

**COUNCIL, 28 JANUARY 2021 : WRITTEN QUESTIONS**

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

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>Why weren't flats prioritised when it was clear that there was weeks' worth of uncollected waste in Llanedeyrn and Pentwyn?</p> <p><b><u>Reply</u></b></p> <p>The Waste Management Team will respond to all concerns relating to missed collections; however, at times, there will be issues where contamination of recycling bins and the presentation of waste means that collection crews are unable to undertake their duties or carry out their service. For example, where access to, and use of, communal bin areas for flats is abused, collection crews are unable to clear the bins and specialist cleansing teams have to be engaged in order to clear the waste.</p> <p>The Caretaking Services Clear &amp; Clean Team within Housing &amp; Communities provides additional support to the Council's Waste Management Team. When council tenants report excess waste in bin areas and courtyards, the Clear &amp; Clean Team will endeavour to visit the location prior to the collection date in order to remove the waste. This enables the waste collection crews to empty the bins more easily. In addition, the Tenancy Management section works with the Waste Management Education Team to visit blocks of flats to speak to residents to encourage them to dispose of their waste appropriately.</p> <p>In terms of the clearance of uncollected waste, the Caretaking Services Team has completed 165 visits to various locations throughout Llanedeyrn and Pentwyn since the beginning of January 2021. Of these, 72 visits required the removal of side waste next to the main bins and 93 required general rubbish clearances from the courtyard area.</p>
W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>In the last 18 months, what progress has been made on securing a site for a household waste recycling centre to replace the closed Wedal Road and Waungron Road sites?</p>

**Reply**

I would refer you to the replies that I provided to previous Written Questions from Cllr Walker on this issue back in September 2019 and at the last Council meeting in November 2020.

W3

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

Could the Council provide a breakdown of the number of flytipping incidents for the past three years (2018, 2019, 2020) and the number of successful flytipping prosecutions for the past three years (2018, 2019, 2020)?

**Reply**

<b>Financial Year</b>	<b>No. of Recorded Fly-Tipping Incidents</b>	<b>Number of Successful Prosecutions</b>
2017/18	5928	<ul style="list-style-type: none"><li>• 2 prosecutions for fly-tipping</li><li>• 10 prosecuted for Duty of Care</li></ul>
2018/19	5219	<ul style="list-style-type: none"><li>• 1 prosecution for fly-tipping</li><li>• 23 prosecuted for Duty of Care</li></ul>
2019/20	5378	<ul style="list-style-type: none"><li>• 1 prosecution for fly-tipping</li><li>• 1 prosecuted for Duty of Care</li></ul>

We are committed to tackling fly-tipping in the city and, in 2019/20, we maintained our good performance in clearing over 99% of reported fly-tipping incidents within five working days, with 80.35% of incidents leading to enforcement activity. The lower numbers of successful prosecutions in 2019/20 reflect the significant amount of time that it takes to pursue a prosecution. The impact of the Covid-19 pandemic has only increased these timescales, with interviews under caution having to be delayed, as well as a growing backlog of Court cases. The Court also keeps any fines imposed and, therefore, the Council will usually only seek prosecutions for large-scale fly-tipping offences.

The Council will otherwise issue Fixed Penalty Notices for fly-tipping (£400 each), Duty of Care (£300 each) and the deposit of waste contributing to litter (£100 each), with the fines income being retained within the service to support further enforcement and to improve the cleanliness of the city.

As I outlined previously in reply to a similar Written Question from your ward colleague, Councillor Dianne Rees, in October last year, the Council has made a number of improvements in dealing with fly-tipping since 2017. These include the launch of the CardiffGov app in June 2018, which provides residents with free reminders of their recycling and waste collection days, as well as the ability to report fly-tipping at the scene. The app has proven to be a great success in streamlining the process for reporting and addressing fly-tipping concerns, as well as enabling us to better map fly-tipping hotspots in the city. Since 2017, we have also introduced both covert and overt CCTV surveillance at hotspots throughout the city in order to assist us with preventing and tackling fly-tipping.

W4

**WRITTEN QUESTION FROM COUNTY COUNCILLOR JONES-PRITCHARD**

I have raised this matter as a ward issue and Cllr Michael is looking into it. However, as the issue has caused problems elsewhere in the city, other members will be interested in this, hence this written question. On 23rd December, I and I'm sure other councillors, were called out by residents who were affected by surface water flooding. Streets became streams or ponds and surface water came out of inspection chambers, due to pressure of water under them. A lot of work has been undertaken in the city, in an effort to address flows, to reduce the likelihood of flooding during periods of high rainfall. However, with Climate change, and 1 in 100 year events happening more regularly, what is the council's approach and what measures are planned for improving the quick removal of high levels of surface water in known areas of risk, to eliminate flooding?

**Reply**

During the intense storm that was experienced across the city on 23<sup>rd</sup> December 2020, vast numbers of sewers, main rivers and ordinary watercourses reached full capacity, resulting in the inability of highway drainage systems to operate effectively.

Cardiff has a largely urban environment, which makes the quick removal of surface water from existing infrastructure difficult. Any proposals/projects for the removal of surface water has to ensure that flood risk is not exacerbated elsewhere, which requires detailed catchment modelling. The Council's Flood and Coastal Risk team has a number of detailed investigations underway across the city, which aim to lower the risk of flooding from numerous sources within these catchments.

	<p>The implementation of Schedule 3 of The Flood and Water Management Act 2010 introduced the requirement for approval from the Council's SuDS Approval Body (SAB), in addition to planning consent for any construction project over 100 square metres.</p> <p>The guidance for the design and implementation of Sustainable Drainage Systems (SuDS) issued by the Welsh Government emphasises the importance of surface water control and proposals are scrutinised in detail to ensure that there is no exacerbation of flood risk downstream as a result of proposed construction activity.</p> <p>The Council's SAB team works with developers and encourages the removal of surface water from existing infrastructure by utilising sustainable drainage principles.</p>
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**CULTURE AND LEISURE**  
**(COUNCILLOR PETER BRADBURY)**

W5	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>What has been the total spend on new equipment, upgrading existing equipment and resurfacing in children play areas over the last 5 years in Riverside Ward?</p> <p><b><u>Reply</u></b></p> <p>The total spend on play areas in Riverside Ward in the last five years is £176,859.69, which has been allocated to the following sites:</p> <ul style="list-style-type: none"> <li>• Despenser Gardens Toddler Play Area (£73,376.21);</li> <li>• Despenser Gardens Multi-Use Games Area (£66,423.33); and</li> <li>• Llandaff Fields Toddler &amp; Junior Play Areas (£37,060.15).</li> </ul> <p>These schemes have been funded by Section 106 contributions.</p>
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**EDUCATION, EMPLOYMENT AND SKILLS**  
**(COUNCILLOR SARAH MERRY)**

W6	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>Since May 2017, along with Cllr Rees, we have been acting on the legitimate concerns of residents in Old St Mellons regarding the lack of progress in the development of a primary school at the St Edeyrn's Development. Could you as, Cabinet Member for Education, provide me with assurances the primary school will be developed and ready for the September 2022 intake?</p> <p><b><u>Reply</u></b></p> <p>The Council has provided you with written assurances associated with the primary school at the St Edeyrn's development, including a timeline of correspondence, meetings and exchanges with the developer. The scheme is currently progressing through a tender process to appoint the building contractor and the existing programme issued by the developer indicates that the school will be completed in time for occupation in September 2022.</p>
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**HOUSING AND COMMUNITIES**  
**(COUNCILLOR LYNDA THORNE)**

W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>The Council highlighted the need to increase the number of gypsy and traveller sites in Cardiff. Could the Cabinet Member provide a list of all potential locations the Council have reviewed and provide an update on which sites are actively being considered as locations for gypsy and traveller sites?</p> <p><b><u>Reply</u></b></p> <p>The Council has previously reviewed a number of sites across Cardiff as part of the Local Development Plan (LDP) process and in accordance with the statutory Gypsy and Traveller Accommodation Assessment covering the period 2016-2026. This information is available in the public domain.</p>
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Work previously undertaken on the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites in the city will be taken forward in the review of the LDP and will be informed by the preparation of a revised Gypsy and Traveller Accommodation Assessment.

Recent work by the Council has focused on the improvement and expansion of the two existing sites at Shirenewton and Rover Way, which together have the potential to accommodate the whole of the city's requirement.

Expansion of the Rover Way site will require a diversion of the existing carriageway and the use of a temporary site to enable the existing plots to be realigned and upgraded. Discussions are ongoing with Welsh Government to determine if this option is both achievable and affordable.

**LEADER**  
**(COUNCILLOR HUW THOMAS)**

W8

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

With the publication this week of the Wales national vaccine plan, will the council be discussing with the Welsh Government and Public Health Wales prioritising teaching and support staff for the vaccine once the initial priority groups have been vaccinated?

**Reply**

The policy on Covid-19 vaccination in the UK has been informed by the Joint Committee on Vaccination and Immunisation (JCVI), which is an independent expert advisory committee to UK health bodies. We are not aware of their advice for the next phase of the vaccination programme; however, I can confirm that discussions are ongoing with Welsh Government and they are aware of the call to prioritise teaching and support staff in schools. I have asked officers to maintain dialogue with Welsh Government and Health partners about this. I am also due to meet shortly with the Chief Medical Officer for Wales to discuss vaccinations for taxi drivers in the city following representations made to me by the Taxi trade.

W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>When will the Covid-19 vaccination facility be open at Pentwyn Leisure Centre? Pentwyn residents are currently being asked to attend for vaccination in Pontprennau, which while not far away, does mean that many have to be taken by car, rather than walking if they were able to get it at Pentwyn Leisure Centre.</p> <p><b><u>Reply</u></b></p> <p>Health colleagues are leading on the rollout of the Covid-19 vaccination programme in Cardiff and the Vale of Glamorgan. The Council understands that the Mass Vaccination Centre (MVC) at Pentwyn Leisure Centre will be operational from 1<sup>st</sup> February 2021. This will become the second MVC in Cardiff, with mass vaccinations currently being delivered solely at the former STAR Centre in Splott, which opened before Christmas. Access to vaccinations at the Mass Vaccination Centres will be through a booked slot for residents and frontline workers from across Cardiff and the Vale. In addition, vaccinations will continue to be delivered through local GP primary care practices.</p>
W10	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>We must all do all we can to stop the spread of COVID right now. With roughly a third of people who have coronavirus not showing symptoms, targeted asymptomatic testing and subsequent isolation is highly effective in breaking chains of transmission. In England rapid regular testing is led by local authorities who design programs based on their in-depth knowledge of the local populations, so testing can have the greatest impact. Lateral flow tests have already been hugely successful in finding positive cases quickly – and every positive case found is helping to stop the spread of Covid. According to UK Government figures, asymptomatic lateral flow tests have already identified 14,800 cases on Covid-19 that otherwise would have gone unnoticed and potentially spread further within the community. What are we doing as a council, or with Welsh Government, to replicate this initiative?</p> <p><b><u>Reply</u></b></p> <p>Lateral flow testing is an important part of the overall strategy to combat the impact of Covid-19. The Council has already secured significant numbers of lateral flow testing kits and has rolled them out for use in Care Homes and frontline social care in line with Welsh Government guidance.</p>

Whilst consideration is currently being given to expanding the use of lateral flow testing for wider frontline services, it is important to see all aspects of the testing strategy as a holistic response.

Community testing capacity has been enhanced in the city with facilities at County Hall and Museum Avenue, as well as the mobile testing unit that can be deployed as required in areas of high demand. This is on top of the large scale testing centre at Cardiff City Stadium.

The operational deployment of the testing strategy is under constant review by the Incident Management Team in Cardiff to ensure that testing capacity across the city is being used to best effect.

**STRATEGIC PLANNING AND TRANSPORT**  
**(COUNCILLOR CARO WILD)**

W11

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

How frequently is the condition of pavements inspected?

What criteria are used to determine which pavements should be prioritised for repair?

What plans does the council have to replace pavements made up of flagstones or paving blocks with tarmac?

**Reply**

Footways are inspected either monthly, 3 monthly, 6 monthly or annually, depending on their hierarchy classification. For example, a busy footway such as City Road is inspected monthly, whereas a cul-de-sac footway would be inspected annually.

During inspection, defects that meet our intervention criteria of 20mm or more are classified as safety or maintenance defects and are scheduled for repair within the appropriate timescale, which will be anywhere between the next working day and 3 months, depending on severity.

The inspector can also identify minor works repairs, such as localised tarmac surfacing or replacing slabs with tarmac; however, these have no timescale for repair and will be added to a works program. In addition, the inspector will identify larger areas of footway that need resurfacing or reconstruction, which form part of our capital renewal programme.

When considering footways for inclusion in renewal programmes, prioritisation is based primarily on their condition and other factors such as Member and public enquiries, concerns raised from safety inspections and areas that have repeated maintenance requests. In areas where slabs are continually being replaced following cyclic safety inspections, consideration is given to replace larger areas with a tarmac surface.

W12

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

Parking over pavements is an increasing hazard damaging the pavements themselves and often causing obstructions for pedestrians requiring them to walk on the roadway. Following the recent recognition of the problem nationally, has the council had any indication from the Welsh Government about a timescale for how this problem can be addressed?

**Reply**

The Council is awaiting further contact from Welsh Government about their timeframes for implementing any new legislation to address pavement parking in Wales following its acceptance of the recommendations of the Welsh Pavement Parking Taskforce in October 2020.

Nevertheless, we are currently seeking the views of Cardiff residents through our [Pavement Parking survey](#), which runs until 9<sup>th</sup> February 2021. We want to make our streets as enjoyable and as safe as possible, and responses to the survey will enable us to better understand the problems caused by pavement parking in the city.

Parking on pavements still falls to the Police to enforce under their powers relating to obstruction where there are no traffic orders for the Council to enforce. Residents are advised to report any specific pavement parking issues directly to the Police by telephoning 101.

W13	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>What consultation is carried out specifically with bus companies in respect of cycle lanes being installed on major bus routes?</p> <p><b><u>Reply</u></b></p> <p>Bus companies are consulted on proposals for cycleways and all other transport infrastructure schemes that may affect bus routes in the city. Where necessary, traffic modelling is undertaken as part of the design process, which allows any impacts on bus services to be identified and mitigated.</p>
W14	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>What is the rationale for the proposed new link road between Llanrumney and Pentwyn being a bus gate, specifically since services from the Cardiff East park and ride facility already have bus lane access on their current route?</p> <p>Does the council envisage new routes being created, and what discussions have they had with bus companies with regards to this?</p> <p><b><u>Reply</u></b></p> <p>The proposed new link road would provide Llanrumney residents with better accessibility by bus to, for example, University Hospital of Wales and Cardiff Gate retail &amp; business parks, as well as much quicker journey times to/from the City Centre. The Council does not wish to encourage additional traffic through residential streets in Llanrumney attempting to access this new connection to Pentwyn. Additional modelling work is still to be undertaken and formal discussions have not yet taken place with bus operators.</p>
W15	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>What conversations is the council having with Welsh Government with respect to the future of bus services in Cardiff, with reference to how they are operated, managed, and with respect to integrated ticketing?</p>

	<p><b><u>Reply</u></b></p> <p>The future of bus services, both locally and regionally, is a matter of concern for all Welsh local authorities and discussions with Welsh Government and Transport for Wales are taking place on an almost weekly basis.</p> <p>Officers attend meetings of the Bus Reform Working Group, which includes representatives from Welsh Government, Transport for Wales, local authorities and WLGA. This group is working towards the establishment of sustainable bus networks in Wales at national, regional and local levels. It is clear from these discussions that local authority input is vital to ensure that these networks meet the needs and aspirations of local communities.</p> <p>Transport for Wales is committed to introducing integrated ticketing across different operators and modes, and the Council fully supports this commitment as an important element in achieving 50% travel by sustainable modes.</p>
W16	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>There is a pothole that forms on Pantmawr Road, near the cemetery gates, which regularly needs repairing. In view of the number of times residents have had to request a repair, would it be more cost effective for this section of road to be fully resurfaced?</p> <p><b><u>Reply</u></b></p> <p>The overall condition of the carriageway in this area is good and would not require resurfacing; however, there is a localised area of the road surface that has failed continually, hence the repeated pothole at this location. Highways engineers will need to carry out ground investigations to determine why this is the case. Once these investigations have been carried out, a decision can then be made as to the most appropriate repair works needed at this specific location.</p>
W17	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>We were advised in 2019 that Pontprennau would see the introduction of NextBikes. This would be a brilliant addition to our Community. It would also be beneficial for NextBikes to be installed in the new St Edeyrn's Development in Old St Mellons. I have previously suggested these locations. Could you provide me with an update on this?</p>

	<p><b><u>Reply</u></b></p> <p>During the last review of potential Nextbike sites in the city, the possibility of installing bikes in the Pontprennau area was scoped again and discussed further with the operator. Potential sites in Pontprennau included the Community Centre, Medical Centre and new Primary School.</p> <p>No suitable sites were able to be identified for reasons of scheme security, land availability and opposition by local residents and businesses. This was reported to Members at the time and any suggestions for other specific sites for investigation were requested.</p> <p>A site at St Edeyrn's could be considered in future when other nearby stations are available, thereby offering an appropriate level of network density so that riders can connect effectively with the scheme.</p>
W18	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>There are currently a number of well used and popular high streets in the North of Cardiff. Residents advise me they are anxious about the prospect of parking charges being introduced by Cardiff Council. Could the Cabinet Member rule out introducing parking charges in areas which currently benefit from free parking provision?</p> <p><b><u>Reply</u></b></p> <p>There are currently no plans to introduce parking charges in high streets in the north of Cardiff; however, ensuring the appropriate turnover of parking spaces on street is vital to the economy of these local and district centres. This indicates that, where unrestricted parking exists, some time-limited controls may need to be considered in the future. Any such proposals will, of course, be accompanied by measures to ensure that local businesses are not operationally disadvantaged where the use of a vehicle is required.</p>
W19	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>What has been the total spend on new and upgraded infrastructure for cycling, pedestrians and resurfacing roads over the last 5 years in Riverside Ward?</p>

**Reply**

The total spend in the last five financial years on transport infrastructure in Riverside, including cycling & pedestrian schemes and carriageway reconstruction/resurfacing, is in the order of £2.473 million. This is comprised of £1.906 million in Welsh Government funding and £567,000 in capital spending by the Council on schemes including Safe Routes in Communities, 20mph speed limits and modal filters. In addition, nearly a third of this money (£785,000) is for the Sophia Gardens Cycleway, which forms part of our strategic cycleway network (Cycleway 4) and will provide a link between the City Centre and destinations in the Llandaff Ward.