

**COUNCIL, 24 OCTOBER 2019 : WRITTEN QUESTIONS**

**CHAIR OF PLANNING COMMITTEE**  
**(COUNCILLOR KEITH JONES)**

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>The coping stones on the new walls that form part of the Roath Flood Scheme show little sign of turning to their anticipated dark hue. What recourse does the council have if the colour change does not happen?</p> <p><b><u>Reply</u></b></p> <p>The scheme has been implemented in accordance with the submitted plans; however, the colour of the stones has subsequently lightened due to salts and lime migrating to the surface. The Council has been informed by Natural Resources Wales, which has responsibility for the Roath Flood Scheme, that natural weathering is likely to return the hue of the stone to its darker pigmented colour over time.</p>
W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>Over the last year how many planning applications at domestic premises have been made after the work has begun?</p> <p>What does this represent as a percentage of the overall number of applications?</p> <p>What proportion of these has been refused and how many enforcement orders have been issued?</p> <p><b><u>Reply</u></b></p> <p>Between 1<sup>st</sup> October 2018 and 30<sup>th</sup> September 2019, at least*, 23 householder planning applications for retention of developments were received by the Council as the Local Planning Authority.</p> <p>In this same period, a total of 1,115 householder planning applications were received. Therefore, the percentage of retrospective applications constitutes, at least*, 2% of the overall applications of this type received.</p>

Three of the retrospective householder planning applications were refused during this period, which constitutes a refusal rate for this type of application of 13%.

During the same period, the total number of planning applications received was 2,820. Of these, 156 applications were refused, which constitutes a refusal rate, of all application types, of 5.5%.

No enforcement notices were served during this period relating to householder planning applications that were refused planning permission retrospectively. It should, however, be noted in respect of each of the three refused applications that:

1. a decision was only reached on 3<sup>rd</sup> September 2019 and the matter is ongoing with the possibility of an enforcement notice being served if it is otherwise not resolved;
2. an appeal against the refusal has been submitted to the Planning Inspectorate and it is to be determined whether the outcome of the appeal should be awaited prior to an enforcement notice being served;
3. acceptable alterations were undertaken to the development subject to the refusal; therefore, the serving of an enforcement notice was not necessary.

It should be noted that the data provided above does not take account of alterations or amendments that may have been secured to retrospective development during the application process or that are secured through planning conditions to ensure that they are subsequently acceptable.

*\*The Local Planning Authority does not specifically record whether applications are retrospective in nature. It is standard practice for descriptions related to such applications to reference that development is for retention or retrospective and the data provided has been compiled on this basis.*

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

W3

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

How many flytipping prosecutions have taken place since 2012?

Please can you provide a written breakdown of annual figures and the percentage of prosecutions which were successful and for context provide the annual number of flytipping incidents reported throughout the same period?

**Reply**

The figures prior to 2017/18 are unchanged from when I provided you with an answer to this same question back in March 2019. Since 2011/12, 32 prosecutions have taken place and, of these, 22 (69%) have been successful.

<b>Financial Year</b>	<b>Number of Prosecutions</b>	<b>Successful Cases</b>	<b>Total Reports of Fly-tipping</b>
2018/19	3	1	5219
2017/18	3	1	5928
2016/17	0	0	7993
2015/16	0	0	6214
2014/15	2	1	3905
2013/14	11	7	4621
2012/13	12	11	10957
2011/12	1	1	11185
<b>TOTAL =</b>	<b>32</b>	<b>22</b>	<b>56,022</b>

In October 2017, there was a change in legislation to enable the issuing of fixed penalties as an alternative to prosecution for small-scale fly-tipping. We began issuing Fixed Penalty Notices (FPNs) in August 2018 following the adoption of this provision and a total of 171 FPNs were issued for fly-tipping in 2018/19.

The Education and Enforcement team has recently launched the 'Waste Cowboy' campaign to raise awareness of people's responsibilities when transferring waste to illegal waste service providers. Residents have a duty of care to ensure that the correct checks are made so that the waste doesn't end up being fly-tipped and to avoid being issued with a £300 Fixed Penalty Notice.

	<p>Overt CCTV and signage has also been installed at fly-tipping 'hot spots' throughout the city and tackling fly-tipping remains a high priority for the Council.</p>
W4	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>A political campaign video published by the then Cabinet Member for Finance, Cllr Graham Hinchey reportedly stated the following (whilst stood in front of the then functional Wedal Road Household Waste Recycling Centre); 'we are looking for a better site but until then Wedal Road will stay open'. Why has your Labour administration proceeded to shut down and sell off Wedal Road Household Waste Recycling Centre, breaking this pre-election pledge and leaving residents in Cardiff North without a local location to dispose of waste?</p> <p><b><u>Reply</u></b></p> <p>The Council closed the former Household Waste Recycling Centre at Wedal Road in March 2018 as it was no longer fit for purpose due to size and access constraints. This resulted in health and safety issues linked to queuing traffic and congestion in the vicinity of the site, which affected emergency vehicles needing to access the University Hospital of Wales. The operation of the site also caused considerable noise nuisance for local residents.</p> <p>The closure of the site only took place after a number of mitigating conditions were met, which included the opening of the new recycling centre at Lamby Way, a free recycling and reuse bulky collection service and reuse partnership with British Heart Foundation, Nulife and Wastesaver.</p> <p>The Council's investment in new facilities at the Lamby Way recycling centre has shown how a modern facility can result in a much better customer experience and increased recycling. Our focus is on providing modern, customer focused facilities that are balanced with the needs of our city. We remain committed to exploring the need for a future third recycling centre in line with the city's future growth.</p>
W5	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>What criteria will the council use to judge the effectiveness, or otherwise, of the Electric Vehicle chargepoint trial?</p>

**Reply**

As I set out at last month's Council meeting, we are actively seeking to develop a solution that will provide a wider charge point network in the city, working with industry and partners to procure a charging network that is fit for the future.

We have recently installed 18 'fast' public charge points across 10 locations supported by a grant from the OLEV residential charge point scheme. In addition, we have entered into partnership with Engenie to install 12 'rapid' charging points at 6 on-street locations in the city. Other charge points provided by private suppliers are also available.

The Council supports the adoption of electric vehicles as part of the delivery of the Low Emission Transport and Clean Air Strategies; however, electric vehicle ownership in Cardiff is currently very low. As a result, we do not expect the charge points to be heavily used in the short term, but they provide a clear signal to people who live in areas of the city with no access to off-street parking that the purchase of an electric vehicle is a viable option for them. The availability of public charge points is a known barrier to the uptake and use of electric vehicles.

The Council will be collecting data on each charging event as part of the trial. This will be invaluable in assessing the demand and pattern of use, which will inform our future plans for a charging network across the city. However, the effectiveness of the charge points will be judged ultimately according to whether or not an increasing number of electric vehicles are used in the city.

W6

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

What action is the administration taking to ensure that road and storm drains are being kept clear to cope effectively with heavy rain and high volumes of water during the autumn and winter months?

**Reply**

The Council's Neighbourhood Services teams work closely to coordinate maintenance activities, such as gully cleansing and road sweeping, to ensure that the impact of adverse weather and leaves on the city's drainage assets is minimised especially over the autumn and winter period.

The Highways team undertake planned and reactive gully cleansing activities focusing resources on those locations that are known historically to have experienced localised flooding. Typically, this may be where leaf fall on tree lined streets can result in gully tops being covered over or the gullies themselves becoming blocked. Teams are deployed at appropriate times to gain access while minimising the disruption to residents. In addition to cyclical maintenance, a programme of drainage repairs is undertaken on the drainage assets throughout the year.

By its very nature, the weather can cause disruption at any time and, therefore, a gully cleansing vehicle alongside a drainage team are on standby out of hours to respond to emergencies where life or property (internal flooding) are at risk as a result of highway surface water.

The Council's website also contains information on what actions residents can take themselves to support their communities while allowing the Council's teams to concentrate on those sites in the city that pose the highest risks.

W7

**WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

What does the council consider to be safe levels of air pollution (both NO<sub>2</sub> and PM<sub>2.5</sub>) outside Cardiff's schools?

**Reply**

It must be noted that the air quality objectives applicable to Local Air Quality Management (LAQM) in Wales are set out in the Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138) and Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298). Under LAQM guidance in Wales, the reporting for PM<sub>2.5</sub> is encouraged, but not mandatory.

Under Section 82 of the Environment Act 1995, every local authority has an obligation to regularly review and assess air quality in their areas and to determine whether or not air quality objectives are likely to be achieved.

The Council recognises that there is no defined "safe level" when describing levels of air quality and recent public health concerns have focussed on elevated NO<sub>2</sub> levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO<sub>2</sub> (40µg/m<sup>3</sup>).

	<p>In order to improve the air quality in Cardiff, action needs to be taken across the city as a whole where it is acknowledged that road traffic emissions (particulate matter (PM) and primary/secondary nitrogen dioxide (NO<sub>2</sub>)) are the primary contributing factor to poor air quality in Cardiff.</p> <p>It is worth noting that the Council undertakes a school monitoring programme for NO<sub>2</sub> and an initial 9 schools have been monitored for levels of NO<sub>2</sub> since the beginning of 2018. Levels recorded at these schools have all shown annual average levels in compliance with the set air quality standards for NO<sub>2</sub>. In 2019, this has been expanded to cover a total of 16 schools and the datasets collected will be used to support work with the monitored schools to influence behavioural change and raise awareness of air quality concerns.</p>
W8	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>How often are non-gated lanes cleansed in Gabalfa?</p> <p><b><u>Reply</u></b></p> <p>There are no planned cleansing schedules in place for lanes in any ward in the city. All lanes are cleansed on a request basis and the rapid response team deals with any urgent concerns reported, such as broken glass.</p>
W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>The council website advises that fortnightly garden waste collection will stop at the end of October; however, no collection dates have yet been provided for the winter period. Can the council confirm these collections will be monthly, as in previous years, and when will the schedule be made available to residents?</p> <p><b><u>Reply</u></b></p> <p>The schedule for winter garden waste collections is now available to residents on the Council's website:  <a href="https://www.cardiff.gov.uk/ENG/resident/Rubbish-and-recycling/When-are-my-bins-collected/Documents/Calendar-%20winter%20garden%20waste%202019-20.pdf">https://www.cardiff.gov.uk/ENG/resident/Rubbish-and-recycling/When-are-my-bins-collected/Documents/Calendar-%20winter%20garden%20waste%202019-20.pdf</a></p> <p>Garden waste collections will change from fortnightly to monthly from November and will be suspended during the Christmas and New Year holiday period. This is the same as last year.</p>

W10	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Residents have reported excessive growth of weeds in many areas, particularly in the gated lanes around Australia, Newfoundland, Canada and New Zealand roads. How often can residents expect weeds to be treated or removed from gated lanes each year?</p> <p><b><u>Reply</u></b></p> <p>All streets, including gated rear lanes, are sprayed three times per year as part of the Highway Weed Control Programme. The third treatment is currently being carried out; however, progress has been disrupted over recent weeks due to the wet weather. The Gabalfa ward is scheduled to be treated shortly.</p> <p>The results of the spray should be evident within 10 to 14 days of application. In locations where there are excessive dead weeds, highway officers will arrange for the street cleansing team to make a specific visit to facilitate their removal.</p>
W11	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>At a recent PACT meeting in Gabalfa some residents were unclear (despite consulting the website/leaflets) whether mix material products could be placed in green recycling bags, where the component parts appear to be recyclable. What advice would the council give to residents if they are unsure if an item is suitable to recycle?</p> <p><b><u>Reply</u></b></p> <p>The Council's Materials Reclamation Facility (MRF) is designed to segregate common household recyclables such as bottles, cans, paper and card. As such, items made up of multiple components should not be placed in the green recycling bags. Where residents are unsure whether or not an item is recyclable, they can visit the Council's website (<a href="http://www.cardiff.gov.uk/recycling">www.cardiff.gov.uk/recycling</a>) or contact C2C on (029) 2087 2087 for information and advice.</p>
W12	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>What assessment has the council made to date of the success, or otherwise, of the glass recycling pilots it has been running, and when will a decision be made regarding whether or not the scheme should be further rolled out?</p>



	<p><b><u>Reply</u></b></p> <p>We have been reviewing the separate collection of glass bottles and jars in order to make future recommendations. Key factors include the tonnage of glass collected, the market price achieved for the end-product, operational performance of the service and customer feedback. All of this data is being collated to inform the evaluation. We also need to consider wider future service provision for recycling and how the pilot information will influence these decisions. Once the full and detailed analysis has been completed, a decision on the current pilot will be made and communicated to local Councillors.</p>
W13	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Do you share my concern about the often poor state of cleanliness of many of the paved areas within pedestrianised streets in the city centre and, if so, does the council have plans to introduce more regular pavement washing particularly in the summer months when rainfall may be less?</p> <p><b><u>Reply</u></b></p> <p>The cleansing of the pedestrian areas in the city centre in the summer months is a challenge, given the high footfall and use of these areas by delivery vehicles until 10am daily. This has been recognised as an issue and, in addition to the jet wash team that is based in the city centre, a ride-on street washer has been provided to work in conjunction with the existing team. With regard to providing extra resources in the summer months, officers are currently looking at the feasibility of adding a night shift jet wash team to the city centre team.</p>

**CULTURE AND LEISURE**  
**(COUNCILLOR PETER BRADBURY)**

W14

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

What discussions did the council have with Welsh Government prior to the cuts recently made to funding for free swimming?

**Reply**

Following recommendations from Sport Wales, the decision to reduce the funding and focus of the Free Swimming initiative for those aged over 60 and under 16 in Wales was taken by the Deputy Minister for Culture, Sport & Tourism, Dafydd Elis-Thomas AM.

The Welsh Government provides the funding for the Free Swimming initiative to Sport Wales, which has grant agreements with each Local Authority in Wales to deliver the initiative and ensure that targets are achieved against an annual plan. As a result, our formal dialogue has been with Sport Wales regional officers, Swim Wales and our pool providers.

Following the Minister's decision, Sport Wales established a focus group of officers and key stakeholders to review the likely impact of the cuts to this initiative and, through our Joint Venture with Cardiff Met University, the Council's Sports Development Manager was involved in this stakeholder group. The group's report was presented to the board of Sport Wales who then presented it subsequently to the Welsh Government. I was also able to express my views informally to the Deputy Minister and in writing.

The main priorities for this funding are now to target those aged 60+ in areas of deprivation within the city and to aim for every child in the city being a swimmer by Year 6. This forms part of our new Aquatics Strategy for Cardiff, which is due to be launched in the New Year.

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

W15

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

Families in Pontprennau are desperate for answers from the Council regarding high school provision for children currently attending Pontprennau Primary School. Currently, the catchment high school is Llanishen High School, but this is currently oversubscribed and with around 60 children leaving Pontprennau Primary School in 3 years' time we need answers on which high school children will be offered. It is unacceptable in my view for children to be offered high school places all over the City, which would see children dispersed across Cardiff. Can you provide a comprehensive update on this important issue and outline what plans you have in place to increase local high school provision in the North of Cardiff?

**Reply**

Since the introduction of coordinated arrangements for admission to secondary education in 2018, all children resident in the catchment area of Llanishen High School, who applied for admission to the school by the closing date, have been admitted to the school. No child within catchment, applying on time, has been refused admission to Llanishen High since then.

In the Llanishen High catchment, there are fewer children in each of the primary age cohorts than in the cohort recently admitted to Year 7 (September 2019). There are sufficient places for the children currently within the area. We are working to ensure that parents understand the importance of applying on time and using their preferences effectively so their children can secure a place at a local school.

As you are aware, an outline planning application for 2,500 new homes in North Cardiff has recently been submitted and includes proposals for a new primary school and secondary school to serve the new housing developments. In addition, proposals are being developed to provide additional places in the Band B investment period from 2019-2024 to ensure that all pupils in North Cardiff can continue be admitted to local schools. Interim arrangements will be implemented where and when it is appropriate to do so.

W16

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

What is the council doing to address concerns of teaching staff and parents regarding the reliability and safety issues they have raised in respect of the NAT bus services going from Llanedeyrn, Pentwyn and Pontprennau to Llanishen High?

**Reply**

The NAT bus services to Llanishen High School are commercial bus services provided by NAT and the Council has no contract with NAT to provide the bus services.

Officers have met with the new managing director of NAT and they have confirmed that NAT is putting in a number of improvement measures, such as identifying regular drivers for these services, providing a dedicated member of staff to liaise with school staff on pupil behavioural issues and service reliability issues.

NAT has recently appointed a new maintenance manager and has confirmed that it has introduced a more proactive vehicle maintenance schedule, which will improve vehicle reliability.

Officers have also confirmed that they will work with NAT and Llanishen High School to implement the Welsh Learner Travel Behaviour Code for any behavioural issues that are identified.

W17

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

In light of concerns around the affordability of NAT school bus services for low income families, will the council consider renegotiating the current contracts so that fares are more reasonable?

If this is not possible, will the council consider providing free school transport to children who are in receipt of free school meals, or else consider changing the 3 mile rule to ensure more children are eligible for free school transport?

**Reply**

The NAT bus services to Llanishen High School are commercial bus services and the Council has no contracts with NAT to provide these services.

In line with the Transport Act 1986, as these bus services are commercial bus services, the Council has no authority and cannot dictate or influence the fare rate charged by NAT. The Act specifies that it is up to the bus operator to determine what fare tariffs it needs to charge in order to make the bus service commercially viable.

All pupils who live 3 or more miles via the shortest available walking distance to the school already receive free transport and this is not means tested.

The Council has previously explored the option of offering free home to school transport to pupils of families who qualify for free school meals, and who live 2.5 miles or more walking distance to their nearest available school. Unfortunately, the Council does not have any additional discretionary budget available to fund the cost of this transport, as we would have to offer this to pupils who meet this new criteria in all schools in Cardiff and not just Llanishen High School.

W18

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE**

In 2022, the first cohort from Howardian Primary is due to move to high school. This will put additional pressure on places at Cardiff High School with families in Penylan most likely to miss out on a place at their catchment school. What will the council do to help families deal with the inevitable concern this scenario will create?

**Reply**

As you are aware, children are prioritised for admission based on the secondary school catchment area in which they reside, rather than the primary school they attend. 92% of applicants for places at entry secondary school were successful in securing one of their five preferences in the 2019 allocation process, with 83% of applicants being successful in securing their first preference.

In January this year, there were 34 of 57 children within the Howardian cohort, who will be promoted to secondary education in 2022, who were resident with the Cardiff High School catchment. These pupils are already factored into projections and the planning of places.

Proposals to expand Cardiff High School, Cathays High School and Willows High School, each in similar proximity to the Howardian site, form part of Band B of the 21<sup>st</sup> Century School Programme. Fifteen additional places at entry to Year 7 have already been made available at Cathays High School ahead of investment in the school.

The Council has recently consulted on proposals for three secondary schools in the city (including Willows High School) to be prioritised for investment and replacement as part of our £284m Band B programme on the basis of their condition.

There is a pressure on secondary school places within the Band B period and proposals are being developed to provide additional places in this period to ensure that all pupils can continue be admitted to local schools. Interim arrangements will also be implemented where and when it is appropriate to do so.

W19

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

How much is the council spending currently on school taxi service and how much did it spend 10 and 5 years ago?

**Reply**

In real terms, overall spend on transporting children to school by taxi has fallen over the last 10 years when accounting for inflation, despite an increase in spending on transporting our most vulnerable children, each with a statement of Special Educational Needs (SEN) or an Individual Development Plan (IDP), to the specialist provision that can best meet their needs. The figures provided below show that spending on transport to mainstream primary and secondary schools has also fallen in the past 5 years, during a period when the number of pupils in school has risen by around 5%.

	<b>2019/20</b>	<b>2014/15</b>	<b>2010/11</b>
<b>Primary</b>	£478,604	£483,408	£378,204
<b>Secondary</b>	£1,415,544	£1,515,154	£1,342,193
<b>SEN</b>	£4,074,932	£3,687,164	£3,189,304
<b>Total =</b>	£5,969,079.81	£5,685,726.00	£4,909,701.64

The above information relates to pupils who qualify for free home to school transport in line with the Council’s Home to School Transport policy – i.e. Primary aged pupils who live 2 or more miles from their nearest available school; Secondary aged pupils who live 3 or more miles from their nearest available school; pupils with a statement of SEN or an IDP who require transport. These distances are assessed via the shortest available walking route.

The Council does not record spend details by category of vehicles as some minibuses can be licensed as taxis as well as minibuses and, therefore, this can distort the figures.

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

What is the environmental impact of children being taxied across the city to attend school, as local schools don't have sufficient spaces and the environmental impact of parents having to drive children to multiple schools as siblings couldn't secure places in the same school?

**Reply**

There are approximately 34,000 children in Cardiff travelling to primary schools in Cardiff each day. Of these, the Council transports only 42 primary aged pupils to school by taxi or minibus, as a result of those pupils not gaining a place at their local school. In the majority of these cases, places were available at the local school at entry to Reception Year, but parents applied after places had been allocated in the initial round. The Council also operates school buses to Ysgol Coed Y Gof in the west of Cardiff. These buses are required to serve the large catchment of Ysgol Coed Y Gof as it extends beyond two miles from the school. A further 14 children are allocated places on this bus, that would already be required, as Ysgol Nant Caerau is fully subscribed in some years.

At secondary school age, there are 17,000 pupils (aged 11 to 16) enrolled in schools across Cardiff, of which 28 pupils are transported to school via taxi, school bus and commercial bus services. Overall, we would expect that the environmental impact of these arrangements with shared vehicles would be less than if individual journeys had been made by parents.

The Council has not refused the admission of a sibling to a primary or secondary school, where both children live within catchment and apply by the published closing date for entry to secondary education. There are cases where parents took up places at schools outside of their local catchment area (as is their right) but have been unsuccessful gaining places for younger children and may therefore have children at separate schools. In cases such as this, we are not required to supply transport if a parent has chosen to send a child to a school further from where they live.

It is difficult to assess the net environmental impact if parents opt to send pupils to schools that are not the closest to home. As a Council, we are committing to every school in Cardiff developing an Active Travel Plan to minimise the proportion of school journeys made by car and maximising opportunities for travel to school by active and sustainable modes such as walking, cycling and scooting.

I would advise all parents, as the Council does, to include their catchment school on their list of preferences when applying for schools. This is advice that all members could help share with local parents.

W21

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

What should be the ratio of pupil:teacher at the Welsh immersion unit for the program to be successful and what is the current ratio?

**Reply**

There is not a recommended pupil to teacher ratio for the Welsh Immersion Unit. There are two classes within the Unit and the ratios currently in those classes are as follows:

- Primary class – 1 teacher and 1 teaching assistant to 12 pupils.
- Secondary class – 1.4 teachers and 1 teaching assistant to 20 pupils. The 1.4 teachers is a combination of a teacher working across 3 days and the other teacher working across 4 days in the week – this will mean that, on occasions, there will be two teachers working with the class. Additionally, due to the increase in numbers in this class, an additional teaching assistant also provides support for periods during the week.

This is the third year that the Secondary immersion class been in operation. This year, there has been a significant uplift in the number of children that have chosen this route for their children. The option to take up Welsh-medium education through this route has been promoted more widely and an increased number of families that have attended English-medium schools for their primary experience have opted to apply for places in the Welsh-medium secondary sector, and vice versa.

Given the national agenda to support the increase of the number of people that identify as being fluent in Welsh as part of Cymraeg 2050, Cardiff is keen to both continue the highly regarded Welsh immersion opportunities on offer, as well as considering options to expand this model to meet the needs of the growing number of families choosing to embrace learning through Welsh.



**FINANCE, MODERNISATION AND PERFORMANCE**  
**(COUNCILLOR CHRIS WEAVER)**

W22

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

The Council is currently engaged with an ongoing HMRC landfill waste probe regarding alleged underpayment of tax. Can you confirm that, firstly, the Council have set aside funds for this alleged underpayment and, secondly, how much money the Council have set aside to budget for any underpayment on the part of the Council?

**Reply**

As reported previously, the Council paid on account to HMRC the amount of £2,451,923. This payment was not an admission of liability, but was a payment which dampens the impact of any interest in the event of a liability arising. If the potential liability falls away, then this payment will be refunded to the Council. If the Council's liability falls below the payment on account, then the difference will be refunded.

No other funds have been set aside for the express purpose of paying the alleged underpayment. This is because there is an ongoing discussion with the HMRC to establish whether or not there is a liability and, if there is, at what level it stands. However, there will continue to be careful monitoring of the situation in the event of any liability arising and there are reactive measures that could be taken through the use of reserves or profiling the repayment. However, it would not be prudent to prematurely divert spend from service budgets or reserves at this stage.

**LEADER**

**(COUNCILLOR HUW THOMAS)**

W23

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN**

Can the council please publish in full up to date details of any contingency plans it has drawn up to deal with the increasingly likely event of the UK Government crashing the country out of the EU without a deal?

**Reply**

The Council's Corporate Risk Register has identified Brexit as a corporate risk. The Risk Register is considered formally by the Council's Audit Committee and committee papers are published on the Council's website. Business Continuity Plans have also been reviewed in response to Brexit and Assurance Statements have also been provided by each directorate on the potential implications of No Deal given the Auditor General's Assessment that a No Deal *'remains a possible outcome; for which public services in Wales need to be prepared'*.

Drawing on this work, a Cardiff Council Brexit Issues Register has been developed, which consolidates all identified risks, issues and mitigating actions. The Issues Register responds to all major issues that have been identified in relation to Brexit and this was considered by the Council's Policy Review and Performance Scrutiny Committee on 16 October 2019. Again, the committee papers are published on the Council's website.

Following an assessment undertaken by Grant Thornton of Local Authority preparedness for Brexit across Wales, the Welsh Local Government Association (WLGA) has concluded that: *"to the extent that preparation for a 'No deal' Brexit is possible, WLGA is confident that Local Authorities have taken sensible, proportionate steps and are as prepared as they can be. The coming weeks will determine if their contingency plans and measures have to be put into practice or whether this has been an expensive and time-consuming diversion from the ongoing delivery of vital council services to local residents"*.

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

W24

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

Cardiff has almost 20% non white ethnicity. How is the council working to ensure the social care needs of these communities are being met, the council service provisions are accessible by these communities and what level of engagement do we have from these communities with our services?

**Reply**

Across our service areas, including Social Services (Children & Families, Adult Social Care) and Housing & Communities, we are engaged in a variety of ways. Our Early Help, Support4Families and Intake & Assessment services engage well with individuals from BAME communities. Where English is not a family's first language, then an interpreter is always used to ensure that communication during assessments is understood. Language Line is always used to communicate when a referral is received by the Multi Agency Safeguarding Hub (MASH).

Some of the interventions provided to families who have relocated to Cardiff from other countries include guidance and information on what services are available to them, what help they can access and from whom. In relation to asylum seekers, attention is also given to ensuring that the right advice and support is provided in respect of Home Office/UKVI (UK Visas and Immigration) test requirements for visas and immigration. If additional support is needed, some families have been referred to the Ethnic Minorities and Youth Support service, which offers a range of support to young people.

Individuals for whom English is not their first language are also signposted to the Dewis Cymru website where they can receive information about a range of support services within their local area. The website benefits from the Browsealoud assistive technology software, which converts the website's text to speech across a wide range of languages.

Work is also being undertaken with partners in respect of the Female Genital Mutilation (FGM) Strategy and interventions and citizens engagement. Some Operational Managers have been meeting with a group of women from the Butetown/Grangetown area in order to inform practice development in this area of work. As a result of this

engagement, they have introduced training in FGM, risk assessment tools and also offered training in cultural competence to upskill social workers and so they develop confidence in this area. This has been a positive process so far and the plan will be to engage with other groups of women in different areas of the city to further obtain views and inform practice.

Social Services are always keen to gather the views of the communities that we work with and include them in our consultation when we develop new strategies. The Carers team is currently completing outreach work in Hubs across the city to connect with a wide range of carers and ensure that all communities know about the services on offer. I also met with Councillors in July to discuss day opportunities for BAME Elders; however, I am aware that you were unable to attend this meeting.

The work that we are undertaking on the recommissioning of domiciliary care services for adults and children has provided an opportunity for us to develop a locality model that will enable providers to more readily target recruitment from within the local communities in which they are delivering services. We expect that the opportunities that the new approach will offer will promote a more ethnically diverse workforce that will be more representative of the ethnicity and cultural diversity of the localities in which they are working and the individuals who are receiving care and support.

The Cardiff and Vale Social Care Training Department offers a robust programme of training that aims to upskill our social care practitioners across both local authorities. The main objective of this programme for social care staff in both Children's and Adult Services is to gain the knowledge and skills required to work with people from diverse communities.

Our staff also have the benefit of training courses aimed at increasing cultural competence. There has been a drive to ensure that training on specific areas is delivered by specialised providers who possess knowledge and experience, which ensures that the training we provide is effective and fit for purpose.

When assessments are completed for adults, the focus is on what matters to the individual and important others in their life. This will include discussion about ethnicity and culture and may translate into care services being provided to meet cultural needs. Translators are used when required and we work very hard to accommodate people's language needs.

	<p>Where it is appropriate, council officers will approach relevant community leaders and organisations to ensure that we are meeting a person's needs appropriately. Third sector organisations such as BAWSO have also been excellent partners in assisting Council officers to support families in complex situations.</p>
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**STRATEGIC PLANNING AND TRANSPORT**  
**(COUNCILLOR CARO WILD)**

<p>W25</p>	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR GAVIN HILL-JOHN</u></b></p> <p>How much money has been spent on the maintenance of Church Road, Pentyrch during the past 3 years?</p> <p><b><u>Reply</u></b></p> <p>£26,529 has been spent over the last 3 years on approximately 887 square metres of localised patching on this road. During this time, there have also been repairs to 319 potholes at an approximate cost of £15 per pothole.</p>
<p>W26</p>	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>Development is proposed on land between Lisvane and Pontprennau for up to 4,500 dwellings. The roads and infrastructure are not in place to support such large developments. I previously advised that an additional train station looped into the new development would support additional public transport uptake, but was told there were no plans for this. Why can't this initiative be taken forward?</p> <p><b><u>Reply</u></b></p> <p>The provision of rail and/or metro services falls within the remit of the Welsh Government and its published proposals for metro/rail in South Wales do not include extensions in the area concerned. There are no proposals to extend the existing railway lines into these proposed developments.</p>

As you will be aware, there is a committed development at Churchlands to the east of Lisvane and west of Pontprennau, which is under construction. In addition, the Council has recently received a planning application to develop more of LDP Strategic Site F, which lies between Lisvane and Pontprennau. If approved by the Council, this would include 2,500 new homes, a commercial centre, new primary and secondary schools, leisure facilities and minor transport (bus) hub.

When considering new developments, the overall transport objective, in line with the Council's stated objective in the 2006-2026 Local Development Plan (LDP), is to work toward a 50/50 travel mode split between the private car and other types of transport (such as buses, cycles and walking).

The developer's proposed infrastructure within the site would include segregated cycle lanes, cycle hire facilities, pedestrian routes and footways, crossing facilities, bus facilities, and may include measures such as bus-gates (to give buses priority over cars). Outside of the proposed development site, the Council will seek improvements to existing road junctions, cycle and pedestrian facilities and bus facilities (such as bus lanes, services, free bus tickets).

The developer's overall transport offer includes improvements to the non-car links on the east of the site to existing railway stations. The Welsh Government's rail/metro proposals aim to improve the rail passenger service (frequency and passenger numbers) that is available on the route using the existing Lisvane & Thornhill and Llanishen stations.

W27

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

The partial road closure of Westgate Street for 8 weeks has had a significant impact on the ability of bus services to be punctual and reliable. What discussions did the council have with bus companies prior to this closure in terms of discussing potential diversions?

**Reply**

The Council was informed by Dŵr Cymru Welsh Water that there was severe damage to the Brick Egg Sewer at the south end of Westgate Street, for which emergency works were required. This was based on observations that a depression had appeared in the centre of the carriageway close to the bus stops at the rear of Southgate House that were supported by subsequent inspections.

	<p>Network Management officers liaised with Dŵr Cymru Welsh Water to identify a period of time that the emergency works could be undertaken in order to minimise the impact on the city. The 8-week period was planned to ensure that the site would be clear prior to both the Wales v Barbarians match at Principality Stadium on 30<sup>th</sup> November 2019 and the ‘Christmas embargo’ period, when the Council applies restrictions to roadworks in and around the city centre and on main arterial routes during the busy shopping period in the run up to Christmas and over the Christmas and New Year holiday periods.</p> <p>The Network Management Team has liaised very closely with bus operators to try and minimise the impact throughout the period of the emergency works, allowing all bus movements north, south, east and west of the city. I understand that all bus operators are now utilising Westgate Street to ensure that all bus services are being provided as scheduled.</p>
W28	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>Council staff have raised concerns about hours and wages being cut for the provision of cycling lessons for school children. How does this fit with the active travel agenda, and the active travel plans currently being worked on for every school?</p> <p><b><u>Reply</u></b></p> <p>The cycle training posts have been restructured, with new posts being created that are on higher grades due to increased responsibilities. These are aligned with other posts delivering initiatives through the Welsh Government’s Road Safety Revenue Grant. There will be no reduction in the hours that staff will be delivering training. The restructure has meant that the team will function more efficiently and provide a better service to school children and adults in Cardiff, thereby supporting the Active Travel agenda and the Council’s commitment to implementing Active Travel Plans in all schools by 2022.</p>
W29	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>Can the council say when long promised highways and cycling provision work will begin on Ty Draw Road (Penylan)?</p>

	<p><b><u>Reply</u></b></p> <p>Cycling improvements to Ty Draw Road were considered as part of the Welsh Government funded Roath Park Corridor Access Study that was undertaken in 2018/19 to develop an outline business case for segregated secondary cycle routes within the vicinity of Roath Park, as outlined on our Integrated Network Map.</p> <p>Welsh Government Active Travel Fund funding has been awarded to continue the development of scheme design and modelling in 2019/20. The implementation of improvements is currently programmed for 2021, subject to design, consultation and funding.</p>
W30	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>I have been asking for longer than I care to remember for the ‘Ty Draw Road’ name sign to be repaired at the junction of Ty Draw Road and the bottom of Lake Road East?</p> <p>Could the cabinet member look into why this is taking so long to fix and let me know when we can expect the work to done?</p> <p><b><u>Reply</u></b></p> <p>I have looked into the matter and officers anticipate that the sign should be installed within the next 4-6 weeks.</p>
W31	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>The council uses different traffic calming methods to control speed on our roads ranging from speed tables, to road narrowing, to 20 mph speed limits, to digital speed reminders. What evidence does the administration have about which of these is most effective?</p> <p><b><u>Reply</u></b></p> <p>The Department for Transport has gathered a large body of evidence on the various forms of traffic calming and the principal guidance and advice is published in Local Transport Note 1/07. Traffic calming is legally defined in terms of certain physical measures and some schemes mentioned are termed as ‘Speed Reduction Schemes’, such as alterations to the speed limit and the narrowing of lanes.</p>



From our own experience of such schemes, the most effective form of traffic calming is full-width, round-top road humps at a spacing of about 60 metres. However, these are not used in current schemes because of public concerns about vehicle noise and vibration, as well as the disproportionate effect that they can have on the emergency services, public transport and cyclists.

Priority narrowings were introduced in a number of locations in the city some years ago. However, we no longer use this solution due to issues with driver behaviour, such as drivers speeding between the narrowings or failing to give way to oncoming vehicles which have priority. We are currently working to phase out narrowings and replace them with other traffic calming features. Narrowings on bus routes will be prioritised for early removal and narrowings in other locations will be phased out as the opportunity arises.

Driver Feedback signs, which provide instant feedback to drivers on their speed, have been used in the past at a number of locations in the city. From the assessment and monitoring work that we have carried out, these signs have a minimal speed reduction effect of around 2mph when they are initially installed, but beyond 6 months the speeds tend to revert to the pre-installation speeds. We have also experienced maintenance issues with the signs.

In sum, it is a matter of determining the most appropriate form of traffic calming for the location, the speed issue that has to be addressed and taking account of the needs of other road users. This can vary between issues such as inappropriate speeds and excessive road casualty collisions.

W32

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

What action is the administration taking to avoid the waste of resources inherent in having to repair potholes on our roads again when the original repair was found to be inadequate?

**Reply**

The Council identified and repaired 18,476 potholes in 2018/19. The initial repair of a pothole is usually an emergency temporary repair in order to make the area safe for all highway users. This should not be seen as a waste of resources as it reduces third party claims made against the Council.

Depending on the nature of the pothole and surrounding road condition, the emergency temporary repair can also last for a considerable amount of time without any cause for concern. Repeat visits due to failure of these emergency temporary repairs, before a permanent repair can be completed, are as low as 15%. Failures can also relate to the weather conditions when the emergency temporary repair is undertaken and the position of the pothole in terms of vehicle movements.

The intention with all emergency temporary repairs is to follow up with a permanent patch of the pothole. This work will be prioritised depending on the location of the defect, usage and road condition. There are occasions where larger potholes, located in less highly trafficked areas, are repaired by patching them straightaway, rather than undertaking an emergency temporary repair. However, this is only viable where there is no immediate danger to highway users. This approach has been successful to date and we plan to expand this practice into busier areas, where possible.

Highway resurfacing and surface treatment programmes are also delivered annually to address extensive areas of highway condition deterioration throughout a road.

W33

**WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

What steps does the council have in place for consulting with bus operators in the city about highways improvements?

**Reply**

The Council liaises closely with bus operators on a wide range of matters and they are consulted on all new infrastructure schemes on roads that are on bus routes. Officers also meet with representatives of bus companies on a regular basis. The Council has engaged extensively with bus operators in respect of proposals affecting bus routes in the city centre, including measures to facilitate access to and from the proposed new central bus interchange. This has included workshops to consult bus operators on proposed changes and monthly meetings with them in order to maintain an ongoing dialogue. We will continue this level of engagement at every stage of the delivery process.

W34	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What plans does the council have to improve cycle infrastructure through Gabalfa, including on Whitchurch Road?</p> <p><b><u>Reply</u></b></p> <p>Planned cycle infrastructure improvements in the Gabalfa Ward include the second phase of the North Road cycle route upgrade, which will improve the existing route between the Ambulance Station at Blackweir and Excelsior Road. The creation of the Cycleway 1 route on Allensbank Road will also serve Gabalfa. There are currently no plans to improve the section of Whitchurch Road in the Gabalfa ward; however, the Council's 15-year plan for walking and cycling routes will be reviewed next year, at which point the need for provision there will be given further consideration.</p>
W35	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What measures has the council considered adopting to improve traffic flow on the Gabalfa Interchange?</p> <p><b><u>Reply</u></b></p> <p>Significant improvements were made to the Gabalfa Interchange back in 2014 as part of a scheme funded by Welsh Government's Road Safety Grant, despite opposition from local councillors at the time. This scheme has successfully reduced collisions and helped with managing traffic flow by providing two dedicated lanes for traffic from Western Avenue to North Road and from North Road to the A48 Eastbound.</p> <p>The majority of the lane markings around the Gabalfa Interchange are broken/dashed, which enables drivers to change lane if it is safe to do so. Signage and carriageway lane allocation markings are clearly displayed on all of the approaches to the junction to advise road users to use the correct lane and drive at a safe speed of 20mph around the roundabout.</p> <p>The Gabalfa roundabout is the main interchange between a number of major roads including the A470, A469 and the A48. There is no quick or easy solution to reduce the queuing of traffic and its adverse effects at Gabalfa. Tackling this issue will require a combination of strategic and local interventions to manage the demand for travel by car and provide the infrastructure required to facilitate a shift from the car to public transport, cycling and walking.</p>

W36

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD**

Gabalfa roundabout results in queued traffic along approach roads such as Whitchurch Road and North Road during most morning and evening rush hours. This traffic is a source of air pollution including nitrogen oxide and particulate matter which is damaging to health. What, if anything, is the council doing to tackle the congestion and/or improve air quality for pedestrians and cyclists in the vicinity of this traffic?

**Reply**

The Gabalfa roundabout is the main interchange between a number of major roads including the A470, A469 and the A48. There is no quick or easy solution to reduce the queuing of traffic and its adverse effects at Gabalfa. Tackling this issue will require a combination of strategic and local interventions to manage the demand for travel by car and provide the infrastructure required to facilitate a shift from the car to public transport, cycling and walking.

Earlier this year, we consulted on Cardiff's Clean Air Plan, which set out how we propose to address areas in the City Centre assessed to have air pollution levels in excess of permitted EU thresholds. Following public consultation on our Clean Air Plan and the previous Transport Green Paper, we are currently in the process of producing a Transport White Paper. This will set out in detail, the transport measures that we plan to implement and how we will work with key partners to bring about the transformation of the City's transport network in order to support the sustainable growth of the city. Delivering this ambitious agenda will require a collective effort and I am keen to work closely with you and other Members to progress the bold initiatives that we will be publishing before the end of 2019.

W37

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD**

What impact has the introduction of 20 mph zones in Gabalfa had on traffic speeds and reported accidents?

**Reply**

The 20mph scheme in Gabalfa was implemented in March 2018 as part of a Council wide policy to roll this scheme citywide. Whilst pre-scheme traffic speeds in the area were low, the 20mph scheme has proved very positive and speeds have been reduced. There have been no accidents since the introduction of the scheme.

	<p>We will continue to monitor the scheme on an annual basis to measure its success in comparison to the city's other 20mph schemes more generally.</p>
W38	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Whilst the creation of more fully-segregated cycling routes in the city is to be very much welcomed, there are still many legacy cycling routes which are not sufficiently segregated from areas used by pedestrians (e.g. parts of the Taff Trail and many of the cycle paths around Cardiff Bay). Will the council look into upgrading such existing routes to address this in order to reduce the current conflict which can often exist between cyclists and pedestrians?</p> <p><b><u>Reply</u></b></p> <p>In addition to creating new cycle routes to extend the opportunity to cycle to more people across the city, the Council recognises that a number of our existing routes also need upgrading in order to accommodate the increasing numbers of people cycling in the city.</p> <p>This is why we recently upgraded the existing cycle route through North Road car park and will be upgrading the next section of this route between the Ambulance Station and Excelsior Road in 2020.</p> <p>Furthermore, in 2018, we commissioned Sustrans to undertake a study of the Taff Trail, which identified a number of improvements that can be made to the route. The first of these, to widen the route through Hailey Park, is due to be implemented in 2020.</p>
W39	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Can the council offer hope to residents of Penylan keen to see controlled pedestrian crossing facilities introduced at the junction of Penylan Road and Colchester Avenue that the scheme which has been on the waiting list since around 2011 might be delivered in the not-too-distant future?</p> <p><b><u>Reply</u></b></p> <p>Officers are developing designs for a scheme which will introduce pedestrian crossings on each arm of this junction. Public consultation will take place within the next few months, with a view to the scheme being implemented during the next financial year. This will depend on the Council securing funding from the Welsh Government through a bid that will be submitted in December 2019/January 2020.</p>

	<p>You will be aware that we have also secured Welsh Government funding to implement a 20mph limit in the Penylan area during the current financial year. Works will be undertaken early in 2020.</p>
W40	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>What is being done to ensure cyclists cycle safely across the city and are considerate of other road users i.e. those with sight loss or with mobility restrictions?</p> <p><b><u>Reply</u></b></p> <p>It is important that all road users are considerate of others using the transport network, regardless of the mode of transport they are using. A Code of Conduct for users of our off-road network, including through Cardiff's parks, is already in place. This reminds users to be polite and considerate and gives guidance as to how cyclists and pedestrians are expected to behave.</p>