

**COUNCIL, 21 OCTOBER 2021 : WRITTEN QUESTIONS**

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

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DILWAR ALI</u></b></p> <p>Can you provide an update on the pilot project for EV chargers on street lampposts?</p> <p><b><u>Reply</u></b></p> <p>Officers are currently finalising procurement arrangements with a chosen supplier for the project and discussions are ongoing. I am confident that the project will commence in the next month or so and will look to provide members with a full update once contracts are in place and timescales are confirmed.</p>
W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>When will the street cleansing team be starting to clear streets in response to leaf fall this autumn?</p> <p>Has the team identified locations that are particularly vulnerable to localised flooding as a result of the build-up of leaves and other debris?</p> <p>If so, how frequently are these locations cleared of leaves and debris?</p> <p><b><u>Reply</u></b></p> <p>Leaf clearance by the Love Where You Live and Cleansing Teams started the week commencing 11<sup>th</sup> October 2021 (Week A) and 18<sup>th</sup> October (Week B) in both the east and west of the city. Details of the leaf fall cleansing schedules by ward can be found on the Council's website at: <a href="https://www.cardiff.gov.uk/clearing-fallen-leaves">Clearing fallen leaves (cardiff.gov.uk)</a> These schedules will be repeated during the leaf fall period until the majority of leaves have fallen. The Flood and Coastal Risk Management Team also works with the Cleansing and Highways Drainage Teams to identify locations where there is risk of property flooding from leaf fall having an impact on drains. The drains are cleared on the same cycle but, when there is forecast of high rainfall, teams will attend these 'hotspot' locations and clear the leaves from the area to help reduce the risk of flooding.</p>

W3	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>Is the council planning on recognising the hard and often thankless work done by volunteer community litter pickers?</p> <p><b><u>Reply</u></b></p> <p>The Council continues to recognise the great work undertaken by the volunteer community litter pickers. Regretfully, we have not been able to hold the annual ‘thank you’ events over the last 18 months or so due to the Covid-19 pandemic; however, we are planning to hold a ‘thank you’ event later this year in recognition of the work undertaken by volunteers, subject to any Covid-19 restrictions that may be in place.</p> <p>The Leader and I will also be meeting with members of the local volunteer community in the next few weeks to convey the Council’s appreciation of their contribution and discuss proposals for future partnership initiatives.</p>
W4	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>How often are the pavements on Whitchurch Road swept?</p> <p><b><u>Reply</u></b></p> <p>Cleansing Teams sweep the pavement area outside shop fronts on Whitchurch Road on a daily basis, 7 days per week due to the increased level of footfall in this area. They also sweep the pavements in the residential areas of Whitchurch Road on a reactive basis. However, during the annual leaf fall period, cleansing of pavement areas on Whitchurch Road where there is leaf fall will take place every two weeks.</p>
W5	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Surface water and ponding during and following rain is a long-standing issue on many roads across the city with blocked gullies and drains often significant contributing factor. Do parked cars impair the cleansing of gullies and unblocking of drains and, if so, has the council considered temporary road closures to enable this work to be carried out more effectively?</p>

	<p><b><u>Reply</u></b></p> <p>A temporary road closure prohibits the movement of a vehicle on the adopted highway, but it does not prohibit the parking of cars. Therefore, such orders are not utilised to support the cleansing of gullies. The Council does operate tidal parking on more strategic roads, where Civil Parking Enforcement, Cleansing and Highways Drainage Teams work together to sterilise parking, allowing the cleansing of leaf fall and gullies. However, this is not practical in all areas and, for isolated concerns, our Highway Drainage or Cleansing Teams will attend when they know an area is quiet or door knock to get vehicles moved to undertake cleansing of gullies or sweeping of channels.</p>
W6	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>What responsibility does the Council have for dealing with weeds and abandoned waste in gated alleyways?</p> <p><b><u>Reply</u></b></p> <p>The Council remains responsible for the adopted highway of gated lanes and is therefore responsible for dealing with weeds and abandoned waste. However, following the gating of lanes, it is important for residents to respect the area and not to use it for storing waste. Any concerns relating to abandoned waste and weeds can be reported via the Council's website or CardiffGov app.</p>
W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>I was contacted earlier this month by a resident of Fairwater Grove East who wants to install an EV charging point outside the front door of their terraced property. The response from Highways was:</p> <p><i>Thank you for your enquiry concerning the above. I can advise that currently the Council does not provide individual residents with dedicated parking bays for Electric Vehicles.</i></p> <p><i>Where the Council facilitates the installation of public on street charging, these bays are controlled by a Traffic Regulation Order, which ensures that only EVs can use the bays, provided they are being used for charging purposes. Please also find below link showing the location of current EV charge points which may be of assistance to your constituent.</i></p>

<https://www.zap-map.com/>

With the many terraced houses in my ward and the many more in yours with no driveway or frontage, and of course assuming they can get to park outside their house. Will residents who install EV charging points be allowed to run their cables across the pavements to charge their vehicles outside their terraced properties?

If not, what's the solution?

### **Reply**

The Council is fully aware that to enable sufficient uptake of electric vehicles, charging facilities must be accessible and affordable for all. The challenges faced in Cardiff are not unique given that 25% of Welsh households currently do not have access to off-street parking and are unable to charge electric vehicles at home. Aside from logistical impracticalities, charging away from home is more expensive and represents a substantial barrier to the adoption of electric vehicles.

The Council is actively looking at solutions to facilitate home charging, although currently there does appear to be a lack of market-ready solutions, with only a small number of pilot projects being undertaken to assess the viability of these devices.

Officers are working proactively to identify a solution that can be trialled in Cardiff, but there are several issues that need further consideration in terms of licensing of the installations, ownership of devices, ongoing and future maintenance, and public safety owing to potential hazards that these devices may pose, such as the risk of tripping over cables on the highway/footway, or electrical shock from exposed cables for example.

I will look to update members accordingly as soon as we are in a position to undertake a trial and we would be happy to consider any potential locations suggested by members for inclusion in any future trial(s).

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

W8	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CUNNAH</u></b></p> <p>Thank you for meeting with us recently and supporting Canton Councillors' attempts to improve our local playgrounds. Can you provide an update on the work the Council is undertaking to install new play equipment in Canton parks?</p> <p><b><u>Reply</u></b></p> <p>I'm pleased that the most recent scheme update meeting was helpful. I can confirm that the current capital programme for playground refurbishment will see Phase 2 of the Victoria Park scheme, involving the upgrading of safety surfacing, commencing in January 2022, subject to satisfactory tender returns.</p> <p>Safety surfacing improvements and works to the plant room at the Splash Pad in Victoria Park and are also due to commence towards the end of the financial year and in preparation for the summer 2022 season.</p> <p>At Sanitorium Road, and following local consultation, a scheme that will see the installation of an additional goal end to the Multi Use Games Area for older children, together with resurfacing improvements, will also commence in January 2022, subject to satisfactory tender returns.</p> <p>These schemes/works will result in an estimated £200k investment in play facilities within the Canton ward.</p>
W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>Her Majesty the Queen launched her Commonwealth Games 2022 baton, on a global relay. Paralympic gold medallist Kadeena Cox was given the honour of taking the baton on the first leg of its 90,000-mile journey which will lead to the opening ceremony in the host city Birmingham. After leaving Britain the baton landed in Cyprus, then on to Malta. It will then fly to Africa, visiting all 19 Commonwealth countries there, before heading to Pakistan and then Sri Lanka, Bangladesh, India, New Zealand, Australia, the Caribbean and Canada, followed by the Falkland Islands, Jersey, Guernsey and the Isle of Man. It will then spend five days in Scotland, four in Northern Ireland, and five in Wales, followed by 25 in England. When the games are hosted in July 2022, Birmingham will be in the Global</p>

spotlight, and it will be amazing for the Midlands region. Cardiff has a good record of hosting international sporting events. However, it was back in 1958 that Cardiff and Wales hosted the Empire Games. What aspirations do the council have for hosting a future Commonwealth Games?

What work is being done on the city's major event strategy to secure a future bid, or future major events?

**Reply**

The Welsh Government, in partnership with Cardiff Council and other local authorities, undertook a detailed feasibility study in 2017 into Wales hosting the Commonwealth Games. At that point, the Welsh Government chose not to bid, but it continues to keep the option for a future bid under review. The Council continues to liaise monthly with Welsh Government officials on future major event opportunities and we are currently collaborating closely on a potential major event opportunity.

The Welsh Government is intending to launch its revised Major Events Strategy in 2022. The Council will then review its own strategy following the launch of the Welsh Government strategy to ensure the critical alignment that is required to both fund and facilitate major events in the capital city. In the interim, the city's event calendar is encouraging, with many of the city's larger venues already experiencing considerable demand from rescheduled events and new touring productions.

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

W10

**WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER**

Has the council encouraged schools to retain staggered pick-ups and drop offs to reduce congestion?

**Reply**

During the 2020/21 academic year, Welsh Government guidance allowed for the relaxation of the school day so that staggered starts and finishes could be used to alleviate congestion and reinforce social distancing whilst dropping off and picking up of young people.

With a return to “operation as normal” at the start of this academic year, Welsh Government guidance made clear that schools were to return to start and finish times as they were prior to the pandemic. However, with case numbers now rising, all Cardiff schools have been moved into the high-risk category so additional mitigations can be considered, including a return to staggered start and finish times. Any permanent change to the start and/or finish times of the school day would still need to meet the national guidelines on statutory contact times, as set out by Welsh Government, along with an appropriate consultation with all relevant stakeholders.

The Council is seeking to address the issue of congestion through its Active Travel policy and the Corporate Plan 2021-24 includes a commitment to delivering an Active Travel Plan for every local authority-maintained school by March 2022. Such plans will identify actions required to support and encourage emission free modes of travel, such as cycling and walking, that will help to reduce congestion. These plans will also look to include any improvements to on-site and off-site infrastructure that are required to facilitate active journeys to and from schools.

With the current investment in ICT across the city, student movements may also be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient travel plans and further contribute to the Council’s targets to reduce congestion and carbon emissions.

W11

**WRITTEN QUESTION FROM COUNTY COUNCILLOR CUNNAH**

It has been really exciting in the last few weeks to see the first pitches in the Fitzalan High School development starting to be used by pupils and community teams. Pupils and residents can also see the new school building itself rising quickly. Can you provide a brief update on the progress of the works and expected timescales for completion?

**Reply**

The overall project is progressing well and it is good to see certain components now coming to completion, such as the pitches and associated facilities. In terms of the new build of the actual school, that is also progressing well, with the foundations, piling and over 90% of the steelwork completed. The programme is aiming for the new building to be fully water-tight by early Spring 2022, with completion by mid-2023.

W12	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>Following the decision to consult on moving Greenhill Special School to a new site from its current site what plans do the Council have for the site should the school move?</p> <p>If there are currently no plans, when will the decision be made as what to do with the site?</p> <p><b><u>Reply</u></b></p> <p>There are currently no plans for an alternative use of the existing site. If proposals to move the Special School are progressed, any plans for the existing site that may come forward would be considered following the completion of the new school site.</p>
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**FINANCE, MODERNISATION AND PERFORMANCE**  
**(COUNCILLOR CHRIS WEAVER)**

W13	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR OWEN</u></b></p> <p>How much money has the Council invested in each electoral ward on capital projects since May 2017?</p> <p>Can you please provide a ward by ward breakdown?</p> <p><b><u>Reply</u></b></p> <p>Responding to the question is a significant challenge and, in some cases, is not possible without a significant level of work being undertaken by officers and the direct involvement of a number of different council directorates. For example, many of the budget headings may be city-wide and may also cross ward boundaries in relation to spending on disabled adaptations, highways and footways, street lighting, council housing etc.</p> <p>I would therefore refer you to the expenditure information contained in the rolling 5-year Capital Programme for each of the last five financial years from 2017/18 to 2021/22, which is updated and approved annually as part of the Council's budget. This includes schemes which are specific to sites and those that may be city-wide. In addition, the Capital Strategy documents for 2020/21 and 2021/22 have expenditure plans set out at the end of the documents.</p>
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	Officers would be happy to meet with you to consider any specific spend enquiries that you may have, but there will still be challenges in identifying expenditure at a ward level.
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**INVESTMENT AND DEVELOPMENT**  
**(COUNCILLOR RUSSELL GOODWAY)**

W14

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE**

There have been recent advances in the development of ultra-white paints for use on building exteriors, demonstrating significant gains in keeping buildings cool and reducing air-conditioning use, by comparison with darker buildings. In light of such progress and the climate science underpinning it, does it seem sensible to propose that the city's mooted new arena is coloured almost entirely black?

**Reply**

The Arena development is being brought forward by the Live Nation consortium, not the Council, and their design is being developed by world leading stadium and arena architects HOK.

The Council has worked with the consortium to maximise the energy efficiency of the building through a fabric first approach, which means the building will be very well insulated and will have a low energy requirement. The building will also sit within the context of the wider Atlantic Wharf development that is intending to deliver a net zero carbon footprint.

The use of paint on large format buildings of this nature is not feasible from a long-term maintenance perspective and, therefore, other energy efficiency techniques are being utilised.

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

W15

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

What is the council doing to encourage people to wear face masks where necessary, in order to control the spread of Covid19, and to allow residents to be confident of their safety when going about their day?

**Reply**

The current Coronavirus legislation still requires people to wear face masks in certain situations, such as indoor public places (with the exception of food establishments like pubs and restaurants), on public transport and in circumstances where there is a risk of spreading the virus because of a particular work activity.

The Council, through Shared Regulatory Services, enforces the requirements in premises. The Police are responsible for enforcement on public transport. The Council adopts an 'advice first' approach before using more formal enforcement measures where non-compliance is reported or detected through inspection.

It is important to note that face masks are just one means of protection against contracting the disease; with social distancing and the vaccination programme offering greater levels of protection.

W16

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

Covid19 cases in Cardiff are now at over 2000. Is there a threshold above which the council would make representations to Welsh Government with regards to local restrictions being needed to control the spread of the virus?

**Reply**

The Council is engaged fully with public health partners to monitor a number of key statistics – the number of infections recorded in the city, along with the number of hospital admissions and recorded deaths. These numbers are monitored daily by our public health cell.

Cardiff Council is also represented on the regional Incident Management Team (IMT) for Cardiff and the Vale of Glamorgan, which advises council leaders and senior officials from Cardiff & Vale University Health Board on any issues arising from the monitoring of these numbers. Where appropriate, the IMT will make recommendations to the Welsh Government based upon that data.

There is no set threshold that would trigger any representation being made to the Welsh Government. Any decisions on recommendations are made in context with advice from health professionals and are agreed by the Leadership Board, which includes health and police representatives.

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

W17

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

What is the current level of staffing vacancies in the residential care sector in Cardiff?

How do current figures compare with vacancy levels over the last three years?

**Reply**

Specific data on vacancy levels across all adult care homes is not routinely collected, but staffing levels are considered as part of regular contract monitoring activity. The intelligence gathered from this engagement with care home providers strongly indicates that, currently, many care homes have vacant posts that they are struggling to fill and the current level of staff vacancies is much higher than it was prior to the pandemic. It appears that, during the pandemic, a significant number of staff left the sector and, due to the fall in occupancy levels in many homes at that time, care home providers did not seek to replace those staff that left.

Care home providers understand that they need to increase occupancy levels going forward to achieve financial sustainability. However, they must increase their staffing levels in order to accept new referrals and this is proving very challenging for them at this time.

It is well known that there is a national shortage of care workers and the requirement for care workers in adult care homes to register with Social Care Wales by October 2022 and secure a relevant qualification in order to maintain their registration, is felt to be one of the barriers that is impacting upon recruitment to the care home sector at this time. It is also considered to be a factor that is influencing some care workers to leave the sector. Other factors contributing to the vacancy levels are pay and conditions and opportunities in other sectors, such as retail and hospitality, that in many instances provide higher salaries for less responsibility.

In order to better understand the quantum of the current challenges faced by our care home sector in Cardiff, Adult Services has asked the Institute of Public Care (IPC) to conduct a survey with care home providers to understand the issues facing the sector at present, including the gap between the current staffing levels and the numbers of additional staff that care homes would need to employ to

enable them to be in a position to take in new admissions in order to fill their vacant beds. This work is being undertaken as part of a wider sustainability exercise that has been commissioned in relation to the sector and will provide useful information on how the Council can support providers going forward.

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

W18	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>Will the council be rolling out any new school streets proposals this year to stop cars from getting too close to schools?</p> <p><b><u>Reply</u></b></p> <p>Yes, 14 School Street schemes are in place currently and we are also in the process of preparing Traffic Regulation Orders to make the 9 School Street schemes implemented as part of our Covid-19 transport programme permanent. We aim to implement a further 10 School Street schemes over the next 12 months. Further School Street schemes will be added to the future programme where it can be demonstrated that a School Street is the best solution to address problems with traffic and/or parking and to help encourage active travel to and from school.</p>
W19	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR CARTER</u></b></p> <p>What is the council doing to discourage the use of cars for teaching staff and parents of school children?</p> <p><b><u>Reply</u></b></p> <p>The Council's Active Travel Schools Team is engaging with schools across Cardiff to support the development of School Active Travel Plans. Active Travel Plans are about developing and embedding an active travel culture within every Cardiff school. They set out a school's commitment to encouraging pupils, parents, and school staff to walk, scoot or cycle to school through specific policies and educational activities linked to the curriculum. They also identify what on-site facilities are required and where future infrastructure improvements beyond the school gates are needed to make walking and cycling safer and easier.</p>

With the support of the Active Travel Schools Team, schools are using their communication channels to actively promote the work they are doing to develop and implement their Active Travel Plans across the school community – to staff, pupils and parents. We aim for every school to have an Active Travel Plan in place by Spring 2022. We are well on our way to achieving this target, with around 120 schools having now either developed an Active Travel Plan or one in production.

The work to develop Active Travel Plans is also being complemented by some other important initiatives. We are installing scooter parking and covered bike shelters in every school that requests these facilities. This year, around 30 schools will receive new scooter and bike parking. In addition, around 80 schools have so far received their bespoke school bike fleets. These bikes can be used for cycle training, PE and other educational activities. Teachers are being trained to enable them to supervise these activities. Over 100 schools will have bike fleets in place once we have completed the latest delivery phase during the current financial year.

Our School Streets programme is helping create a safer environment for active travel by restricting vehicular access to streets outside schools during the morning drop-off and afternoon pick up periods.

We are aware of the need to improve conditions for active travel around many other Cardiff's schools. Therefore, we are working to develop a programme of infrastructure improvements specifically for schools that will include improved walking and cycling routes, improvements to school access facilities, new crossings, speed management measures, new School Streets (where feasible) and additional parking restrictions. Several schemes have already been delivered and others are planned. Our aim is to develop a prioritised rolling programme of schemes that would be funded by Welsh Government's Active Travel Fund Grants. The development and delivery of school infrastructure schemes would be fully integrated with the wide range of promotional and behaviour-change activities being delivered through our Active Travel Schools programme.

W20

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

What criteria are used to determine the deployment of section 106 monies resulting from housing and other developments?

Is there an expectation that these monies will be used for community and other projects in the wards/areas of the city where the developments are taking place?

**Reply**

Section 106 monies (Planning Obligations) are governed by legally binding tests where they need to meet the following criteria and are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Detailed policies are contained in the adopted Local Development Plan – Policies KP6 (New Infrastructure) and KP7 (Planning Obligations) – and comprehensive guidance is also provided in the approved Supplementary Planning Guidance on Planning Obligations (2017).

S106 agreements are legal documents and are publicly available through the Council's website. These include a schedule of what monies have been secured, the triggers for receiving the payments, and what they can be spent on. Relevant council service areas who receive S106 monies at the appropriate trigger point will engage with local members to agree the most appropriate projects to support, having regard to the above legally binding tests and the wording of the legal agreements. The Head of Planning is responsible for ensuring that such monies are spent within the scope of the obligations.

W21

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

Concerns have been expressed regarding island bus stops on cycle lanes. What discussions is the council having with Welsh Government as to the safety of these?

**Reply**

The Council's Highway Design Team works with, and provides comments to, Welsh Government officials on their Active Travel Design Guidance. We are monitoring the usage and safety aspects of these installations, making amendments where necessary and working with key stakeholders and road users to get their views and work towards making further improvements.

W22

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

Is the council considering making any direct interventions to encourage people to use their cars less frequently or to give them up entirely?

**Reply**

The Council is making several direct interventions to enable people to use their cars less frequently. We currently have over £20m of sustainable transport schemes on-site, including the provision of a network of segregated cycleways to promote all age and ability cycling. We are also working on the design and feasibility of two cross-city bus corridors and five cycleways. Promotion of bus travel through a reduced fare is a measure that is currently being explored.

Our Active Travel Plans officers are also working closely with schools across the city to encourage the use of active modes of travel – walking, cycling, and scooting – for journeys to and from school, which we know are a key trip generator for car-based trips, particularly short trips within our local communities.

We are also planning to renew and expand car club provision in the city to enable short term use of a car by club members, without them needing to own, maintain and store a private vehicle. It has several benefits for individual users, as well as for the city more widely, and the move to shared mobility is a key strand of both Welsh Government and our own transport policy.

W23

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD**

How many trips and falls have been reported in the last five years and how much compensation has been paid out due to defective footways and pavements?

**Reply**

Since 12<sup>th</sup> October 2016, the Council's Insurance Team within the Resources Directorate has received 251 notifications of trips and falls due to defective footways and pavements. During this period, there's been a total of £220,377 paid out in compensation due to defective footways and pavements.

W24	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></b></p> <p>Would the Council dedicate some resource to monitoring the traffic situation around Bro Edern School at the start and end of the school day, with a focus on the service roads that run along Llanedeyrn Road, the bottom of Carisbrooke Way and Lonsdale Road?</p> <p>In conjunction with this, could a meeting be arranged with senior leaders at Bro Edern to discuss methods of alleviating the problems that residents tell us are worsening?</p> <p><b><u>Reply</u></b></p> <p>The Council's Active Travel Schools Team has been working closely with the school to develop its Active Travel Plan. Tackling the traffic issues around the school during the morning and afternoon school peak times is identified in the plan as a key issue to address in order to increase active travel journeys to the school.</p> <p>To start this work off, we are engaging Sustrans to undertake an assessment of conditions on Llanedeyrn Road and in the vicinity of Ysgol Bro Edern. This will include an assessment of the movements and interactions of all transport modes on Llanedeyrn Road during the morning and afternoon school peak times. To inform their assessment, Sustrans will engage with pupils, teachers and the wider school community to help identify key issues and inform the development of solutions. We will ensure that the observations of residents are captured as part of this work. The input of ward members will also be valuable.</p>
W25	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>How many new bus shelters have been constructed each year under this administration?</p> <p>Please can you break down their funding by capital projects, S106 agreements, revenue budget funding and other?</p> <p>Please can you also break down by ward?</p>



**Reply**

<b>No.</b>	<b>Year</b>	<b>Location</b>	<b>Ward</b>	<b>Funding</b>	<b>Additional Comment</b>
1	2018/19	Merthyr Road, Tongwynlais	Whitchurch & Tongwynlais	S106	Junction 32 Bus Service
2	2019/20	Llantrisant Road	Llandaff	Developer	Part of S278 Agreement
3	2019/20	Llantrisant Road	Creigiau & St Fagans	Developer	Part of S278 Agreement
4	2019/20	Llantrisant Road	Creigiau & St Fagans	Developer	Part of S278 Agreement
5	2019/20	Llantrisant Road	Creigiau & St Fagans	Developer	Part of S278 Agreement
6	2019/20	Llantrisant Road	Radyr & Morganstown	Developer	Part of S278 Agreement
7	2019/20	Thornhill Road	Lisvane	Capital	New Cemetery
8	2020/21	Castle Street	Cathays	Capital	City Centre Works
9	2021/22	Wood Street	Cathays	Capital	City Centre Works
10	2021/22	Wood Street	Cathays	Capital	City Centre Works
11	2021/22	Wood Street	Cathays	Capital	City Centre Works

W26

**WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON**

What position is the Monico junction now at on the waiting list of road/pedestrian infrastructure improvement schemes. At the current rate of funding, when will these pedestrian improvements be implemented?

**Reply**

Since you last asked a similar Written Question about this junction back in July 2021, this scheme has moved up from a ranking of 49 to 42 currently on the list of road safety schemes on the future programme. As was explained to you previously, the priority of schemes on this list is determined by an objective method of assessment, which takes into account traffic and pedestrian flows, personal injury collisions over a 5-year period, traffic speed, site layout and policy factors.

	<p>It is not possible to predict when a scheme will be implemented due to many factors (such as the available budget) and the varying site conditions (such as road casualty figures). However, the Council's draft Active Travel Network Plan is currently out to public consultation and includes proposed walking and cycling routes through all arms of the Monico junction. Improvements to the junction could potentially be included as part of a future package of measures to improve these routes.</p>
W27	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HUDSON</u></b></p> <p>What is the total level of compensation in damages paid out from May 2017 to date, as a result of residents tripping or falling over and sustaining injuries due to unsafe pavements and roads?</p> <p><b><u>Reply</u></b></p> <p>From 1<sup>st</sup> May 2017 to 12<sup>th</sup> October 2021, a total of £154,711.82 has been paid out as a result of injuries sustained due to unsafe pavements and roads.</p>
W28	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>I realise that we are still in the middle of consultations and the final routes are still to be decided, but when can the residents of Llandaff, Danescourt and beyond, expect to see the installation started and finished, of the cycling and pedestrian 4.2 Super Highway?</p> <p><b><u>Reply</u></b></p> <p>The current programme for Cycleway 4 Phase 2 shows construction starting in Autumn/Winter 2022 and being completed towards the end of 2023. This is subject to completing the detailed design and public consultation within the current timescales without any major changes and also agreeing land ownership with external stakeholders.</p>
W29	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>As you know I have received a complaint from a Llandaff resident regarding the disruption to service and frequency of Cardiff Bus, especially around the city centre routes. I am mindful that Cardiff Bus is a separate standalone company, and hopefully they will respond to the residents' concerns around delivery and disruption to bus service. In brief the resident says:</p>

*“I feel that Cardiff Council should do much more to support you [Cardiff Bus] in”:*

*(i) “Adding to the frequency of the services you provide, as the lower the frequency in general the fewer people who don't have to use your services will use them”;*

*(ii) “And in, buying more electric buses for your fleet to reduce diesel use and harmful exhaust fumes”.*

*“I should add that - as a car owner who would prefer to use buses where possible - for the sake of the planet and future generations”*

They also ask: What more can the council do to minimise disruption to bus services in and around the city centre and is it the plan that long distance coach services operating from Sophia Gardens will remain there - cast adrift from all other bus and rail services, and do we know when electric buses will come online?

### **Reply**

Only bus operators can increase bus frequencies. The Council can provide infrastructure, such as bus lanes and bus priority measures, to help bus services run more efficiently with the expectation that bus operators will take advantage of the infrastructure and increase bus service frequency.

The Council is making direct interventions to enable people to use their cars less frequently. We currently have over £20m of sustainable transport schemes on-site, including the provision of a network of segregated cycleways to promote all age and ability cycling. We are working on the design and feasibility of two cross-city bus corridors and five cycleways. Promotion of bus travel through a reduced fare is also a measure that is currently being explored.

Sophia Gardens will remain as the base for long-distance coach operations in the short to medium term. Discussions are ongoing with various partners as to a more suitable long-term location in the city centre, with new facilities to the south of Cardiff Central station being considered as a potential option.

Cardiff Bus will be introducing 36 electric buses, which will all enter service by the end of January 2022, following a successful joint bid to the Department for Transport's ULEV Bus Fund.

W30

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

When will we see a car share scheme available in Llandaff and Danescourt and can we expect to see a station/base installed there?

**Reply**

The Council will shortly be undertaking the procurement of a renewed car club scheme for the city, which will provide those that live in, work in, or visit Cardiff with access to a car without having to own a car, providing an alternative to individual car ownership.

The appointed operator for the scheme will be required to expand and improve the provision of this service by providing a fleet of low emission vehicles, identifying further off-street or private locations for the benefit of Cardiff businesses and residents, and proactively expanding the car club membership, as well as widening its geographic area.

Evidence from Cardiff's car club scheme, as well as across the UK, indicates that areas with high demand for on-street parking and good connectivity to other sustainable modes of transport are particularly suitable for locating car club vehicles. The Council will work with the appointed operator and local communities to implement the scheme in the areas which are identified as appropriate locations.