
WRITTEN QUESTIONS

CHILDREN AND FAMILIES (COUNCILLOR GRAHAM HINCHEY)

W1	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>In the light of the latest projected overspend in children's services, what new initiatives has the council been putting in place to more rigorously assess the provision of placements for vulnerable children to ensure that affordability across the service can be appropriately managed?</p> <p><u>Reply</u></p> <p>In response to the 'Out of County Placements' task & finish group work undertaken by the Children and Young People Scrutiny Committee, the Cabinet recently approved a set of recommendations to address workforce, practice and placement sufficiency and quality. In early 2019, the Cabinet is also expected to consider a strategy to deliver excellent outcomes for all Cardiff children.</p> <p>Within Children's Services, doing the right thing for vulnerable children is invariably the most cost effective and work is progressing in the following areas, where we are:</p> <ul style="list-style-type: none">• Implementing the new model of Early Help and Support that was approved by Cabinet in October 2018, which will result in more children being supported to live with their families;• Refreshing the implementation plan for Signs of Safety, which should support more children to live with their own families;• Continuing to develop edge of care services to prevent escalation to the next level of services; and• Addressing permanency planning for Cardiff children looked after through:<ul style="list-style-type: none">- increasing the number of Cardiff foster families;
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	<ul style="list-style-type: none"> - increasing residential homes for children in Cardiff; - increasing the number of children who are successfully adopted; - increasing numbers of Special Guardianship orders; and - developing a practice framework to support the reunification of more children looked after with their families. <p>In partnership with the Vale of Glamorgan Council and Cardiff & Vale University Health Board, the Council has also developed a transformation proposal over two years which, if supported by the Regional Partnership Board and Welsh Government, will provide funding to achieve significant change in children’s social services.</p>
W2	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>What progress has there been in identifying new Cylch Meithryn across the city, which areas are these expected to cover, and when can we expect these to be in place?</p> <p><u>Reply</u></p> <p>The Welsh Government has tasked Mudiad Meithrin with identifying priority areas for expansion to both provide for evidenced demand and to stimulate it further, which is consistent with the Council’s priorities and the Cymraeg 2050 strategy. Officers are in discussion with Mudiad Meithrin to consider these priority areas and where the Council is able to support the expansion of Cylch Meithrin provision.</p> <p>I anticipate that the Welsh Education Forum will give consideration to potential options at its meeting in January 2019, following which more detailed feasibility work would be undertaken. In this context, it would be reasonable to expect new build provision in 2020/21.</p>
W3	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>Of those children attending Cylch Meithryn provision in 2015/16 and 2016/17, how many then progressed to Welsh medium primary in both years?</p> <p>What does the council understand about why some pupils don’t progress to Welsh medium primary provision from Cylch Meithryn provision?</p> <p><u>Reply</u></p> <p>There were 306 children registered in the privately operated Cylch</p>

Meithrin provision in 2015/16 who later transferred to Welsh-medium primaries, and 270 children registered in Cylch Meithrin provision in 2016/17 who later transferred to Welsh-medium primaries. Fewer places were purchased by the Council in 2016/17 as a result of the increased number of places available in Welsh-medium primary school nursery classes.

The proportion that transfers from Cylch Meithrin to Welsh-medium primary schools in Cardiff is similar to the national average at approximately 85% in each year, but this differs across the city and does not correlate with the availability of Welsh-medium places to serve an area.

Analysing the reasons for pupils not transferring from Cylch Meithrin to Welsh-medium primary education, and the reasons for pupils transferring out of Welsh-medium education throughout the primary age phase, are tasks that are identified in the implementation plan for Cardiff's Welsh Education Strategic Plan 2017-2020. This analysis will consider responses to parental surveys that directly ask parents the reasons for their school preference, whilst a separate analysis of school pupil data is underway to identify demographic patterns.

Initial work has identified opportunities within some Cylch Meithrin settings for staff training and for the Council and partner organisations to improve promotion of the benefits of a Welsh-medium education.

CLEAN STREETS, RECYCLING AND ENVIRONMENT
(COUNCILLOR MICHAEL MICHAEL)

W4	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></p> <p>A recent survey carried out by YouGov for the charity Keep Britain Tidy revealed that more than a quarter of people admitted to 'careful' littering - defined as leaving packaging behind when eating or drinking 'on the go'. Keep Britain Tidy has developed a series of posters and floor vinyls designed to discourage people from littering by reminding them that even if you 'carefully' place rubbish you are still littering. This intervention was trialed in town centers, bus stops and parks across the country and, it is claimed, saw the total amount of litter reduced by a fifth, and in some areas, the reduction was, supposedly, up to 57%. Would Cardiff Council consider adopting such a campaign?</p> <p><u>Reply</u></p> <p>Encouraging people to dispose of waste and litter correctly is a key priority for the Council and our 'Love Where You Live' branding promotes the importance of working in partnership with people and communities to help tackle littering in our city.</p> <p>The concept of Keep Britain Tidy's 'careful littering' campaign is highlighted through our programmes, which demonstrate the effects of littering in the environment. Our campaigns are carefully planned and targeted to ensure maximum effectiveness, and highlight the £80 fixed penalty that is issuable for the offence of littering. Recent campaigns include filming with Channel 5 to highlight the issue of cigarette litter.</p> <p>Our current campaign, "Don't be a Waste Cowboy", engages with residents to ensure that they make the right checks when transferring their waste to a third party, in case the waste is then fly-tipped. The current fixed penalty for fly-tipping is £400 and it is vital that residents are aware of their responsibility when disposing of their waste.</p>
W5	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></p> <p>How many needles were collected in Cardiff this year, last year and 3 years ago?</p> <p><u>Reply</u></p> <p>We do not hold this specific information.</p>

W6	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>What is the Council's stance in relation to phase 3 of the Roath flood scheme?</p> <p><u>Reply</u></p> <p>From a flood risk perspective, Natural Resources Wales (NRW) is the competent regulatory body responsible for the management of flooding from Main Rivers, Reservoirs and the Sea and, as such, the Council would defer to their expertise in these areas.</p> <p>The Parks Service continues to work with NRW on any proposals for the felling or replacement planting of trees.</p>
W7	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>What is the council doing in relation to any sub-standard trees planted by Natural Resources Wales in phases 1 and 2 of the Roath flood scheme?</p> <p><u>Reply</u></p> <p>The Council is working with Natural Resources Wales and its Principal Contractor in sourcing suitable replacement trees to be planted during the current season.</p>
W8	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></p> <p>When can residents of Gabalfa expect the next 'Deep Clean'?</p> <p><u>Reply</u></p> <p>The Blitz team is currently focusing on leaf-fall clearance across the city, as per the leaf-fall schedule, which includes Gabalfa Avenue, Australia Road and New Zealand Road in your ward. In the New Year, the team will also be targeting lane cleansing throughout the city.</p> <p>If you have any particular streets or lanes that you wish to be targeted in the Gabalfa ward, please e-mail: 'NS – Complaints & Requests' and the team will try to accommodate this within their rounds.</p>

CULTURE AND LEISURE
(COUNCILLOR PETER BRADBURY)

W9	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></p> <p>It is good to hear that the blue algae situation at Roath Park Lake is now resolved. Will the lake be cleared and dredged now, when was the last time this was done?</p> <p><u>Reply</u></p> <p>I can advise that there are no current plans to dredge the lake. The last major dredging exercise commenced in October 2002, with the final phase of works being completed in June 2005.</p> <p>I can confirm, as set out in an e-mail from officers to all local ward members on 15th November 2018, that the annual exercise of cutting and clearing the perimeter vegetation has commenced and I anticipate that these works will be completed prior to Christmas.</p>								
W10	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>How much does the council spend clearing up debris and resowing grass in the aftermath of small bonfires?</p> <p>Is it possible to get a break down by ward?</p> <p><u>Reply</u></p> <p>Using 2018 as an example year, the estimated costs per ward are as follows:</p> <table border="1" data-bbox="295 1505 978 1682"><thead><tr><th>Ward</th><th>Estimated Costs</th></tr></thead><tbody><tr><td>Pentwyn</td><td>£ 2450.46</td></tr><tr><td>Llanrumney</td><td>£ 445.53</td></tr><tr><td>Total</td><td>£ 2895.99</td></tr></tbody></table>	Ward	Estimated Costs	Pentwyn	£ 2450.46	Llanrumney	£ 445.53	Total	£ 2895.99
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W11	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>What progress has been made with plans to upgrade play facilities in Maitland Park and when can residents expect this new equipment to be installed?</p>								

Reply

The upgrading of the play area is dependent on the receipt of a Section 106 contribution from a residential development off Sachville Avenue. Once the contribution is received, officers will re-engage and consult with local ward members on a scheme.

EDUCATION, EMPLOYMENT AND SKILLS
(COUNCILLOR SARAH MERRY)

W12	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR</u> <u>McKERLICH</u></p> <p>I raised in the LDP debate the state of decision making on the new primary school on the Plasdwr development. This is intended to accept reception children in September 2020 and my belief is that these reception places will be sorely needed in this area. As we stand, not only has no building work started but no planning application has been made; nor has public consultation been carried out. If this school is to receive reception children in September 2020, it will need to be included in online application process in November 2019, 12 months from now.</p> <p>Can you please advise me of the critical path starting from now; this should include dates for consultation, time when planning application may be lodged, start of building, date of completing building work?</p> <p>If it is no longer intended to admit pupils until September 2021, why were local members not consulted?</p> <p>How many children in the various local catchments will not get the expected place in that school?</p> <p><u>Reply</u></p> <p>I would refer you to my answer to your oral question on this issue.</p>
W13	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>Many schools try to encourage local community groups to use their buildings outside school hours. Should it be the sole responsibility of schools to set the level of the charges it levies for use of its premises, manage bookings, arrange caretaking? Or should the council, as corporate landlord, play a more active role in supporting schools to be community-focussed?</p> <p><u>Reply</u></p> <p>Cardiff's school buildings provide enhanced opportunities for members of the local community, but wider community use of these buildings places additional demands on caretaking and supervision.</p> <p>Fees and income need to be set such that there is no net drain on a</p>

school's budget. There must also be re-investment to maintain facilities for the future. In addition, the existing model for the funding and staffing of schools neither recognises the wider community roles they may already play, nor the increasing expectations that buildings and facilities are accessible on a wider basis.

The Council is currently working to establish a consistent approach to enabling schools to offer and operate our facilities out of hours, including the promotion and advertisement of facilities; processing of bookings and payments, and access to and operation of the facilities. There are various different ways in which this can be managed and operated – for example, it can be undertaken by schools themselves with investment, training and support, or it can be managed externally, consistent with an agreed approach across Cardiff.

FINANCE, MODERNISATION AND PERFORMANCE
(COUNCILLOR CHRIS WEAVER)

W14	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></p> <p>Could the Cabinet Member update the Council on how much tax payers money has been spent to date on engaging specialist consultants to advise the Council on its response to the recent HMRC waste probe?</p> <p><u>Reply</u></p> <p>As of 27th November 2018, the cost to the Council in respect of sums paid to date for external professional advice in relation to the HMRC landfill tax issue is £234,301.62.</p>
W15	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></p> <p>A recent study by Ulster University recommended that employers should consider offering social workers more flexible hours if they want to keep them in the job as retirement ages rise. One in three were found to be planning a career change in middle age, with stress and the impact of work on wellbeing being the most common reasons. Employers could encourage social workers to stay in work longer by offering more flexibility around hours or duties, almost half of study participants said. Almost as many suggested being able to work part-time, take a break of a month or more, or switch to a less demanding role could help keep them in the profession. What is Cardiff Council's position with regard to adopting these kinds of working practices for social workers?</p> <p><u>Reply</u></p> <p>The health and well-being of all Council employees is extremely important and it is recognised that social workers have very difficult and stressful roles. All social workers have regular supervision in which their health and wellbeing are covered and support is provided with regard to their caseloads. Social workers are also able to access agile working, which allows them to work from a variety of buildings, including their own home, rather than have to come into a specific base.</p> <p>The Council already has a number of policies that support employees who want more flexibility in their working hours. These include the:</p> <ul style="list-style-type: none">• Flexible working policy, which allows employees to apply for

part-time hours and job share;

- Flexi-time working policy, which applies to social workers and allows flexibility in the working day;
- Flexible retirement policy, which allows employees to apply for part-time hours, together with accessing their pension;
- Sabbatical leave policy, which allows employees to take a period of unpaid leave; and
- Purchase of annual leave policy, which allows employees to purchase 10 extra days in annual leave per year through salary sacrifice.

In addition, all council jobs are advertised internally, as well as externally, allowing employees the opportunity to apply for different roles, if they wish to do so.

Cardiff Children's Services is currently benchmarking against other local authorities in Wales and, if any additional flexible working schemes are identified, then these will be considered.

HOUSING AND COMMUNITIES
(COUNCILLOR LYNDA THORNE)

W16	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></p> <p>Our Council Houses in Cardiff are in high demand, would you therefore agree with me that tenants earning over £50,000 per year should pay higher rents and be encouraged to seek alternative accommodation to free up our Council housing stock for those in the greatest need?</p> <p><u>Reply</u></p> <p>I agree that the pressure on social housing in the city is considerable, with just under 8,000 people currently on the waiting list, many of whom have significant housing needs. However, I am not convinced that your proposed approach is the right solution to this.</p> <p>Plans were put forward in England to require higher earning social housing tenants to pay more and to apply fixed term tenancies, with a test after five years to see if the tenant still required a social tenancy. These plans were abandoned in 2016 due to the high cost of implementing the change. I am not aware of any proposals by the Welsh Government to introduce a similar change.</p> <p>While higher earning tenants may be an issue in some parts of England, where property prices are exceptionally high, this is not the case in Cardiff. Over three-quarters (76%) of our tenants are in receipt of Housing Benefit or Universal Credit and many others are struggling in low paid work.</p> <p>With regard to applicants on the housing waiting list, 3,003 (38%) stated that they were employed; however, of these, only 874 (11%) were in permanent employment.</p> <p>Officers will continue to promote the low cost home ownership scheme and other help available for first time buyers to ensure that tenants do have that option if it is right for them.</p>
W17	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></p> <p>The UN's special rapporteur on extreme poverty and human rights has toured the country, including a visit to Cardiff, to examine rising levels of poverty and hardship across the UK and is gathering evidence on the impact of universal credit, welfare changes, local government cuts, and rising living costs. Has Cardiff Council or any</p>

	<p>of its partners submitted evidence to the rapporteur and, if so, what?</p> <p><u>Reply</u></p> <p>The Council was not invited to submit evidence to the UN's Special Rapporteur, Professor Philip Alston, and did not do so. However, I understand that he met with the Assembly's Equality, Local Government and Communities Committee during his visit to Cardiff and the Committee also submitted evidence as part of his inquiry.</p>
W18	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></p> <p>A number of local authorities across the UK have been criticized for charging homeless people a fee in exchange for storing their possessions. Some use vacant garages and others pay storage companies. The authority with the highest charges is believed to be Lib Dem-run Richmond Council who operate an instalment system of £10 to £30 a week – up to £1,560 a year. Does Cardiff Council make any charges for storing rough-sleepers possessions, if such a service is offered?</p> <p><u>Reply</u></p> <p>We do not offer any service, chargeable or otherwise, for storing the possessions of rough sleepers. In addition, officers are not aware of any demand for this service.</p> <p>Homeless families do sometimes require their furniture to be put in storage and the Housing Options Service is, on occasion, asked to assist with this. This is facilitated through commercial storage companies and the cost is recharged to the client. Fortunately, the Council has access to a large amount of self-contained accommodation for homeless families and, therefore, the need to store furniture for any length of time is rare.</p>
W19	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>The Maelfa bridge over Llanedeyrn Drive is due to come down as part of the redevelopment. What work has been done to assess how the community uses this facility, to identify what impact its loss might have on local people?</p> <p><u>Reply</u></p> <p>The pedestrian bridge over Llanedeyrn Drive is due to be removed</p>

next year as part of Phase 2 of the Maelfa regeneration scheme, in accordance with the approved planning consent for the development. The removal of the bridge – as well as the filling in of the subway – has featured in many iterations of the Maelfa redevelopment plans. There was consultation on an earlier version of the Maelfa plans which also involved removal of the bridge in 2011. There was consultation on the current plans in October, 2015. There was also pre-commencement consultation on the current scheme in January 2017.

The issue of the footbridge has been raised in consultations by a small number of people, with comments both in support and against its removal. There was also one representation made at the planning application stage regarding the footbridge removal, and no objections to the legal stopping-up order, which included site notices being erected on the bridge itself.

Detailed consideration has been given to pedestrian movement to and from the new shops in the preparation of the plans for redevelopment of the Maelfa. Due to the repositioning and orientation of the new shops, the bridge will no longer provide a direct route. Instead, two raised surface pedestrian crossings will be provided on Llanedeyrn Drive. These have been carefully sited to optimise pedestrian access to the new shops, taking account of the proposed re-positioning of bus stops and linking into the existing and proposed footpath network.

Pedestrian safety has also been a key consideration. The new pedestrian crossings will provide safe routes for local people who need to cross Llanedeyrn Drive to access the shops and facilities in the new Maelfa. They will replace the existing footbridge and subway which have, in the past, been by-passed by many people who have crossed the road at unmarked and unsafe locations.

In order to maintain safe pedestrian access during the construction phase, the existing bridge will remain open for public use until after the new surface crossings and footways have been installed. When the new shops are open and the new crossings are in place we will, of course, continue to monitor how pedestrian movements settle down.

INVESTMENT AND DEVELOPMENT
(COUNCILLOR RUSSELL GOODWAY)

W20	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></p> <p>Recently the Council purchased the Dutch Garden Centre, a seven acre site in my Community of Pontprennau and Old St Mellons North of the M4 motorway, for a rumoured £3m (approx. £428,571 per acre). Does this purchase send a message to prospective developers that land North of the M4 will be given the green light for development in the future OR has the Council grossly overvalued this site in deciding to spend tax payers money purchasing it?</p> <p><u>Reply</u></p> <p>The Councillor is aware that this is a strategic site that occupies a prominent position along the M4 and was acquired for that reason. Any future development on the site will be in accordance with the prevailing planning guidance. The Councillor will also be aware that the Council obtained an independent valuation to certify the price paid for the site and this price represents market value.</p>
W21	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>Can the relevant cabinet member provide an update on progress to find a suitable occupant for the empty My Local/Pentwyn Arms building on Pentwyn Drive? The bus shelters nearby have been smashed in 15 times this year, so I am keen to hear whether we can look forward to a time when this area is occupied and less of a magnet for anti social behaviour and vandalism.</p> <p><u>Reply</u></p> <p>The Councillor will be aware that the Council has no legal interest in this property but is owned by a private landlord and is let to Morrisons. The Council is aware that Morrisons is actively seeking a sub tenant but so far has been unsuccessful.</p> <p>The Council is in discussions with the landlord and the tenant to encourage a surrender of the lease and redevelopment of the site. There are new options being explored at present to try and make this an attractive and viable option for the landlord.</p>
W22	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>Does the Cabinet Member for Investment and Development still have</p>

hopes that, from an economic development perspective, Cardiff can benefit from the opportunities of Brexit, and what such opportunities of Brexit has he identified to date?

Reply

I remain confident that the entrepreneurial ability of this Council and the Cardiff based business community will serve to ensure that the city rises to all of the challenges that Brexit will present.

Personally, I would have much have preferred that the people of the UK had voted to remain. In fact, I would have much preferred that Parliament had not voted to hold a referendum at all. However, we are where we are.

Important benefits could and should result from the proper management of the proposed Shared Prosperity Fund. It is important that cities are able to bid directly to UK Government for the funding for new infrastructure projects and that the funds are allocated to those projects that will generate the greatest economic impact that will benefit the country and communities. This is critical at a time when Brexit uncertainty has served to strengthen the Council covenant such that the cost of borrowing is much cheaper meaning infrastructure projects can be delivered for less.

International investment experts advise that new opportunities are likely to occur in the distribution and logistics sector as business seek creative warehousing and distribution solutions to address any impact arising from the establishment of any new customs borders.

W23

WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN

What assessment has the council made of its latest proposals for the delivery of a new indoor arena, including the plans for the development of one or more new multi-storey car parks, in relation to its agreed transport policies on modal shift?

Reply

The proposed transport links to the proposed Indoor Arena reflect the Council's stated transport policies and reflects the experience of similar facilities elsewhere in the UK, including the O2 arena, which a significant number of people access by car.

Only one multi-storey car park is planned to service the arena and the enlarged Red Dragon Centre and the Council's assessment is

	<p>that this will not prejudice its overall ambitions in terms of improving modal split but instead will support the modal split to which the Council aspires.</p>
W24	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>As part of its plans for the delivery of a new indoor arena, what consideration is the council giving to increasing the provision of public transport to Cardiff Bay, including more direct transport links from the east and west of the city?</p> <p><u>Reply</u></p> <p>My colleague, the Cabinet Member, Strategic Planning & Transport along with his officials are working closely with Welsh Government and Transport for Wales to address the overall public transport requirements presented by a rejuvenated Cardiff Bay area including ensuring that the impact of the proposed arena is reflected in future plans.</p>

LEADER
(COUNCILLOR HUW THOMAS)

W25

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD

For the current year, how many invites to cabinet members have been issued by each council scrutiny committee and what proportion has been subsequently accepted?

Reply

The recent Wales Audit Office report entitled 'Overview and Scrutiny – Fit for the Future?' identified that the Cabinet recognised and valued the role of scrutiny. I would like to reaffirm this view on behalf of the Cabinet.

Cabinet Members attend scrutiny committee meetings regularly to present items and answer questions, enabling scrutiny committee members to readily hold them to account. Since June 2018, Cabinet Members have been invited to attend a total of 24 scrutiny committee meetings.

I understand that 45 invitations have been sent to Cabinet Members, with over 82% of these invitations being accepted and the Cabinet Member attending the relevant scrutiny committee.

I want to emphasise that Cabinet Members make every effort to attend scrutiny meetings, but are sometimes unable to attend scrutiny committee meetings due to other previously arranged meetings/events or personal commitments, such as caring responsibilities, which they are unable to change.

The Cabinet is happy to work more closely with Scrutiny Chairs and relevant officers over the next few months in setting more mutually convenient meeting times for the 2019/20 municipal year.

SOCIAL CARE, HEALTH AND WELL-BEING
(COUNCILLOR SUSAN ELSMORE)

W26

WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH

The UK Parliament's Environmental Audit Committee (EAC) is currently conducting an inquiry into the hand carwash industry. This industry has attracted suspicions around minimum wage, environmental, planning, and health and safety violations – as well as concerns around tax evasion and labour exploitation. The EAC has heard evidence that a car wash costing less than £6 could be funding modern day slavery. There are a number of hand carwashes along City Road in Plasnewydd, as well as other areas of the city, with several offering washes from as little as £5. How confident are we as a local authority that these are just legitimate businesses offering competitive prices and that illegal and / or unethical practices are not taking place?

Reply

Local authorities play a key role in tackling modern slavery and officers from Shared Regulatory Services may encounter victims or perpetrators while inspecting business premises within Cardiff.

The Council has put in place arrangements to ensure an effective and efficient exchange of information, both with the Police and other enforcement agencies, in line with the National Referral Mechanism.

With regard to hand car washes, these premises are monitored primarily by the Health and Safety Executive (HSE) for compliance with health and safety requirements. I will ensure that relevant officers advise the HSE of your concerns, and indeed request that they work with Shared Regulatory Services to undertake an assessment of the position in your ward.

I think it is important to emphasise the EAC noted that not all hand car washes violate labour, employment, taxation, or health and safety and environmental regulations. However, in order to make enforcement easier, the EAC did recommend that the UK Government consider trialling a licensing scheme for hand car washes, which would bring together all of the major compliance requirements into a single, more easily enforceable, legal requirement.

The EAC also recommended that the UK Government review whether the Modern Slavery Act 2015 should be updated to cover businesses as small as hand car washes.

STRATEGIC PLANNING AND TRANSPORT
(COUNCILLOR CARO WILD)

W27	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></p> <p>Recent press coverage has highlighted that after completing housing developments, developers are leaving sites with inappropriate roads and drainage conditions. Would you therefore agree it is appropriate for major schemes to obtain a bond and/or a binding commitment from developers to ensure developments are suitable and developed to the agreed planning consent?</p> <p><u>Reply</u></p> <p>New roads are generally adopted as public highway via agreements under Section 38 of the Highways Act 1980. A pre-requisite to the Council entering into such agreements is that developers provide a bond equivalent to the cost of the highway works. Such a bond can be accessed and utilised by the Council in the event of developers failing to complete the road works to the required standard (e.g. in the event of the developer being taken into liquidation).</p> <p>However, it is normal on new housing estates for the application of the final surfacing to be delayed until such time as construction work has been completed and there is no risk of damage to the new surfacing by heavy construction vehicles/services connections etc. (i.e. this is a factor which buyers of homes on new estates take into account and accept).</p>
W28	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></p> <p>Roads in Cardiff North are constantly gridlocked and with the development of 6,000 dwellings in my Community of Pontprennau and Old St Mellons the gridlock is likely to continue and worsen. What specific arrangements are being put in place to improve traffic congestion in Pontprennau and Old St Mellons?</p> <p><u>Reply</u></p> <p>Respectfully, roads in North Cardiff are not constantly gridlocked. That said, heavy traffic at peak times can be an issue for many people across the city.</p> <p>The Council's policies for managing future demand for travel in the city are set out in the approved Local Development Plan (LDP). The LDP includes a target for 50% of all journeys to be made by</p>

	<p>sustainable modes of travel by 2026. In seeking to achieve this target, the Council will need to prioritise investment in infrastructure measures that make travel by walking, cycling and public transport easier. Such measures will include the provision of bus lanes and changes to junctions to give buses greater priority over general traffic, and thus improve bus journey time and reliability. The development of cycle superhighways, including a strategic route linking central Cardiff and new development sites in the north east of the city, will also be a key element of our strategy.</p> <p>There are numerous detailed plans within the LDP that could relate to Pontprennau and Old St Mellons and I would be happy to arrange a briefing with officials so that you are able to better inform your residents.</p>
W29	<p><u>QUESTION FROM COUNTY COUNCILLOR KEITH PARRY</u></p> <p>When will the road narrowing on Plasmawr Road outside the Day Centre in Fairwater be removed as it is causing traffic queues and air pollution? Similar road narrowings have been removed across the city and, with increasing traffic from the Plasdwr developments, this an urgent matter.</p> <p><u>Reply</u></p> <p>The Council has developed a list of priority narrowing sites to be upgraded, which prioritises those on bus routes. I can confirm that the priority narrowing on Plasmawr Road is included on the list.</p> <p>The upgrading will see the removal of the priority narrowing to enable two-way traffic flow and a traffic calming feature, such as a speed table, put in its place. Unfortunately, I am unable to provide you with likely timescales for these works as they will be determined by the availability of future funding.</p>
W30	<p><u>QUESTION FROM COUNTY COUNCILLOR KEITH PARRY</u></p> <p>Cardiff Road is a narrow and twisting road from Fairwater to St Fagans. It has a very narrow and poorly surfaced footpath. When trucks or buses pass each other they have to pull on to the footway. This road is very busy and will be more so as the Plasdwr developments are built. Immediately, the footway needs repairs, but the entire road needs to be rebuilt to modern standards so it is safe for pedestrians. I get frequent complaints from residents who walk and use mobility scooters on this road to travel to work or to visit the Folk Museum. Can this matter be considered as a matter of urgency?</p>

	<p><u>Reply</u></p> <p>An assessment has been carried out on the footpath and a number of defects were identified. I can confirm that permanent patching works were carried out last week in order to improve the overall footway condition.</p>
W31	<p><u>QUESTION FROM COUNTY COUNCILLOR KEITH PARRY</u></p> <p>The new bus station will not include Cardiff Bus services to places within the city. Bus stops will continue to scattered around the city centre streets. What help does the council intend to give the partially sighted and those unable to walk more than a few hundred metres affected by their corporate planning failure in providing a proper central bus station?</p> <p><u>Reply</u></p> <p>Respectfully, it is misleading to suggest local communities will not be served by the new bus station.</p> <p>Whilst the new bus station will be owned and operated by Transport for Wales, the whole purpose of the project is to allow buses to serve local communities more efficiently.</p> <p>More vulnerable users have been central to the planning process and groups such as Cardiff Access Focus Group and Guide Dogs for the Blind have been heavily involved in design work for both the bus station and the wider Central Square. Indeed, these types of users are one of the reasons we will need ‘scattered’ bus access points across the city so people have shorter distances to walk.</p>
W32	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></p> <p>Do we have any plans to ensure safety of cyclist and other path and road users are considered?</p> <p>Through ensuring all cyclist are trained fully on road safety, signage on roads and paths indicating where they should mount on and off bikes, aware of what is appropriate travel speed for route of travel and ensure all cyclist including nextbikes users wear a helmet?</p>

	<p><u>Reply</u></p> <p>The Council offers cycle training to children in primary schools and during school holidays, as well as free one-to-one adult cycle training for anyone living, working or studying in Cardiff.</p> <p>A Code of Conduct for all parks users has been launched, with signage installed in parks where cycling is permitted that reminds all users to behave responsibly. We plan to take action to promote these messages about responsible behaviour more widely in the near future.</p> <p>Shared use cycle paths on the public highway are provided with signage to indicate the status of the path. Cycling is not permitted on pavements which are not designated as shared use paths and, therefore, we do not routinely provide signing to indicate that cycling is not permitted. Where any deficiencies in signage at specific locations are brought to our attention, this will be investigated and addressed, as appropriate.</p> <p>Whilst the Highway Code advises that you should wear a cycle helmet that conforms to current regulations, is the correct size and is securely fastened, this is not a legal requirement and the Council is therefore not in a position to require that all cyclists must wear helmets.</p>
W33	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></p> <p>What is classed as sustainable transport for a built up residential area like Cyncoed and Lakeside, taking into consideration its population demographics?</p> <p><u>Reply</u></p> <p>Walking, cycling and public transport are regarded as sustainable modes of transport. The Council's policy is to improve infrastructure and take other actions to increase the use of these modes of travel and reduce the proportion of journeys made by car in all parts of the city and across all demographics wherever possible.</p>
W34	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></p> <p>We were sent number of traffic enforcement tickets issued ward by ward, could you provide number of hours spent in each ward by traffic enforcement team through the year?</p>

Do we have sufficient staff to undertake extra enforcement action?

Reply

I am reluctant to ask officers to spend large amounts of valuable time providing such detailed information. There are also issues of how robust this data would be when you consider enforcement does not always happen within a singular ward.

I can confirm that whilst officers are under many pressures, there are sufficient CPE resources across the city. However, data is being utilised to make informed decisions on the application of these resources to improve effectiveness and efficiency.

We are also improving how CPE officers patrol by utilising technology, such as camera cars, parking sensors and back office reporting, to support improvements in service levels. In the near future, handheld devices will also be upgraded to assist frontline officers in having direct access to relevant data to support their work.

W35

WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY

Given that 26 of Cardiff's GP practices are located in areas with unsafe levels of air pollution, what work is the council undertaking with the health board to address this?

Reply

I believe you are referring to figures from the recent report entitled, 'Toxic air at the doors of the NHS'.

Whilst the Council welcomes such reports, which highlight concerns regarding air quality, it must be noted that the results reported in this study were based primarily on modelled background data only, and were not based on results monitored at the GP practices/health facilities.

It should also be noted that none of the results reported breach legal UK or European standards for particulate matter and were compared against World Health Organisation (WHO) guideline values, which whilst being more stringent are not legally binding values set for the protection of human health.

Reducing exposure to poor air quality, to protect public health, is a priority of this administration and the Council is progressing work on

our Clean Air Feasibility Study. This study has, to date, provided the Council with a detailed understanding of air quality across the city and likely future levels of pollution. We are now in the process of assessing, in detail, a number of measures that, if implemented, will improve air quality in the shortest possible time.

In addition to this work, the Council agreed with Cardiff and Vale University Health Board that a Consultant in Public Health Medicine should work one day a week with the Council's Transport team to liaise on the issue of sustainable travel and air quality in Cardiff.

A task and finish group has also been set up on behalf of Cardiff Public Services Board (PSB), and this has been led by Public Health. The group's work is nearing completion and the main aims of this work are:

- to increase the uptake of active and sustainable travel by staff members;
- to agree and set 3-year targets for each organisation using baseline information from a pan-PSB staff survey run over summer 2018;
- actions to reduce pollution from fleet vehicles; and
- consistent communications messages across the public sector to encourage sustainable travel.

The group includes representation from all the core PSB organisations as employers, in addition to the National Assembly for Wales, Public Health Wales, and Sport Wales.

W36

WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY

A recent piece in Wales Online highlighted unfinished roads on Persimmon developments. One such road exists in Llanedeyrn. Given that the council sells the land to developers to build on, should they not be compelled to finish the job properly rather than leaving it half done, with new residents left to wonder when their roads will be completed?

Reply

The housebuilders (Persimmon) have advised that some remedial works to the drains which are located beneath the road at the Maelfa site will be required to enable them to be adopted by Welsh Water.

Since these repairs will require excavations into the road, the

	<p>application of the final wearing course has been put on hold until such time as these drainage works have been completed. This is a very logical approach in principle.</p> <p>Council officers are in contact with the developer to expedite these outstanding matters in the best interests of residents, and to provide a timescale for their anticipated completion. Once the information is provided, officers will update local ward members accordingly.</p>
W37	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>Recent research from UCL has concluded that not only is operational energy in tall buildings much higher, but embodied energy & CO2 is much higher too (due to higher resource consumption). What are the implications for Cardiff from their conclusion that, for a sustainable city, high density means low-rise buildings?</p> <p><u>Reply</u></p> <p>The delivery of environmentally sustainable forms of development is linked to a wide range of factors that go far beyond operational and embodied energy. Masterplanning and placemaking principles very much recognise the value of the benefits achieved where different uses are conveniently located close to each other.</p> <p>Achieving high density in suitable locations is important because it allows mixed use communities to flourish economically and socially without the need to travel, and/or take so much otherwise undeveloped land. High density development linked to sustainable transport corridors is generally regarded as an exemplar approach both in the UK and beyond. In contrast, lower density schemes encourage people to become more car-dependent.</p>
W38	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></p> <p>During rainy weather substantial pools of water form on the Northbound section of North Road between the Gabalfa Clinic and Interchange. Pedestrians and Cyclists using the adjacent pavement are regularly soaked by passing traffic. Can the council improve the drainage and/or take other action to prevent those using the pavement from being soaked by passing traffic?</p> <p><u>Reply</u></p> <p>Previous wet weather inspections have not identified any significant flooding beyond the levels of surface water that would be expected</p>

	<p>during a rainfall event. However, officers will continue to monitor the area during future wet weather events to determine whether any issues can be identified, the reasons for the flooding and any remedial measures should they be required. If you or local residents are able to provide any specific information or photographs, if available, which could be provided to officers to assist them in any future investigation and analysis, then that would be appreciated.</p>
W39	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>Given that the existing cycle racks within the city centre are often full to capacity, does the council have any plans to assess whether the current level of provision remains adequate with a view to potentially installing an increased number of cycle racks?</p> <p><u>Reply</u></p> <p>Cycling in Cardiff is increasing, which is great news. The full cycle stands in the city centre are a symptom of this growth and we are taking steps to provide more cycle stands in the area to meet the rising demand.</p> <p>Additional stands have recently been installed in a number of locations, including Churchill Way, John Street, St Mary Street and on Pendyris Street, near the Tramshed. We also plan to provide additional stands in the vicinity of Central Library and Hills Street in the near future.</p>