

**COUNCIL, 12 SEPTEMBER 2019 : WRITTEN QUESTIONS**

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

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HUDSON</u></b></p> <p>Why has Lamby Way reception closed on 2.9.19 and when will it re-open?</p> <p><b><u>Reply</u></b></p> <p>Lamby Way is a very busy operational site for waste services with significant traffic movements relating to waste collections, waste disposal and the Household Waste Recycling Centre. Following a health and safety review of traffic and pedestrian movements at Lamby Way and the provision of services from reception, a decision was taken to close the reception area permanently to members of the public. The Council has a comprehensive local Hub network, which can be accessed by residents in a safe manner.</p>
W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>What support does Cardiff Council give volunteer litter picker groups?</p> <p><b><u>Reply</u></b></p> <p>The Love Where You Live team works in partnership with Keep Wales Tidy to support 'Keep Tidy' groups throughout Cardiff.</p> <p>The team supports fledgling groups to get them into a position to constitute and become self-sustaining. This includes gathering volunteers together, facilitating community meetings and working with them to build a committee. The team will also support litter picks prior to groups being constituted by attending and ensuring that they have appropriate insurance in place and risk assessments for the pick are completed, as well as providing health and safety briefings on the day.</p> <p>The Love Where You Live team then provides ongoing support, such as loaning equipment, collecting bags following events, helping to source and apply for funding, advertising community litter picks and promoting the great work of the volunteer groups in the city.</p>

	<p>The team also facilitates a quarterly 'Keep Tidy' group network meeting, attended by 'Keep Tidy' groups and representatives from the Council's cleansing and enforcement teams. These meetings support the sharing of advice and guidance on good practice and promotes the network of volunteer groups across Cardiff.</p>
W3	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>When will the glass recycling trial come to an end?</p> <p><b><u>Reply</u></b></p> <p>An assessment of the glass bottle and jars recycling pilot is currently taking place, which will inform any decision on the wider rollout across the city. Until the assessment is complete and a decision made by Cabinet, the pilot scheme will continue. Further communication will take place with all Members following the decision.</p>
W4	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>In light of the climate crisis declared by this council, will the council work with the Carbon Trust to help establish targets for decarbonising the city?</p> <p><b><u>Reply</u></b></p> <p>Yes, we will and a meeting took place earlier this week to discuss how the Council and Carbon Trust can work together on carbon auditing and other decarbonisation actions. We also have the support of Welsh Government officials who have offered to provide assistance to establish baseline carbon data in the context of the Welsh Government's ambition for carbon neutrality in Wales.</p>
W5	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>How many dog wardens do we have and do they visit around Nant Fawr Woods, Blackoak Road and Rhydypenau Road?</p> <p>Have there been any Public Protection Order notices/fines issued for offences in Cyncoed?</p>

	<p><b><u>Reply</u></b></p> <p>There are two dog wardens that generally cover the Cardiff area, who are employed by Shared Regulatory Services. Generally, all areas of Cardiff are patrolled and the dog wardens are directed to specific areas should complaints or requests be made by the public.</p> <p>The dog wardens only seize stray or out of control dogs and deal with dog welfare issues. They do not issue fines or Public Protection Order notices. This would be a function generally carried out by enforcement officers, who issued 38 Fixed Penalty Notices in Cyncoed in the 2018/19 financial year, but none relating specifically to dogs.</p>
W6	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER</u></b></p> <p>The cabinet member, in answer to an oral question, recently indicated that a replacement recycling centre for north Cardiff was being worked on and that sites were being assessed. Will you clarify, in more detail, the site options being considered, the attendant issues relating to the sites and the latest projected timeframe within which local residents can expect to be able to use such a facility?</p> <p><b><u>Reply</u></b></p> <p>The Council is seeking a suitable site to facilitate a new recycling centre. This requires reviewing a number of factors, including transport links and location relative to local residents, site topography, adequate size of the site and the provision of existing utilities to support development.</p> <p>A baseline review of a number of sites has taken place, but none were identified as suitable. Therefore, we are still exploring site options, as they become available, in order to identify a suitable site. Without the identification and securing of a suitable site, it is not possible to provide an associated timeframe.</p>
W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER</u></b></p> <p>In relation to work currently in progress to assess and improve productivity, including the size of collection rounds in Waste Management, what are the aims of this work, how are the Trade Unions and staff affected responding and what progress has been made?</p>

When will this work reach its conclusion and new systems be introduced?

**Reply**

The service area is currently working to deliver Bank Holiday Working in Waste Services to remove the requirement of a change of collection days following a Bank Holiday. The Trade Unions are currently balloting their Members to ascertain if there is a collective agreement for the changes.

A new in-cab system 'BarTec' is now in place to support real-time service management and improve the management of residents' complaints to C2C. The system records key service data such as missed bins, contamination and presentation rates.

The service area is currently reviewing and evaluating the data held on the collection of different waste streams to acquire a good understanding of current productivity levels. This work is ongoing and requires further time to provide sufficient data to allow informed decision making on any changes. The review will also require the use of health and safety guidance from the Waste Industry Safety and Health (WISH) Forum to ensure operations and the associated size of round are appropriate in terms of safe operations.

W8

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER**

What is the latest absence and sickness rate, in annual days lost per employee, in Waste Management?

What is the trend compared with previous years and what action plans, if any, exist to reduce absence and sickness in this department?

**Reply**

The table below shows sickness absence rates, in annual days lost per employee year, in Waste Management:

Division	Division includes:	2017/18 No of Days Lost per Employee Year	2018/19 No of Days Lost per Employee Year	2019/20 No of Days Lost per Employee Year (April to August 2019)
Recycling Services	<ul style="list-style-type: none"> <li>• Cleansing</li> <li>• Enforcement</li> </ul>	21.38	21.43	21.91
Street Scene	<ul style="list-style-type: none"> <li>• Waste MRF</li> <li>• Waste Transfer Station</li> <li>• Collections</li> <li>• Strategy</li> <li>• HWRC</li> <li>• Commercial</li> </ul>	20.52	23.52	17.27
<b>Average</b>		<b>20.95</b>	<b>22.48</b>	<b>19.59</b>

The following actions are in place to reduce sickness absence in Waste Management:

- Managers have undertaken the revised e-learning module on procedures to manage sickness absence.
- Contact visits are monitored to ensure they are taking place in a timely fashion when any employee hits 2 weeks absence. Thereafter HR People Services attend follow up meetings at 4 weeks and 6 weeks.
- Sickness Absence is an item at Management Team meetings where cases and actions are reviewed.
- Adjusted Duties, where appropriate, have been explored to reduce sickness levels.
- All managers have up to date information on sickness levels and individuals.
- Briefing sessions have been held for supervisors who line manage the front line teams. Further sessions are being arranged via The Academy.
- On a monthly basis, all cases are reviewed with Senior Managers with the Assistant Director, Director or Corporate Director.

The following initiatives are also in place

- Physio Sessions and Sport Massage sessions to support recovery from musculoskeletal issues. This includes advice on exercises for staff to reduce ongoing issues.
- Promotion of the Council's Employee Assistance Programme -

	<p>CareFirst to support employees.</p> <ul style="list-style-type: none"> <li>• Introduction of a Wellbeing Directory as a supportive signposting tool including a Healthy Eating and Physical Exercise Guidance launch.</li> <li>• E-Learning and face to face training available for all managers to support the management of absence cases.</li> <li>• Work undertaken with the Health Authority and GP clusters to raise awareness of external support to employees.</li> <li>• A Health Surveillance Manager Guide is being progressed.</li> </ul>
W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>I have previously requested this information from Waste Management that has not been forthcoming. What are the daily, weekly, monthly, timetables and schedules for emptying street bins and Parks bins across the whole of my Ward in Llandaff?</p> <p><b><u>Reply</u></b></p> <p>The street litter bins in Llandaff are emptied once daily, four times a week on Monday, Tuesday, Thursday and Friday.</p> <p>In Danescourt, street litter bins are emptied twice weekly.</p> <p>Parks' litter bins are emptied once per day, seven days a week during the summer months and twice a week during the winter months.</p>

**EDUCATION, EMPLOYMENT AND SKILLS**  
**(COUNCILLOR SARAH MERRY)**

W10	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>How many reports of bullying have been reported in every Cardiff Secondary School in each of the last three years and how many of these incidents have resulted in police or hospital reports?</p> <p>How is the Council working to reduce violent incidents in all Cardiff schools?</p>
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	<p><b><u>Reply</u></b></p> <p>There is no statutory duty on schools to provide the Local Authority with this information; however, individual schools are required to record this information.</p> <p>Cardiff Youth Service works proactively with young people in the city to help reduce violent incidents in schools. For example, they offer bespoke sessions in Secondary schools on preventing knife crime. These look at the dangers of carrying a knife, discuss how a young person can report issues and gives young people clear guidance on how they can stay safe.</p> <p>The 5 youth centres also provide young people with a wide range of activities, guidance, support and information on knife crime and other topics. They are also collating information on contextual safeguarding.</p> <p>Schools also work closely with a range of third sector providers.</p>
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**FINANCE, MODERNISATION AND PERFORMANCE**  
**(COUNCILLOR CHRIS WEAVER)**

W11	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>Will Cardiff Council follow the Welsh Government, S4C and other organisations in acquiring and using the .wales and .cymru domain names for its websites?</p> <p><b><u>Reply</u></b></p> <p>The Council currently has no plans to adopt the .wales and .cymru domain names. SOCITM considers that .gov is a more trusted domain as only government bodies can register these. However, we recognise that some organisations have adopted other domain names and we have registered Cardiff.wales and Caerdydd.cymru should any decision to use these be made in the future.</p>
W12	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER</u></b></p> <p>What is the latest annual cost of agency staff employed by the authority?</p>

What proportion of this overhead cost is cover for short term absence (up to six months) and what proportion in % terms is for periods longer than six months?

Please break down this data indicating agency use in departmental terms and their rationale for requesting such cover.

### **Reply**

Matrix SCM is contracted by the Council and is the external provider of agency staff. Matrix does not provide agency workers itself, but provides a brokerage service, entering into contractual arrangements with a number of different agencies and ensuring that workers are provided from these agencies as required by the Council. There are currently 123 local supplier agencies signed up with Matrix. This contract expires in September 2020. Matrix expenditure in 2018/19 was £13.394m and a breakdown of spend by directorate is provided below. This figure does not include schools, but does include HRA and grant funded areas.

<b>Directorate</b>	<b>Spend</b>
Economic Development	£2.763m
Education	£0.275m
Governance & Legal Services	£0.059m
Harbour Authority	£0.064m
Housing & Communities	£0.178m
Housing Revenue Account	£0.918m
Planning, Transport & Environment	£5.023m
Resources	£0.243m
Social Services	£3.871m
<b>Total</b>	<b>£13.394m</b>

The management of agency provision moved to Into Work Advice Services in April 2019. A full service review of agency provision is currently being undertaken by the team. A project manager has been appointed to oversee this review.

It is anticipated that proposals for a new agency provision will be put to Cabinet for consideration in early 2020. The review will consider both the in-house provision and the arrangements both with Matrix and with the external agencies that they commission.

Since Cardiff Works has also moved to Into Work Advice Services, there is a clear opportunity to link temporary opportunities more closely to employment and training support from the Into Work Advice Services, providing a pathway for those seeking work.



80% of placements are over 6 months and 20% of placements are less than 6 months.

A breakdown of agency staff use by directorate, including reasons for cover, is provided below:

Order Justification by Directorate		Planning, Transport & Environment	Number of placements
<b>Economic Development</b>	<b>Number of placements</b>	Project Work	128
Planned Peak in Demand / Seasonal Cover	229	Short Term Sickness / Absence Cover	32
Project Work	189	Short Term Demand (Unplanned)	21
Short Term Sickness / Absence Cover	79	Annual Leave / Flexi Cover	17
Short Term Demand (Unplanned)	63	Planned Peak in Demand / Seasonal Cover	15
Vacant Post	31	Long Term Sickness	10
Annual Leave / Flexi Cover	19	Vacant Post	4
Long Term Sickness	3	Pre-Matrix SCM	2
<b>Education and Lifelong Learning</b>	<b>Number of placements</b>	<b>Resources</b>	<b>Number of placements</b>
Short Term Sickness / Absence Cover	84	Project Work	25
Project Work	9	Annual Leave / Flexi Cover	14
Vacant Post	8	Vacant Post	10
Planned Peak in Demand / Seasonal Cover	3	Planned Peak in Demand / Seasonal Cover	9
Short Term Demand (Unplanned)	2	Pre-Matrix SCM	8
<b>Governance and Legal Services</b>	<b>Number of placements</b>	Short Term Sickness / Absence Cover	4
Short Term Demand (Unplanned)	8	Long Term sickness	2
Project Work	3	Short Term Demand (Unplanned)	2
<b>Housing &amp; Communities</b>	<b>Number of placements</b>	<b>Social Services</b>	<b>Number of placements</b>
Annual Leave / Flexi Cover	49	Project Work	76
Planned Peak in Demand / Seasonal Cover	12	Vacant Post	73
Project Work	11	Short Term Demand (Unplanned)	57
Pre-Matrix SCM	10	Annual Leave / Flexi Cover	20
Vacant Post	7	Long Term sickness	15

	Long Term sickness	3	Short Term Sickness / Absence Cover	14
	Short Term Sickness / Absence Cover	2	Planned Peak in Demand / Seasonal Cover	5
	Short Term Demand (Unplanned)	2	Pre-Matrix SCM	4

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

W13	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>Has any consideration been given to get the National Monument against Violence and Aggression (known as the Knife Angel statue) to Cardiff as part of its UK tour?</p> <p><b><u>Reply</u></b></p> <p>Yes, the Council was approached to host the “Knife Angel” in March 2019. Key members of the Community Safety Partnership considered whether it would be appropriate to accommodate the Knife Angel statue during its tour of the UK, but concluded that they did not wish to do so.</p> <p>The reasoning for this was that local agencies (including the Council) agreed that they would prefer to focus their efforts in promoting and “getting behind” more positive initiatives in tackling knife crime through diversionary activities for young people, delivering consistent messages in schools etc.</p> <p>As part of this year’s National Safeguarding Week, one of the local themes that the Cardiff &amp; Vale of Glamorgan Regional Safeguarding Boards are focusing upon is ‘knife crime’.</p> <p>An Annual Children &amp; Young People’s Conference has been arranged for 13<sup>th</sup> November 2019 at the Motorpoint Arena in Cardiff. Pupils from Secondary schools in Cardiff and the Vale of Glamorgan (Years 7, 8 &amp; 9) have been invited to attend. As part of the conference a guest speaker has been invited from St. Giles Trust to talk to the pupils about his lived experience as a former gang member and the realities of knife crime and gang cultures.</p>
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**WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE**

Last month, Welsh homeless charity Llamau launched a new campaign to highlight that if you are young and LGBTQ+, then you are four times more likely to experience homelessness than your peers. What action will the Council now take to support the recommendations in their 'Out on the streets' report, including the creation of new supported housing services for the LGBTQ+ community to help those experiencing, or at risk of becoming, homeless in Cardiff?

**Reply**

The report, "Out on the Streets", sets out the very severe difficulties faced by young LGBTQ+ people, including higher rates of family breakdown and consequent mental ill health. The report includes moving accounts of individuals who have become homeless at a young age. Cardiff Council was pleased to support this important research and is named as one of the contributors, having helped to fund a film project to record the experiences of the young people.

Fortunately, Cardiff has very good services in place for young people facing homelessness. The Young Persons Gateway in Cardiff is a partnership between Llamau, Housing & Communities and Children's Services. Llamau provides a first point of contact and mediation service to help prevent family breakdown and youth homelessness.

The Young Persons Gateway gives access to a range of supported accommodation and floating support provided within the young person's own home. The accommodation provided includes small housing schemes with 24 hour support on site. These schemes are particularly suitable for meeting the needs of very vulnerable young people. The accommodation and support services provided to young people through the Young Persons Gateway have recently been recommissioned and are provided by Llamau and the Salvation Army, both partners are fully committed to meeting the needs of LGBTQ young people.

The specification for the commissioned services sets out very clearly the need to understand the effects of sexual orientation on young people who are LGBTQ+ and to have clear policies and procedures in place for meeting their needs. Going forward, the monitoring arrangements for these contracts will include feedback from young people and particular attention will be paid to the feedback from this very vulnerable client group.

	<p>The “Out on the Streets” report makes a number of recommendations and these will be reviewed with partners to ensure that learning from the research is embedded within services in Cardiff.</p>
W15	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>When will the Lydstep flats have insulation to replace the cladding that was removed?</p> <p><b><u>Reply</u></b></p> <p>Following the tragic fire at Grenfell Tower in London, the Council decided to carry out checks on the cladding of its high rise blocks. While the cladding was not of the same material as that used at Grenfell Tower (Aluminium Composite Material), the level of combustibility exceeded current safety standards.</p> <p>A decision was made to remove the cladding as a matter of urgency. This decision was made following extensive consultation with the South Wales Fire and Rescue Service.</p> <p>Unfortunately, following the removal of the cladding, it became clear that the Welsh Government would not be making funding available for replacement of the cladding that was removed unless it was of the ACM material used at Grenfell Tower. A report was therefore commissioned to review the blocks to determine whether replacement cladding was required. The outcome of this report concluded that this was the case and work is now underway to identify the best cladding solution.</p> <p>Careful consideration of the cladding options available will need to be carried out before making a final decision on the best and safest solution available. This work has now commenced and it is anticipated that work will start on site in the summer of 2020. Residents are being kept updated on progress and will be fully consulted before any new cladding system is agreed.</p>
W16	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>Has there been an assessment of the impact of the health of tenants following the removal of the Lydstep flats cladding?</p>

	<p><b><u>Reply</u></b></p> <p>Every resident in all high-rise flats has been contacted in order to carry out a Personal Emergency Evacuation Plan (PEEP). This 'plan' identifies any issues which need to be taken into account in the unlikely event that their building would need to be evacuated. Issues identified in the plan include any health concerns relating to mobility, respiratory, vision etc.</p> <p>Residents who indicated any respiratory concerns and/or made specific reference to damp or mould were further contacted and offered assistance. In some cases, alternative accommodation has been offered and provided. Any resident who has contacted the Council via any other means (e.g. directly or via a Councillor or third party) have also been contacted and offered the same assistance.</p> <p>Concerns about the impact on people's health were also discussed at the meeting held with the residents of Lydstep flats on 26<sup>th</sup> July 2019 and contact details were provided to residents should anyone wish to report any individual concerns.</p>
W17	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>Is the council aware of issues with weak mortar in the Cardiff Living/Wates development Captains Walk in Llanrumney and, if so, what action is being taken to address this?</p> <p><b><u>Reply</u></b></p> <p>We are aware of one complaint that has been made directly to Wates relating to a mortar issue. This matter is being resolved directly by Wates with the owner of the property, but I have asked to be kept informed as to the conclusion of these discussions.</p>
W18	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>What is the average length of time a council property is out of use and undergoing work through the voids team before being allocated to a household in need?</p>

## **Reply**

During the first quarter of 2019/20, it took 37 days on average to allocate (offer) a vacant property to an applicant. A property will normally be allocated to a household before it is ready to be occupied and, in some cases, several offers are made before a property is finally let.

The total time to let a vacant property during Quarter 1 was 94 days; this is the full length of time from the date the property becomes empty until the new tenancy commences. Disappointingly, the total time taken to let vacant properties is in excess of the set target. There are a number of reasons for this as set out below:

### **1. Contractor issues**

There have been significant issues with delivering vacant works through the Building Maintenance Framework. There were initially three contractors carrying out vacant works. While one of these contractors is performing well, problems were encountered with the other two contractors.

One contractor withdrew shortly after the Framework commenced and, due to the need to follow a full procurement process, it took some time to put a replacement service in place. Initial indications are that the new contractor is performing well.

Unfortunately, the performance of a second contractor within the Framework was poor and the arrangement with them has ended recently.

Due to the ongoing issue with the delivery of vacant works by external contractors, it was decided to develop an in-house vacant property repairs team. Recently, 12 additional operatives joined the council's vacant property repairs team, transferring across from the withdrawing contractor and this brings the in-house team up to 21 operatives.

### **2. Increase in the number of properties becoming empty**

The number of properties becoming vacant has increased significantly over the past two years, with a 16% increase in 2018/19 and a further 20% increase in the first quarter of this year. On average, 80 properties became vacant each month during the first quarter of 2019/20 compared with an average of 60 properties per month in 2017/18.

### **3. Condition of the properties**

Many of the properties becoming vacant have been occupied for a very long time, with the largest single reason for a vacancy being the death of the tenant. Many others are moving to receive care and this reflects the age profile of council tenants. These properties are often in need of full updating so that they meet the Welsh Housing Quality Standard, including new kitchens and bathrooms.

It is anticipated that with the new enlarged in-house team, supported by the two contractors, there will be sufficient capacity to cope with the increased number of properties and works required and it will also be possible to significantly improve the turnaround of empty properties in the coming months.

W19

#### **WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

How many incidents of anti-social behaviour and fly-tipping have been reported to the council by residents directly and members, at the rear lane that separates Fairwater Grove East and Fairwater Grove West in Llandaff, for the period from May 2017 to date?

#### **Reply**

The site clearance team in Waste Services has attended Fairwater Grove East and Fairwater Grove West a total of 39 times to remove fly-tipping of bulky items since May 2017. Housing Services have only received one request for service in this area, which actually occurred in April 2017 and was for the removal of offensive graffiti.

There have been no other requests received or reports of any anti-social behaviour in the area to the Council's Anti-Social Behaviour Team. The Police have also confirmed that there have been no reports of any crime relating to the lane at Fairwater Grove East and Fairwater Grove West in this period.

**INVESTMENT AND DEVELOPMENT**  
**(COUNCILLOR RUSSELL GOODWAY)**

W20	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HUDSON</u></b></p> <p>Will the remaining Council depot in Wedal Road be going to auction? If not, why not?</p> <p><b><u>Reply</u></b></p> <p>I can confirm that my officials are in the process of reviewing options which will facilitate the relocation of this depot.</p> <p>I am aware that the Councillor is very familiar with the process the council will follow should it be decided to dispose of the site.</p>
W21	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>What discussions have the council had with the owners of the M Local/Pentwyn Arms in Pentwyn in the last 6 months to redevelop the derelict site?</p> <p><b><u>Reply</u></b></p> <p>The Councillor will be aware that I have, for some time, been working closely with Councillor Jacobsen to identify a suitable future use for this site, which is not in council ownership.</p> <p>The current owner has now indicated that it no longer intends to proceed to develop the site and, as a result, Councillor Jacobsen and I are working with my colleague, the Cabinet Member for Housing &amp; Communities, to explore the possibility of the site being acquired by the housing service as an additional site for council housing.</p>
W22	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>In purchasing number 51 Rhydypenau Road – a private property adjacent to Rhydypenau Primary School – can the administration indicate how much was paid for the property and the source of the funds used for the purchase?</p> <p>What is the reason for purchasing the property and does the administration have any plans to develop any part of the site occupied by Rhydypenau Primary School now or in the future?</p>



	<p><b><u>Reply</u></b></p> <p>I refer the Councillor to the response provided to his ward colleague in March this year.</p> <p>The Council acquired the property for the sum £380,000 and the acquisition was funded via the Schools Organisation Programme capital budgets.</p> <p>There are currently no plans to develop the school site.</p>
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**STRATEGIC PLANNING AND TRANSPORT**  
**(COUNCILLOR CARO WILD)**

W23	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>Has any consideration been given to putting plants on top of the roofs of bus shelters as has happened in Utrecht?</p> <p><b><u>Reply</u></b></p> <p>Council officers are working with Clear Channel, our bus shelter contractor, to take this forward, although the work on feasibility is currently at an early stage.</p> <p>As part of the Council's Clean Air Strategy for the city centre, it is proposed that a number of new bus stop sites will be provided as part of the infrastructure works. If feasible, we are keen to take the opportunity to include a green roof treatment on the shelters for these new stops. This is something that we would then seek to rollout further.</p>
W24	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>What discussions has the Council had to ensure Nextbike use low or zero emission vehicles to move bikes between their Cardiff docking stations?</p> <p>How much CO2 emissions have been generated by the Nextbike scheme since its launch and does the Council or its partners offset these in any way?</p>

**Reply**

It was not a requirement of the tender to use low or zero emission vehicles to balance the network in Cardiff at the time the scheme was procured. Electric van leasing was not considered viable or cost effective at that time and the supplier's bid was submitted and accepted on the basis that Pedal Power's existing fleet of diesel vans would be used.

The cost of leasing electric vehicles would be significantly higher and often requires installation of a specific charge point for a specific lease vehicle. However, work is currently underway to explore how electric vehicles can be integrated into the operation and there has been a commitment to do this from the outset.

Nextbike is also in the process of purchasing an electric trailer for bike redistribution, which will allow more movement of the fleet by bike and which also ensures that areas not currently accessible by van can be serviced more efficiently. In the city centre, Nextbike also deploys employees on foot to reduce van usage.

It is not possible to precisely calculate the overall carbon emissions from the scheme; however, we expect that it has had a large net benefit in terms of reduced emissions in the city given that the scheme currently supports around 6000-7000 journeys by bike per week, many of which would have otherwise been made by car.

W25

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE**

Campaigners in Llanisien have been fighting against a proposed new 24hr fast food unit and drive-thru takeaway, which falls within 200m of a local primary school. Will the Cabinet Member commit to supporting local campaigners in updating our planning policies in order to better protect the health and wellbeing of Cardiff's school children from risks such as increased childhood obesity?

**Reply**

It would be inappropriate for me to comment on the merits or otherwise of a live planning application, but the policy that will inform the planning decision will be the current Local Development Plan (LDP), which was adopted in January 2016.

	<p>The process for updating planning policies would be through the LDP, as the preparation of Supplementary Planning Guidance (SPG) cannot introduce new policy. SPG can only provide guidance on how extant policy is to be interpreted in the decision-making process. The preparation of updated policies to better protect the health and well-being of Cardiff's school children can therefore be considered as part of any future LDP preparation process.</p>
W26	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HUDSON</u></b></p> <p>Can we have an update on the bus hub plans at UHW and what the Council is doing to facilitate these plans?</p> <p><b><u>Reply</u></b></p> <p>As you will be aware, planning permission for the new sustainable transport hub at UHW was granted in December last year; however, funding for the construction of the facility is subject to a decision of the Cardiff &amp; Vale University Health Board. The Council has already contributed to the cost of the design of the facility through Local Transport Fund money and will be seeking further grant funding contributions at the appropriate time.</p>
W27	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>In light of the caveats in the Welsh Government response to Cardiff's air quality proposals, what work is being done in terms of relooking at a potential Clean Air Zone?</p> <p><b><u>Reply</u></b></p> <p>Following the announcement that Welsh Government accepted our clean air plan, officers have sought further clarification from Welsh Government regarding the caveats and particularly the requirement to further assess a Clean Air Zone (CAZ).</p> <p>Welsh Government has indicated that they do not require the Council to fully reconsider a CAZ, but merely they are seeking further clarification and justification regarding the process the Council followed in assessing the CAZ and the decision for it not to be the Council's preferred option.</p> <p>Officers are collating this information within the revised plan which will be issued to Welsh Government no later than 31<sup>st</sup> October this year.</p>

W28

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

What work is the council doing to promote buses as an attractive mode of transport for getting children to school, particularly in light of the recent removal of the financially unviable route to Bishop of Llandaff school, and in light of the ambitions around changes in behaviour when it comes to transport in this city?

**Reply**

We are aware that the bus operator, NAT, has now confirmed that they are going to continue operating the 801 bus service to The Bishop of Llandaff Church in Wales High School and also the 822 bus service to Ysgol Y Berllan Deg. We are waiting for confirmation that these services will continue for the whole academic year.

The Council's Corporate Plan 2019-22 commits to ensuring that, by 2022, all schools in Cardiff have an Active Travel Plan. An Active Travel Plan is a simple, short document that outlines the actions that a school, supported by the Council, will take to enable and promote walking, cycling and scooting (using non-electric scooters) to school.

We are currently developing a programme for engaging with schools across Cardiff to support their development of Active Travel Plans. As part of this process, we will work with schools to identify any infrastructure improvements that may be required to improve safety and address physical barriers to active travel within the immediate vicinity of school sites. We will then seek to secure funding to deliver these improvements as part of our forward programme.

W29

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

How often have traffic enforcement team visited Cyncoed in the last year and have they visited around school drop off and pick ups?

**Reply**

Civil Enforcement Officers have patrolled the Cyncoed Road area on foot 112 times during the last 12 months. They have undertaken 50 observation of vehicles parked in contravention and, of these, 32 Penalty Charge Notices have been issued.

Officers do attend around school start and finish times and also at other times during the day and evening.

In addition to enforcement via foot patrols, officers utilise camera enforcement vehicles to patrol the area and enforce issues outside schools. For the last year, two vehicles have patrolled the city enforcing parking contraventions and issues outside of schools, but from the end of this month, this will increase to three vehicles. A rota to cover all 127 schools within Cardiff as frequently as possible is also in place.

W30

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

What is the plan in addressing overgrown trees on the roads of Cyncoed leading to damaged and unsafe pavements?

**Reply**

The Council has a well-established regime for the inspection and maintenance of its street trees throughout the city, which is aimed at securing the safety of road users, pedestrians and maintaining the vitality of its tree stock.

Under the regime, all street trees in all wards are inspected on a three-yearly cycle. The inspections, which are undertaken by suitably qualified and competent officers, enable the health and condition of each tree to be assessed and a maintenance programme to be identified or implemented within the financial year of inspection. The vast majority of maintenance work undertaken comprises of crown lifting and sucker removal. This ensures that there is sufficient clearance and visibility for both vehicles and pedestrians.

The next Street Tree Management Programme for the Cyncoed Ward will occur during the 2021/22 financial year. Outside of the main inspection programme, tree inspections arising from requests for service and complaints are also undertaken and, where appropriate, maintenance works will be carried out.

The Council also possesses enforcement powers under the Section 154 of the Highways Act 1980, whereby a notice on a landowner can be served requiring action to be taken in instances where a tree is overhanging, causing an obstruction, or impeding the safe passage of pedestrians and vehicles.

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

Zebra crossings rather than pelican crossings are problematic for sight loss as are pelican crossings without sound or vibrating knob. Cuts to bus services in areas with high percentage of pensioners can leave people less mobile and socially inactive. Poor footways and walkways are dangerous for those less mobile, on wheelchairs or with push-chairs. There seems to be a push to reduce allocation of blue badges, as people who previously held a blue badge are being refused a blue badge at renewal with no change to circumstance or law. What importance do the highways and transport team give to equalities impact when making decisions or the impact of their decision on individuals?

**Reply**

The Equality Act 2010 confers a general duty upon local authorities to advance equality of opportunity through their policies and functions between people who share a relevant protected characteristic and those who do not.

Changes to the highway or transport services can potentially have a differential adverse impact on individuals and groups with protected characteristics. Where a proposal could possibly have an adverse differential impact, efforts will be made to address these through for example, modifying the design of a scheme to make it more accessible for people with particular mobility, visual or other impairments. Where appropriate, the Highways and Transport teams will engage directly with particular groups for their comments and advice regarding particular design details. Their input can then be taken into account in the design of a scheme.

With regard to pedestrian crossings, the choice between a zebra or a pelican crossing is made on the basis of the road conditions, including speed and volume of traffic. It should be noted that there is no evidence that zebra crossings are less safe than pelican crossings. In the correct circumstances, a zebra crossing can provide a better level of service, even for those with visual or mobility impairments.

Currently, there are 297 traffic signal installations (119 stand-alone crossings and 178 junctions) in the city. In addition to the standard visual signal, most existing stand-alone crossings have an audible and a rotating tactile signal. The majority of existing crossings at junctions also have a tactile signal. Very few existing crossings in the city solely rely on a visual signal.

All new traffic signal installations with pedestrian facilities are designed to have at least one signal, either tactile or audible, in addition to the visual, if not both. The audible signal is usually switched off during the night (10.00pm–6.00am), particularly in residential areas in order to avoid disturbance.

In terms of bus services, the vast majority of services in Cardiff are provided commercially, but continuing pressures on the Council's budgets due to austerity has severely reduced the Council's ability to subsidise non-commercial or socially-necessary bus services. Regrettably, this has led to some loss-making services being withdrawn.

With reference to footways, the Council plans to invest an additional £2m on repairs during this and the next financial year. The works will typically include the replacement of cracked slabs with tarmac or preventive Micro Seal surfacing and full reconstruction, where required, throughout the city. In addition, there will be a Mobility Improvement Programme, which will focus on access issues and the installation of dropped kerbs. These measures will help make walking easier and safer and will benefit in particular those people with impaired mobility.

It is not the case that the Council is seeking to reduce the number of Blue Badges it issues. We are committed to ensuring that Blue Badges are issued to all those who are eligible and that the city offers accessible parking to Blue Badge holders to help remove some of the barriers that may otherwise impact on daily life.

The eligibility criteria for Blue Badges are determined by the Welsh Government and full details can be accessed on the Council's website. There have not been any recent changes to the Blue Badge Scheme in Wales. The recent changes to the English scheme brought it in line with the Welsh scheme.

W32

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

What criteria does the administration use when determining where to extend the installation of 20 mph speed limits on roads across the city?

## Reply

In determining where to introduce 20mph limits in the city, the Council refers to the Welsh Government's 'Local Speed Limits in Wales' (2009) guidance, which provides support for highway authorities to implement 20mph speed limits where appropriate, particularly in residential areas.

The Council's policy has been to start implementing 20mph speed limits in the inner areas of the city where there are higher population densities and greater opportunities for supporting increases in active travel.

There are now 20mph limits in place across most residential areas south of the A48 in Cardiff. Following the most recent introduction of 20mph limits in Grangetown, Plasnewydd, Adamsdown and Splott, the implementation of an area-wide 20mph limit in the Penylan area is already well advanced. An area-wide limit will also be implemented shortly in Canton West where Traffic Regulation Orders already exist. This will be followed in spring next year by the introduction of a 20mph limit in Butetown and any remaining neighbourhoods left in the core area south of the A48.

We are aware that there is a high level of public support for 20mph limits and have secured Welsh Government funding to undertake a study to investigate the best way of extending 20mph limits to areas of Cardiff north of the A48. We are currently in the process of agreeing the brief for this study with Welsh Government transport officials. Once the brief is agreed, we will commission external consultants to do the work.

In May this year, the First Minister, Mark Drakeford AM, announced the Welsh Government's plans to make 20mph the default speed limit in all residential areas. A Task Force of transport experts is being set up with a remit to consider how the default 20mph speed limit will be implemented in practice, including the various legal and technical requirements.

The consultants who will undertake the work looking at areas to the north of the A48 will be asked to liaise closely with the Welsh Government's Task Force to ensure that the two pieces of work are fully joined-up.



W33	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Can the council confirm when the long expected formal consultation on increasing resident only parking in the area bound by Clodien Avenue, Allensbank Road and Whitchurch Road will take place?</p> <p><b><u>Reply</u></b></p> <p>The resident parking scheme is part of a larger proposal that includes changes to the on-street parking arrangements on and adjacent to Whitchurch Road. This has added to the complexity of the scheme, both in design and in processing the Traffic Regulation Order proposals.</p> <p>The scheme orders are currently being finalised by the Council's legal team and site notices are being prepared. It is anticipated that the on-street parking consultation will be posted in the last week of September.</p>
W34	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>What, if any, work has the council undertaken to support the delivery of the new Gabalfa train station as part of the South Wales Metro?</p> <p><b><u>Reply</u></b></p> <p>As confirmed in March this year, Transport for Wales is committed to building a new Gabalfa station by 2028 through the Wales &amp; Borders rail franchise. Transport for Wales will be preparing the business case to inform the decision about exactly where the new Gabalfa station is to be located. As part of this process, regular meetings are taking place between Council officers, Transport for Wales and KeolisAmey, the franchise holder.</p>
W35	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Pooling water on road surfaces during and following rain is an ongoing problem, it is apparent that depressions in the road surface that prevent water reaching drains is a common cause. Along many of the main routes across Cardiff, such as North Road, vehicles frequently splash pedestrians and cyclists inconveniencing and discouraging those participating in active travel. What is the council going to do to tackle this problem?</p>

	<p><b><u>Reply</u></b></p> <p>Routine safety inspections are carried out on the principal road network and any areas of ponding are recorded and passed to either the Drainage team for investigation and possible gully cleansing, or onto the Highway Assets Team for closer inspection. Where areas of uneven surface are recorded as causing ponding, these will be assessed and repairs carried out as required.</p>
W36	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Conversion of homes to flats increases the demand on local amenities and exacerbates issues with parking and waste storage/collection, given planning law makes it near impossible to prevent these conversions, what if anything is the council doing to mitigate the impact on our communities?</p> <p><b><u>Reply</u></b></p> <p>I do not accept that the statement in your question, which says that <i>“planning law makes it near impossible to prevent these conversions”</i>. Indeed, planning law is what does allow Planning Authorities to deter and, if necessary, refuse inappropriate development.</p> <p>The Council, as part of delivering its regulatory functions, assesses the merits or otherwise of change of use applications, having regard to relevant policy, material factors and consideration of consultation responses.</p> <p>Each proposal is considered on its own merits with Local Development Plan policy and Supplementary Planning Guidance helping to inform the decision. Factors such as space standards, waste requirements, cycle storage, parking, amenity space and design are carefully considered and also help inform the decision. Where proposals are not considered to be acceptable having followed this process, they are refused planning permission.</p>
W37	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>The consultation taking place on Western Avenue into safer crossing and speed reduction measures will be ending before the schools return from summer break. With around 170 pupils that attend schools in Llandaff living south of Western Avenue, can the schools be contacted directly by Highways to make them aware of the consultation?</p>

Also, can the consultation be extended to allow the schools, parents and children to make representations?

**Reply**

It should be noted that the current public consultation relates only to the proposed pedestrian crossing on Western Avenue. The consultation on the proposed changes to the speed limit on Western Avenue will be carried out as part of Traffic Regulation Order process.

The pedestrian crossing is being delivered this financial year with Welsh Government Road Safety grant funding. The consultation had to be carried out over the summer in order to ensure that we can complete the scheme by the end of March 2020. The responses to the consultation that have been received so far have largely been very positive about the proposals.

Details of the consultation have been provided to the nearest schools to the scheme, Llandaff City Church in Wales Primary School and The Bishop of Llandaff Church in Wales High School, and also to Radnor Primary School as the scheme falls within its catchment area. We would welcome feedback from the schools concerned, which would be considered as part of the detailed design process that we are now beginning to progress.

W38

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

The cycling superhighway 4 that is planned to come through Llandaff village up through Danescourt and beyond, how many times will cyclists be advised to dismount and walk with their bicycle?

Also, what are the distances of these walks?

**Reply**

The first main section of Cycleway 4 is planned to extend from Castle Street and Western Avenue via Sophia Gardens and the Pontcanna Fields spine road. This section is currently is being designed and will be subject to public consultation very shortly.

	<p>The section north of Western Avenue, extending into, through Llandaff village and beyond, has yet to be designed. However I can assure you that, as a matter of principle, we will aim to design the route so that cyclists are not required to dismount and walk their bikes at any point along the route. The purpose of the route is to provide a continuous, high-quality route that is easy and convenient to use and provides a practical alternative to the car for local journeys including daily commuter trips.</p> <p>We will make sure you, your ward colleagues and all Councillors representing affected wards are consulted on the design of the route at the earliest opportunity.</p>
W39	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>The narrow service roads North and South on Western Avenue are of a concrete construction. They have deteriorated over time and have been topped with traditional tarmac that is also deteriorating, which is costing considerable sums to continue to patch up. There are concerns raised by many residents of the poor condition of these particular road surfaces. I am mindful and recognise there will be a considerable cost to completely resurface these roads, but has this work been programmed and when will it be done?</p> <p>The service roads are between the junction of Ely Road close to the BT Exchange down to the junction of Waungron Road.</p> <p><b><u>Reply</u></b></p> <p>I can confirm that investigations into the condition of these concrete sections of road are underway. When these are completed, if works are required and subject to appropriate funding, they will be considered alongside other works across the city and prioritised accordingly for inclusion in either the 2019/20 or 2020/21 Highway Improvement Programmes. At this stage, I am unable to confirm if and when these roads will be resurfaced. However, in the interim, we will continue to undertake scheduled safety inspections and rectify any actionable defects.</p>