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Dyddiad/Date: 20 February 2020

Councillor Ramesh Patel  
Chairperson Environmental Scrutiny Committee  
City of Cardiff Council  
County Hall  
Cardiff  
CF10 4UW

Dear Ramesh

### **Environmental Scrutiny Committee – 17 February 2020**

Thank you for your letter dated 18 February 2020 and the useful comments raised. I can assure you that Cabinet was able to reflect on the points raised prior to our meeting on 20 February 2020.

May I firstly thank you as a Committee Chair for your participation in the recent Performance Panel, where the Steps, KPIs and Targets included in the Corporate Plan 2020/23 were considered in some detail. I believe this process has helped strengthen the Corporate Plan as well as our wider planning arrangements. A response to the issues raised has been shared with the Policy Review and Performance Scrutiny Committee following their consideration of the Corporate Plan.

I've set out below my response to the issues raised.

### **Climate Change**

The Capital Programme includes examples of initiatives that are helping to tackle climate change. Examples include LED lighting, energy efficient housing, electric vehicles and their associated charging points.

A number of these schemes are funded by specific grant and others are supported from the Civil Parking Enforcement Reserve. Where funded by borrowing, capital-financing implications are reflected within the Council's Medium Term Financial Plan (MTFP).

As part of the 2020/21 Revenue budget, funding has been made available to develop an Integrated Water Management Strategy and for a Food Co-ordinator to take forward aspects of the Cardiff Food Strategy.

#### **GWEITHIO DROS GAERDYDD, GWEITHIO DROSOCH CHI**

Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu'n ddwyieithog. Byddwn yn cyfathrebu â chi yn ôl eich dewis, dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

#### **WORKING FOR CARDIFF, WORKING FOR YOU**

The Council welcomes correspondence in Welsh, English or bilingually. We will ensure that we communicate with you in the language of your choice, as long as you let us know which you prefer. Corresponding in Welsh will not lead to delay.



Future investment in climate change initiatives will be considered as part of updating the Capital Programme and MTFP, and we will continue to seek to maximise all available funding streams.

## **Brexit**

Despite Britain leaving the EU on 31st January 2020, there is still uncertainty regarding the impact on the economy and public finances due to the lack of clarity regarding the future relationship with the EU and any future trade deals negotiated as part of the transition phase.

This uncertainty is logged as a risk on the Council's Corporate Risk Register and the Council will continue to monitor implications and take action where necessary.

## **Capital Borrowing Concerns**

It is important to note that the Capital Programme includes both General Fund and Housing Revenue Account (HRA) capital expenditure and both are expanding given new schemes being planned and the delivery of existing commitments, for example, the Council's target to build a significant number of new affordable housing units. As noted at the Committee, there are risks in terms of additional borrowing and these are set out in the Capital Strategy and Risk appendix included in the Cabinet budget papers. In proposing the draft programme, affordability is a key consideration and has included reference to the modelling impact of existing and future capital financing costs on the MTFP, having regard to the impact on Council Tax and Housing rent payers and the impact is monitored through the suite of Prudential indicators set by the Council.

The Council's S151 officer is required by the Prudential Code to confirm the affordability of the Capital Strategy. This is confirmed in the financial implications of the budget report.

## **Strategic Planning & Transport Portfolio – Draft Budget Proposals 2020/21**

### **Staffing for Transport Projects**

In respect of resource availability to deliver major projects set out in the Transport White Paper, we are fully aware of requirements and will be ensuring this is managed effectively.

As part of this, we are engaging closely with colleagues in Human Resources in order to identify the most effective way to ensure these posts are filled and that any use of consultants is minimised.

### **Capital Line 37**

I set out in 'Appendix A' a breakdown of the £5.678m allocated to transportation and environmental improvements.

## **Cycle Parking Provision**

Acknowledging the current and fragmented nature of City Centre cycle parking, we have commissioned a short study to map both existing and future demand and align this with UK best practice.

This assessment will report shortly and will identify future major cycle parking locations. This document will also be the basis of future consultation with Ward Councillors in order to optimise the approach and establish an agreed way forward.

## **Vehicle Clamping**

Currently the Vehicle Clamping Team are working on behalf of the DVLA clamping and removing Untaxed and SORN vehicles off the road.

Initially, existing staff from the Civil Parking Enforcement Team were being used which has resulted in less patrols on the street. As of the beginning of February we have employed two members of agency staff, on a temporary basis, and if the service proves to be viable after a 6 month period then we would look to fill at least 2 permanent full time posts. There is also an administration officer and a supervisor, though these posts are not solely for the purpose of clamping.

Our Third Party contracts used to carry out this service includes the DVLA (whom we act on behalf of), Celtic Recovery who remove, store and scrap the vehicles, and South Wales Police who we use to confirm vehicles are not stolen or of Police interest.

Our current figures from April 2019 up until the end of January 2020 are as follows:

Total vehicles clamped: 354

Total vehicles lifted where clamp fee not paid: 118

Cost recovery is through clamp release payments, vehicle scrappage (10% of value) and auctioning of vehicles (50% of value)

Between April 2019 and January 2020:

- £100 release fees: 152 totalling £15,200.00
- £260 release fees: 42 totalling £10,920.00; 29 of which had the £160 surety fee refunded and so leaving a total of £6,280.00
- 114 vehicles have gone on to be scrapped amounting to a total income of £1,368.00
- 7 vehicles have been auctioned amounting to a total income of £1,504.55
- Total income generated in 10 months is £24,352.55

In 2020/21, we are looking to expand clamping and lifting to include persistent evaders (vehicles with multiple unpaid parking and moving traffic offence fines). This service would reduce the amount of unpaid fines and deter people from parking in restricted zones / using pay & display bays without payment. This will free up parking areas for paying customers and keeping the roads safe in Cardiff. The

service is also looking at how it can assess and remove dangerously parked vehicles more effectively.

### **Western Transport Bus Interchange**

The planning application for the transport and development aspects of the scheme is likely to be submitted in July 2020. Discussions are currently taking place with Network Rail regarding the site remediation works to the rail embankment. Development is likely to be completed within 18 months from when the scheme commences on site.

### **Capital Allocation – Cardiff City Transport Services Limited (Cardiff Bus)**

I am happy to provide regular updates to the Committee as developments unfold.

### **Moving Traffic & Attended Parking Enforcement Cameras**

The attended cameras are proposed to target hot spot areas in the city centre and schools where the main issues occur. We anticipate the attended cameras will help change people's behaviour irrespective of whether an officer is in attendance.

The proposed locations are:

1. Wood Street junction with St Marys Street - (the bus lane outside O'Neil's) – vehicles in the bus lanes
2. Duke Street / Kingsway – vehicles in the bus lanes and on the crossing zig-zags
3. Mill Lane – a major bus route in the city centre and loading area
4. New George Street – vehicles parking on pavements and on the no loading restrictions.

We will then be using the rest of the attended cameras to rotate around schools to enforce the school zig-zags.

The unattended cameras proposed will be implemented in the city centre to cover banned turns for safety at junctions due to traffic signal changes and support the bus gate at the bottom of Westgate Street and the new bus lane on Castle Street.

### **Clean Streets, Recycling & Environment Portfolio – Draft Budget Proposals 2020/21**

#### **Flooding**

Cardiff Council has clear and significant responsibilities in relation to managing sources of flooding from surface water, watercourses (non-main river) and groundwater. However, we also manage risks associated from the other sources, for example, the Coastal Protection Programme where we are leading on improvements to protect Cardiff from coastal flooding as we are the land owner. The table below summarises responsibility for each element:

## Responsibility for sources of flooding

Source	Regulatory Body
Main River	Natural Resources Wales
The Sea	Natural Resources Wales
Reservoirs	Natural Resources Wales
Surface Water	Lead Local Flood Authority
Ordinary watercourse (i.e. non main river)	Lead Local Flood Authority
Groundwater	Lead Local Flood Authority
Public Sewers	Dwr Cymru Welsh Water

## The Management of Risk

The decision to implement flood alleviation schemes is predominantly based on historic flooding events and Cardiff Council have proposed a number of schemes to Welsh Government's Flood Alleviation funding Pipeline. As part of the pipeline arrangements, Welsh Government provide 75% match funding for the production of business cases and construction. This provision from Welsh Government's Flood Branch is most welcome. The Flood Branch have also implemented small scale funding, where 85% of the construction costs are offered for flood interventions that require a rapid response. These small scale schemes benefit from a less formal business case and are based on historic flood events for schemes up to £100k.

The Rhiwbina Flood Defence Scheme is an example of this partnership funding that helped protect in excess of 200 homes from flooding. Cardiff did not see the intensity of rainfall impact in recent days that the South Wales Valleys were subject to and whilst some localised flooding events occurred, these were managed and appropriate support to homeowners and businesses was provided.

It is the intention of the Flood Risk Management Team to continue to be as proactive as possible in terms of flood defence work although this is subject to an ongoing consideration of priorities and availability of financial resources.

## New Household Waste Recycling Centre in North Cardiff

There is a Capital Ambition objective to deliver a new Recycling Centre in North Cardiff. A review of the two operational Recycling Centres in Cardiff show they have capacity to support further growth of the City and a business case will be developed to demonstrate when a new Recycling Centre is required, allowing 3 years for the

development of the new Recycling Centre. This approach will ensure the Council meets the long-term need of the City in a sustainable manner.

To date, 8 sites have been reviewed in terms of a desk top exercise and I am sure that Committee will understand that the detail of this exercise is commercially sensitive.

### **Love Where You Live**

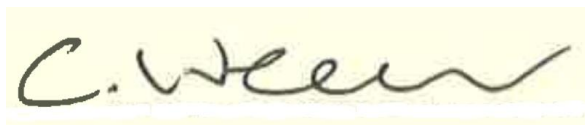
**The proposed allocation of funding specifically for this initiative is summarised below:**

<b>Community Development Coordinator</b>	<b>£35,000</b>
<b>Resources: Litter Picking equipment, promotional literature, planters</b>	<b>£25,000</b>
<b>TOTAL</b>	<b>£60,000</b>

In addition to the above, the service area is looking at how it can support 'Love Where You Live' through the wider volunteer groups attached to People and Communities. This should provide improvements to the support of initiatives across the City without the need for significant additional funding in future years.

I hope that this letter capture all the points raised in your letter and thank you again for your support in the budget process.

Yours sincerely,



**Y Cyngorydd/Councillor Christopher Weaver**  
**Aelod Cabinet dros Gyllid, Moderneiddio a Pherfformiad/Cabinet member for Finance, Modernisation & Performance**

- cc Councillor Huw Thomas, Leader, Cardiff Council;  
Councillor Caro Wild, Cabinet Member Strategic Planning & Transport;  
Councillor Michael Michael, Cabinet Member Clean Streets, Recycling & Environment;  
Chris Lee, Corporate Director Resources;  
Ian Allwood, Head of Finance;  
Andrew Gregory, Director of Planning, Transport & Environment;  
Sarah McGill, Corporate Director People & Communities;  
Matt Wakelam, Assistant Director Street Scene;  
Davina Fiore, Director of Governance & Legal Services;  
Gary Jones, Head of Democratic Services;

Members of Cardiff's Environmental Scrutiny Committee.

Appendix A

<b>Transport &amp; Environmental Improvements Proposed Projects</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	
<b>Bus Corridors (matchfunding for strategic corridors e.g. A470/ A4119 re WG grant bids)</b>	<b>335,000</b>	<b>307,500</b>	<b>85,000</b>	<b>0</b>	<b>0</b>	
<b>Capital Projects (City Rd/ Canals/ Healthy Streets)</b>	<b>250,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	
<b>Electric Vehicle Match funding - residential charging points</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	
<b>Electric Vehicle - Expansion</b>	<b>200,000</b>	<b>200,000</b>	<b>25,000</b>	<b>25,000</b>	<b>0</b>	
<b>Total</b>	<b>835,000</b>	<b>1,557,500</b>	<b>1,160,000</b>	<b>1,075,000</b>	<b>1,050,000</b>	<b>5,677,500</b>