirement of the CVL network is expected. Operating costs are likely to be on the lower end of this range.
Tram-train 3	City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central	£250m- £500m	£5m - £10m pa	As for 'Tram-train 2' this is a high cost option and would represent a major investment in Wales' public transport network. This approach – whereby a new connection would be provided into platforms to the south of Cardiff Central – could have a significant impact on the cost of the project, although further work is required to quantify this with any degree of accuracy. Operating costs are likely to be on the lower end of this range.
Tram-train 9	City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road and Sloper	£250m- £500m	£5m- £10m pa	Whilst this option eliminates the requirement for capacity enhancements at Cardiff West Junction / Cardiff Central. The inclusion of a significant section of on-street route will introduce significant additional complexity and cost. Operating costs are likely to be on the lower end of this range.

Road before connecting to City Line near Ninian Park				
Tram-train 12	Creigiau to Pontyclun Station via Cross Inn	£100m - £250m	£3m - £5m pa	As for the route in Cardiff, a new tram-train is a high cost option and would represent a major investment in Wales' public transport network. A high degree of caution should be applied when considering the potential cost of this option until further design work has been undertaken. Extending the line to either Pontyclun or Beddau, or delivering a Y-shaped network, is expected to result in an overall increase in the CVL subsidy requirement.
Tram-train13	Creigiau to Beddau via Cross Inn	£100m - £250m	£3m - £5m pa	
BRT1	New BRT Route: Central Cardiff to Junction 33 via Leckwith Road and A4232	£50 to £100m	£100- £500k subsidy	The capital cost of the BRT options is very challenging to predict with any accuracy at this stage and may increase substantially. All things being equal, new BRT routes are likely to be significantly less costly than tram-train route. However, costs will vary depending on the level of bus segregation implemented and therefore further design work will be required before useful cost estimates can be provided. An iterative process is likely to be taken to identifying the optimum level of bus segregation based on the benefits that investment is likely to deliver. Ultimately, the cost will depend on the level of quality of service funders wish to deliver given budget constraints. At this stage, a higher capital cost has been put against those options which involve the provision of new busways (for example, the A4232 Bus Gate and spur) or which involve the provision of bus priority measures in more built-up areas.
BRT1A	New BRT Route: A4232 Bus Gate and Spur to Plasdwr	£25m - £50m	£100- £500k subsidy	
BRT4	New BRT Route: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater	£25m - £50m	£100- £500k subsidy	
BRT8	New BRT Route: Junction 33 to Talbot Green via A4119	£25m - £50m	£100- £500k subsidy	<p>On some corridors, bus services may be operated on a commercial basis and therefore will require no additional direct subsidy, although it should be noted that even in these cases there may be an indirect effect on Government funding through, for example, concessionary fares payments. Where there are no existing commercial services, subsidy will be required to operate or at least pump-prime services.</p> <p>As for capital cost, the ongoing costs of bus measures will depend on the level and quality of service that is delivered. It is envisaged that a 'BRT' style service would involve frequent service operated using high quality, more environmentally friendly vehicles and operators would need to be incentivised to provide this. As described in the commercial</p>

				case, delivering such services could involve use of directly tendered services or enhanced bus quality partnerships which will require on-going public funding.
Rail 5	Waun-gron Park Bus:Rail and Active Travel Interchange	£0 to £10m	<£100k pa	Investment in new interchange facilities will require one-off capital investment. The costs of these measures may not be substantial in the context of the overall investment required for the Corridor. Ongoing costs of maintenance are likely to be relatively modest. This infrastructure could be maintained by the local authority as is the case with bus stops, or alternatively, in the case of bus:rail and active travel interchange, the requirement to maintain interchanges could be placed on the station owner.
Rail 6	Radyr Station Bus:Rail and Active Travel Interchange	£0 to £10m	<£100k pa	

5.3 Funding and Affordability

As described in the Strategic Case, the North West Corridor has significant potential for future housing and employment development. Facilitating development and contributing to economic growth forms part of the objectives for the Corridor. Much of the development planned for the Corridor, particularly in Cardiff, has already been allocated and funding contributions secured for transport investments, many of which form the baseline for this strategy. However, in the longer term, the second generation of sites in the Corridor provide a further unity to harness the value of development. It is recommended that a more detailed assessment of development potential and the most appropriate mechanisms for capturing the value of land use change is undertaken in WelTAG Stage 2.

Whilst there are opportunities to capture the value of future development, investments of the scale proposed for the North West Corridor will ultimately require public sector grant funding from the Welsh and UK Governments. Moreover, the likelihood is that the public transport measures will require an increase in overall ongoing public transport subsidy. Nevertheless, there are a variety of funding sources and approaches that could form part of the overall approach to funding transport improvements in the Corridor.

The approach to funding and the affordability of the proposals will need to be assessed during WelTAG Stage 2 at the point where preferred options have been identified, costed and programmed. The following broad mechanisms should be considered:

- **Welsh Government Capital Funding** - Direct capital funding from the Welsh Government is likely to be the primary mechanism for the delivery of new large-scale infrastructure;
- **Local Authority Transport Grant Funding** – This is not an alternative funding source per se as the funding ultimately derives from Welsh Government capital budgets. However, for smaller scale projects and project development phases, Welsh Government funding can be allocated to local authorities via the Local Transport Grant process;
- **Welsh Government Non-Profit Distributing Model (NPD)** – A form of public-private partnership funding but the NPD involves a fixed rate return for private investors with surplus profits retained by the public sector;
- **Prudential borrowing** - Public bodies are able to raise capital through the Public Works Loan Board (PWLB) and pay off the loan through revenue spending;
- **City Deal Funding** – The Cardiff Capital Region City Deal comprises at £1.2bn programme of investment. One of the main priorities is the delivery of the South Wales Metro and £738m of the City Deal fund has been pre-allocated for the project. This will be split between the Valley Lines Electrification programme and the wider South Wales Metro scheme. This means that additional City Deal funding for major new transport infrastructure may be limited. A further £495m will be deployed through the Wider Investment Fund. Funds will be invested across three priorities of infrastructure, innovation and challenge (competitiveness interventions). Given the investment in the Metro, funding for transport projects via the Wider Investment Fund may be limited and priority will be given to those projects which create jobs and leverage private sector investment;
- **Central Government** – With the exception of the CVL network, rail infrastructure in Wales continues to be the responsibility of UK Government. The Government has established the Rail Network Enhancement Pipeline (RNEP) approach to funding rail enhancements. This replaces the previous five-year funding cycles. Successful projects progress through five stages – discover, develop, design, deliver and deploy – with decisions being taken to advance projects based on a business case. In particular, the RNEP process is likely to be appropriate for enhancements to the South Wales Main Line and ‘Cardiff Central Station’

(passenger and train capacity) and 'South Wales journey time improvement (Swansea to Cardiff)' have already been included in the cohort of schemes at the 'develop' stage;

- **New Stations Fund (NSF)** – NSF 3 is a £20m fund for investment in new station projects in England and Wales. The amount of funding is severely restricted given that it covers the whole of England and Wales. Nevertheless, the current or future rounds of NSF funding could be a possible avenue to secure UK Government funding or funding contributions for the new station projects identified in this report: Ely Mill (City Line) and Junction 34 (South Wales Main Line);
- **Restoring Your Railway Fund** – The UK Government has been seeking proposals for the restoration of lost rail connections which could apply to the re-use of the Safeguarded Corridor and other disused lines further north. Whilst the deadline for the submission of proposals in 2020 has passed, this policy suggests that the UK Government may be willing to invest in the re-opening of rail lines. It should be considered, however, that there are likely to be many competing proposals for this funding; and
- **Developer Contributions and Land Value Capture** – In respect of the existing Strategic Sites in Cardiff (Sites C, D and E), developer contributions to transport infrastructure improvements have already been negotiated and allocated to projects. In respect of the shortlisted schemes, this includes a requirement to deliver a strategic bus park and ride site at Junction 33. In the longer term, it will be vital to ensure that transport and development within the Corridor are aligned such that transport investment is delivered in a way that facilitated development and, in turn, the value of future development is harnessed to contribute to funding transport. In the context of the south east Wales economy, where the private sector case for investment may be marginal, a balanced approach needs to be taken that avoids stymying development.

A strategic approach is taken to securing developer contributions within the Corridor. There are a range of mechanisms through which developer contributions can be secured or through which changes in land value can be captured, such as:

- **Planning obligations** (i.e. Section 106 Agreements) are agreements made between a developer and the Local Planning Authority (LPA) designed to meet the concerns an LPA may have about meeting the cost of providing new infrastructure made necessary by the development;
- The **Community Infrastructure Levy (CIL)** is a locally determined, fixed-rate development charge designed to help finance the infrastructure needed to deliver infrastructure to support the development of the affected area. Responsibility for legislation related to the CIL has been devolved to the Welsh Government. Rhondda Cynon Taf is one of only three local authorities in Wales to introduce CIL. CIL is not currently in operation in Cardiff. Funds raised from CIL could be ring fenced for transport projects in the Corridor; and
- **Business Rates Retention / Tax Increment Financing (TIF)** permits local authorities to borrow money for infrastructure projects against the anticipated increase in tax receipts resulting from the infrastructure. In the UK, TIFs take the form of increasing the proportion of business rates that are retained by local authorities, which in turn expands the authorities' borrowing capacity. TIF is likely to be suitable only where it is possible to clearly identify the area that is expected to benefit from the transport scheme, and this could be applicable to some projects in the North West Corridor.

6 Commercial Case

Initial consideration has been given to the possible commercial delivery routes for key interventions proposed for the North West Corridor.

6.1 Introduction

The Commercial Case provides information on the procurement strategy for the project, risk allocation and any contractual arrangements. At WeITAG Stage 1, this information is provided in outline at a high level.

6.2 Possible Approaches

The commercial viability of all the shortlisted options for rail and tram-train have been considered and given a banding during the WeITAG scoring and can be seen in Table 4-4. The shortlisted options are wide ranging in terms of their scale and the modes of transport they cover. At this stage it is not practical to provide specific recommendations as to the route to delivery of all the options and therefore initial consideration has been given to the primary delivery options for key interventions.

6.2.1 Rail and Tram-train Options

6.2.1.1 New Stations on Existing Lines

For new stations on the existing rail network, the two main options for procurement are for Network Rail to lead on the design and construction of the station, or for TfW / Welsh Government to deliver the project directly. The most typical approach in the UK is for Network Rail's Infrastructure Projects (IP) division to design and deliver projects using existing supply chains. However, there are many examples of new stations that have been delivered by third parties and handed back to Network Rail as owner and operator of the rail network. This includes Pye Corner station, the most recent new station project delivered in Wales.

Whilst this applies to the proposed station at Junction 34, Ely Mill Station is located on the CVL network which will be transferred to TfW. This means that direct delivery by TfW is the most obvious route for Ely Mill. TfW's delivery mechanisms are discussed in relation to the tram-train options.

Whichever body is responsible for the delivery of the project, the broad contractual options are the same:

- Traditional – separates between design and construction processes;
- Design and Build – in which a single contract is tendered for both the design and construction of the infrastructure asset; and
- Early Contractor Involvement – this approach is used mainly for larger projects. The contractor is involved as an integrated member of the team in the early stages of a project, contribute to the design process, advising on the buildability and sequencing of the project with potential for greater innovation.

Within each of the above approaches there are a spectrum of options for the degree to which risk is transferred to the contractor and this would be a key consideration in later stages of the WeITAG process.

6.2.1.2 New Tram-train Route – Infrastructure

The current Phase 2 South Wales Metro project is being developed in accordance with the requirements of Schedule 3B of the Operator & Development Partner (ODP) Grant Agreement between TfW and Keolis Amey, dated 4 June 2018. The associated design development work has been undertaken by the ODP using a self-assuring process and the works are being delivered by the ODP and a range of Infrastructure Development Partners (IDPs) from TfW's STRIDE framework. The South Wales Central Metro will be fully transformed by December 2023, with the Treherbert, Aberdare and Merthyr branches complete by December 2022.

To facilitate the transformation the CVL, assets will transfer from Network Rail to Welsh Government on the 28 March 2020. In order for this to happen, the necessary regulatory bodies such as the Office of Rail and Road (ORR) and Department for Transport (DfT) have been satisfied by TfW and the ODP that Asset Transfer can take place and that the requirements of the Infrastructure Manager Services can be successfully undertaken by the ODP.

Schedule 3B to the Grant Agreement covers the contractual requirements in regard to CVL and South Wales Metro extendibility options. It is split into two type of services that the ODP can offer:

- Principal Infrastructure Services (CVL Phase 2); and
- Additional Infrastructure Services (Future phases of CVL or improvements elsewhere in Wales).

The Principal Infrastructure Services is the contracted scope of infrastructure work for the CVL Transformation (tram-train services on the Treherbert, Aberdare and Merthyr lines to Cardiff Bay and Cardiff Central, and Tri-mode services from Rhymney and Coryton to Barry and Penarth). There are 4 mechanisms that could realistically be used for procuring services to design and construct extensions to the CVL network:

- ODP self-delivery;
- ODP managing agent with IDP delivery;
- IDP only delivery (using STRIDE; detailed design could be done using the ECS framework); and
- Separate Major Scheme Procurement.

Under the general agreement, TfW can instruct the first two procurement routes using a mechanism called the Additional Infrastructure Services. Any Additional Infrastructure Services carried out by the ODP will be performed in accordance with the provisions of Schedule 3B, the Conditions of Contract for Infrastructure Services and the relevant Package Order. The ODP do not have to accept the Additional Infrastructure Services offered by TfW and in such circumstance could be offered to IDP contractors or TfW may decide to undertake a brand-new procurement.

There would also be an opportunity to use Early Contractor Involvement (ECI) in the development of the design and construction solutions as has been done on Phase 2 where an Infrastructure Delivery Alliance was created. The Alliance Agreement which is known as the 'Craidd Alliance' ('Core Alliance') includes gain / risk share between the alliance partners and a similar mechanism could be used for the proposed extensions.

6.2.1.3 Rolling Stock

There are two ways in which vehicles can be procured:

- Leasing (as per Heavy Rail and CVL Phase 2); and
- Client Purchase (As per UK Light Rail & Metro systems).

For CVL Phase 2 the tram-train vehicles will be leased although TfW has underwritten to retain the vehicles beyond the life of the GA. As part of the current rolling stock contract a further 10 tram-train vehicles are available. This may be insufficient for the purposes of the North West Corridor in combination with the demands of other projects and therefore a new procurement exercise is likely to be required. If a modified fleet of tram-trains is required this would, in any case, trigger the requirement for a new procurement exercise. As for the main fleet, it is likely that the vehicles would be leased by the ODP and underwritten by TfW.

Whilst the requirement for a new procurement exercise complicates the delivery of the North West Corridor and introduces additional risks relating to the cost of rolling stock, it is considered unlikely that any issues relating to the availability of tram-trains of the same type as the wider CVL fleet (albeit potentially modified).

6.2.1.4 Rail Services

New tram-train services on the City Line or a new North West Corridor would be operated by the ODP. The franchise period extends to 2033 and therefore it is envisaged that the service enhancements would be delivered, at least in part, during the current franchise period. These services have not been included as options under the current franchise. Nevertheless, there are mechanisms within the contract that deal with the negotiation of terms for enhanced services.

The shortlisted options also include enhanced frequency on the South Wales Main Line. These services could, in theory, be provided through any combination of the Wales and Borders, Great Western and Cross-Country franchises which currently operate services on the South Wales Main Line into Cardiff Central. The Great Western and Cross-Country franchises are the responsibility of the DfT. Franchise renewal offers an opportunity to look at service enhancements. The franchise renewal process is currently on hold pending the completion of the ongoing Rail Review (the 'Williams Review'). Whilst this process is ongoing, the Great Western Franchise has been extended to March 2023 and the Cross-Country Franchise extended to October 2020.

6.2.2 New Bus Rapid Transit Routes

6.2.2.1 Infrastructure

Bus infrastructure improvements are typically smaller scale projects which are delivered directly by local authorities through existing tender processes and frameworks. However, depending on the approach to packaging, the BRT options set out in this report could be relatively large-scale projects which could either be delivered by a local authority or TfW via the procurement routes set out in 6.2.1.1.

6.2.2.2 Bus Services

The provision of local bus services is largely governed by the Transport Act 1985. This means bus services are largely run on a commercial basis with local transport authorities having a statutory function around monitoring bus networks. The Act gave more powers to the Traffic Commissioners particularly around regulatory market entry requirements, specification of routes and timetables, as well as statutory 56-day notice periods.

There are other ways to improve and specify bus services:

- **Quality bus partnerships** – a voluntary agreement between the local transport authority and bus operators. Usually around matching infrastructure improvement with enhancement to bus services and quality;
- **Open tender** – local authorities can directly tender services which are not currently provided by commercial operators but which are seen as socially necessary;
- **De minimis agreements** – either extensions or additional services to existing commercially operated services; and
- **Planning agreements** – Usually part of the S106 agreements, a new service is provided as part of a development usually for a set period from a development phasing trigger point.

As of March 2020, the legislative framework for bus services is set to change in Wales. The Bus Services (Wales) Bill, which is going through the current term of the Welsh Assembly, will introduce a wider range of measures to improve local bus services. These include:

- Welsh Partnership Schemes;
- Franchising;
- Local authority-run bus services; and
- Improved information.

Table 6-1 summarises the main features of these:

Table 6-1: Proposed main features of the Bus Services (Wales) Bill

Heading	Description
Welsh Partnership Schemes	<ul style="list-style-type: none"> ● Bill will allow local authorities to establish Welsh Partnership Schemes. ● Provides a more comprehensive partnership scheme than the existing Quality Partnership Schemes and voluntary partnerships. ● Delivers shared objective to improve bus service provision ● Intention to introduce a workable partnership scheme which is a genuine collaboration between local authorities and bus operators
Franchising	<ul style="list-style-type: none"> ● Changes to the procedure for developing and making a franchising scheme ● Removal of the current limit on the duration for which a scheme can remain in place ● Guidance to be provided ● Provides a means of addressing challenges with bus service delivery in a local authority area and meeting the needs of the community
Local authority run bus services	<ul style="list-style-type: none"> ● Allows local authorities to provide local bus services directly. ● Allows local authorities to establish own company if they so choose. ● Would be subject to the same competitive restraints as any other commercial operator ● Same process – licensing and registration regime.
Improved information	<ul style="list-style-type: none"> ● More consistent and reliable information data on bus services ● Bus companies provide information about service they intend to vary or cancel ● Allows local authorities to share prescribed information (in restricted circumstances). ● Informs decision making and provision of alternative services where necessary

Source: Mott MacDonald

7 Management Case

Consideration has been given to the phasing of projects in the North West Corridor.

7.1 Introduction

The Management Case demonstrates the plans for delivery, monitoring and evaluation of the scheme. At this stage in the WeITAG process, this is very high level. This section also includes information on the proposed phasing of the North West Corridor scheme.

7.2 Phasing

7.2.1 Phasing Considerations

The options have been packaged across two phases. The phasing takes into account both demand side considerations (in particular the timescales for the delivery of strategic sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

This section is intended to provide a broad indication of the possible approach to phasing and the timescales involved and there may be considerable scope to bring forward the delivery of options if funding is available.

The schemes set out in the following sections are limited to public transport measures only.

7.2.2 Related Constructed Schemes

The following schemes have been constructed or are being constructed as of January 2020:

- A4119 Llantrisant Road bus priority measures, including an inbound bus lane, between Waterhall Road and the Goitre Fach development of Plasdwr;
- Inbound bus lane on the A4119 Llantrisant Road in Llandaff;
- Inbound bus lane on the Cathedral Road near Sophia Gardens; and
- Inbound and outbound bus lane and priority measure on Cowbridge Road East between Ely Bridge and Victoria Park.

The following improvements will be delivered as part of TfW's plans for the rail network:

- Conversion of the City Line to Bi-mode (electric via overhead cables and on-board batteries) tram-train operation as part of the broader CVL transformation;
- Operation of new Stadler City Link Metro tram-train vehicles from December 2023;
- Rolling stock improvements on the South Wales Main Line serving Pontyclun; and
- Extension of platforms lengths on the City Line stations to 80m.

7.2.3 Phase 1

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. Depending on the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing

the quality of interchange between car, bus, rail and active travel modes. Figure 7.1 and appendix C show the phase 1 shortlisted options.

An increase in service frequency on the City Line could be delivered in advance of the CVL transformation in December 2023. However, the CVL transformation provides a logical point at which to deliver the enhancement. Subject to further business case assessment, this enhancement could be included in the plan and allowance made for the additional rolling stock requirement.

A key determinant of the timescale and business case for this option will depend on the operational solution at Cardiff West Junction. As noted, in theory, increased frequency could be achieved without infrastructure changes at Cardiff West although this would come with increased performance risk. Further detailed operational analysis is required to establish whether the performance impacts are acceptable. This is covered in a separate study currently being delivered by Mott MacDonald. Alternatively, given the longer-term aspirations for the City Line, North West Corridor and the Barry and Penarth Lines, a more comprehensive capacity solution could be considered including the possibility of operating the City Line into new platforms to the south of Cardiff Central.

Enhancing the frequency of services on the South Wales Main Line may be out of the control of the Welsh Government because an attractive option of achieving this option would be to extend Great Western Rail services through Cardiff Central although other options exist. Increasing service frequency provides the flexibility to achieve a better mix of fast and stopping services which could benefit local stations including Pontyclun. The business case for enhancing services on the South Wales Main Line would be broader than considerations of the North West Corridor and the Welsh Government has set out the strategic case for enhancing the South Wales Main Line⁴⁶.

The interventions proposed for Phase 1 are shown in Figure 7.1 and appendix C and are listed below.

Shortlisted bus-based measures:

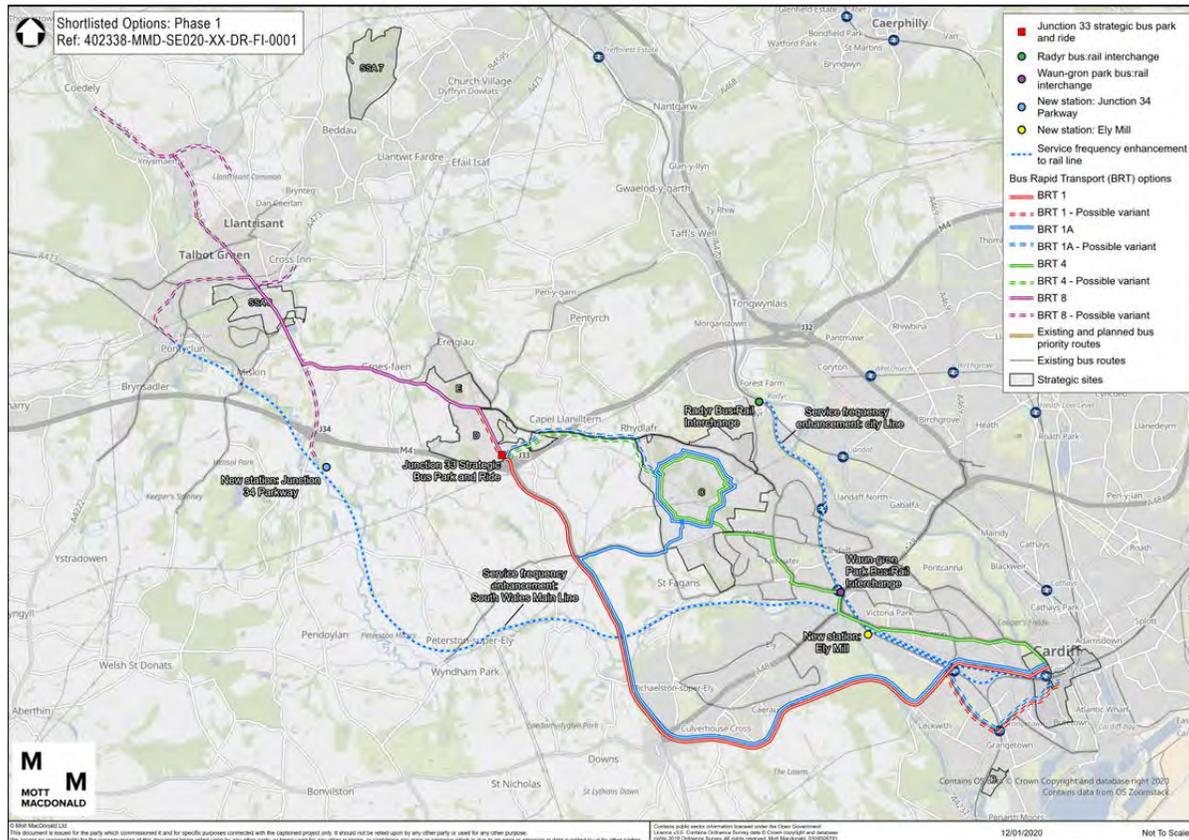
- P&R 1: Junction 33 Strategic Bus Park and Ride;
- Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange;
- Rail 6: Radyr Station Bus:Rail and Active Travel Interchange;
- BRT1: New BRT route from Central Cardiff to Junction 33 via Leckwith Road and A4232;
- BRT 1A: Bus gate and spur from A4232 (northbound and southbound) to Plasdwr (timescales dependent upon the main internal road network in Plasdwr in place);
- BRT4: New BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
- BRT8: New BRT route from Junction 33 to Talbot Green via A4119.

Shortlisted rail-based measures:

- Rail 1: Service frequency enhancement: City Line;
- Rail 4: New Station: Ely Mill;
- Rail 7: Service frequency enhancement: South Wales Main Line and therefore enhanced services from Pontyclun; and
- Rail 8: New Station: Junction 34 Parkway (Miskin).

⁴⁶ The Rail Network in Wales: The Case for Investment (Professor Mark Barry, September 2018)

Figure 7.1: Phase 1 Shortlisted Options⁴⁷



Source: Mott Macdonald

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7.2.4 Phase 2

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the South Wales Metro. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

As described in Section 3.6.1.1, consideration could be given to using the disused rail corridor for bus services (linked to BRT 4) in advance of the delivery of a new tram-train solution, although the costs of this approach and the potential for disruption may be prohibitive.

There are no practical barriers to delivering the full Y-shaped network from Cardiff Central to Rhondda Cynon Taf as a single project. However, to improve the affordability of the tram-train project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

Shortlisted Measures – Phase 2a

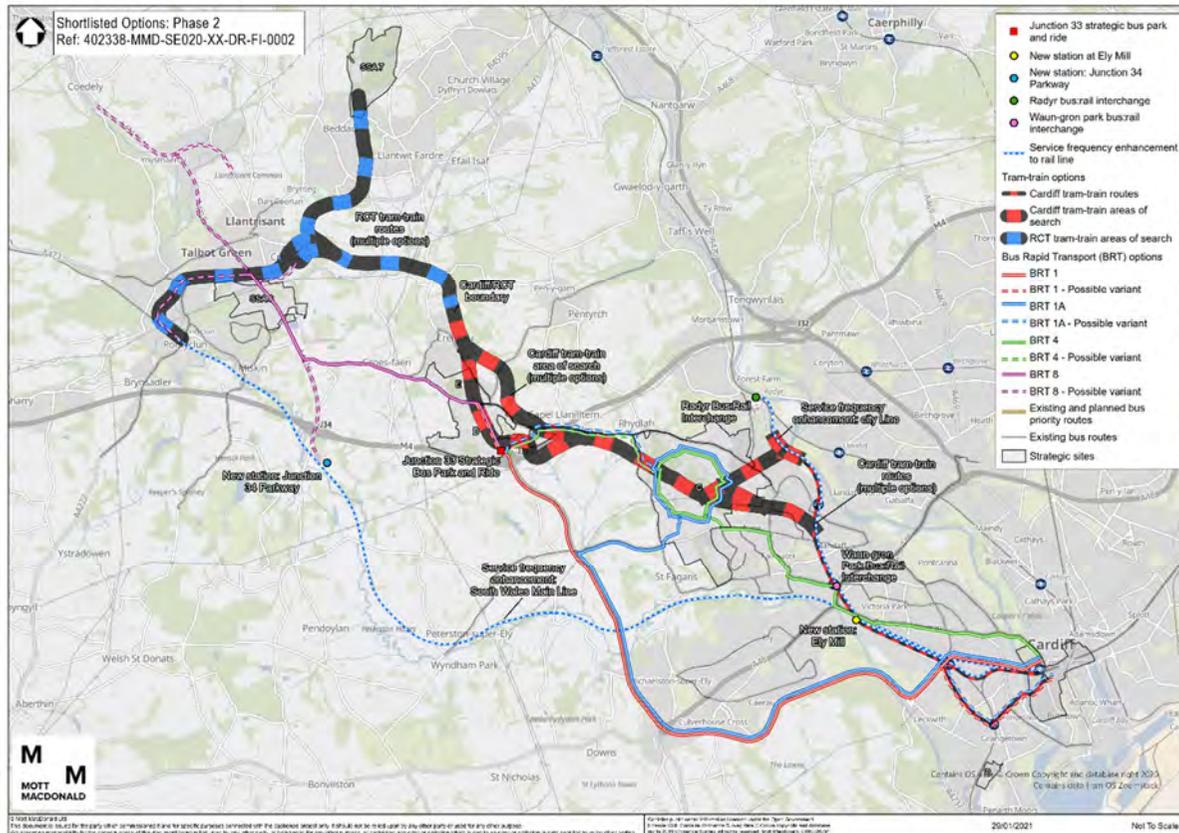
- Tram-train 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with a medium cost capacity solution;
- Tram-train 3: City Line and Safeguarded Corridor connecting into new platforms at Cardiff Central with a high cost capacity solution; and
- Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park.

Shortlisted Measures – Phase 2b

- Tram-Train 12: Creigiau to Pontyclun Station via Cross Inn; and
- Tram-Train 13: Creigiau to Beddau via Cross Inn.

Figure 7.2 and appendix C show the interventions across Phases 1 and 2 combined.

Figure 7.2: Phase 2 Shortlisted Options⁴⁸



Source: Mott Macdonald

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7.3 Project Management and Governance

The approach to management and governance would be determined on a scheme by scheme basis and therefore no specific consideration has been given to these arrangements at this stage. However, given the breadth of options identified, the following organisations may be involved in delivering transport improvements in the North West Corridor:

- Welsh Government;
- TfW
- TfW Rail Services;
- Cardiff City Council and Rhondda Cynon Taf CBC ;
- Cardiff Capital Region Transport Authority ;
- DfT;
- Network Rail;
- Other Rail Operators; and
- Bus Operators.

7.4 Planning and Consenting

Planning and consenting routes will differ across the package of measures identified for the Corridor and a planning strategy will be required for major projects as part of WelTAG Stage 2.

Network Rail, as a Statutory Undertaker, has certain permitted development rights across England, Wales and Scotland (although under separate legislation) to undertake certain works without further planning permission. However, the construction of new stations is not usually possible under permitted development rights. In such cases, a Transport and Works Act Order (TWAO) is most likely. Measures delivered on the highway network (such as BRT infrastructure) are likely to follow the TWAO route. The benefit of a TWAO is that it wraps up a host of planning conditions and allows scheme promoters to have flexibility to amend designs within the limits of deviations to account for any issues that arise as the scheme progresses.

A new tram-train route is likely to qualify as a Development of National Significance (DNS) as a rail project with a continuous length of more than two kilometres of track. The implications of the DNS process for the tram-train options is explored in greater detail below.

7.4.1 DNS Process

DNS is a consenting process for large infrastructure projects of national importance. The statutory basis for the DNS process is provided by the Planning (Wales) Act 2015, which amends the Town and Country Planning Act 1990, and the Developments of National Significance (Wales) Regulations 2016 (as amended) and subsequent Regulations.

An application for a DNS is dealt with by the Planning Inspectorate on behalf of Welsh Government by an appointed Inspector. The appointed Inspector will then consider evidence from the applicant, the Local Planning Authority and other statutory consultees and interested parties. Through this examination process, the Inspector will write a report to Welsh Ministers with a recommendation as to whether or not the application should be granted planning permission.

7.4.1.1 DNS Projects

The thresholds and criteria for whether a project could qualify as a DNS is set out within the Development of National Significance (Specified Criteria and Prescribed Secondary Consents) (Wales) Regulations 2016 (as amended).

The construction of a railway represents a DNS only if the railway (when constructed):

- Is wholly or partly in Wales;
- Is part of a network operated by an approved operator; and
- Includes a stretch of track that is a continuous length of more than two kilometres.

Additional clarification and details relating to this is set out within the 2016 Regulations and there is a separate criteria for rail freight interchanges, and nothing explicit relating to light rail projects.

It is recommended that the overall consenting approach is reviewed as the project evolves including consideration of the Town and Country Planning Act, Development Consent Order and TWAO processes.

7.4.1.2 Stages of DNS Application

There are four broad stages to the DNS Application process, and these are summarised below:

1. Stage 1: Pre-application engagement and consultation

This stage comprises of inception meetings and pre-application advice, whilst publicising draft proposals, and engaging with a range of stakeholders. It includes the submission of a notification of intention to submit a DNS, and a period of statutory pre-application consultation undertaken by the promoter.

2. Stage 2: Application

This stage relates to the submission of the application along with a Consultation Report. The Planning Inspectorate will then validate and consult on the application, whilst the Local Planning Authority prepares a Local Impact Report. Depending on the nature of the consultation period, there is then a time period for the Applicant to determine whether to amend the planning application.

3. Stage 3: Examination

The appointed Inspector commences examination of the application and determines the procedure to undertake this, which may be written representations, hearing or inquiry, or a combination of all three.

4. Stage 4: Decision

Following receipt of a report with a recommendation from the Inspector, the application is determined by the Welsh Ministers and a decision is issued.

The timescales for a DNS application depend on the nature of the project and the extent of consultation. This will require further assessment during WelTAG Stage 2.

7.5 Regulatory Processes (Tram-train Routes)

Specific and early consideration needs to be given to the regulatory processes involved in the development of a new tram-train route. This section sets out the potential regulatory requirements of the tram-train options.

7.5.1 Regulatory Classification of CVL Phase 2

The majority of the CVL will remain as a mainline railway in accordance with the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) and therefore will be subject to the Railways (Interoperability) Regulations 2011 (RIR) and the Technical Specifications for Interoperability (TSIs). The currently identified exceptions to this are as follows:

- The tram-train will be made exempt by the ORR (current tram-train listing only covers Network Rail Infrastructure);
- The Cardiff Bay branch from Queen Street South Junction to Cardiff Bay will require re-classification from the ORR as non-mainline as defined in ROGS. This branch will be operated using line of sight rules and classified as an “off-street tramway” in accordance with Light Rail Safety Standards Board (LRSSB) Tramway Principles & Guidance 2019. These works will require Safety Verification in accordance with ROGS and an Independent Competent Person (ICP) with experience of UK line of light tramway operations; and
- In accordance with ORR guidance, the new tram-train maintenance depot at Taffs Well, along with the existing train maintenance depot at Canton, should be considered outside of the operational railway and therefore not subject to ROGS or the RIRs.

7.5.2 Extensions to the CVL Network

For the proposed extensions, the rail corridor will fall into one of two categories:

- a. Mainline Heavy Rail – compliant with RIR and vehicles compliant with TSIs; or
- b. Non-mainline Light Rail – Exempt from RIR, vehicles compliant with highway legalisation and Rail Vehicle Accessibility Regulations (RVAR).

Mainline Considerations

It may be possible for the North West Corridor tram-train route considered to be an extension of the CVL asset. New connection agreements are unlikely to be required unless the Corridor includes a new connection from the Network Rail network to facilitate the on-street link between Cardiff Central and the Bay Line via new platforms to the south of Cardiff Central. This section considers some of the key interfaces if the extensions are operated as mainline operations with the extension having to be built in accordance with Railway Group Standards.

Services Agreement

A new Basic Services Agreement with Network Rail will not be required but it may need updating. The Network Rail supplier contracts that will need to be reviewed are:

- i. the CVL Services Agreement (including FTN/GSM-R Services Agreement for cab communication and FTN network for telecoms); and
- ii. the Network Rail Route Services Agreement (including use of Network Rail standards).

Asset Protection Agreements

If the extensions require works to Network Rail infrastructure, such as at Cardiff West Junction, then Network Rail would require asset protection agreements with TfW.

License Holder

From the 28th March 2020 the ODP via Amey Keolis Infrastructure Ltd will be the license holder for the CVL assets and Network rail for their current network.

ORR Regulatory Readiness

Under ROGS, no one is able to operate vehicles or manage infrastructure on the UK railway unless they have obtained the appropriate safety certificate or authorisation. Those operating vehicles require a certificate, and those who operate infrastructure require a safety authorisation. If a train operator also manages infrastructure (or vice versa), they will need both a certificate and an authorisation⁴⁹.

The ODP have obtained the following licences and approvals to undertake their role as Infrastructure Manager for Phase 2. These would also be appropriate for a mainline extension too:

- Safety Authorisation;
- CVL Network Licence;
- Regulated Agreements;
 - Station access agreements; and
 - Track access agreements.
- CVL Station Access Conditions;
- CVL Track Access Contract (compensation and performance regimes);
- Claims Allocation and Handling Agreement;
- The CVL Network Code;⁵⁰
- CVL Access Dispute Resolution Rules;⁵¹
- CVL Network Statement; and⁵²
- Connection Agreements between CVL and NR assets.

Non-Mainline Considerations

If the extensions are developed as non-mainline routes, much of the regulatory processes associated with Mainline Railways can be avoided and leaves TFW as the masters of the destiny of the extension and its network.

The ORR website sets out what rail systems are excluded from the mainline railway requirements of the ROGS⁵³. ROGS allows transport systems to be excluded from the mainline railway requirements where they fall within one or more of the following categories:

1. Metros and other light rail systems;
2. Networks that are functionally separate from the rest of the mainline railway and intended only for the operation of local, urban or suburban passenger services, as well as transport undertakings operating solely on these networks;
3. Heritage, museum or tourist railways that operate on their own networks; and
4. Heritage vehicles that operate on both the mainline and non-mainline railway and comply with national safety rules.

For non-mainline systems, the ORR do not approve the system and schemes have to comply with ROGs though the application of the Safety Verification process using an Independent

⁴⁹ More information in this is available on the ORR website <https://orr.gov.uk/rail/health-and-safety/health-and-safety-laws/rogs/safety-certificates-and-safety-authorisations>

⁵⁰ <https://tfwrail.wales/about-us/core-valley-lines-infrastructure-manager>

⁵¹ <https://tfwrail.wales/about-us/consultation-centre>

⁵² <https://tfwrail.wales/about-us/consultation-centre>

⁵³ <https://orr.gov.uk/rail/health-and-safety/health-and-safety-laws/rogs/exclusions-from-mainline-railway-requirements>.

Competent Person (ICP). When transport operators (transport undertakings or infrastructure managers) introduce new or altered rolling stock or infrastructure, they need to ensure that health and safety considerations are incorporated into their design processes. ROGS contain provisions for the safety management system (SMS) of non-mainline transport operators to include arrangements on how safety verification will be managed. Safety verification is a flexible process to make sure that projects which could significantly increase risk are safe. The arrangements in the SMS must describe the process to control risks arising from the introduction of new or altered vehicles and infrastructure. If these risks are new or significantly increased, a safety verification process must be followed.

Regulatory Elements for non-mainline

- ROGS 2006;
- Rail Vehicle Accessibility Regulations;
- Tramcars and trolley Vehicles (Modification of Enactments) Regulations 1996;
- Roads Traffic Regulations Act 1984 and 1988;
- Road Traffic Signs Regulations and General Directions 2016 (TSRGD); and
- Construction (Design and Management) Regulation 2015 (CDM).

There are no standards for non-mainline systems but the Light Rail Safety and Standards Board has issued the latest version of the Tramway Principles & Guidance document that is followed by many as the minimum requirements for non-mainline schemes.

Needs of the operator

Regardless of whether the system is mainline or non-mainline, there is a need for the Operator of the systems to:

- Produce a Safety Management System (SMS);
- Obtain vehicle authorisations;
- Start and maintain a Design log (rolling stock);
- Start and maintain a Hazid Log;
- Start and maintain an Electro-Magnetic Compatibility Hazard log;
- Start and maintain Change control / Safety Committee Meetings; and
- Comply with the requirements of any Rail Accident Investigation Branch (RAIB) investigations.

CVL Asset Lease

The CVL Asset Lease will need to be updated, where appropriate, to reflect assets that the ODP take responsibility for on the extensions regardless of whether it is Mainline or non-mainline and include items such as:

- The Railway Assets;
- Station Lease and Station Letting Conditions;
- Telecoms Site Agreement and Wayleave Agreement;
- Bridge Agreements;
- Leases for new stabling sites; and
- Review Insurances and public liability cover.

Other items

The following is a list of some of the items that will need to be considered when implementing new extensions:

- Technical Standards (Railway Group Standards. Tramway Principles & Guidance etc.);
- RM3 risk model;
- Sale of Access Rights to follow the requirements of the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016;
- Performance Regime management;
- A Business Continuity Management Plan;
- Operator of Last Resort in case the incumbent company becomes insolvent;
- Confirm whether Phase 2 supplies at Upper Boat (Western Power) and Canton Depot (Network Rail) are sufficient to support the proposed extensions;
- Capacity of the CVL Infrastructure Control Centre (ICC) to cover the extensions (both server room and workstations);
- GSM-R telephony coverage to allow communication with drivers and other staff on the network;
- Extensions may require alterations to the infrastructure design, including the location and length of passing loops, to ensure that the timetable is deliverable and the ODP can meet its obligations;
- Use of FTN/FTNX telecoms network supported by Network Rail Telecoms (NRT) or whether to invest in a bespoke TFW system; and
- Impact of additional services on the Operational Performance of CVL.

7.6 Business Case Process

As set out in Section 1.3, WeITAG follows a five-stage process.

The transport solutions identified for the North West Corridor are wide ranging and cover all public transport models. As a result, this Strategic Outline Case is more similar to a 'programme business case' than a scheme business case. Therefore, for some options, the level of technical design development undertaken at this point is less than would normally be expected at WeITAG Stage 1.

The options identified in this report comprise an overall strategy for transport in the Corridor and it will be important to ensure that a strategic approach to transport improvements in the Corridor is maintained. Nevertheless, to ensure sufficient focus on design development and delivery, it is recommended that, at WeITAG Stage 2, the project is split into several linked scheme level business cases. This could comprise WeITAG Stage 2 business cases for the following:

- North West Corridor tram-train route;
- North West Corridor BRT solutions;
- Ely Mill Station;
- Junction 34 Park and Ride Station; and
- City Line Service Frequency Enhancements.

7.6.1 Appraisal Methods at Stage 2

At Stage 1 of the WeITAG process, much of the focus of the assessment is on the Strategic Case and identifying feasible options. At Stage 2, the emphasis will be on the Transport Case although significant development of the Financial Case, Commercial Cases and, to a lesser extent, the Management Case.

As a corridor business case, Stage 1 has involved the assessment of a large number of options which has limited the level of detail applied in the assessment of options. In respect of each of the business cases identified above, better evidence will be required in respect of capital costs, operating costs, expected transport demand and revenues, and quantifiable benefits.

For each of the shortlist measures, a range of technical studies will need to be undertaken to develop initial designs upon which realistic cost estimates can be made. Development of the operational solution will also be required for bus and rail options from which operating cost assessments can be undertaken.

For the proposed new public transport corridors, it is recommended that the SEWTM model is used as the primary basis for forecasting demand. A multi-modal model will be required for these options given that they involve a step change in transport provision in the corridor, rather than an incremental improvement to existing services. This will also provide an indication of the impact of public transport measures on the highway network. A key driver of demand will be the housing development at the Strategic Sites identified in this report and therefore significant attention will need to be given to the 'coding' of these developments and the transport network that would serve these developments under a 'do minimum' scenario.

For the interventions on the existing rail network, alternative approaches to demand forecasting may be more appropriate either instead of, or in combination with, the SEWTM model. For new stations, demand forecasting approaches based on an assessment of the catchment area for the station and the application of 'trip rates' drawn from comparable stations can be an effective approach. For an incremental increase in service frequency – as is the case for the City Line frequency enhancements – the uplifts in demand set out in the rail industry's Passenger Demand Forecasting Handbook (which can be applied through use of the MOIRA model) is likely to be sufficient.

In respect of the assessment of the shortlisted options, it is likely that the appraisal criteria will be similar to the criteria used at Stage 1 although the level of detail employed in the analysis will be greater and informed by quantitative analysis in many cases.

8 Conclusions

8.1 Key Conclusions

The key findings of this assessment at WelTAG Stage 1 can be summarised as follows:

- A package of measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes;
- Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas;
- There are opportunities to improve the existing rail network through additional services and new stations. Shortlisted options include increased service frequencies on the South Wales Main Line and City Lines, and new stations at Junction 34 of the M4 (on the South Wales Main Line) and Ely Mill (on the City Line);
- In areas of the Corridor not served by rail, traditional bus services alone are likely to fail to substantially alter mode shares in the Corridor and reduce the current reliance on the private car. Therefore, there is a good strategic case for a new mass transit corridor;
- Use of the CVL tram-train technology (potentially in a modified form) on the North West Corridor is preferred to the introduction of a wholly new light rail system which would introduce significant extra costs and complexity for relatively modest benefits;
- Notwithstanding the benefits of these improvements, much of the North West Corridor is not served by the existing rail network and therefore such interventions will fail to fully address the problems identified. A new mass transit solution will be required to serve the Strategic Site at Plasdwr and to achieve the step change in public transport provision within the Corridor more generally;
- The Safeguarded Corridor should be earmarked for a rail-based solution, rather than a BRT solution. A rail-based solution provides the greatest scope to minimise public transport journey times and would offer the quality of service expected of a major new rapid transit route;
- Delivering a new North West Corridor tram-train route, combined with enhanced services on the City Line, will necessitate infrastructure changes to overcome capacity constraints through Cardiff West Junction and at Cardiff Central. Three broad approaches to the connection at Cardiff Central have been shortlisted, each of which involves complex trade-offs which need to be considered in the context of wider aspirations for the rail network in the Cardiff Capital Region;
- Extensions of the tram-train route into southern Rhondda Cynon Taf have been shortlisted. Subject to further business case assessment, routes to both Pontyclun and Beddau have potential merit and the ultimate preferred outcome could be a Y-shaped network serving both locations;
- BRT options and improved interchange facilities, including active travel facilities, can play an important role in improving public transport alongside a new tram-train route. BRT is a general term applied to a modern, fast, reliable bus system and the success of any new BRT routes will depend on the degree of segregation achieved. Implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution,

ensuring growth in travel demand from new development is via a low carbon transport network. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package;

- In Cardiff, possible BRT routes have been identified via the A4232, connecting with a strategic park and ride facility at Junction 33, and an urban route serving Plasdwr and Fairwater areas with a potential interchange with the City Line at Waun-gron Park. In Rhondda Cynon Taf, BRT corridors via the A4119 could both improve end-to-end services to/from Cardiff and provide connections to park and ride sites at Junction 33 and 34; and
- There will be opportunities, which should be explored at the next stage, to enhance active travel in the corridor by delivering new active travel corridors alongside rail and bus route, as well as enhancing interchange opportunities.

8.2 Shortlisted Options

A shortlist of options has been identified which merit further development and assessment at WeITAG Stage 2.

The enhancements to the existing rail network listed below have been shortlisted for further assessment at WeITAG Stage 2:

- Increased service frequency to at least 4 trains per hour on the City Line between Cardiff Central and Radyr;
- A new station on the City Line at Ely Mill;
- Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
- Enhanced quality of interchange between active travel, bus, rail and car; and
- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4.

Bus related measures are as follows:

- A strategic bus park and ride at Junction 33 of the M4;
- A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
- A bus gate and spur from the A4232 (northbound and southbound) to Plasdwr;
- A bus and active travel interchange at Waun-gron Park station on the City Line;
- A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater;
- Improved bus:rail and active travel interchange at Radyr station on the City Line; and
- A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

The shortlisted new tram-train routes are as follows:

- A new tram-train route via the City Line and the Safeguarded Corridor between central Cardiff, Junction 33 and Creigiau;
- An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
- An extension of the tram-train route from Creigiau to Beddau via Cross Inn.

A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to

accommodate additional rail services. Three variants of the tram-train solution have been shortlisted. These are:

- Changes in the track layout at Cardiff West Junction to increase the capacity for North West Corridor and/or City Line services operating into existing platforms at Cardiff Central;
- Provision of a new junction between the City Line and the Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of Cardiff Central Station. This option provides the potential for services to operate to Porth Teigr should this route also be progressed; and
- An on-street solution that would divert North West Corridor and/or City Line services away from Cardiff West Junction via an on-street route, potentially via Sloper Road and Penarth Road into new platforms at Cardiff Central and/or Callaghan Square. As above, this provides the potential for a direct link to Porth Teigr.

8.3 Phasing

Consideration has been given to the possible phasing of interventions in the North West Corridor. The phasing takes into account both demand side factors (in particular the timescales for the delivery of Strategic Sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing the quality of interchange between active travel, car, bus and rail modes. All of the shortlisted bus related measures (including the proposed new BRT routes) are included in Phase 1. Subject to the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025.

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the Cardiff Capital Region. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

To improve the affordability of the project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

8.4 Next Steps

It is recommended that the shortlisted options are taken forward for more detailed design development and assessment at WelTAG Stage 2.

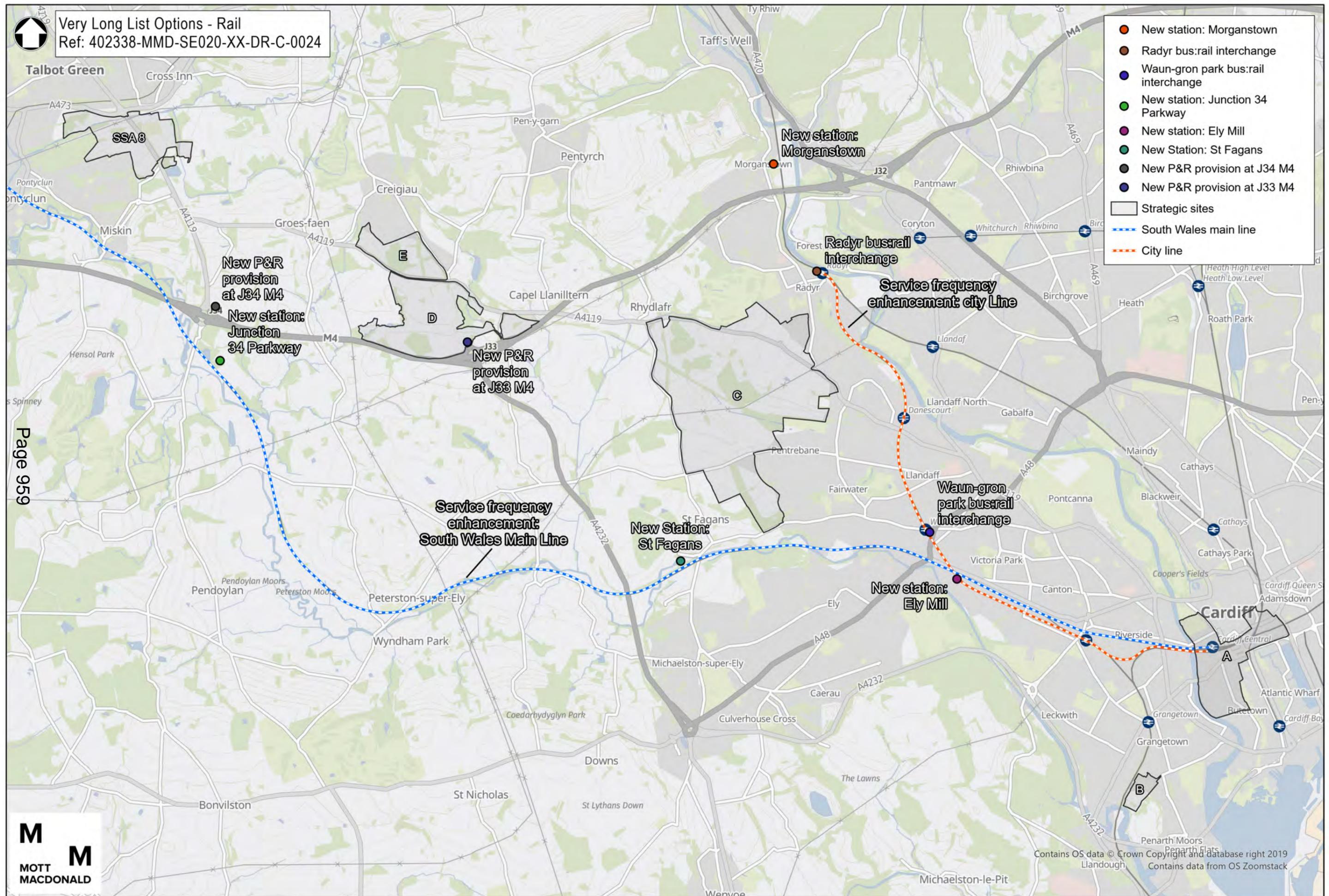
9 Appendices

- Appendix A includes maps of the options which were initially identified
- Appendix B includes maps of the options which were taken forward to the long list appraisal
- Appendix C includes maps of the shortlisted options

Appendix A: Initially Identified Options Maps

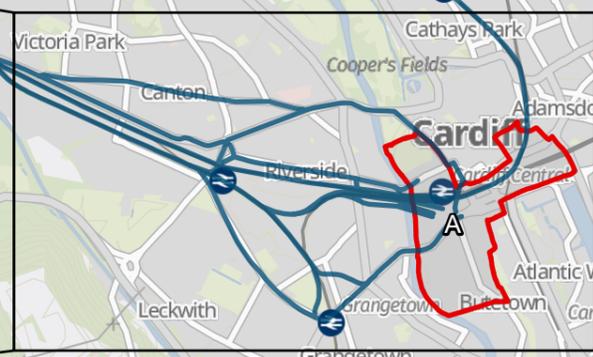
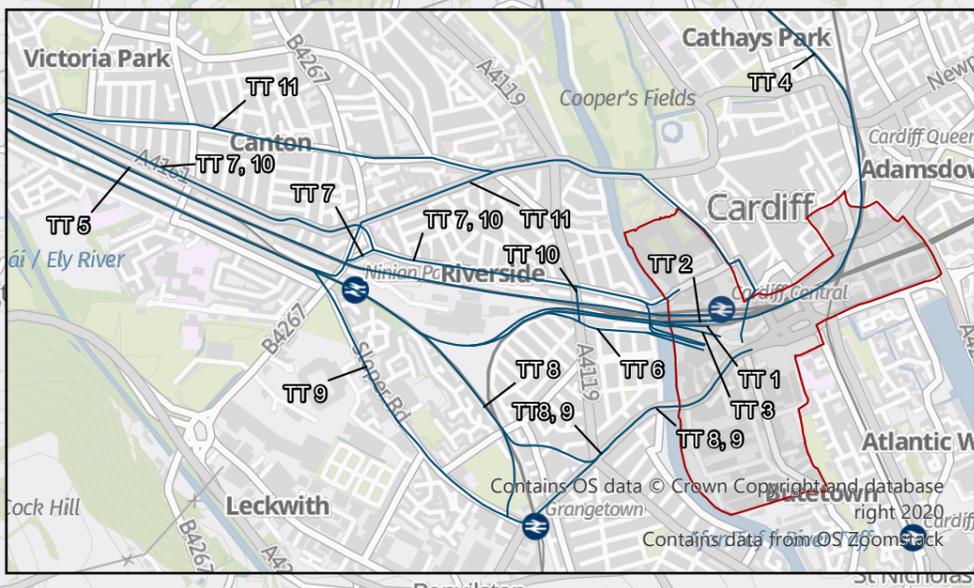
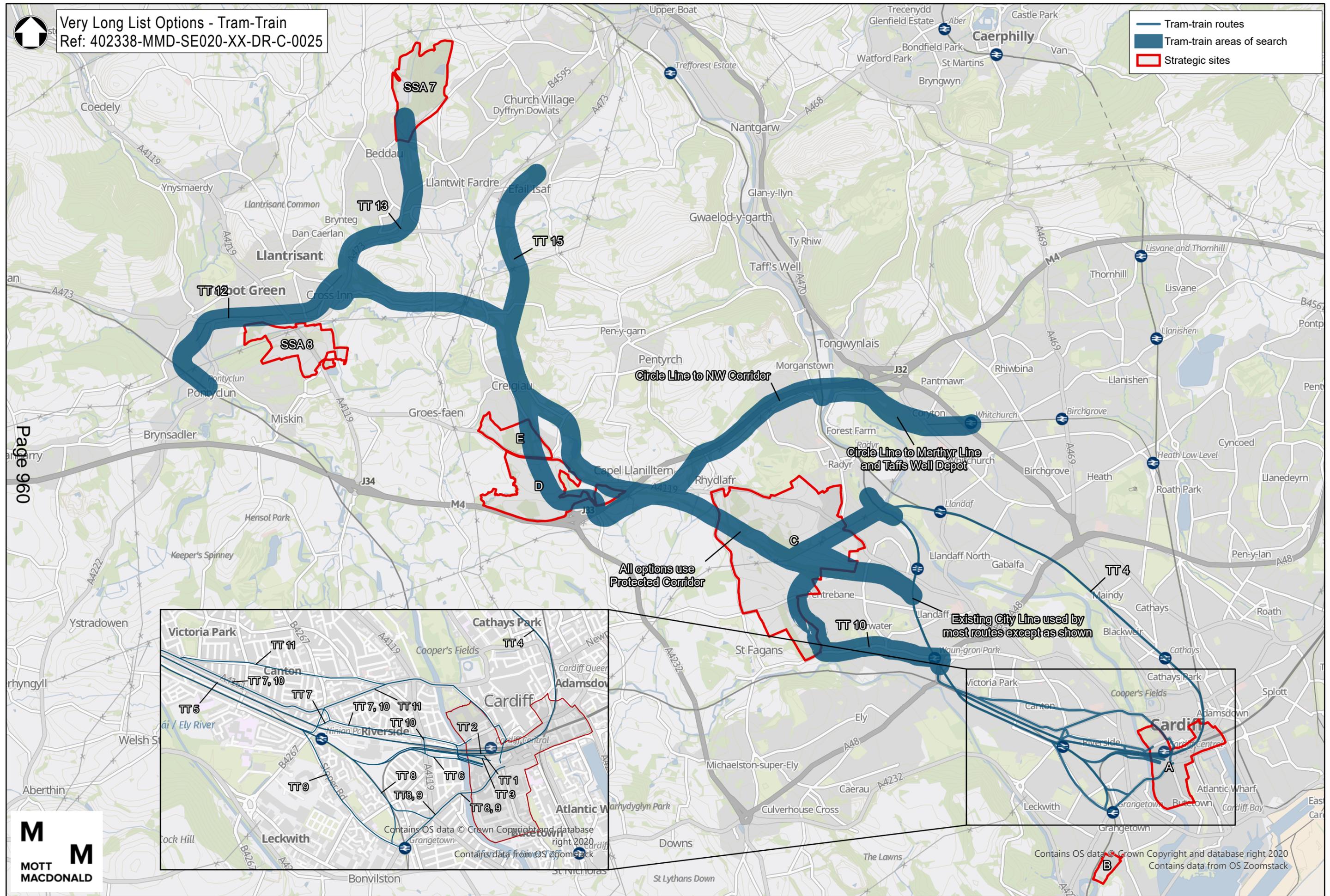


- New station: Morganstown
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- New Station: St Fagans
- New P&R provision at J34 M4
- New P&R provision at J33 M4
- Strategic sites
- - - South Wales main line
- - - City line





- Tram-train routes
- Tram-train areas of search
- Strategic sites

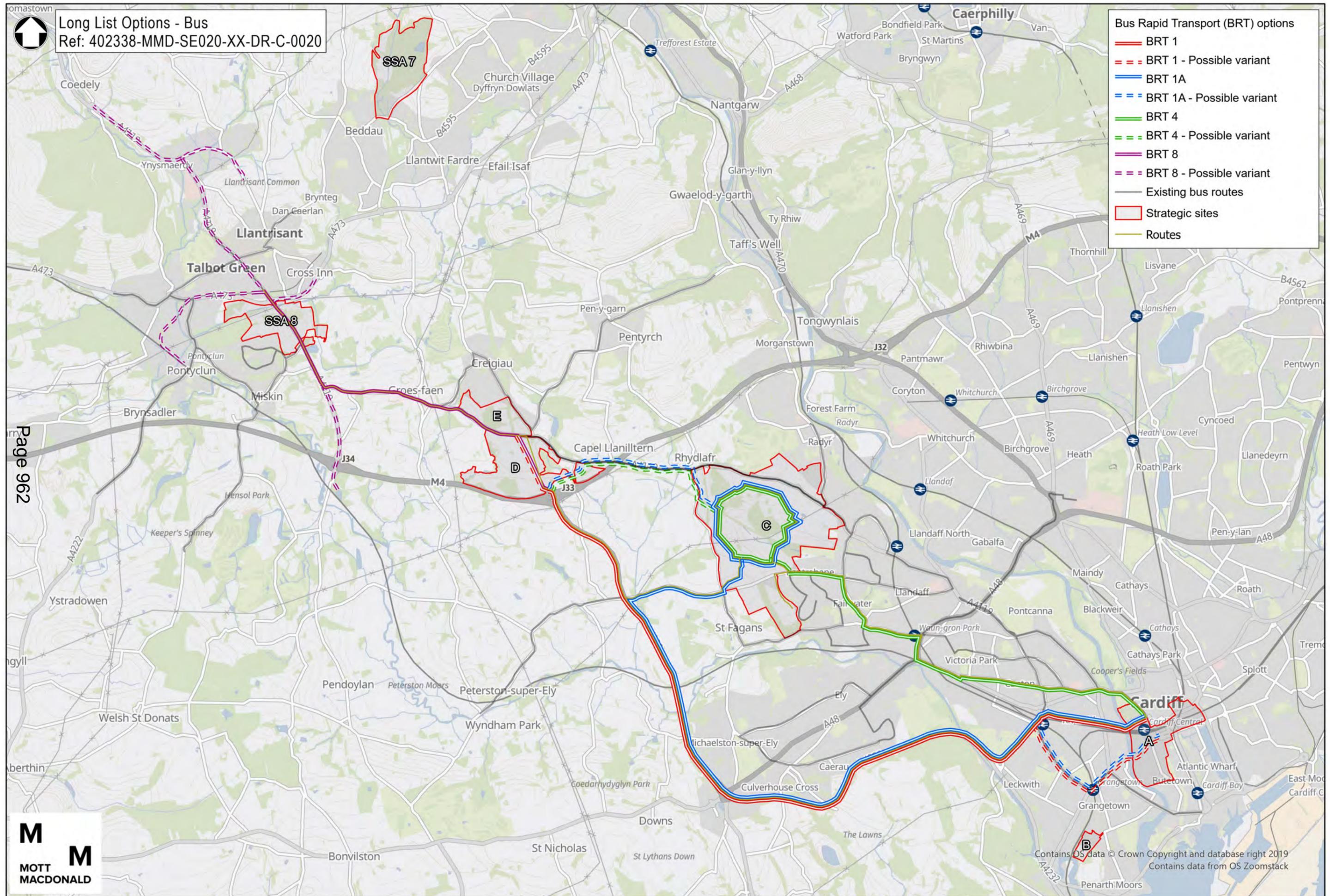


Appendix B: Long List Options Maps



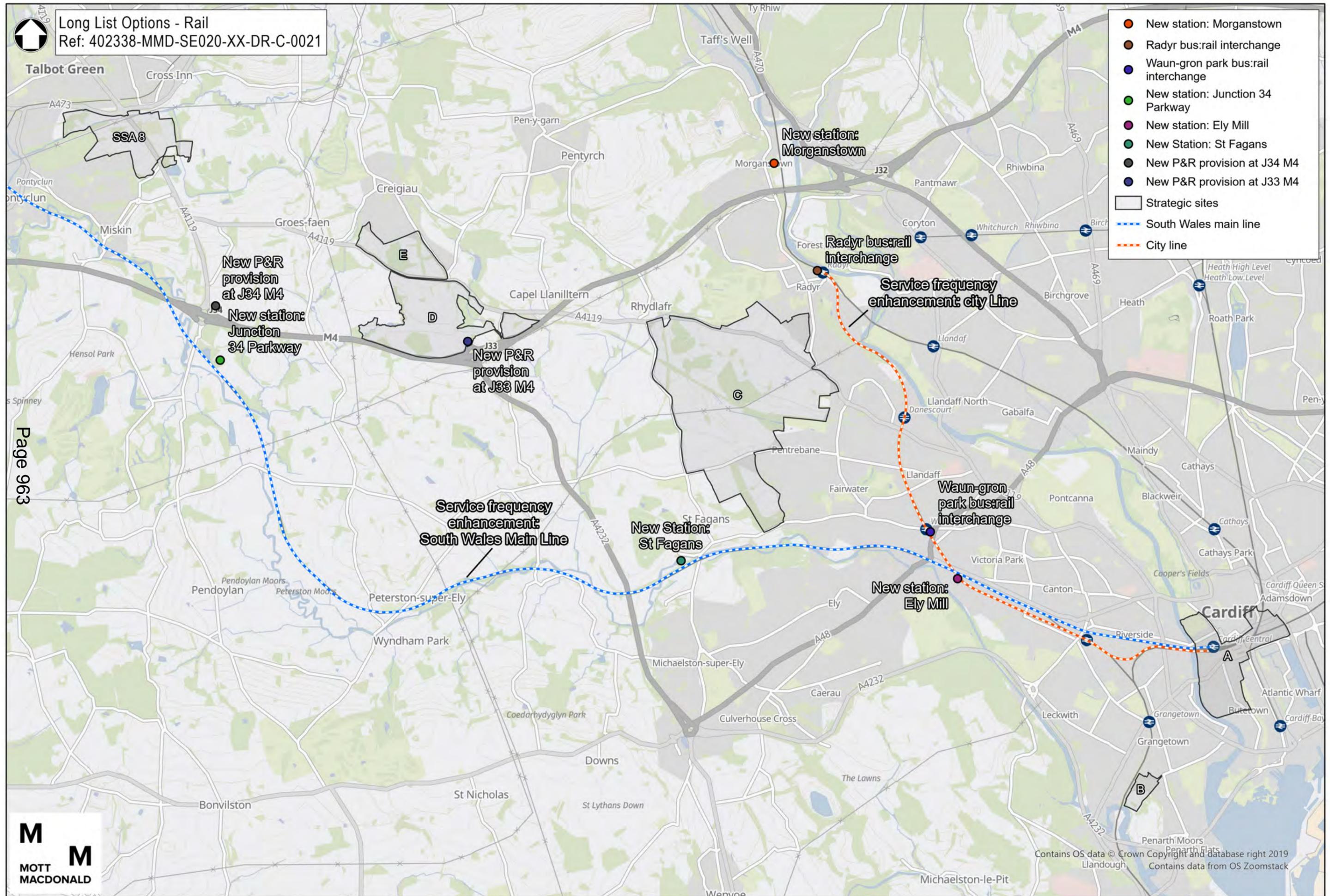
Bus Rapid Transport (BRT) options

- BRT 1
- - - BRT 1 - Possible variant
- BRT 1A
- - - BRT 1A - Possible variant
- BRT 4
- - - BRT 4 - Possible variant
- BRT 8
- - - BRT 8 - Possible variant
- Existing bus routes
- Strategic sites
- Routes





- New station: Morganstown
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- New Station: St Fagans
- New P&R provision at J34 M4
- New P&R provision at J33 M4
- Strategic sites
- - - South Wales main line
- - - City line

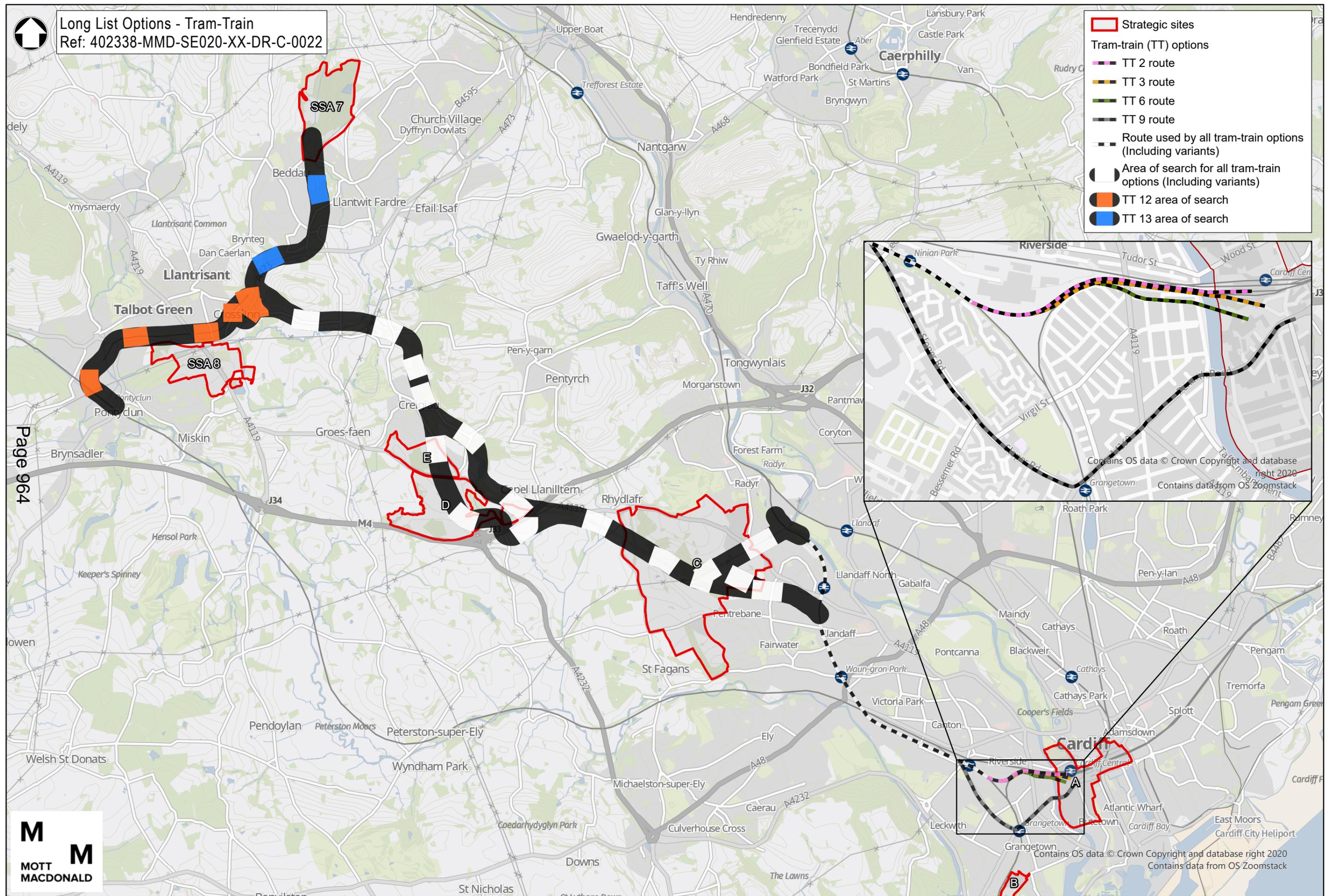




Strategic sites

Tram-train (TT) options

- TT 2 route
- TT 3 route
- TT 6 route
- TT 9 route
- Route used by all tram-train options (Including variants)
- Area of search for all tram-train options (Including variants)
- TT 12 area of search
- TT 13 area of search

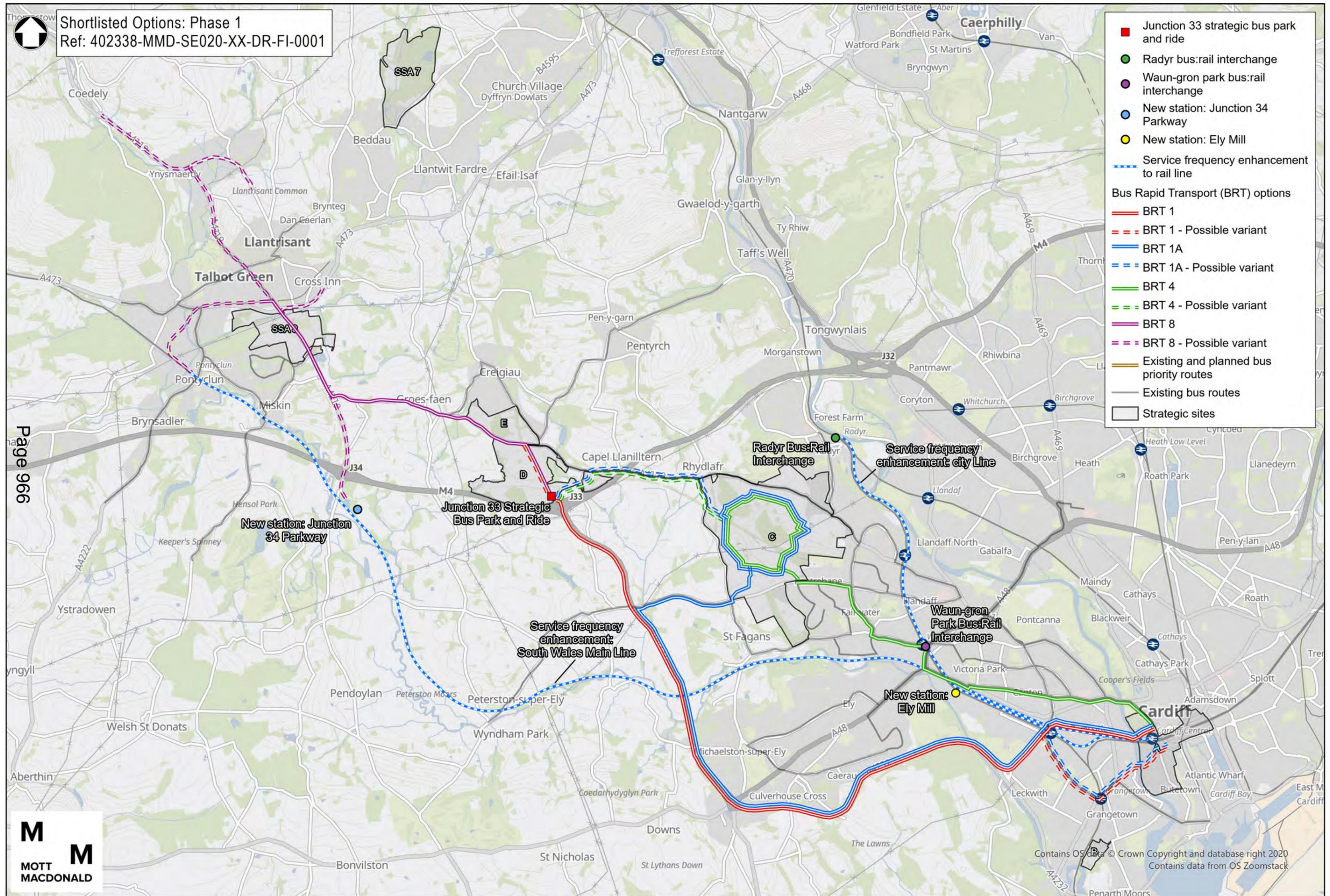


Appendix C: Shortlisted Options Maps



Shortlisted Options: Phase 1
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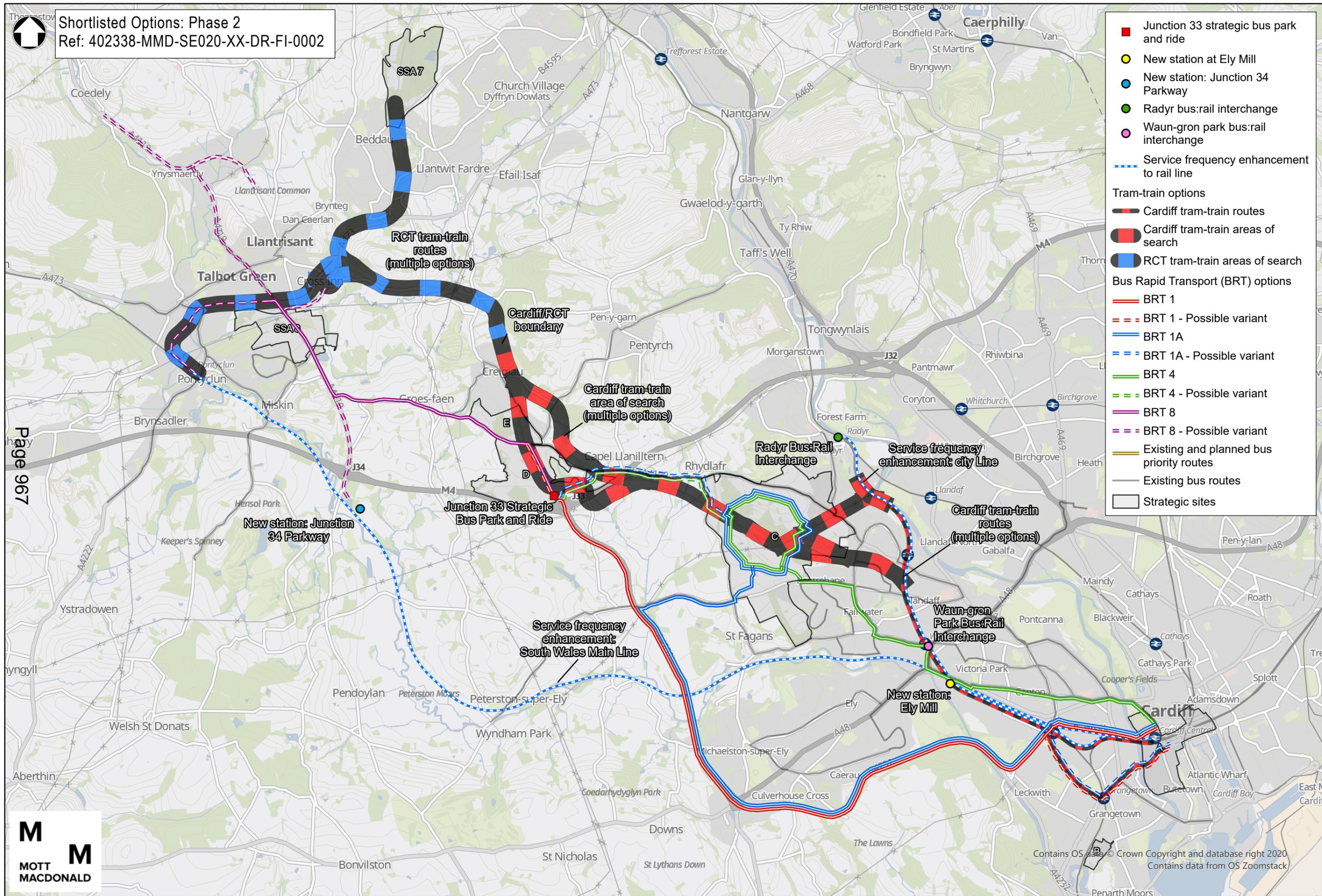
- Junction 33 strategic bus park and ride
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- Service frequency enhancement to rail line
- Bus Rapid Transport (BRT) options**
- BRT 1
- BRT 1 - Possible variant
- BRT 1A
- BRT 1A - Possible variant
- BRT 4
- BRT 4 - Possible variant
- BRT 8
- BRT 8 - Possible variant
- Existing and planned bus priority routes
- Existing bus routes
- Strategic sites



Page 966



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- Junction 33 strategic bus park and ride
- New station at Ely Mill
- New station: Junction 34 Parkway
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- - - Service frequency enhancement to rail line
- Tram-train options**
- Cardiff tram-train routes
- Cardiff tram-train areas of search
- RCT tram-train areas of search
- Bus Rapid Transport (BRT) options**
- BRT 1
- BRT 1 - Possible variant
- BRT 1A
- BRT 1A - Possible variant
- BRT 4
- BRT 4 - Possible variant
- BRT 8
- BRT 8 - Possible variant
- Existing and planned bus priority routes
- Existing bus routes
- Strategic sites

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**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 17 JUNE 2021

CITY CENTRE NEXT STEPS: CASTLE STREET AND CITY CENTRE EAST (PHASE 1 + CANAL)

STRATEGIC PLANNING AND TRANSPORT (COUNCILLOR CARO WILD)

AGENDA ITEM: 11

Appendix 6 of this report is not for publication as it contains exempt information of the description in paragraphs 14 and 21 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

1. To report back on the outcome of the public consultation and modelling work, to approve modifications to the current road layout to Castle Street in order to achieve clean air compliance and commission further modelling and analysis of the impact of these modifications on clean air, congestion and wider city recovery and renewal
2. To seek delegated authority to award the tender and begin construction for the City Centre East Phase 1 + Canal Project.

Background

3. Capital Ambition, which sets out the administration's delivery priorities, makes clear the need to continue an ambitious regeneration programme for the city centre and for radically improving Cardiff's active and sustainable travel infrastructure, tackling the challenges of congestion, air pollution and the climate emergency.
4. In 2018 the Council received a legal direction from the Welsh Government to ensure that air pollution levels were below the EU limit value, specifically levels of nitrogen dioxide (NO₂). In response, the Council undertook a detailed analysis of air pollution levels across the city, which identified Castle Street as the sole non-compliant street.
5. In June 2019, the Cabinet approved a Clean Air Plan which set out the steps required to improve air quality in the city centre, and on Castle Street specifically. This included three major city centre schemes:
 - **City Centre West:** Central Square and Westgate Street

- **City Centre North:** Boulevard de Nantes, Kingsway and Castle Street
 - **City Centre East:** Dumfries Place, Station Terrace, Churchill Way / including the Canal reopening, and Bute Terrace
6. In addition the following supporting projects were included within the Clean Air Plan:
- **City Centre Enabling Works Package:** A series of supporting network enhancement that will improve connections to and from the city centre area
 - **SMART Corridors:** Three improvement corridors (North, East and West) aimed at improving bus journey time reliability into the city centre and alleviating congestion problems on key routes.
7. Following the approval of the Clean Air Plan, £15.2m has been secured from Welsh Government to progress these schemes, representing a significant contribution towards the total project cost.
8. Successful implementation will significantly improve air quality and ensure compliance with legal limits. It will also establish a high quality active travel infrastructure for the city and improve connectivity between key developments by strategically aligning bus routes and enhancing links with the new Transport Interchange. An overview of city centre project areas is included in Appendix 1 of this report.

Responding to the Covid-19 Pandemic

9. As set out in the recent 'Recovery and Renewal: Greener, Fairer, Stronger' report, approved by Cabinet in May 2021, the Covid-19 pandemic has had a unique impact on the city centre and on mobility patterns in the city. In order to create Covid-secure mobility options and environments a series of innovations and adaptations were introduced at pace in the city centre, including:
- Summer 2020: Castle Street was closed to all traffic to accommodate an outdoor dining area, with Station Terrace restricted to bus, taxi and limited access only.
 - Autumn 2020: The pavement was extended on Castle Street south, outdoor dining areas were removed and buses, taxis & access vehicles were allowed in. Station Terrace was opened to all traffic.
 - Autumn 2020 – Present: A series of Pop up Cycleway were installed in the city centre to replicate those included in the permanent programme, extensions to these cycleways continue to be on site today and will see over 2.5 miles of additional cycleway installed.
 - April 2021: Station Terrace closure re-implemented to support buses, the future City Centre East Transport Project and the delivery of the Churchill Way event space.

10. As Cardiff looks towards recovery and renewal, the existing proposals contained within the Clean Air Plan were revisited in the context of a number of additional considerations. These included:
- **Maintaining improvements in air quality:** The temporary measures established on Castle Street in response to COVID-19 led to a significant improvement in air quality and ensured that compliance with the EU Limit for NO₂ was achieved in advanced of the modelled forecast date within the Clean Air Plan. The Council needs to ensure that compliance is maintained and that the obligations as set out in the legal direction from Welsh Government are met.
 - **Supporting Economic Recovery:** To support economic recovery it is critical that any highway network and public transport disruption is kept to a minimum, and that access for all users and modes to the city centre is maintained.
 - **The Lifting of Covid-19 Restrictions:** As restrictions are lifted and people and businesses return to normal life, there will be increased pressure on the transport network.
 - **Roll out of Cycling Infrastructure:** Cardiff has an ambitious cycle infrastructure construction programme. The aim is to create the UKs most successful cycling city. Major enhancements to this network have been implemented during the pandemic, with new 'pop up' routes and facilities put in place, including the new link on Castle Street. These pop-up routes now need to be developed into a more mature routes and integrated with the existing and planned network roll-out.
 - **Supporting Bus Priority:** Public Transport and Bus operation is a key priority for the Council. The current bus priority around the city centre is provided primarily in the anti-clockwise direction and needs to be enhanced to add the flexibility needed to accommodate the new Transport Interchange in Central Square. Future improvements will also need to accommodate cross city routes, improved event day movement, quicker and shorter loops for local and regional buses and provide for future population growth. The option selected moving forward will need to include measures to ensure that public transport is fully supported. These measures may include short term mitigations as well as longer term proposals that can be identified in the soon to be consulted upon Cardiff Bus Strategy.
 - **Development:** Key developments, such as Central Square, Central Quay and development of key stations as part of the Metro will put added pressure on the network.
11. Taking the issues identified above into account, the following schemes on Castle Street and in City Centre East will now be progressed:

Castle Street

12. As noted above, a number of temporary adaptations were made to Castle Street in responding to the pandemic. As restrictions were lifted current arrangements were reviewed in light of the approved Clean Air Plan and the wider recovery context for the city. Consequently, two options for Castle Street were developed for consideration and for public consultation:
- **Option 1:** This scheme is the previously approved design included in the Council's Clean Air Plan. The scheme allows general traffic to access the area under reduced capacity, whilst also providing segregated cycling facilities, bus priority and public realm improvements.
 - **Option 2:** A variation on Option 1 where general traffic is restricted from using the street as a through-route at all times. The scheme provides a segregated cycle lane, bus and taxi access and improved public realm via an extension to the pavement on the south side.

Traffic Modelling and Impacts

13. Further variable demand modelling (VDM) has been undertaken by transportation consultants, to provide updated transport data to reflect potential mode shift changes/ cancelled journeys as a result of the schemes. This differs from the previous modelling which was fixed demand which meant the model didn't take account of any changes and assumed travel behaviours remained the same. The results of the traffic impact of the two schemes are shown in Appendix 4, showing the am and pm peak travel times (pre-Covid-19). Key points include:
- a. Comparative assessment shows that both options are modelled to cause some displacement impacts to the west of the city centre, due to the impact of removing some or all of the through traffic.
 - b. The larger impacts are modelled to occur on the arterial routes of the A48 and A4232 due to rerouting behaviour to avoid the city centre.

Air Quality Modelling

14. Using the updated VDM traffic data further air quality modelling has been undertaken. The key outcomes of the modelling to consider for both options on Castle Street are:
- a. Both options ensure compliance with legal limits is obtained on Castle Street.
 - b. Option 1 reduces levels on Castle Street to 28 $\mu\text{g}/\text{m}^3$ whilst Option 2 reduces levels to 20 $\mu\text{g}/\text{m}^3$.
 - c. Both options show improvements in air quality across the city. This is due to the restriction of traffic through the city centre and other elements of the clean air plan.
 - d. Both options do cause some minor increases in NO_2 concentrations when compared to the Baseline Scenario. However these

increases do not cause the absolute NO₂ concentrations to be at risk of exceedance of the limit value.

Results of Public Consultation

15. Between March 2021 and May 2021 an extensive public and stakeholder consultation and engagement exercise was undertaken on the future options for Castle Street, with over 6250 response received. The consultation report is included in Appendix 3 of this report. Key points include:
 - a. 53.8% thought option 1 had considerable benefit
 - b. 33.8% thought option 2 had considerable benefit
16. Overall, the public consultation therefore indicated that there were greater levels of support for Option 1, the reopening of Castle Street to general traffic, and inclusion of a segregated bus and cycle lane. It should also be noted that Cardiff Bus and Active Travel organisations put forward strong objection to Option 1 and support for Option 2.

Next Steps

17. As a result of traffic and air quality monitoring, the public consultation, and further analysis of the COVID-19 recovery period, it is proposed that modifications to the current scheme are put in place to allow all vehicles (including cars) to access two lanes of Castle Street, with a westbound bus lane and two-way segregated cycleway retained. A draft concept design of this arrangement is included in Appendix 2.
18. This adaptation to the current temporary arrangements will enable further analysis, monitoring and assessment to take place to fully understand the impacts of the scheme on the network, air quality, wider city environment and economy before a permanent scheme is implemented post-COVID-19 recovery. This will also provide the opportunity to work with public transport providers to address any issues that may emerge from this adjusted scheme.
19. It is proposed that a new tender process will now take place to award a contract due to the reduction in specification of the non-permanent scheme. A successful tender would allow the scheme to go onsite later this summer. This would allow only buses and taxis during construction period with Castle Street open to all traffic in the autumn.

City Centre East

20. Between December 2020 and February 2021 a public consultation took place on the final option for 'City Centre East' transport improvement schemes. This included permanent bus priority measures on Station Terrace & Churchill Way, a permanent cycleway a revised car park routing system and the first phase of the Canal at the north end of Churchill Way. The full design is included in Appendix 5.

21. It is now proposed that this scheme be approved for delivery and that authority is delegated to the Director of Planning, Transport & Environment in consultation with the Corporate Director of Resources to award the tender and begin construction.
22. The Cabinet has previously given authority to send this scheme out to tender (June 2019). It is now proposed that a mini-competition tender will be undertaken in June 2021 via Lot 9 (£5m-£10m) of the South East Wales Highways Framework under an NEC4 Option C Target Cost Contract with Activity Schedule. The following contractors will be invited to tender over an 8 week period:
 - a. Alun Griffiths (Contractors) Ltd
 - b. Knights Brown
 - c. Centregreat
 - d. Walters
 - e. Jones Brothers (Ruthin)
23. A cost share percentage range, is associated with the contract that incentivises the contractor to remain on budget. Any overspend will be shared on a percentage basis. The share percentages have been set to best promote collaborative working and minimise the risk of overspend.
24. The nature of highway infrastructure works mean there remain risks of unforeseen issues with utilities and other underground items. However these risks including a review of lessons learnt on previous schemes have been mitigated with a comprehensive survey schedule undertaken and engagement process with utility companies in advance.
25. Subject to this approval and the successful completion of the procurement exercise, and any other necessary statutory processes being completed, work is targeted to begin in September 2021.

Future Public and Stakeholder Engagement

26. The following measures will be taken on the Castle Street and City Centre East transport schemes to inform and assist key stakeholders, as well as the wider public:
 - I. A dedicated project website containing all information associated with the project including: project background; maps; designs and operational plans.
 - II. A communication plan for each phase of works, including: newsletters for local residents and businesses; press releases and proactive media engagement.
 - III. Regular Stakeholder Meetings with Bus Operators and other key stakeholders.

Project Funding

27. A number of funding sources are available to meet the costs of the proposed works on both projects.
28. The Castle Street option will be funded from the Clean Air funding allocated by the Welsh Government. This scheme is estimated to cost in the region of £300,000.
29. City Centre East will be funded by City Deal Grant Funding, Air Quality Funding and General Capital Fund. The current cost estimate for this project is £7-9m, this includes the highway element and the first phase of the Canal Quarter.
30. Opportunities will be considered for further Welsh Government grant funding bids for Transport funding as well as utilising the Council's own capital programme funding for relevant projects to be undertaken as part of the city centre and wider enabling works.
31. It is estimated that the fees associated with delivering both projects (from April 2021 onwards) will be £400,000 for both projects.

Future Maintenance Costs

32. The contract for both projects will provide 2 years maintenance cover on hard infrastructure and 5 years cover on soft landscaping maintenance.
33. Following on from the construction period and the above maintenance periods, it is acknowledged that new infrastructure will cause future maintenance costs. The Project Team are working with all the relevant departments to identify costs and formulate plans for future maintenance and cleansing. This is to ensure that the level of investment proposed across the City Centre can be sustained and maintained. This will need to be a consideration in developing the future Medium Term Financial Plan, along with other Council priorities.

Local Member consultation

34. Local Members have been able to comment on the proposals for the city centre as part of the Clean Air Consultation that ran from April-May 2019. Then again during the scheme consultations for City Centre East (December 2020-February 2021) and Castle Street (March – May 2021)
35. Local Members will also be consulted with as part of the Traffic Regulation (TRO) process for each project.

Reason for Recommendations

36. The delivery of these highway works are critical to the operation and future success of the Public Transport Network (including the Transport Interchange), the implementation of the Clean Air Plan to improve the air

quality in the City Centre and the future development of the city centre's transport network as a whole.

37. These two transport projects deliver key commitments in the Transport White Paper and will greatly assist with meeting targets in that paper, and also the One Planet Strategy.
38. Tender awards must now take place to ensure a contractor can be on site in financial year 2021-22.

Financial Implications

39. The costs and funding of the projects are set out in the confidential appendix 6, including the delivery of the current chosen option for Castle Street. The Council will need to ensure that it secures the required skills to support the delivery and ongoing contract management to manage and mitigate risks during the construction period for the projects. As part of the procurement approach it should be ensured that any appointed contractors have the skills and also capacity to complete the works within agreed timescales having considered other commitments already in place.
40. In order to avoid the risk of additional costs and compensation claims, it is essential that there is a clear scope at the outset, with any changes being managed within the budget available. Where grant funding is used towards works, this should be in accordance with the award of that grant and in consultation with the grant provider. Changes which result in abortive costs will need to be charged to a revenue budget and require consultation with grant funding bodies where relevant.
41. Expenditure incurred on the projects will need to be in accordance with the terms and conditions including timescales identified in any external grants. The Council has allocated £3 million from its capital programme approved in March 2021 toward exposing the existing dock feeder canal at the upper end of Churchill Way to provide a new public space with seating areas. No budgets are available for further phases of the canal.

Legal Implications

42. The body of the report raises a number of points however these legal implications deal with the implications arising from the four recommendations.
43. Recommendation 1 – raises no direct legal implications. A public consultation gives rise to a legitimate expectation that the outcome of the consultation will be taken into account in determining the way forward and it is noted that the proposals for Castle Street are in line with the preferred option of the consultees.
44. Recommendation 2 – raises no direct legal implications as legal services are instructed that no further road traffic regulation orders are required for the implementation the proposed alterations to the current road layout.

45. Recommendation 3 – raises no direct legal implications
46. Recommendation 4 – for the legal implications regarding the commencement of the procurement, please see the previous cabinet report referred in paragraph of 22 of this report. Further legal implications will be provided on the Officer Decision Report concerning the award of the contract.
47. Please note that any decisions must however be made in accordance with the Council's Scheme of Delegations and the general legal advice set out below
48. The above decisions have to be made in the context of the Council's public sector equality duties. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions 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.
49. 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.
50. 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 2021-24
51. The well being duty also requires the Council to act in accordance with '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 comprising 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:
 - a. Look to the long term
 - b. Focus on prevention by understanding the root causes of problems
 - c. Deliver an integrates approach to achieving the 7 national well-being goals
 - d. Work in collaboration with others to find shared sustainable solutions
 - e. Involve people from all sections of the community in the decisions which affect them
52. 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>

53. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

HR Implications

54. There are no HR Implications for this report.

Property Implications

55. There are no specific property implications in respect of this Castle Street and City Centre East report. Where there are any resultant land transactions, negotiations or valuations required to deliver any proposals, they should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

RECOMMENDATIONS

Cabinet is recommended to:

1. Note the outcome of the public consultation and modelling work carried out on the future of Castle St.
2. Approve the implementation of the adjustment to the current road layout on Castle Street to allow all traffic as outlined in Appendix 2.
3. Note the intention to undertake further modelling and analysis of the impact of the scheme on clean air, congestions and wider city recovery and renewal.
4. Delegate authority to the Director of Planning, Transport & Environment in consultation with the Corporate Director of Resources to deal with all aspects of the procurement process (including approving the evaluation criteria to be used and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement for the construction of City Centre East + Canal Phase 1.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	11 June 2021

The following appendices are attached:

Appendix 1 Project Area Map

Appendix 2 Traffic Modelling and Air Quality Technical Information

Appendix 3 Consultation Report – Castle Street

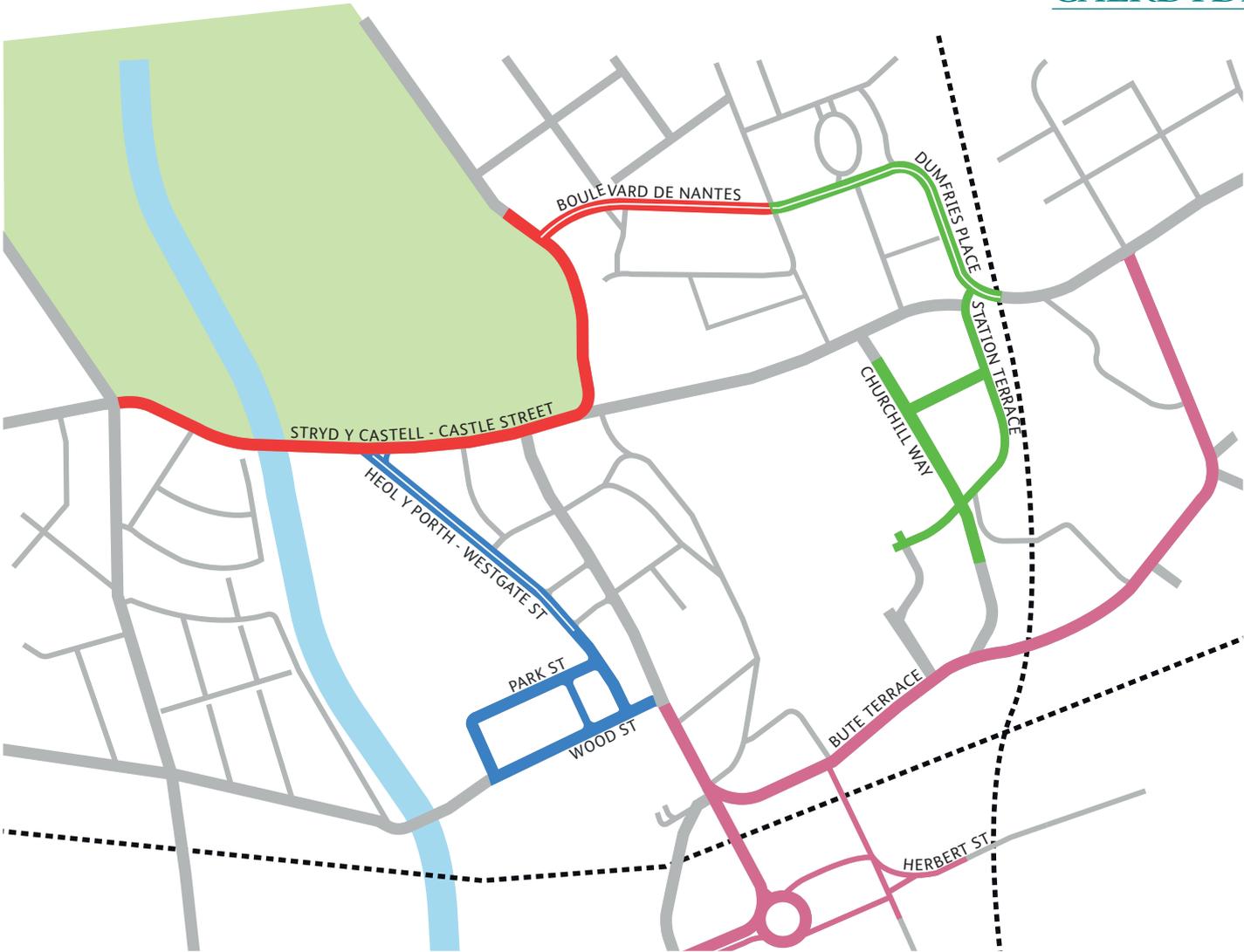
Appendix 4 Castle Street Option Design

Appendix 5 Detailed Design City Centre East

Appendix 6 Funding Makeup CONFIDENTIAL

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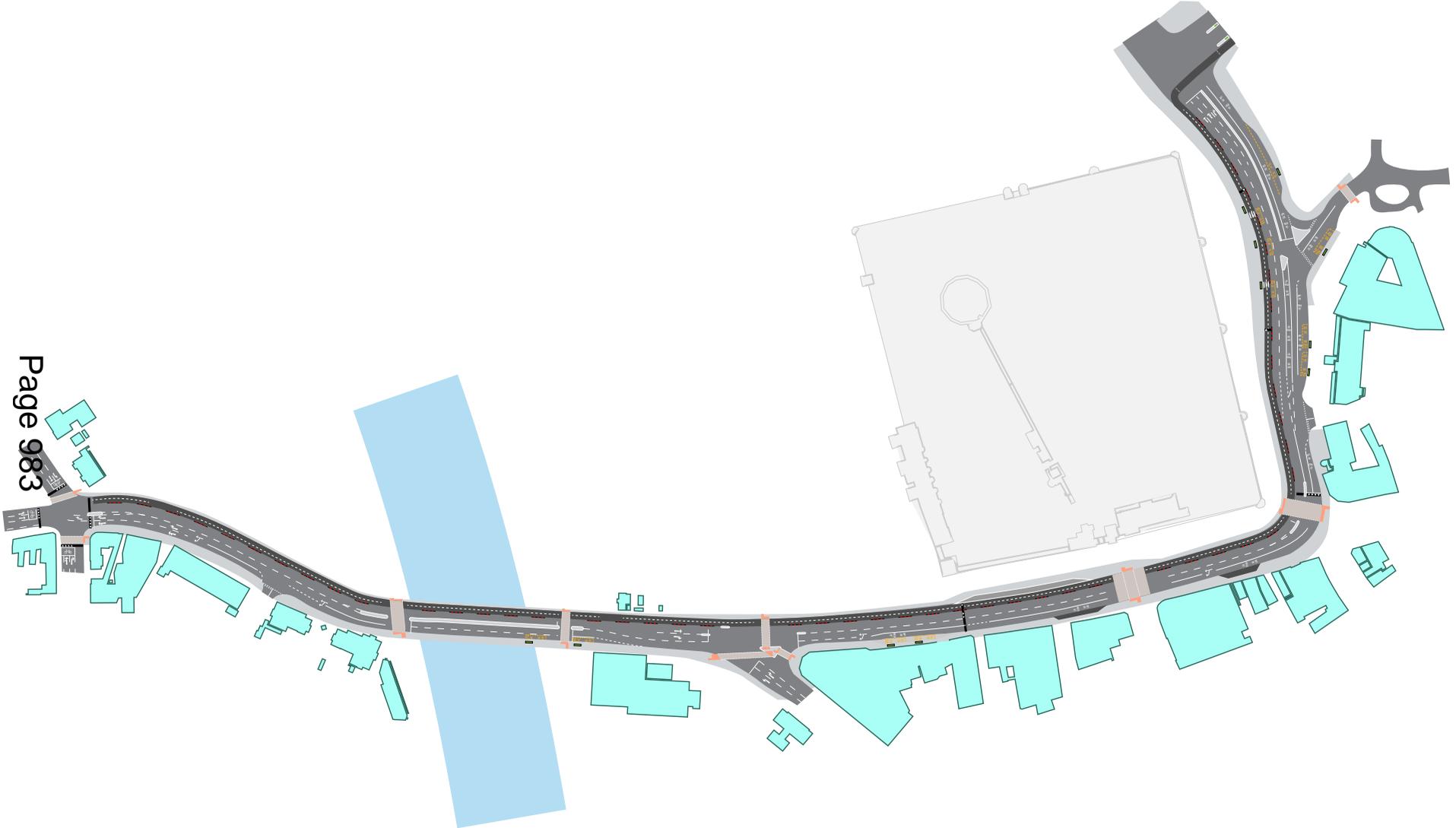
City Centre Programme



- City Centre West Phase 1
- City Centre West Phase 2
- City Centre East Phase 1
- City Centre East Phase 2

- City Centre North Phase 1
- City Centre North Phase 2
- City Centre South

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APPENDIX 3: City Centre Transport Improvements: Castle Street

Context

In January 2018, a transport improvement scheme for Castle Street called the “Castle Street Clean Air Scheme” (Option 1) was considered and consulted on by Cardiff Council. A period of engagement with stakeholders followed in Summer 2019. Based upon this consultation and engagement, a Castle Street scheme was designed considering how the City Centre was used at the time.

In July 2020, the City’s Covid-19 recovery plan necessitated a full closure of Castle Street and the implementation of a temporary bus gate to prioritise public transport and active travel. This allowed a café area to be introduced.

With the experience of the Covid-19 closure, the council has reconsulted on this scheme and an additional scheme to gauge public opinion.

Engagement Activities

The consultation opened to the public on 12 March 2021 and stayed live for 8 weeks.

1480 businesses and residents received a letter, advising of information pack available for viewing online at Keeping Cardiff Moving, and a scheme plan. This included businesses and residents directly on the route and all properties within 100m of the project.

The information pack included scheme plans for both options and supplemental information to contextualise the proposals.

This was supplemented by social media promotion and a press release.

Respondents were given the option of responding via Snap Survey or via dedicated email inbox [citycentrenorth@cardiff.gov.uk]

Consultation Results

Via the email inbox for the scheme [citycentrenorth@cardiff.gov.uk], we received **29** emails.

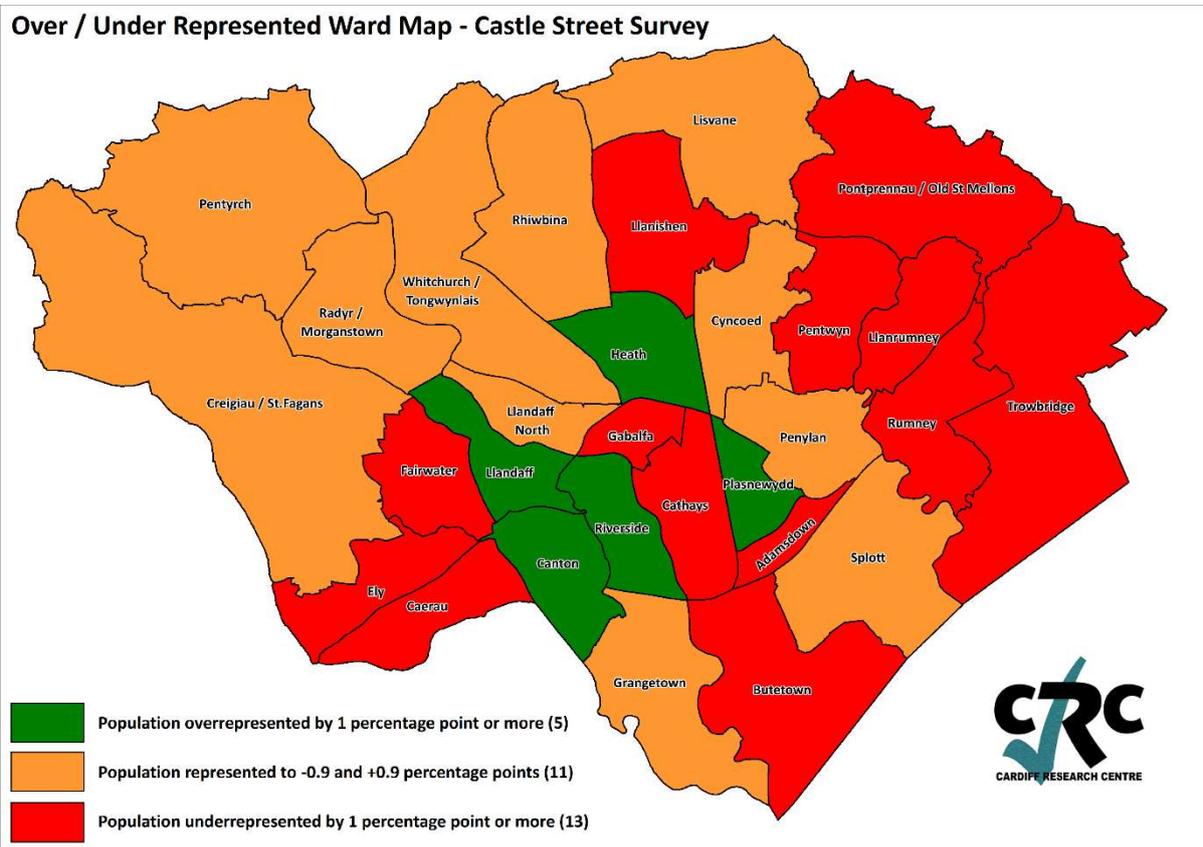
Of these 29 emails:

- **48%** expressed no preference but required further clarity or response on issues.
- **28%** were in support of Option 1
- **24%** were in support of Option 2

The online survey received 6066 responses.

The map below shows population representation at ward level for Cardiff residents.

- Five wards were over-represented (*Canton, Heath, Llandaff, Plasnewydd and Riverside*)
- 11 were representative (*Creigiau/St Fagans, Cyncoed, Grangetown, Lisvane, Llandaff North, Pentyrch, Penylan, Radyr/Morganstown, Rhiwbina, Splott, Whitchurch/Tongwynlais*)
- 13 were under-represented (*Adamsdown, Butetown, Caerau, Cathays, Ely, Fairwater, Gabalfa, Llanishen, Llanrumney, Pentwyn, Pontprennau/Old St Mellons Rumney, Trowbridge*)



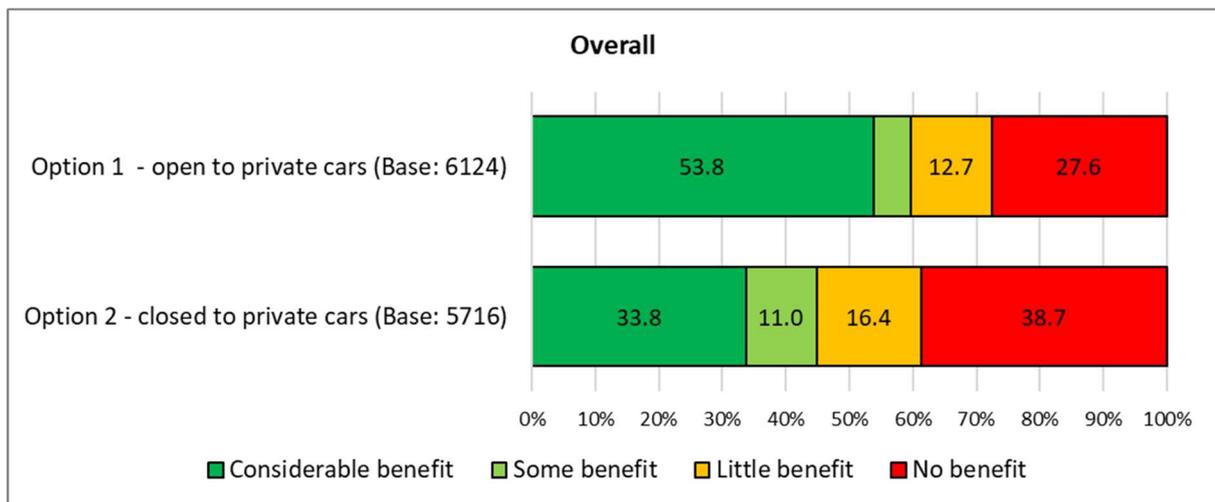
Please rate the scheme on the benefits the scheme will bring to the city of Cardiff:

For option 1: All traffic - 3 lanes - private cars permitted

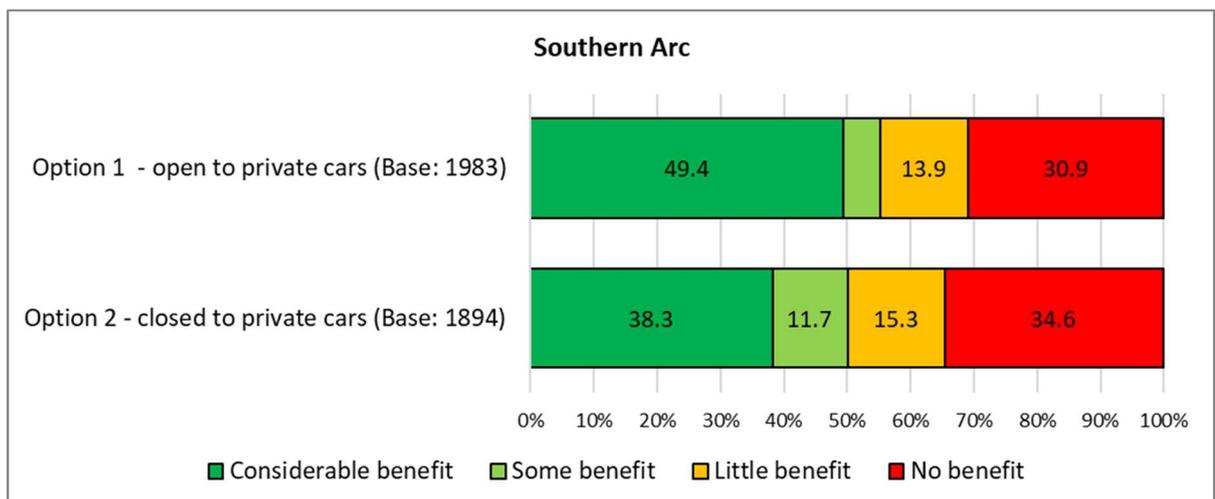
For option 2: Bus & Taxi Only - 2 lanes - no private cars permitted

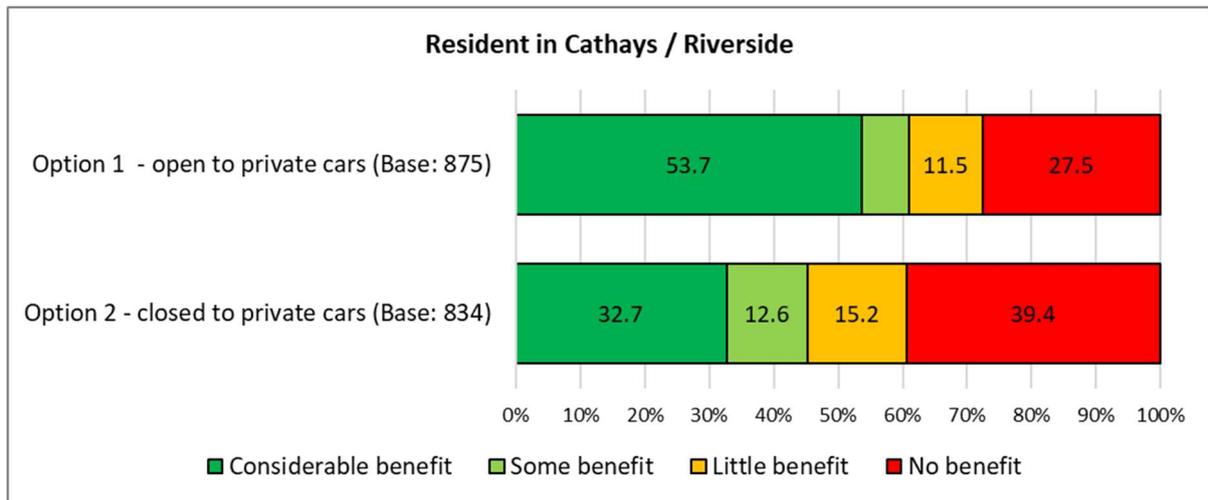
Respondents were invited to rate the benefits of permitting or prohibiting private cars from using Castle Street.

Overall, 53.8% of respondents saw a considerable benefit to opening Castle Street to private cars, compared with 33.8% to closing the street to cars.



Residents in both the Southern Arc, and in Cathays and Riverside (the two closest wards to Castle Street) saw more benefits in keeping the street open to cars.



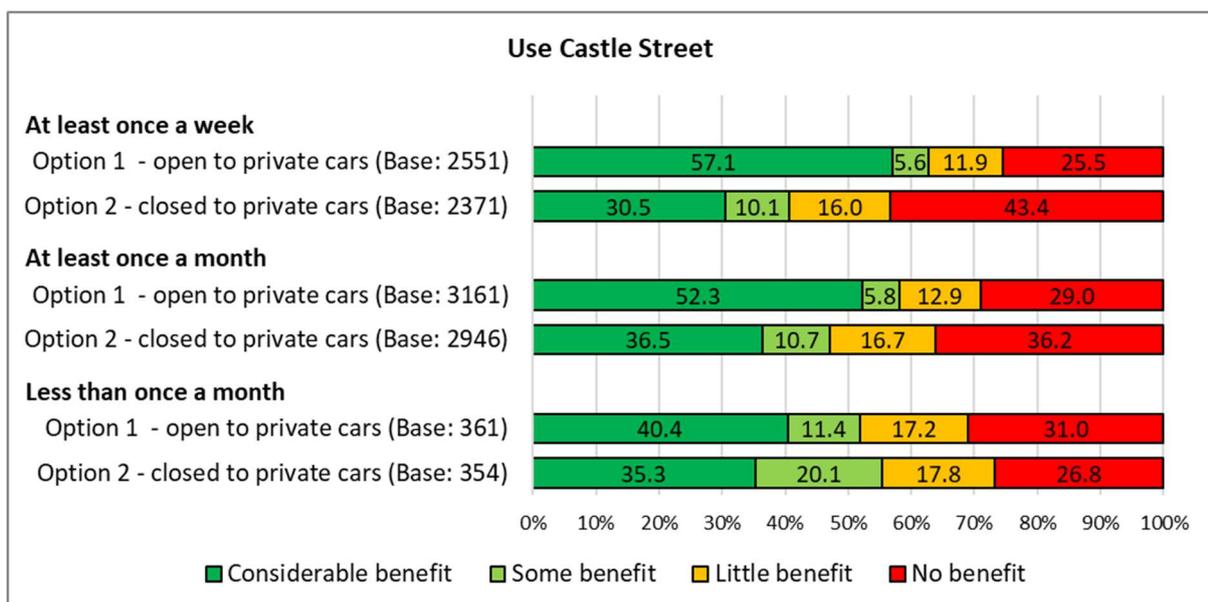


How often do you use Castle Street?

Two-fifths of respondents (41.9%) use Castle Street at least once a week, just over half use it less than once a week, but more than once a month (51.9%), whilst 6.1% use it less than once a month.

	No	%
At least once a day	1004	16.3
At least once a week	1571	25.6
Several times a week	2257	36.7
At least once a month	937	15.2
Less often	350	5.7
Never	26	0.4
Total	6145	100.0

The more frequently a respondent used Castle Street, the more likely they were to see considerable benefits in keeping it open to private cars.

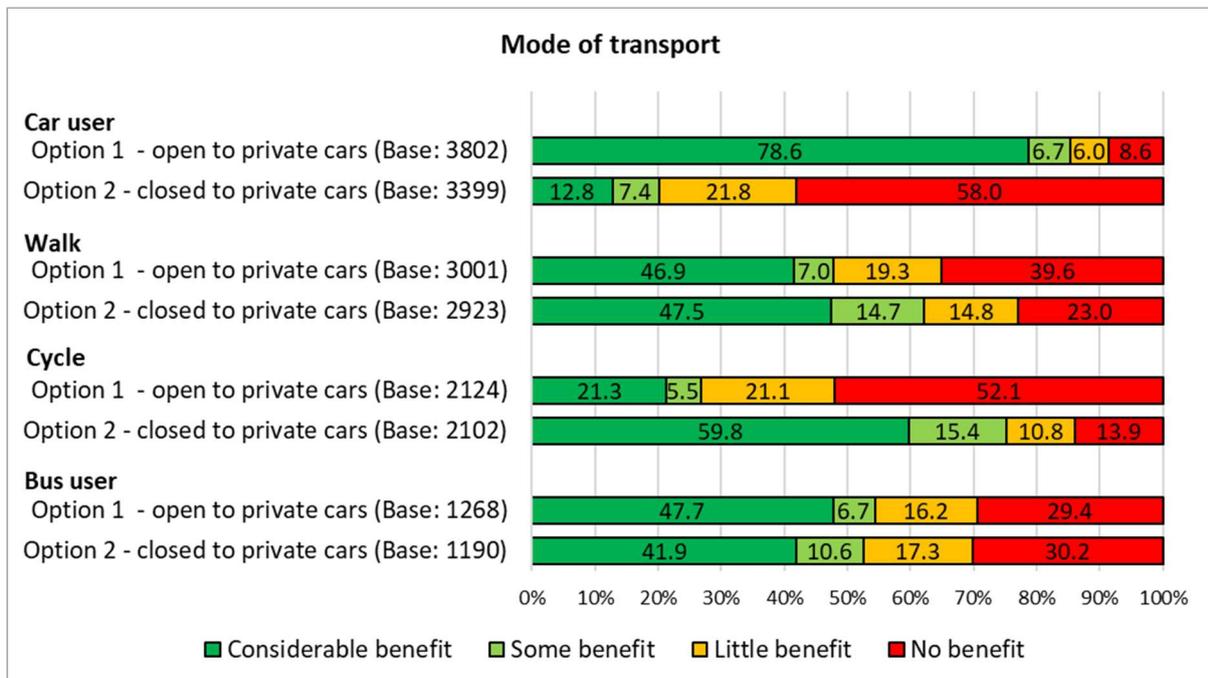


How do you normally travel on this route?

Almost two-thirds (62.3%) of respondents typically used their car to travel on Castle Street, followed by half (49.5%) who walked, 35.0% who cycled, and a fifth (21.0%) travelling by bus.

	No	%
Car	3827	62.3
Walk	3044	49.5
Cycle	2152	35.0
Bus	1291	21.0
Motorcycle	110	1.8
Other	144	2.3
Total	6147	100.0

Car users were notably more likely to see considerable benefits in keeping Castle Street open to cars; cyclists were more likely to see the benefits of closing the street to cars. Bus users and pedestrians were more evenly split in their opinion.



Why do you normally travel on this route?

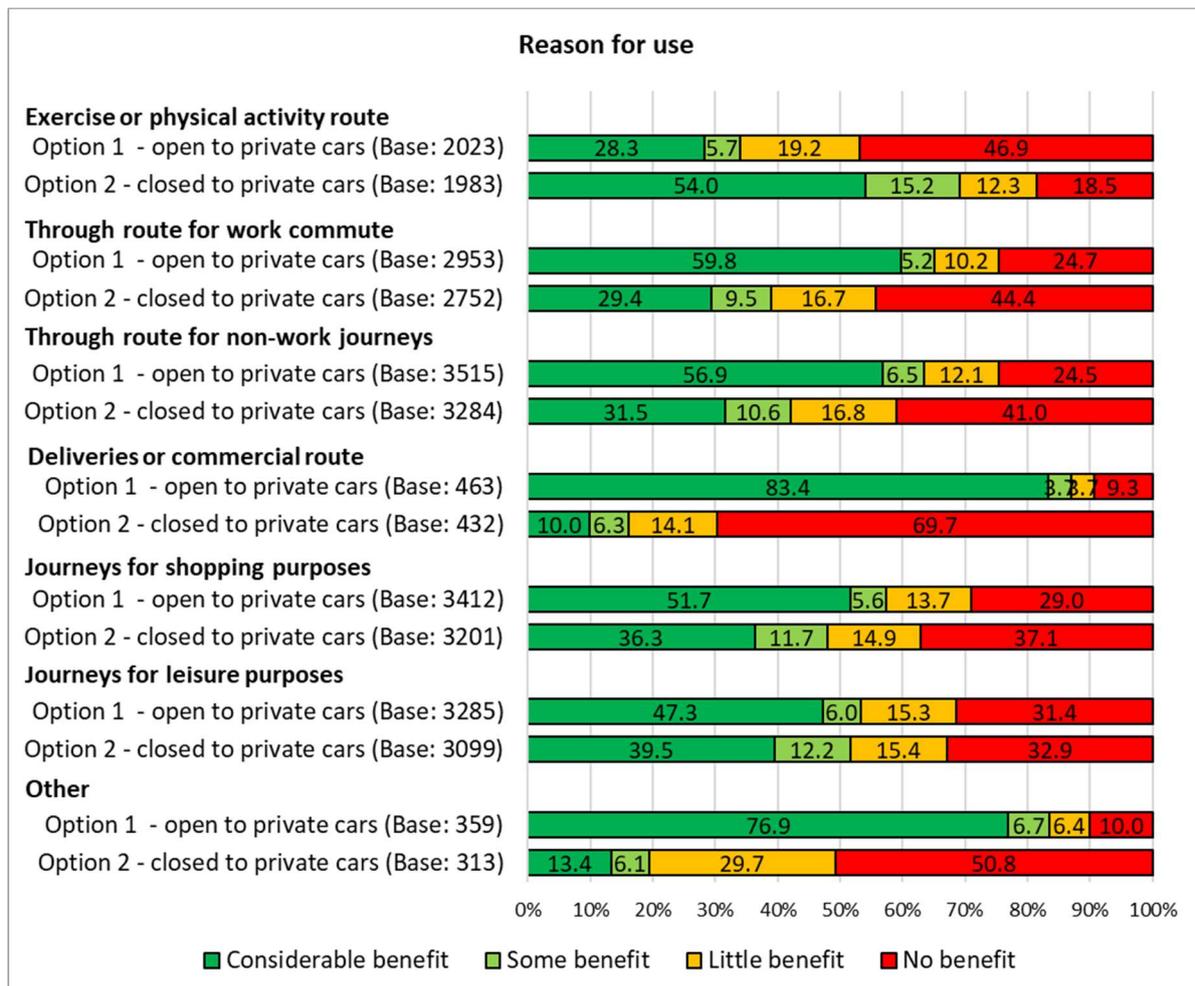
The most common reasons for using Castle Street were:

- As a through route for non-work journeys (58.1%)
- For shopping purposes (56.5%)
- For leisure purposes (54.3%)

	No	%
Exercise or physical activity route	2055	33.6
Through route for work commute	2973	48.6
Through route for non-work journeys	3554	58.1
Deliveries or commercial route	465	7.6
Journeys for shopping purposes	3456	56.5
Journeys for leisure purposes e.g. pub, restaurant, cinema	3325	54.3
Other	362	5.9
Total	6122	100.0

Those using Castle Street for deliveries or a commercial route (83.4%) were most likely to see a considerable benefit in keeping the street open to private cars, followed by those using the route for other purposes (76.9%), for a work commute (59.8%) or for non-work journeys (56.9%).

Those using the route for exercise were least likely to see the benefit in keeping to open to private cars (28.3%).



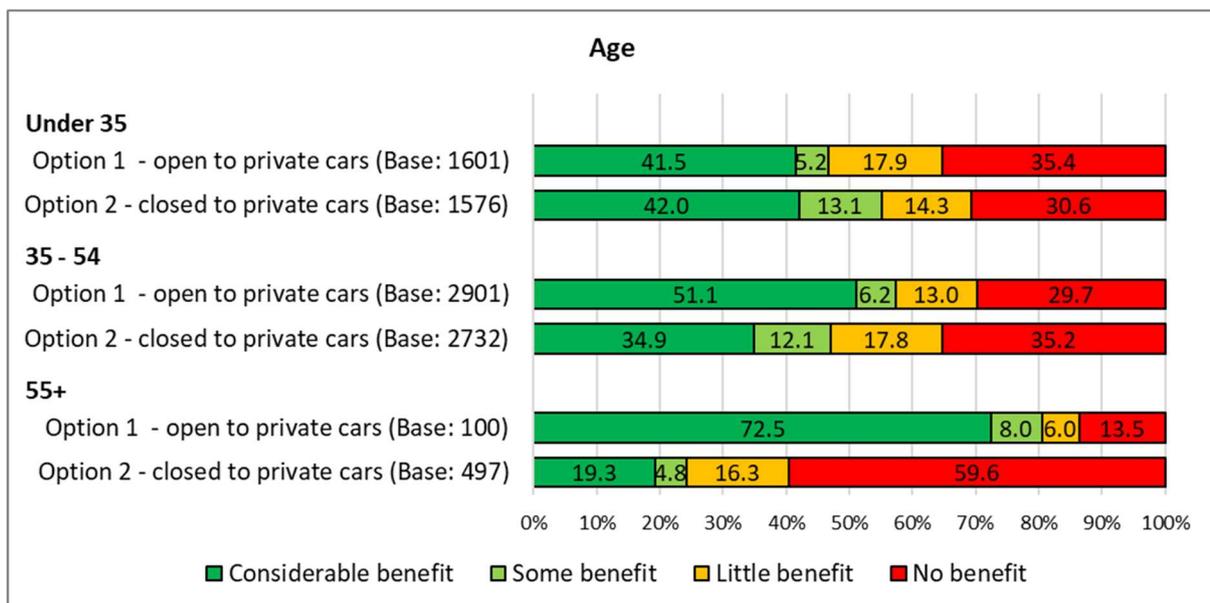
What was your age on your last birthday?

	No	%
Under 16	6	0.1
16-24	305	5.0
25-34	1298	21.2
35-44	1429	23.3
45-54	1501	24.5
55-64	890	14.5
65-74	381	6.2
75+	234	3.8
Prefer not to say	88	1.4
Total	6132	100.0

The proportion of 16-34 year olds and those aged 55 or over were under-represented amongst respondents to the survey compared to the proportion of residents of the city as a whole.

% Adult population	Castle St. Survey	2109 Mid-Year Estimate
16-34	26.1	39.8
35-54	47.8	28.4
55+	24.5	31.8

The older the respondent, the more likely they were to state there was a considerable benefit to keeping Castle Street open to private cars.



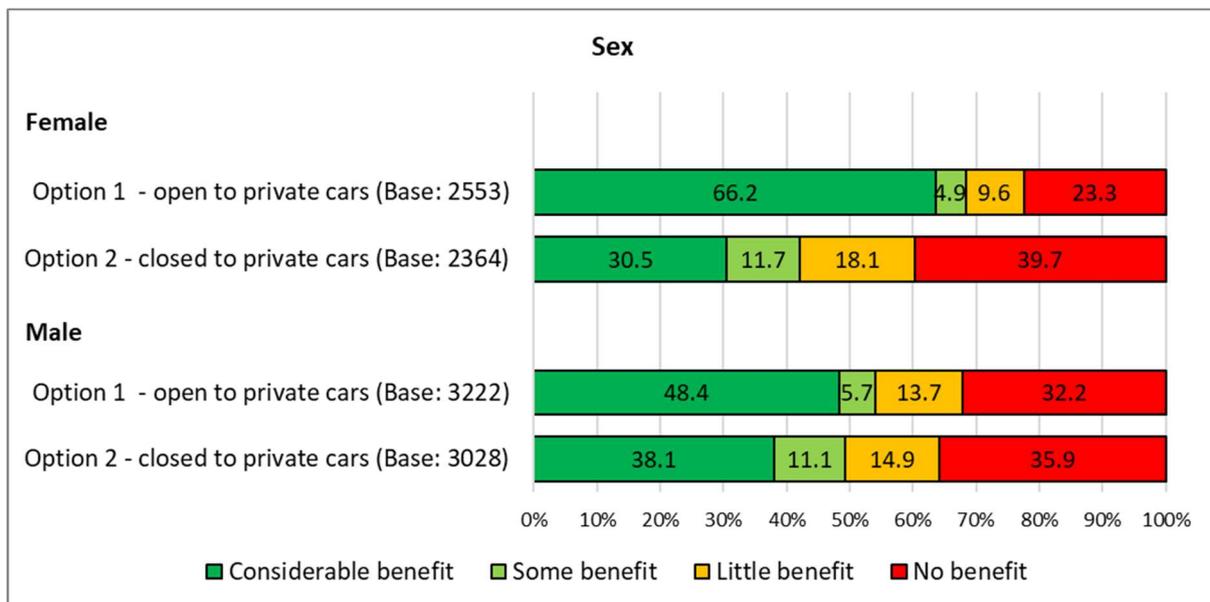
Are you...?

More than half of those responding to the survey were male (53.1), compared with 42.3% of females. This shows a slight over-representation of males compared with the population of the city overall (49.2% males, 50.8% females).

	No	%
Female	2595	42.3
Male	3253	53.1
Prefer not to say	262	4.3
Other	19	0.3
Total	6129	100.0

Women were more likely than men to see a considerable benefit in keeping Castle Street open to private cars (66.2% compared with 48.4% respectively).

Men were more evenly split between the level of benefit for each option.



Do you identify as Trans?

	No	%
Yes	42	0.7
No	5473	91.7
Prefer to self-describe	18	0.3
Prefer not to say	436	7.3
Total	5969	100.0

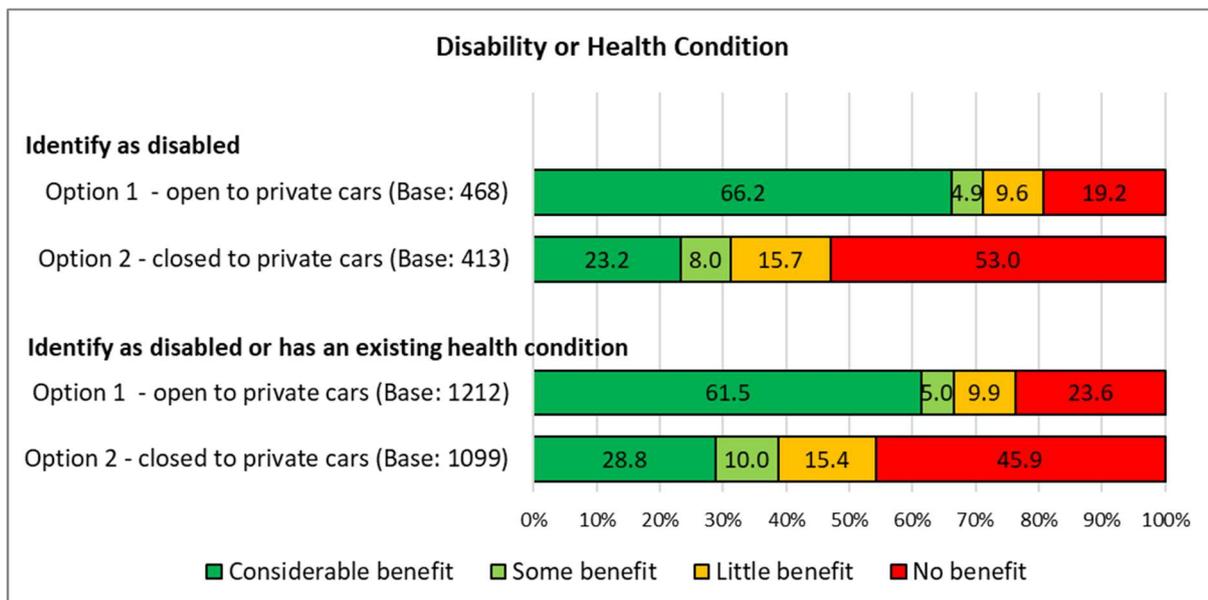
Do you identify as a disabled person?

	No	%
Yes	474	7.8
No	5215	86.2
Prefer not to say	358	5.9
Total	6047	100.0

Please tick any of these following that apply to you

	No	%
Deaf/ Deafened/ Hard of hearing	191	3.2
Mental health difficulties	273	4.5
Learning impairment/ difficulties	45	0.7
Visual impairment	46	0.8
Wheelchair user	26	0.4
Mobility impairment	328	5.4
Long-standing illness or health condition (e.g. cancer, diabetes, or asthma)	612	10.1
Prefer not to say	752	12.4
Other	83	1.4
Total	6047	

Respondents identifying as disabled, or with a health condition were more likely than average to report considerable benefits in keeping Castle Street open to private cars.

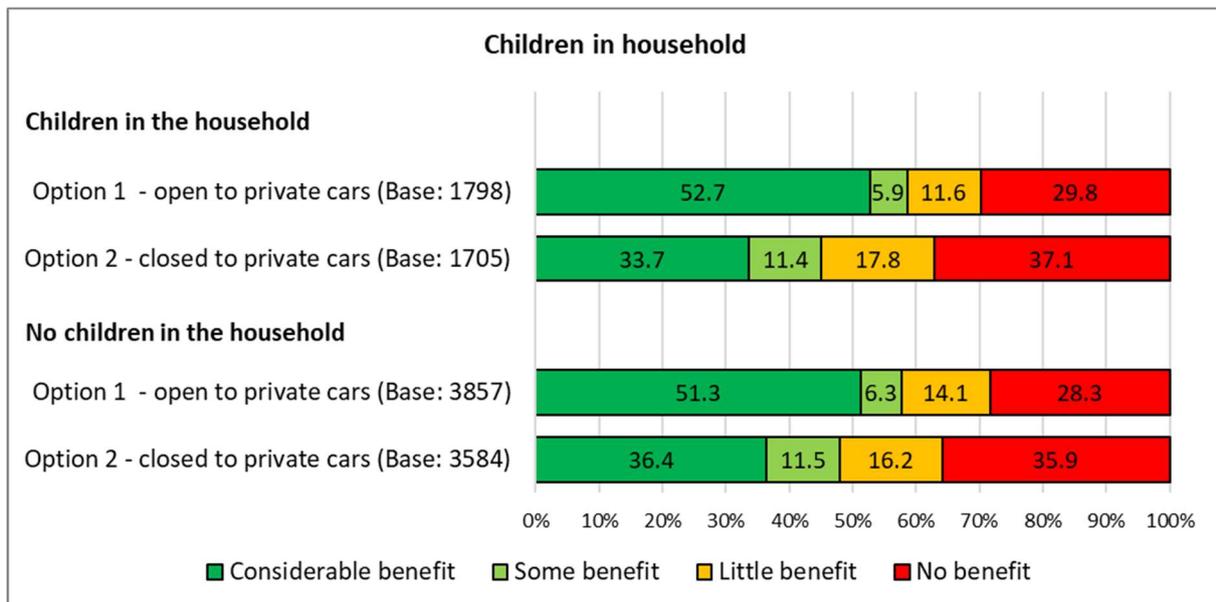


How many under 16 year olds are in your household?

Around two-thirds of those responding to the survey did not have children in their household, compared with 30.0% with at least one child under the age of 16.

	No	%
None	3917	64.9
1	805	13.3
2	779	12.9
3	174	2.9
More than 3	54	0.9
Prefer not to say	311	5.1
Total	6040	100.0

There was little difference in the patten of responses for these two groups of respondents, with both seeing more benefit in keeping the street open to private cars.



General Comments

In the Snap Survey, respondents were able to comment on their choices. From the 6066 responses, some key points were raised. These are outlined below:

Issues raised by respondents in support of Option 1:

Businesses will lose trade if private cars aren't allowed
Summary of Issue
<ul style="list-style-type: none">• This route is used heavily for delivery vehicles• People would like to park near to the retail and businesses they intend to visit• Employees at businesses on the route may experience difficulty accessing their premises
Sample comments:
"The route needs to exist for business, deliveries and commuting between east and west of the city."
"East / west routes across the city are essential for all types of business to deliver goods and commuting people in a timely manner."

Blue badge and vulnerable users should be able to access city centre in their cars
Key points raised
<ul style="list-style-type: none">• Blue badge users need routes that serve all areas of the city• The city centre has many medical businesses or businesses serving vulnerable users
Sample comments:
"Cutting through traffic will really help to keep the city traffic reduced, but what about allowing drivers with blue badges through?"
"Private car access needed for residents to the east of Castle Street to have accessible access St David's hospital"

Closing the road to private traffic creates pockets of congestion in surrounding areas
Key points raised
<ul style="list-style-type: none">• Longer diversion routes places traffic into residential areas• Displaced traffic could create pockets of poor air quality elsewhere in the city
Sample comments:
"The air pollution would just worsen along north road and other alternative route. You would just be moving the issue."
"Travel through Castle Street offers an exceptional benefit for my family for a number. It will also help reduce traffic in the residential areas around Cathedral Road."

Castle Street is the simplest and quickest way of crossing from East to West of the City

Key points raised

- Castle Street is a main thoroughfare through the city
- Longer journeys caused by closing Castle Street creates more pollution

Sample comments:

“It will benefit car drivers, avoiding longer routes to travel east-west across the city and vice versa.”

“This is a main thoroughfare through the city and should be opened to the public to allow movement across town.”

*Issues raised by respondents in support of Option 2:***Improved air quality****Key points raised**

- Removing the traffic in Castle Street improves air quality
- Noise and congestion is unpleasant
- More pleasant environment to walk, cycle and visit

Sample comments:

“Considerably reducing pollution in the city centre, encouraging active travel. Whole area improved and becomes attractive tourism area.”

“Emphasis is shifted to public transport and active travel; greater improvements in air quality.”

Allowing private cars back through Castle Street would be a backward step**Key points raised**

- The Covid-19 arrangement has been enjoyable
- Noise and congestion is unpleasant
- More pleasant environment to walk, cycle and visit

Sample comments:

“Castle street with all the previous traffic was awful - the change has been so much for the better. Putting it back and allowing the traffic back is bad for everybody.”

“The decision to ban cars from Castle Street was progressive, brave and absolutely the right one. The City Centre will have to change post-Covid, Bringing cars back to one of the finest Castle fronted streets in Europe would be a hugely retrograde step.”

Safe access to the city for pedestrians, bus users and cyclists is compromised by private cars

Key points raised

- The area has been dominated by cars
- The pavements are not wide enough
- Pre Covid, there was heavy congestion on the route
- Safer environment would encourage modal shift

Sample comments:

“Improved bus network. Wider pavements and cycle lanes facilitate active travel. These in combination provide good alternatives to driving into the city centre for many people.”

“This route has long been congested, and encouraged reckless and aggressive driving towards other road users (particularly vulnerable road users such as cyclists). Since this route has no longer been open to public traffic, it has become a safer, calmer route for cyclists and has really opened up for pedestrians too. It has made the city feel more welcoming and accessible.”

Option 2 supports the City’s Active and Sustainable travel ambitions and Clean Air mandate

Key points raised

- The council has committed to improving bus facilities, cycling infrastructure and pedestrian safety to encourage modal shift
- Clean Air in Castle Street is a legal requirement
- Option 2 is better for facilitating active or sustainable travel

Sample comments:

“As per the pack, this would result in a greatly improved bus service and would support Cardiff's clean air commitments.”

“Improved bus network. Wider pavements and cycle lanes facilitate active travel. These in combination provide good alternatives to driving into the city centre for many people.”

Tourism and city centre visitorship benefits from a traffic free environment

Key points raised

- The area has been more quiet and pleasant since closure
- A modern city should have traffic free tourist area
- Removing traffic would make the Castle more appealing to visit

Sample comments:

“Removing this route as an option will make the city safer, cleaner and a better place to visit for locals and tourists alike.”

“I have cycled along the new cycle lane many times including with my children which we would not have felt safe to do. It is a much more welcoming experience outside the castle as one of the major tourist attractions not to be full of traffic jams.”

Specific issues/queries

In addition to the general comments, the email inbox received more specific enquiries about the logistics of the plan. These are listed below:

Query

Option 2: I assume this would allow buses to enter Westgate Street for access to the new Bus Station. What would be the proposed route for the return journey?

Option 2: Do you have documentation showing this cross-city design:

- a) is safe and
- b) has passed an Equality Impact assessment in relation to protected groups of disabled and elderly persons?

Option 2: From the pack, it looks like the central reservation is being removed and access would be possible by turning right into Green Street, if you were coming from Cathedral road/Riverside. Is this the plan?

Next Steps

- Continue Engagement with Key Stakeholders
- The final decision on which option to proceed with will be put to the Council’s Cabinet.

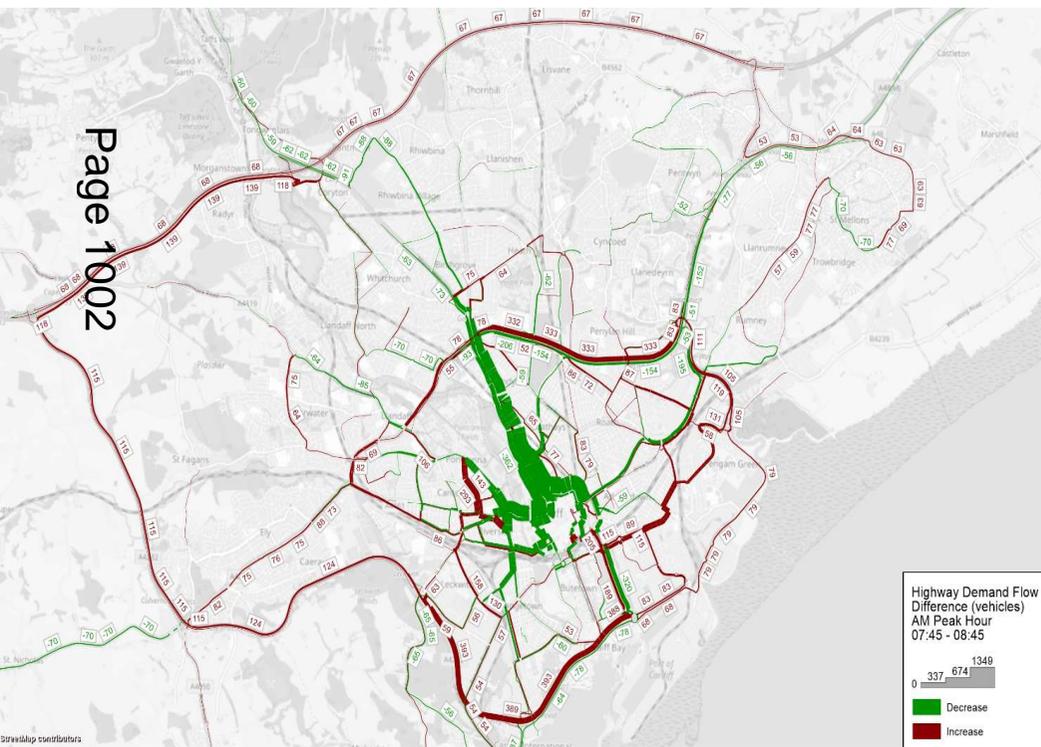
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Appendix 4 – Transportation and Air Quality Data

The following information provides updated Transport and Air Quality Data on the Two Castle Street Schemes

Figure 1 am Peak Flow Changes

Option 1 Clean Air Scheme am Peak Flows



Option 2- Bus Gate am Peak Flows

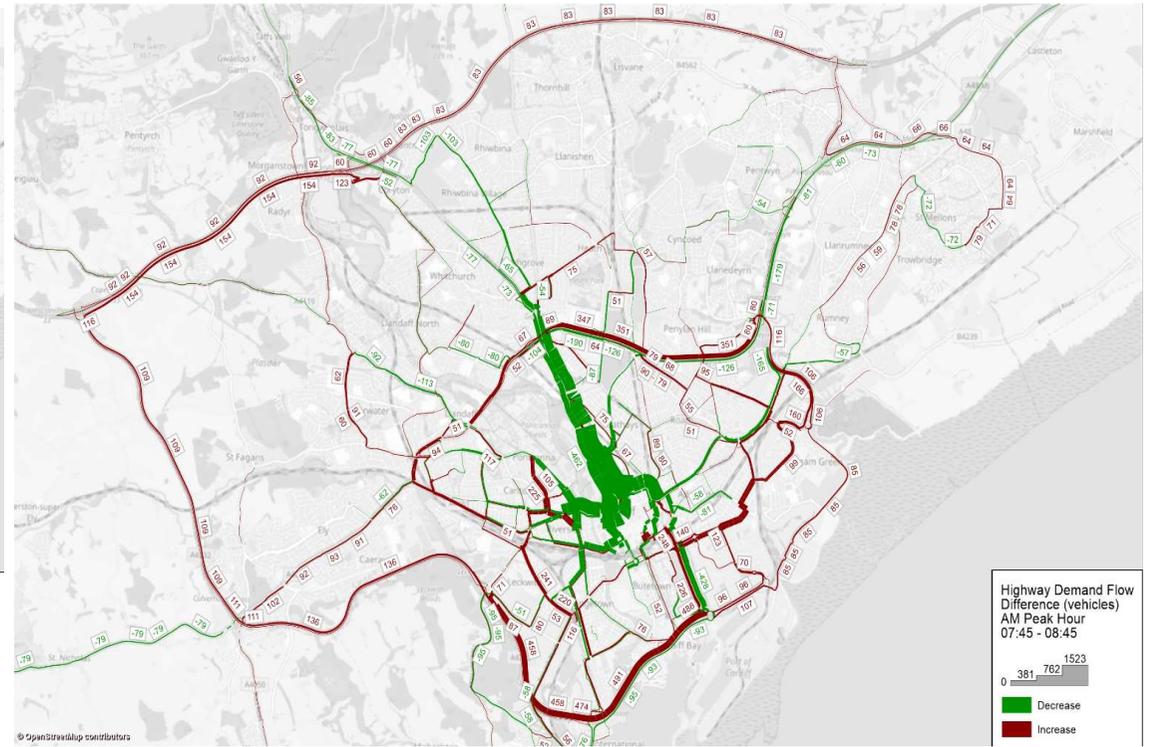
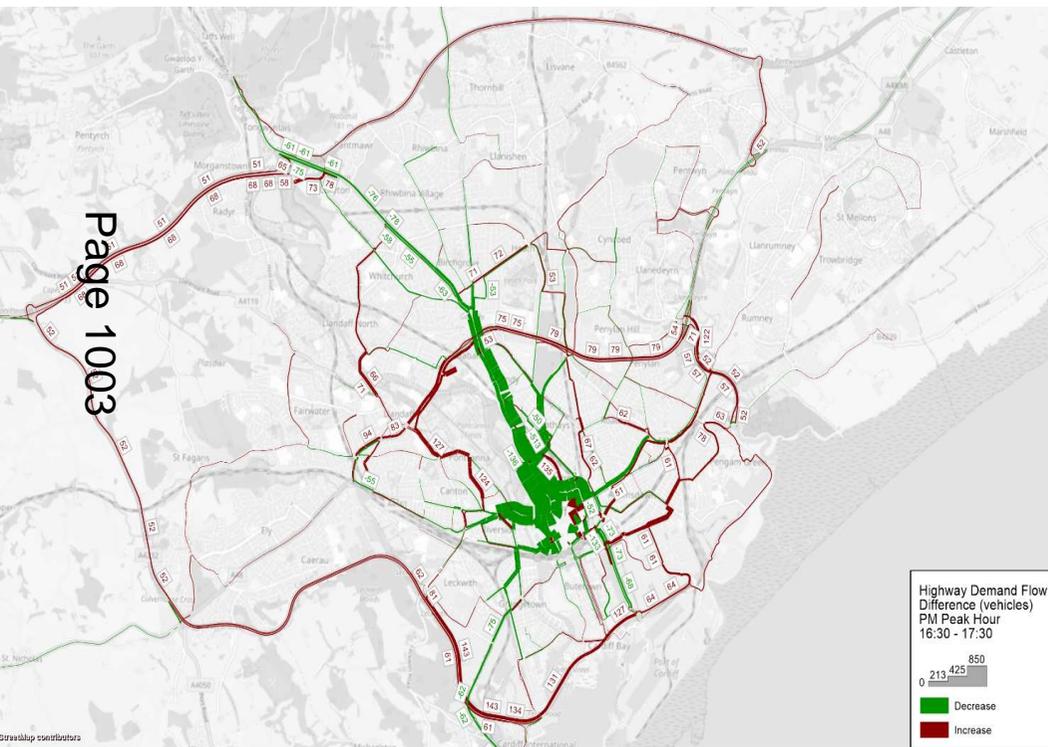
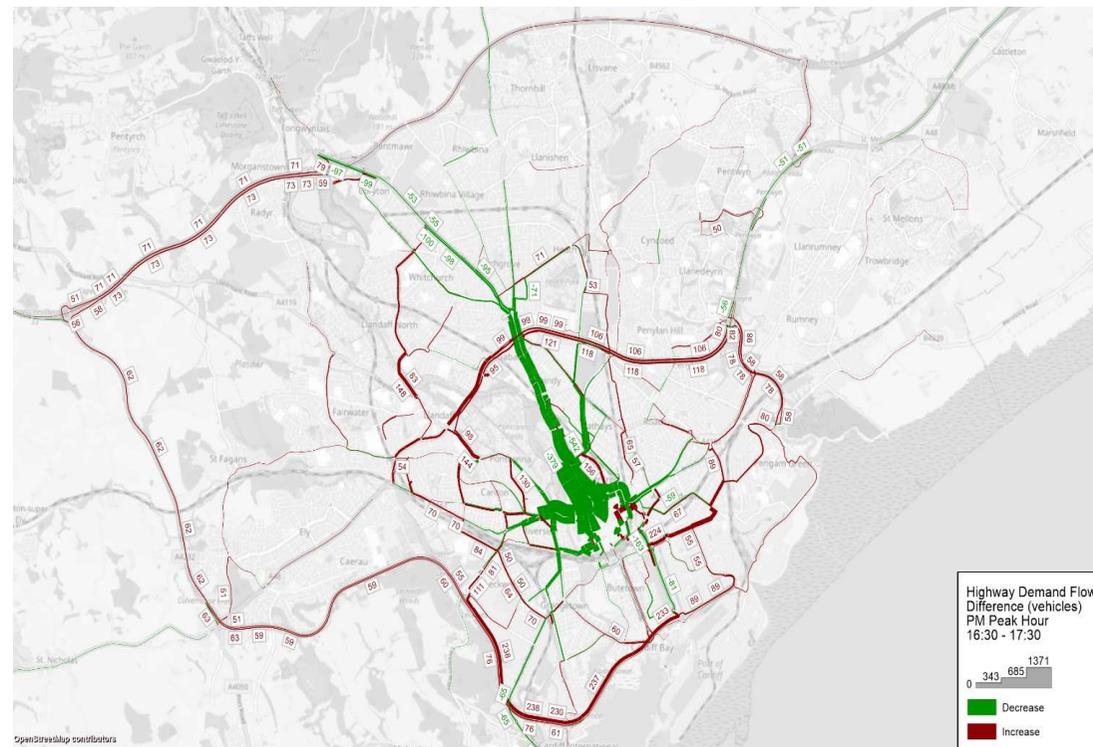


Figure 2 pm Peak Flow Changes

Option 1 Clean Air Scheme pm Peak Flows



Option 2- Bus Gate pm Peak Flows



Peak Flow Changes on Key Road Links

Page 1004

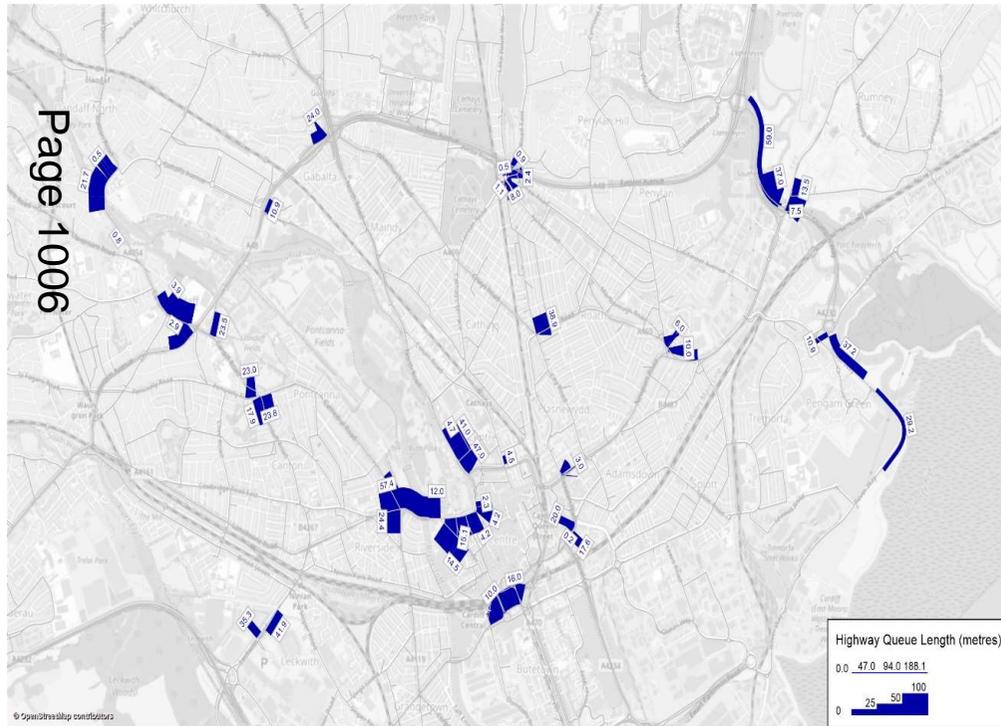
Time Period	Location	Volume (With Blocking Back)									Absolute Change									Percentage Change									
		DM			DS1			DS2			DS1 vs DM			DS2 vs DM			DS2 vs DS1			DS1 vs DM			DS2 vs DM			DS2 vs DS1			
		Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car
AM	A4232 Leckwith Northbound	626	130	26	632	127	31	647	118	32	6	-3	5	21	-12	6	15	-9	1	1%	-2%	19%	3%	-9%	23%	2%	-7%	3%	
	A4232 Leckwith Southbound	2327	218	19	2626	273	29	2657	299	32	299	55	10	330	81	13	31	26	3	13%	25%	53%	14%	37%	68%	1%	10%	10%	
	A48 Taff Crossing Eastbound	2061	199	86	2154	217	111	2164	204	116	93	18	25	103	5	30	10	-13	5	5%	9%	29%	5%	3%	35%	0%	-6%	5%	
	A48 Taff Crossing Westbound	1878	252	106	1899	270	109	1917	252	105	21	18	3	39	0	-1	18	-18	-4	1%	7%	3%	2%	0%	-1%	1%	-7%	-4%	
	Boulevard De Nantes Eastbound	1079	67	35	117	22	3	33	0	0	-962	-45	-32	-1046	-67	-35	-84	-22	-3	-89%	-67%	-91%	-97%	-100%	-100%	-72%	-100%	-100%	
	Boulevard De Nantes Westbound	649	73	22	468	61	32	321	150	52	-181	-12	10	-328	77	30	-147	89	20	-28%	-16%	45%	-51%	105%	136%	-31%	146%	63%	
	Bute Terrace (West of Mary Ann St) Eastbound	366	26	18	340	19	9	345	25	11	-26	-7	-9	-21	-1	-7	5	6	2	-7%	-27%	-50%	-6%	-4%	-39%	1%	32%	22%	
	Bute Terrace (West of Mary Ann St) Westbound	632	68	47	425	63	45	424	58	43	-207	-5	-2	-208	-10	-4	-1	-5	-2	-33%	-7%	-4%	-33%	-15%	-9%	0%	-8%	-4%	
	Caste St (Cathedral St to Westgate St) Eastbound	1117	101	57	322	42	4	172	5	0	-795	-59	-53	-945	-96	-57	-150	-37	-4	-71%	-58%	-93%	-85%	-95%	-100%	-47%	-88%	-100%	
	Caste St (Cathedral St to Westgate St) Westbound	299	63	16	156	28	9	194	79	33	-143	-35	-7	-105	16	17	38	51	24	-48%	-56%	-44%	-35%	25%	106%	24%	182%	267%	
	Castle St Eastbound	1259	100	73	288	32	15	0	0	0	-971	-68	-58	-1259	-100	-73	-288	-32	-15	-77%	-68%	-79%	-100%	-100%	-100%	-100%	-100%	-100%	
	Castle St Westbound	849	98	26	365	45	10	0	132	30	-484	-53	-16	-849	34	4	-365	87	20	-57%	-54%	-62%	-100%	35%	15%	-100%	193%	200%	
	Cathedral Road Northbound	379	47	27	41	10	3	77	21	18	-338	-37	-24	-302	-26	-9	36	11	15	-89%	-79%	-89%	-80%	-55%	-33%	88%	110%	500%	
	Cathedral Road Southbound	374	37	9	51	11	1	92	3	0	-323	-26	-8	-282	-34	-9	41	-8	-1	-86%	-70%	-89%	-75%	-92%	-100%	80%	-73%	-100%	
	Lower Cathedral Road Northbound	486	61	48	39	16	1	53	2	0	-447	-45	-47	-433	-59	-48	14	-14	-1	-92%	-74%	-98%	-89%	-97%	-100%	36%	-88%	-100%	
	Lower Cathedral Road Southbound	241	54	11	53	12	2	68	45	6	-188	-42	-9	-173	-9	-5	15	33	4	-78%	-78%	-82%	-72%	-17%	-45%	28%	275%	200%	
	North Road Northbound	710	75	85	173	32	50	93	40	30	-537	-43	-35	-617	-35	-55	-80	8	-20	-76%	-57%	-41%	-87%	-47%	-65%	-46%	25%	-40%	
	North Road Southbound	1505	121	52	337	29	6	203	40	7	-1168	-92	-46	-1302	-81	-45	-134	11	1	-78%	-76%	-88%	-87%	-67%	-87%	-40%	38%	17%	
	St Mary St (adj to Wood St) Northbound	447	20	8	332	20	6	347	17	8	-115	0	-2	-100	-3	0	15	-3	2	-26%	0%	-25%	-22%	-15%	0%	5%	-15%	33%	
	St Mary St (adj to Wood St) Southbound	275	16	3	207	11	4	147	19	5	-68	-5	1	-128	3	2	-60	8	1	-25%	-31%	33%	-47%	19%	67%	-29%	73%	25%	
Westgate St Northbound	560	38	15	133	16	9	95	18	10	-427	-22	-6	-465	-20	-5	-38	2	1	-76%	-58%	-40%	-83%	-53%	-33%	-29%	13%	11%		
Westgate St Southbound	289	17	5	206	29	5	101	44	7	-83	12	0	-188	27	2	-105	15	2	-29%	71%	0%	-65%	159%	40%	-51%	52%	40%		

Time Period	Location	Volume (With Blocking Back)									Absolute Change									Percentage Change									
		DM			DS1			DS2			DS1 vs DM			DS2 vs DM			DS2 vs DS1			DS1 vs DM			DS2 vs DM			DS2 vs DS1			
		Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car
IP	A4232 Leckwith Northbound	728	168	32	739	196	35	769	191	36	11	28	3	41	23	4	30	-5	1	2%	17%	9%	6%	14%	13%	4%	-3%	3%	
	A4232 Leckwith Southbound	918	204	28	981	218	29	1026	237	32	63	14	1	108	33	4	45	19	3	7%	7%	4%	12%	16%	14%	5%	9%	10%	
	A48 Taff Crossing Eastbound	1453	186	76	1587	197	81	1726	223	89	134	11	5	273	37	13	139	26	8	9%	6%	7%	19%	20%	17%	9%	13%	10%	
	A48 Taff Crossing Westbound	1443	173	70	1449	181	72	1604	213	80	6	8	2	161	40	10	155	32	8	0%	5%	3%	11%	23%	14%	11%	18%	11%	
	Boulevard De Nantes Eastbound	572	86	23	323	67	21	210	41	19	-249	-19	-2	-362	-45	-4	-113	-26	-2	-44%	-22%	-9%	-63%	-52%	-17%	-35%	-39%	-10%	
	Boulevard De Nantes Westbound	683	101	24	346	69	19	244	41	19	-337	-32	-5	-439	-60	-5	-102	-28	0	-49%	-32%	-21%	-64%	-59%	-21%	-29%	-41%	0%	
	Bute Terrace (West of Mary Ann St) Eastbound	458	48	17	346	35	11	370	45	11	-112	-13	-6	-88	-3	-6	24	10	0	-24%	-27%	-35%	-19%	-6%	-35%	7%	29%	0%	
	Bute Terrace (West of Mary Ann St) Westbound	500	98	35	476	97	35	515	112	39	-24	-1	0	15	14	4	39	15	4	-5%	-1%	0%	3%	14%	11%	8%	15%	11%	
	Caste St (Cathedral St to Westgate St) Eastbound	724	86	28	567	72	19	303	38	13	-157	-14	-9	-421	-48	-15	-264	-34	-6	-22%	-16%	-32%	-58%	-56%	-54%	-47%	-47%	-32%	
	Caste St (Cathedral St to Westgate St) Westbound	515	83	16	527	82	15	406	55	15	12	-1	-1	-109	-28	-1	-121	-27	0	2%	-1%	-6%	-21%	-34%	-6%	-23%	-33%	0%	
	Castle St Eastbound	823	96	33	585	83	23	0	0	0	-238	-13	-10	-823	-96	-33	-585	-83	-23	-29%	-14%	-30%	-100%	-100%	-100%	-100%	-100%	-100%	
	Castle St Westbound	845	108	26	672	99	22	0	0	0	-173	-9	-4	-845	-108	-26	-672	-99	-22	-20%	-8%	-15%	-100%	-100%	-100%	-100%	-100%	-100%	
	Cathedral Road Northbound	414	63	23	460	68	28	458	76	36	46	5	5	44	13	13	-2	8	8	11%	8%	22%	11%	21%	57%	0%	12%	29%	
	Cathedral Road Southbound	267	44	12	247	45	13	223	47	21	-20	1	1	-44	3	9	-24	2	8	-7%	2%	8%	-16%	7%	75%	-10%	4%	62%	
	Lower Cathedral Road Northbound	404	78	31	476	79	35	340	68	28	72	1	4	-64	-10	-3	-136	-11	-7	18%	1%	13%	-16%	-13%	-10%	-29%	-14%	-20%	
	Lower Cathedral Road Southbound	235	70	17	344	75	17	242	54	14	109	5	0	7	-16	-3	-102	-21	-3	46%	7%	0%	3%	-23%	-18%	-30%	-28%	-18%	
	North Road Northbound	784	90	52	657	83	41	219	37	19	-127	-7	-11	-565	-53	-33	-438	-46	-22	-16%	-8%	-21%	-72%	-59%	-63%	-67%	-55%	-54%	
	North Road Southbound	814	92	38	800	91	37	392	57	24	-14	-1	-1	-422	-35	-14	-408	-34	-13	-2%	-1%	-3%	-52%	-38%	-37%	-51%	-37%	-35%	
	St Mary St (adj to Wood St) Northbound	266	41	5	230	36	3	226	44	4	-36	-5	-2	-40	3	-1	-4	8	1	-14%	-12%	-40%	-15%	7%	-20%	-2%	22%	33%	
	St Mary St (adj to Wood St) Southbound	259	26	1	211	21	1	181	36	2	-48	-5	0	-78	10	1	-30	15	1	-19%	-19%	0%	-30%	38%	100%	-14%	71%	100%	
Westgate St Northbound	431	31	10	200	28	7	133	30	7	-231	-3	-3	-298	-1	-3	-67	2	0	-54%	-10%	-30%	-69%	-3%	-30%	-34%	7%	0%		
Westgate St Southbound	291	16	6	203	27	8	113	24	7	-88	11	2	-178	8	1	-90	-3	-1	-30%	69%	33%	-61%	50%	17%	-44%	-11%	-13%		

Time Period	Location	Volume (With Blocking Back)									Absolute Change									Percentage Change								
		DM			DS1			DS2			DS1 vs DM			DS2 vs DM			DS2 vs DS1			DS1 vs DM			DS2 vs DM			DS2 vs DS1		
		Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV	Car	LGV	HGV
PM	A4232 Leckwith Northbound	2217	244	12	2269	252	13	2279	256	13	52	8	1	62	12	1	10	4	0	2%	3%	8%	3%	5%	8%	0%	2%	0%
	A4232 Leckwith Southbound	966	96	12	1093	109	15	1180	116	15	127	13	3	214	20	3	87	7	0	13%	14%	25%	22%	21%	25%	8%	6%	0%
	A48 Taff Crossing Eastbound	1891	235	47	1974	228	55	2021	220	59	83	-7	8	130	-15	12	47	-8	4	4%	-3%	17%	7%	-6%	26%	2%	-4%	7%
	A48 Taff Crossing Westbound	1952	186	42	2042	205	44	2018	212	47	90	19	2	66	26	5	-24	7	3	5%	10%	5%	3%	14%	12%	-1%	3%	7%
	Boulevard De Nantes Eastbound	581	51	18	187	13	2	33	0	0	-394	-38	-16	-548	-51	-18	-154	-13	-2	-68%	-75%	-89%	-94%	-100%	-100%	-82%	-100%	-100%
	Boulevard De Nantes Westbound	900	81	8	609	44	4	507	60	17	-291	-37	-4	-393	-21	9	-102	16	13	-32%	-46%	-50%	-44%	-26%	113%	-17%	36%	325%
	Bute Terrace (West of Mary Ann St) Eastbound	541	52	27	448	56	12	457	61	13	-93	4	-15	-84	9	-14	9	5	1	-17%	8%	-56%	-16%	17%	-52%	2%	9%	8%
	Bute Terrace (West of Mary Ann St) Westbound	689	68	32	677	64	32	653	74	33	-12	-4	0	-36	6	1	-24	10	1	-2%	-6%	0%	-5%	9%	3%	-4%	16%	3%
	Caste St (Cathedral St to Westgate St) Eastbound	956	73	24	570	40	8	159	12	5	-386	-33	-16	-797	-61	-19	-411	-28	-3	-40%	-45%	-67%	-83%	-84%	-79%	-72%	-70%	-38%
	Caste St (Cathedral St to Westgate St) Westbound	801	66	9	432	34	5	375	39	9	-369	-32	-4	-426	-27	0	-57	5	4	-46%	-48%	-44%	-53%	-41%	0%	-13%	15%	80%
	Castle St Eastbound	1151	91	29	533	48	9	0	0	0	-618	-43	-20	-1151	-91	-29	-533	-48	-9	-54%	-47%	-69%	-100%	-100%	-100%	-100%	-100%	-100%
	Castle St Westbound	1038	79	14	514	44	7	0	0	0	-35	-7	-1038	-79	-14	-514	-44	-7	-50%	-44%	-50%	-100%	-100%	-100%	-100%	-100%	-100%	
	Cathedral Road Northbound	439	24	9	406	24	8	303	30	7	-33	0	-1	-136	6	-2	-103	6	-1	-8%	0%	-11%	-31%	25%	-22%	-25%	25%	-13%
	Cathedral Road Southbound	298	23	6	303	31	7	123	28	8	5	8	1	-175	5	2	-180	-3	1	2%	35%	17%	-59%	22%	33%	-59%	-10%	14%
	Lower Cathedral Road Northbound	430	56	23	431	38	11	190	19	3	1	-18	-12	-240	-37	-20	-241	-19	-8	0%	-32%	-52%	-56%	-66%	-87%	-56%	-50%	-73%
	Lower Cathedral Road Southbound	401	46	8	259	39	7	203	35	7	-142	-7	-1	-198	-11	-1	-56	-4	0	-35%	-15%	-13%	-49%	-24%	-13%	-22%	-10%	0%
	North Road Northbound	1510	133	35	942	71	12	466	57	17	-568	-62	-23	-1044	-76	-18	-476	-14	5	-38%	-47%	-66%	-69%	-57%	-51%	-51%	-20%	42%
	North Road Southbound	878	67	26	153	5	4	121	3	2	-725	-62	-22	-757	-64	-24	-32	-2	-2	-83%	-93%	-85%	-86%	-96%	-92%	-21%	-40%	-50%
	St Mary St (adj to Wood St) Northbound	370	12	3	308	4	1	285	21	3	-62	-8	-2	-85	9	0	-23	17	2	-17%	-67%	-67%	-23%	75%	0%	-7%	425%	200%
	St Mary St (adj to Wood St) Southbound	316	7	1	259	3	3	253	7	3	-57	-4	2	-63	0	2	-6	4	0	-18%	-57%	200%	-20%	0%	200%	-2%	133%	0%
Westgate St Northbound	401	21	6	162	17	4	155	21	5	-239	-4	-2	-246	0	-1	-7	4	1	-60%	-19%	-33%	-61%	0%	-17%	-4%	24%	25%	
Westgate St Southbound	254	11	4	140	15	3	73	12	3	-114	4	-1	-181	1	-1	-67	-3	0	-45%	36%	-25%	-71%	9%	-25%	-48%	-20%	0%	
OP	A4232 Leckwith Northbound	196	48	7	210	49	7	215	50	7	14	1	0	19	2	0	5	1	0	7%	2%	0%	10%	4%	0%	2%	2%	0%
	A4232 Leckwith Southbound	266	47	6	278	48	7	286	52	7	12	1	1	20	5	1	8	4	0	5%	2%	17%	8%	11%	17%	3%	8%	0%
	A48 Taff Crossing Eastbound	436	61	25	497	65	29	565	80	32	61	4	4	129	19	7	68	15	3	14%	7%	16%	30%	31%	28%	14%	23%	10%
	A48 Taff Crossing Westbound	423	51	22	458	57	22	541	69	26	35	6	0	118	18	4	83	12	4	8%	12%	0%	28%	35%	18%	18%	21%	18%
	Boulevard De Nantes Eastbound	211	39	10	121	21	7	70	10	6	-90	-18	-3	-141	-29	-4	-51	-11	-1	-43%	-46%	-30%	-67%	-74%	-40%	-42%	-52%	-14%
	Boulevard De Nantes Westbound	252	29	7	139	22	5	105	13	5	-113	-7	-2	-147	-16	-2	-34	-9	0	-45%	-24%	-29%	-58%	-55%	-29%	-24%	-41%	0%
	Bute Terrace (West of Mary Ann St) Eastbound	112	11	5	131	16	6	142	18	6	19	5	1	30	7	1	11	2	0	17%	45%	20%	27%	64%	20%	8%	13%	0%
	Bute Terrace (West of Mary Ann St) Westbound	182	44	16	144	34	15	171	41	16	-38	-10	-1	-11	-3	0	27	7	1	-21%	-23%	-6%	-6%	-7%	0%	19%	21%	7%
	Caste St (Cathedral St to Westgate St) Eastbound	195	25	11	164	24	9	136	15	5	-31	-1	-2	-59	-10	-6	-28	-9	-4	-16%	-4%	-18%	-30%	-40%	-55%	-17%	-38%	-44%
	Caste St (Cathedral St to Westgate St) Westbound	279	41	10	200	27	7	123	16	5	-79	-14	-3	-156	-25	-5	-77	-11	-2	-28%	-34%	-30%	-56%	-61%	-50%	-39%	-41%	-29%
	Castle St Eastbound	341	47	20	194	30	12	0	0	0	-147	-17	-8	-341	-47	-20	-194	-30	-12	-43%	-36%	-40%	-100%	-100%	-100%	-100%	-100%	-100%
	Castle St Westbound	329	38	13	247	31	11	0	0	0	-82	-7	-2	-329	-38	-13	-247	-31	-11	-25%	-18%	-15%	-100%	-100%	-100%	-100%	-100%	-100%
	Cathedral Road Northbound	127	18	4	145	19	5	170	27	10	18	1	1	43	9	6	25	8	5	14%	6%	25%	34%	50%	150%	17%	42%	100%
	Cathedral Road Southbound	87	11	3	76	12	3	130	18	7	-11	1	0	43	7	4	54	6	4	-13%	9%	0%	49%	64%	133%	71%	50%	133%
	Lower Cathedral Road Northbound	110	19	10	161	26	10	145	26	8	51	7	0	35	7	-2	-16	0	-2	46%	37%	0%	32%	37%	-20%	-10%	0%	-20%
	Lower Cathedral Road Southbound	128	23	7	140	23	6	103	19	5	12	0	-1	-25	-4	-2	-37	-4	-1	9%	0%	-14%	-20%	-17%	-29%	-26%	-17%	-17%
	North Road Northbound	335	39	23	202	29	17	61	10	5	-133	-10	-6	-274	-29	-18	-141	-19	-12	-40%	-26%	-26%	-82%	-74%	-78%	-70%	-66%	-71%
	North Road Southbound	339	42	18	288	30	17	133	14	9	-51	-12	-1	-206	-28	-9	-155	-16	-8	-15%	-29%	-6%	-61%	-67%	-50%	-54%	-53%	-47%
	St Mary St (adj to Wood St) Northbound	169	29	6	79	14	1	98	20	2	-90	-15	-5	-71	-9	-4	-19	6	1	-53%	-52%	-83%	-42%	-31%	-67%	-24%	43%	100%
	St Mary St (adj to Wood St) Southbound	82	9	0	67	9	0	77	13	1	-15	0	0	-5	4	1	10	4	1	-18%	0%	-	-6%	44%	-	15%	44%	-
Westgate St Northbound	206	31	8	61	9	2	43	9	2	-145	-22	-6	-163	-22	-6	-18	0	0	-70%	-71%	-75%	-79%	-71%	-75%	-30%	0%	0%	
Westgate St Southbound	96	8	2	64	8	2	48	8	2	-32	0	0	-48	0	0	-16	0	0	-33%	0%	0%	-50%	0%	0%	-25%	0%	0%	

Figure 3 am Queue Lengths

Option 1 Clean Air Scheme am Queue Lengths



Option 2– Bus Gate am Queue Lengths

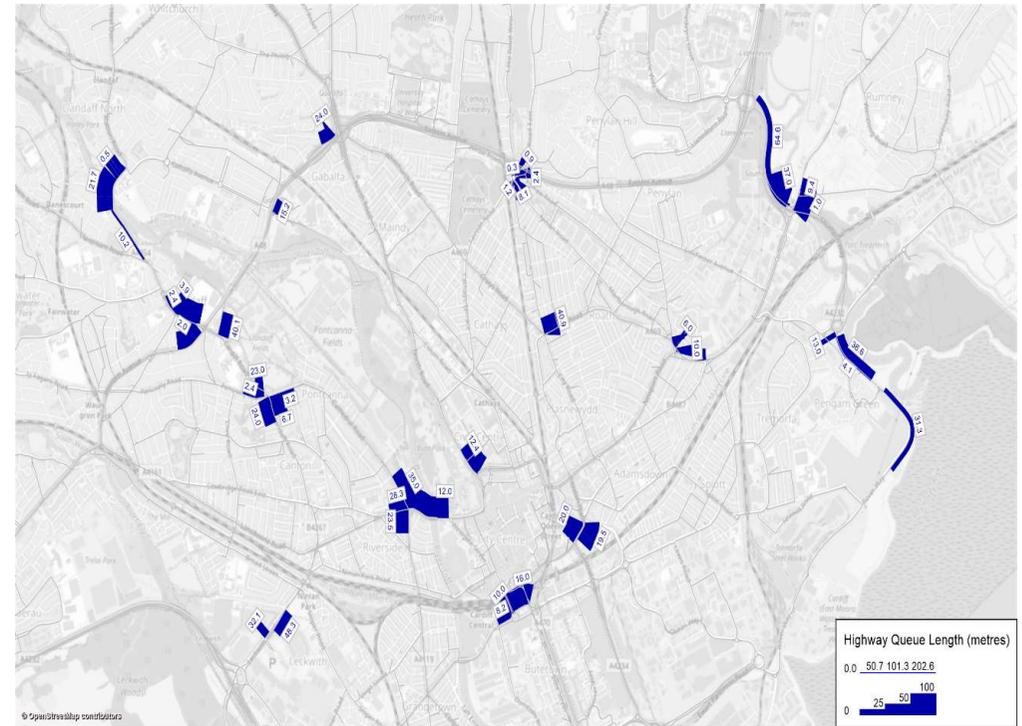
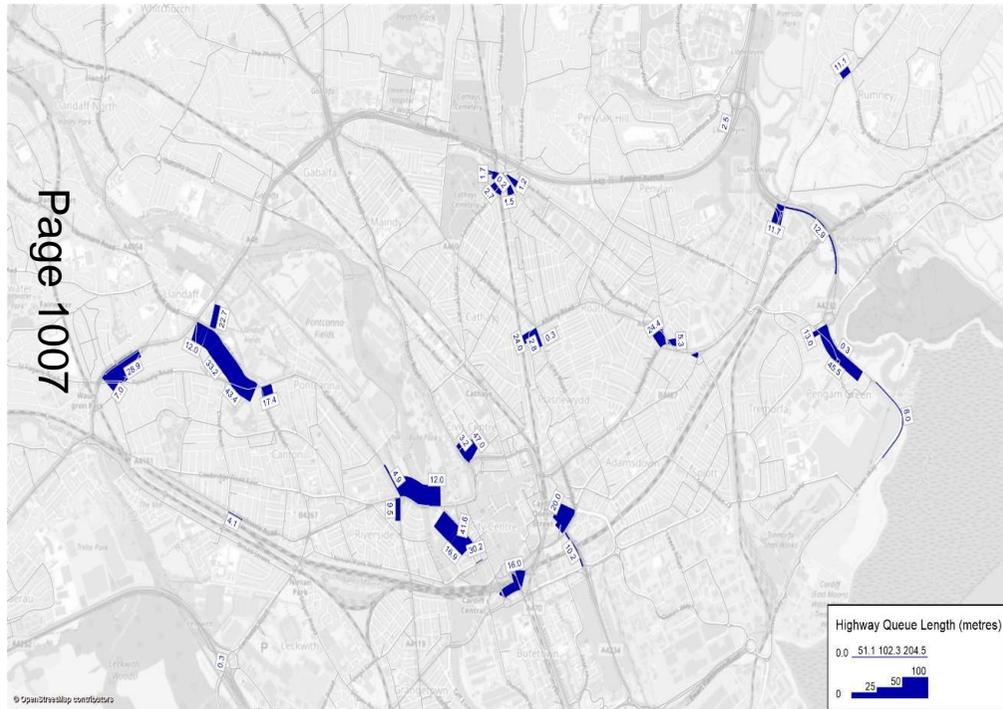
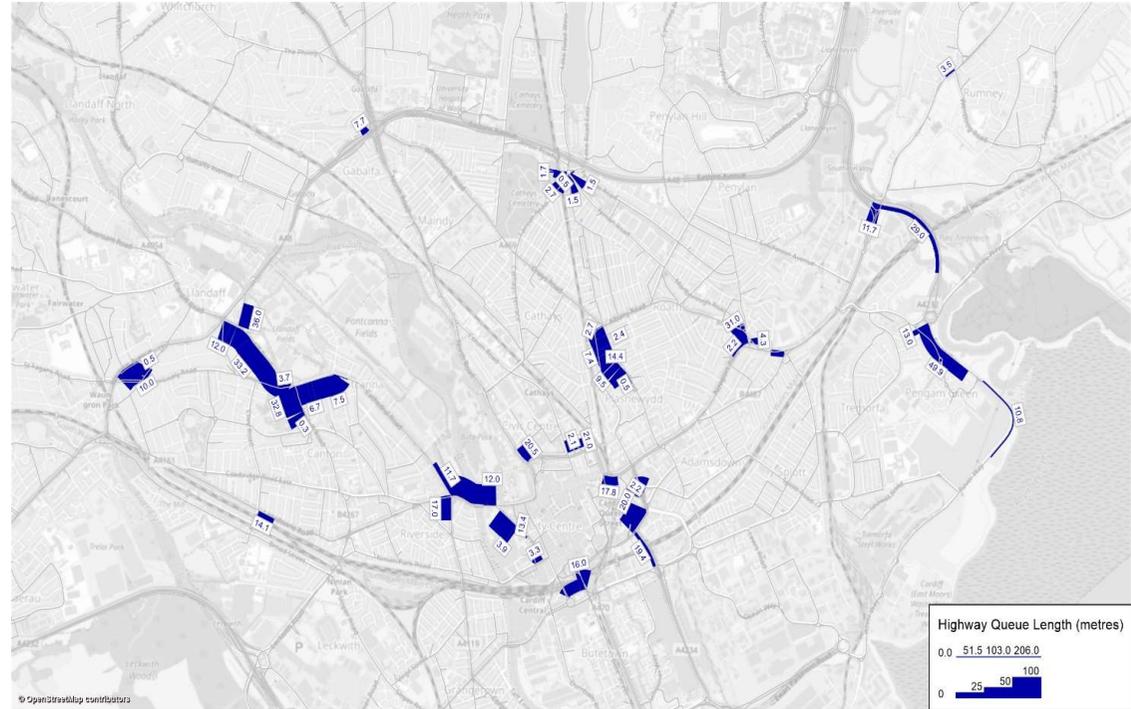


Figure 4 pm Queue Lengths

Option 1 Clean Air Scheme pm Queue Lengths



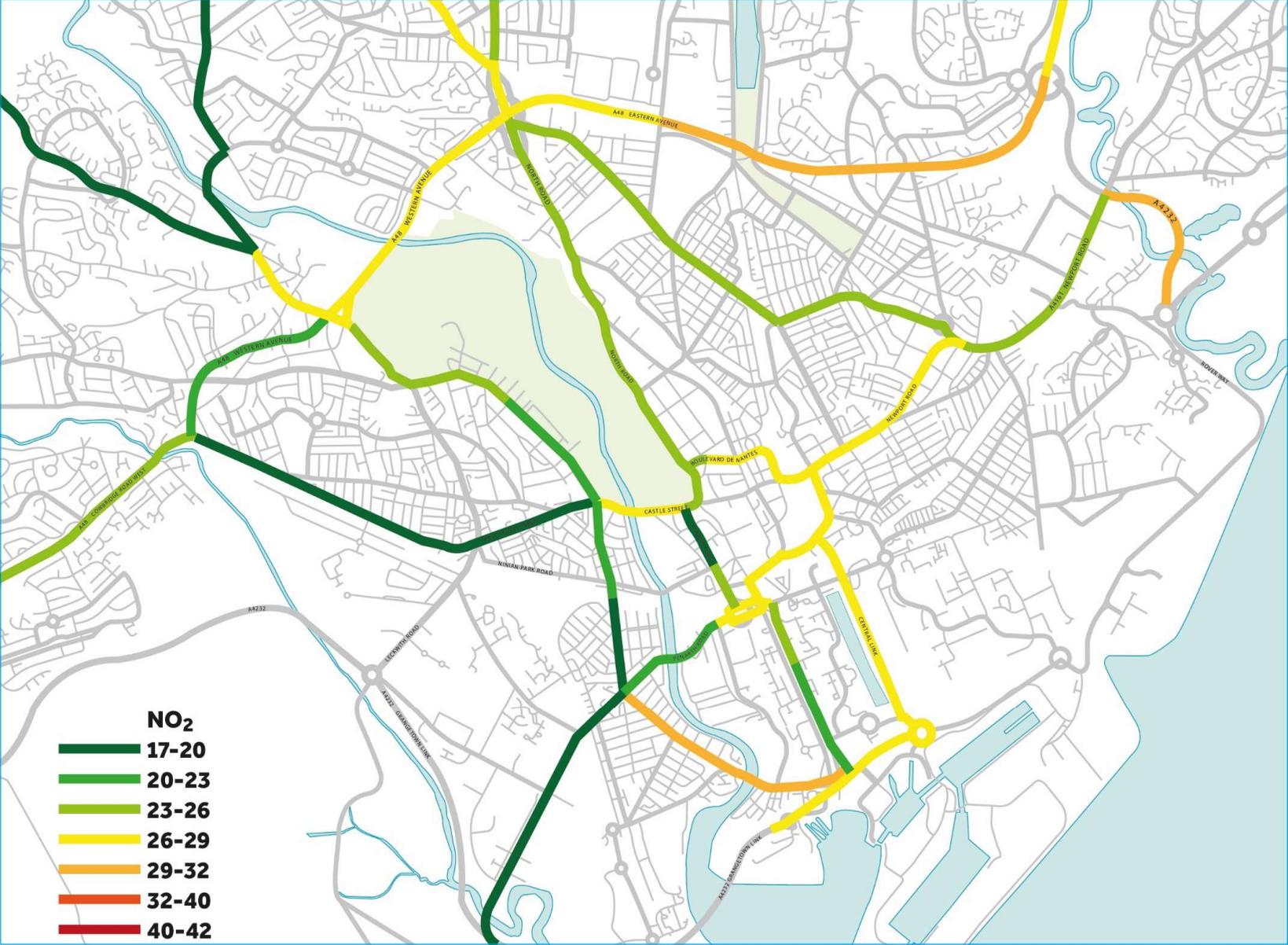
Option 2– Bus Gate pm Queue Lengths



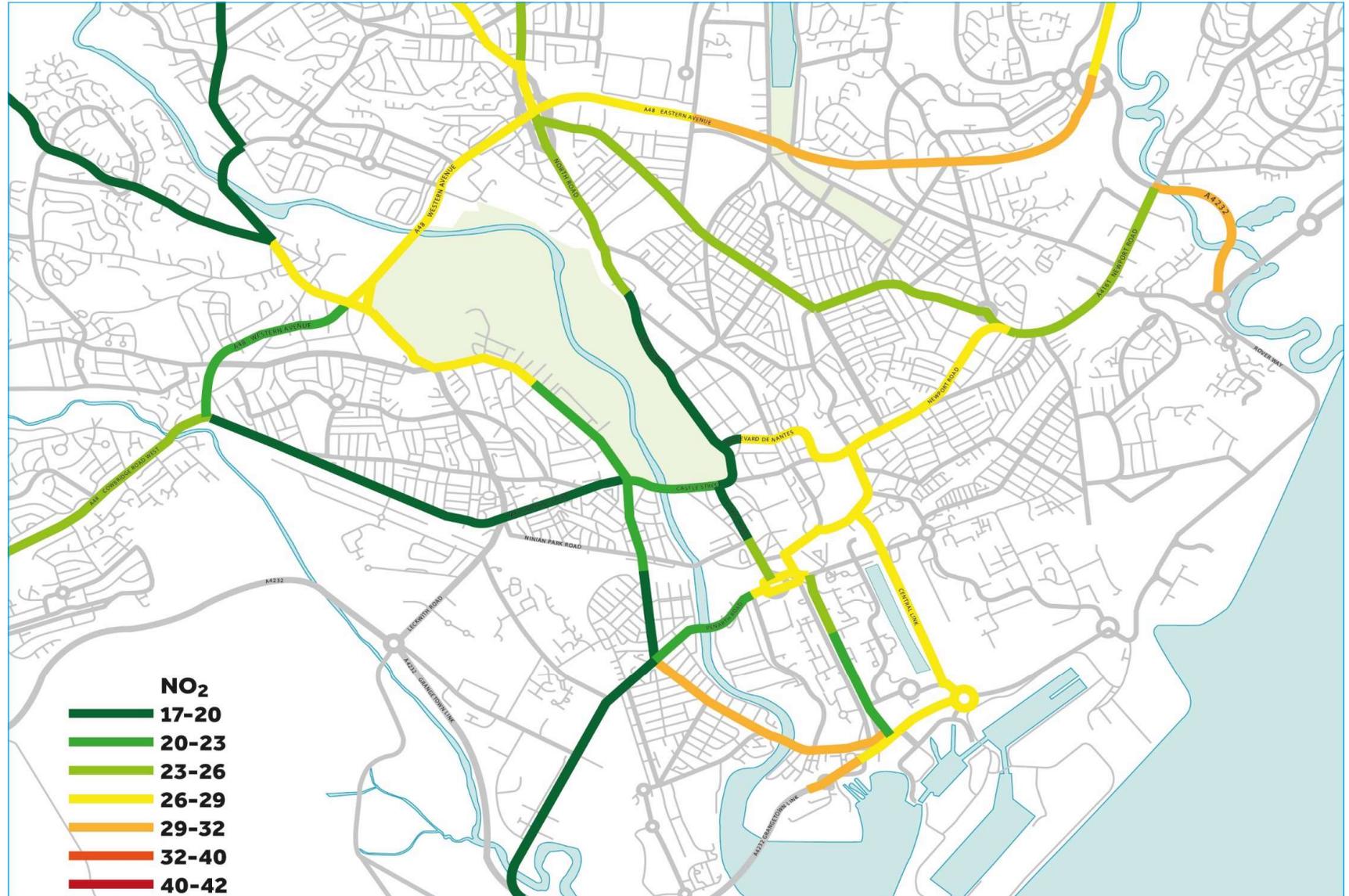
Air Quality Data

CensusID	Zone code	Reportin g Zone Name	Road Name	LA Name	Local Baseline							VDM	
					2015	2016	2017	2018	2019	2020	2021	Option 1	Option 2
30660	26	Cardiff Urt A4119	Cardiff City Council	Cardiff City Council	37.1	36.0	34.9	33.9	32.8	31.8	30.7	30.9	31.2
10629	26	Cardiff Urt A4054	Cardiff City Council	Cardiff City Council	25.3	24.3	23.4	22.4	21.4	20.5	19.5	18.1	18.3
50647	26	Cardiff Urt A4119	Cardiff City Council	Cardiff City Council	34.4	32.7	31.0	29.4	27.7	26.0	24.4	22.5	22.5
10660	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	34.9	33.4	32.0	30.5	29.1	27.6	26.2	25.8	26.0
522	26	Cardiff Urt A48	Cardiff City Council	Cardiff City Council	32.9	31.6	30.4	29.2	27.9	26.7	25.4	25.0	25.3
30659	41	South Wa A4119	Cardiff City Council	Cardiff City Council	23.8	23.0	22.2	21.3	20.5	19.6	18.8	18.0	18.2
77018	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	45.4	42.9	40.5	38.0	35.5	33.0	30.6	24.1	24.8
99955	26	Cardiff Urt A4160	Cardiff City Council	Cardiff City Council	36.7	35.1	33.5	31.8	30.2	28.5	26.9	26.9	27.2
50660	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	42.2	40.3	38.4	36.5	34.6	32.7	30.8	22.6	18.9
70055	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	43.9	41.7	39.4	37.1	34.9	32.6	30.4	26.4	26.4
99671	26	Cardiff Urt A469	Cardiff City Council	Cardiff City Council	27.2	26.2	25.3	24.4	23.4	22.5	21.5	20.3	20.4
10659	26	Cardiff Urt A4160	Cardiff City Council	Cardiff City Council	30.4	29.3	28.2	27.0	25.9	24.8	23.7	22.3	23.0
10655	26	Cardiff Urt A4119	Cardiff City Council	Cardiff City Council	36.6	35.4	34.1	32.8	31.6	30.3	29.0	27.0	27.5
80898	26	Cardiff Urt A4232	Cardiff City Council	Cardiff City Council	34.3	33.5	32.7	31.9	31.1	30.3	29.5	29.5	30.0
20527	26	Cardiff Urt A48	Cardiff City Council	Cardiff City Council	40.0	38.4	36.9	35.3	33.7	32.2	30.6	31.7	31.8
40655	26	Cardiff Urt A4160	Cardiff City Council	Cardiff City Council	24.2	23.4	22.6	21.7	20.9	20.1	19.3	18.4	19.1
50580	26	Cardiff Urt A469	Cardiff City Council	Cardiff City Council	33.0	31.8	30.6	29.4	28.2	27.0	25.8	24.9	25.3
50657	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	26.5	25.5	24.4	23.4	22.4	21.4	20.3	19.4	19.5
10661	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	26.6	25.6	24.5	23.4	22.3	21.3	20.2	19.5	19.7
10527	26	Cardiff Urt A48	Cardiff City Council	Cardiff City Council	29.4	28.3	27.2	26.1	24.9	23.8	22.7	22.1	22.4
40582	26	Cardiff Urt A469	Cardiff City Council	Cardiff City Council	32.2	30.9	29.7	28.4	27.2	25.9	24.7	25.2	25.2
50651	41	South Wa A4119	Cardiff City Council	Cardiff City Council	31.6	30.4	29.2	28.0	26.9	25.7	24.5	25.3	26.5
40656	26	Cardiff Urt A4161	Cardiff City Council	Cardiff City Council	43.7	41.4	39.0	36.6	34.3	31.9	29.6	27.8	27.9
40549	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	38.1	36.3	34.6	32.8	31.1	29.3	27.6	24.2	23.9
50527	26	Cardiff Urt A48	Cardiff City Council	Cardiff City Council	37.1	35.7	34.3	32.9	31.5	30.2	28.8	28.0	28.6
642	26	Cardiff Urt A4160	Cardiff City Council	Cardiff City Council	40.0	38.1	36.2	34.4	32.5	30.7	28.8	27.9	28.8
80899	26	Cardiff Urt A4232	Cardiff City Council	Cardiff City Council	32.1	31.3	30.6	29.8	29.0	28.3	27.5	27.6	27.9
99960	41	South Wa A4055	Cardiff City Council	Cardiff City Council	31.4	30.4	29.5	28.5	27.5	26.5	25.5	24.7	25.0
50541	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	37.3	35.9	34.5	33.2	31.8	30.5	29.1	27.7	27.8
20548	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	41.3	39.4	37.6	35.7	33.8	31.9	30.0	22.1	18.5
50524	41	South Wa A48	Cardiff City Council	Cardiff City Council	36.4	35.0	33.6	32.1	30.7	29.3	27.9	27.3	27.5
74101	26	Cardiff Urt A4232	Cardiff City Council	Cardiff City Council	30.1	29.2	28.3	27.4	26.5	25.6	24.8	24.1	24.4
638	26	Cardiff Urt A4119	Cardiff City Council	Cardiff City Council	28.8	27.7	26.6	25.6	24.5	23.4	22.3	19.9	19.6
30665	41	South Wa A4161	Cardiff City Council	Cardiff City Council	55.7	53.2	50.8	48.4	46.0	43.5	41.1	28.4	20.2
73233	41	South Wa A4055	Cardiff City Council	Cardiff City Council	31.6	30.4	29.3	28.1	26.9	25.7	24.5	23.4	23.7
99956	26	Cardiff Urt A4234	Cardiff City Council	Cardiff City Council	38.2	36.2	34.2	32.3	30.3	28.3	26.3	27.3	27.7
78439	26	Cardiff Urt A4232	Cardiff City Council	Cardiff City Council	21.7	21.0	20.3	19.6	18.9	18.2	17.5	17.2	17.3
70056	41	South Wa A4232	Cardiff City Council	Cardiff City Council	35.3	34.2	33.2	32.1	31.0	30.0	28.9	29.0	29.4
73232	26	Cardiff Urt A4160	Cardiff City Council	Cardiff City Council	21.0	20.6	20.1	19.6	19.1	18.6	18.1	18.0	18.2
80896	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	26.9	26.0	25.2	24.3	23.5	22.6	21.8	22.1	22.4
80726	26	Cardiff Urt A470	Cardiff City Council	Cardiff City Council	34.8	33.2	31.6	30.0	28.4	26.8	25.2	19.5	19.9
78435	41	South Wa A4050	Cardiff City Council	Cardiff City Council	32.5	31.2	30.0	28.7	27.5	26.3	25.0	24.8	25.0

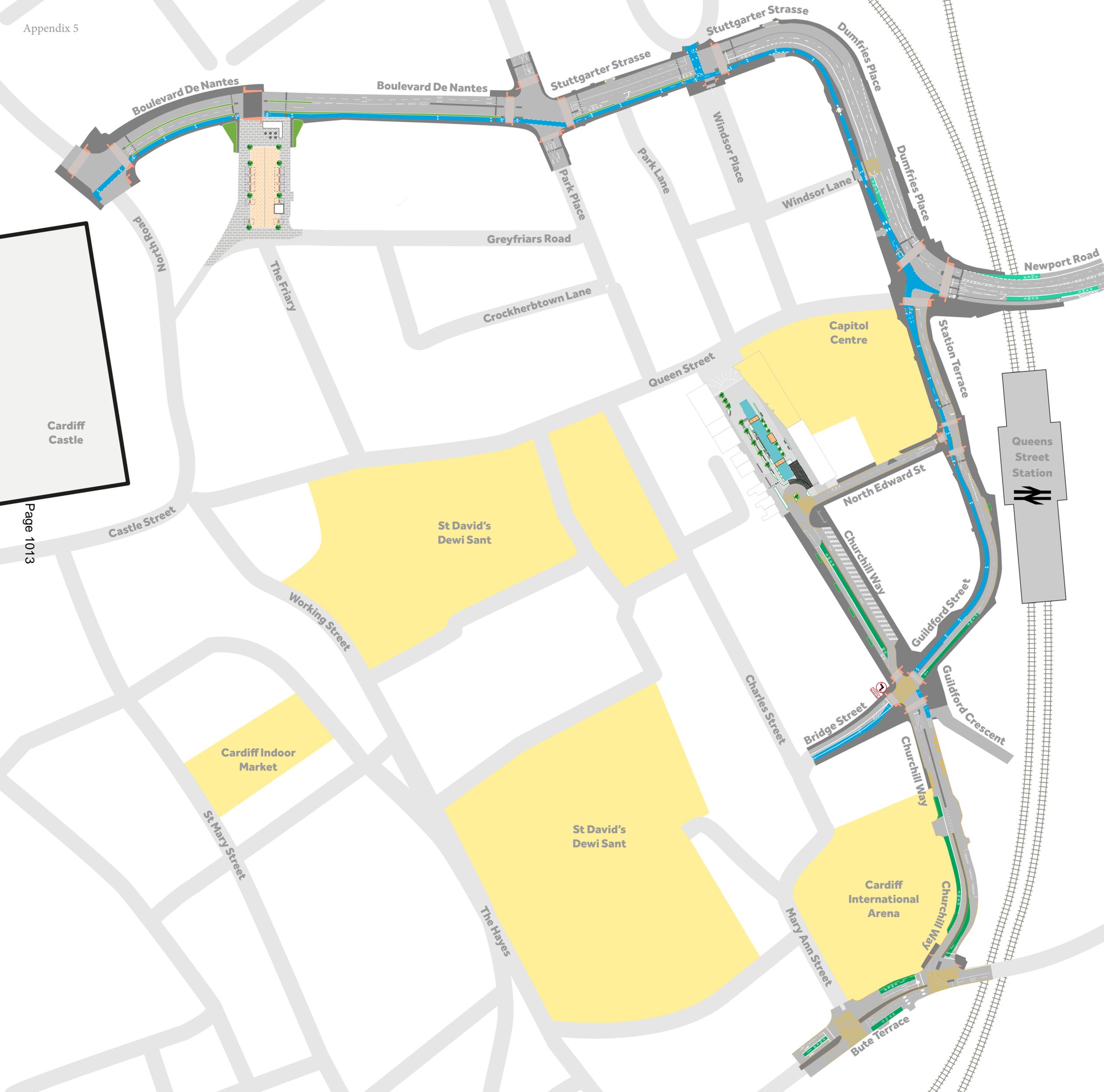
Option 1 – Modelled Air Quality Concentrations for NO₂



Option 1 – Modelled Air Quality Concentrations for NO₂



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Cardiff Castle

Queens Street Station



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By virtue of paragraph(s) 14, 21 of Part(s) 4 and 5 of Schedule 12A of the Local Government Act 1972.

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