

## **COUNCIL, 17 MARCH 2022 : WRITTEN QUESTIONS**

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

W1	<p data-bbox="279 347 1428 392"><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p data-bbox="279 436 1428 560">Can the council clarify whether there are any legislative or other constraints relating to businesses that may be operating from private residential premises?</p> <p data-bbox="279 604 383 649"><b><u>Reply</u></b></p> <p data-bbox="279 694 1428 817">Planning permission is required for any development, including any material change of use of land, as defined by Section 55 of The Town &amp; Country Planning Act 1990.</p> <p data-bbox="279 862 1428 1075">The use of a dwellinghouse to operate a business would not necessarily result in a material change of use; however, should the activities related to the business have such an effect that they would alter the overall character of the dwelling, then a material change of use requiring planning permission may result.</p> <p data-bbox="279 1120 1428 1288">Such an assessment must be made as a matter of fact and degree based upon the individual circumstances, which may evolve over time. The key test is whether it remains primarily as a home or has become a business premises.</p> <p data-bbox="279 1332 1428 1680">From a regulatory services perspective, businesses operating from residential premises are subject to the same Environmental Health, Trading Standards and Licensing requirements as those businesses being run from commercial premises. Clearly, there will be a difference in scale of the businesses being run from home (common examples might include home caterers, small online sellers etc.); however, provided they are known to Shared Regulatory Services, then the same risk-based intervention principles will apply.</p>
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**CLEAN STREETS, RECYCLING AND ENVIRONMENT**  
**(COUNCILLOR MICHAEL MICHAEL)**

W2

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH**

It was announced recently that from February 14th, recycling facilities will be provided at five hubs across the city. Residents will be able to recycle books, CD's and DVD's; small electrical items; Tetra Packs, print cartridges and household batteries at these hubs and it's hoped that these local facilities will help residents, that don't have access to a car, to recycle their additional waste that isn't collected at the kerbside. If they prove successful, similar facilities will be rolled out to all hubs across the city. If the recycling facilities at the five hubs are a success, will Penylan Library & Community Centre be one of the hubs to get similar facilities?

**Reply**

Small item recycling facilities have been provided in inner city hubs where a higher proportion of residents may not be able to access the main Recycling Centres at Lamby Way and Bessemer Close. We are currently monitoring the service and any concerns in relation to the management of the facilities in the Hubs. There is currently no timetable for expanding the recycling facilities at more Hubs. Factors such as storage capacity need to be considered and the service will work with individual Hub managers to introduce facilities where feasible.

W3

**WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

How many reports of fly tipping have there been in Gabalfa in every year since 2017?

**Reply**

The number of reports of fly-tipping in Gabalfa has more than halved from 169 in 2017/18 to 81 in 2020/21 as shown in the table below:

<b>Year</b>	<b>Number of Fly-Tipping Reports</b>
2017/18	169
2018/19	156
2019/20	153
2020/21	81
2021/22 (up to January 2022)	67

W4

**WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

How many prosecutions for fly tipping have there been in Gabalfa in every year since 2017?

**Reply**

Enforcement Officers regularly monitor the area to tackle waste presentation and fly-tipping issues. Whilst there have been no fly-tipping prosecutions in relation to this area since 2017, a number of Fixed Penalty Notices (FPNs) for fly-tipping have been issued as an alternative to prosecution. Further details of the number of FPNs issued to date for fly-tipping only are provided in the table below. Enforcement officers are also able to issue FPNs for incorrect waste presentation, littering and a range of other waste offences.

<b>Year</b>	<b>FPNs for Fly-tipping)</b>
2017/18	N/A <i>(FPNs for fly-tipping did not exist prior to 2018/19)</i>
2018/19	3
2019/20	1
2020/21	0
2021/22 (to date)	11

W5

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD**

Graffiti appears to be a growing problem in the city, blighting both public and private structures. How is the council intending to address this issue?

**Reply**

The Council will continue to work with South Wales Police to identify the perpetrators of this anti-social behaviour and take associated steps to stop them from continuing the activity. A significant number of graffiti incidents take place on private property in the city and, whilst the Council will support works to remove such graffiti, this requires approval from the property owners.

The Council has adequate resource within Landlord Services to respond to graffiti complaints specifically in relation to the Council's own housing stock and estates, but this resource is limited in terms of dealing with graffiti proactively.

	<p>Additional resource has been provided to enable three 'Love Where You Live' / Blitz Teams to operate city-wide from April 2022 and to support the proactive removal of graffiti from street scene furniture. In addition, the City Centre Cleansing Team continues to proactively remove any graffiti from the City Centre shopping area by working closely with businesses.</p>
W6	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>The rear lanes behind both sides of Whitchurch Road have been affected for years by persistent fly-tipping and related waste issues. Can a more pro-active approach be taken to cleaning and removal of waste in these lanes and additional measures such as signage and CCTV be used to tackle these persistent problems?</p> <p><b><u>Reply</u></b></p> <p>Street Scene Enforcement Officers regularly monitor the area to tackle any concerns and work closely with the Street Cleansing Teams to ensure that waste is searched, removed and the lanes cleared. Additional funding in 2022/23 will allow a dedicated 'Lanes Team' to proactively manage the lanes across Cardiff to promote proactive management of concerns and provide service improvements.</p> <p>CCTV cameras can only be installed where all other enforcement options have been exhausted and cameras can only be used where the offence carries a custodial sentence. Often, reports of fly-tipping are, in fact, incorrect waste presentation or a contribution to littering by local residents, which would not be classed as fly-tipping.</p> <p>The service does have fly-tipping signage and officers will look to place these signs at suitable locations within the lanes in question. These signs inform the public that fly-tippers can be fined up to a maximum of £50,000.</p>
W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>With complaints about missed collections for residents eligible for an assisted lift continuing, what action is the administration taking to rectify a situation that was recently described by a senior officer as "unacceptable"?</p>

**Reply**

Over the next three months, the Council will be undertaking a comprehensive review of the assisted lift service. As part of this review, we will engage with the 3,200 residents who are currently using the service and will use their feedback to help shape an action plan.

In addition, Recycling and Neighbourhood Services are planning to introduce a dedicated resource to monitor the assisted collections service. Officers will also be exploring the technical capabilities of the in-cab operating system to ensure that all assisted lift collections are displayed clearly when entering each street and then recorded by the driver as having been completed.

The outcomes of the implemented action plan will include:

- The completion of a new Equality Impact Assessment;
- A new eligibility criterion, supported by a process to ensure that assisted lift addresses are reviewed regularly;
- A new complaint management process, together with the introduction of a dedicated resource; and
- Digital improvements to the monitoring of collections.

W8

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

Why has Cardiff Council not adopted the approach taken by neighbouring local authorities to provided lidded bins specifically designed for dog waste?

**Reply**

The national guidance on the disposal of dog waste has changed and it is no longer necessary to separate dog waste from other types of household waste. For this reason, dedicated dog waste bins are not required and waste can be disposed of in any available litter bin or your black household bin. The Council made the decision to not provide dedicated lidded dog waste bins for the following reasons:

- There are over 3,000 litter bins across Cardiff which can be used to dispose of dog waste.
- Dog walkers may be confused as to whether they can only place dog waste in specific bins, thereby increasing the likelihood of them not disposing of dog waste appropriately.
- Lidded bins are unhygienic due to the need to lift the lid.

	<ul style="list-style-type: none"> <li>• Lidded bins do not support people being able to see and report a full bin, which can be done simply using the CardiffGov app.</li> <li>• Dog waste and litter is disposed of in the same manner at the energy from waste facility at Trident Park.</li> </ul>
W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>On the 29<sup>th</sup> of July without any notice or consultation with the residents of Danescourt, the Parkland area at the rear of Herbert March Close was fenced off to create attenuation ponds. The work was meant to take 9 weeks. We have been told it'll be the end of April before the work is complete. Can you give assurances it won't be any longer than April as residents want to get their amenity space back?</p> <p><b><u>Reply</u></b></p> <p>The Flood and Coastal Risk Management Team has been in discussions with the developer to determine the reasons for the construction delay. The developer has advised that due to the limited availability of resources and the requirement for dry weather to install aspects of the basin, the completion date has been delayed. Officers will continue to liaise with the developer and have also stressed to the developer the importance of completing the construction of the basin in a timely manner.</p>
W10	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>Can the cabinet member give an update on investigations into the leachates I reported previously that are spilling into the River Taff from the former council tip in Danescourt Woodland, where housing is proposed to be built?</p> <p>The Llandaff rowing club is close to this location, so can you also reassure people that whatever it is spilling into the River Taff in Danescourt is not a danger to people that use the river for leisure, or a danger to the wildlife that live in and on the river?</p> <p><b><u>Reply</u></b></p> <p>The former Radyr Quarry was utilised as a landfill site from 1960 to 1972. Ferruginous groundwater has been percolating under the railway embankment and discharging 30 metres downstream of the old Llandaff Loop railway bridge and into the River Taff since 2001.</p>

The control and management of groundwater movements of historical landfill sites is extremely difficult as they generally occur deep underground before then coming to the surface near a watercourse. The Council is having ongoing discussions with Natural Resources Wales about the related environmental concerns and how this issue can be managed moving forward. The leachate will dilute within the river limiting any health concerns and there have been no known concerns to wildlife or people using the river for leisure purposes.

W11

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

Can you provide the results from the last 3 years of the Air Quality Monitoring in the AQMA in Llandaff, including showing separately the Live AQ monitor results?

**Reply**

The air quality monitoring results for the Llandaff Air Quality Management Area (AQMA) are presented in each Annual Progress Report that the Council is required to publish each year under the requirements of the Local Air Quality Management Regime in accordance with Part IV of the Environment Act 1995. The reports for 2019, 2020 and 2021 can be accessed via the following links:

[Cardiff Council Annual Progress Report 2019](#)

[Cardiff Council Annual Progress Report 2020](#)

[Cardiff Council Annual Progress Report 2021](#)

In terms of the results particular to the Llandaff AQMA, the table below provides the results for the non-automatic Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes that are located within the AQMA. The results show the annual average NO<sub>2</sub> concentration, which is compared against the annual average air quality objective for NO<sub>2</sub>, which is 40 µg/m<sup>3</sup>.

**NO<sub>2</sub> Diffusion Tubes Llandaff AQMA**

Site ID	Name	Annual NO <sub>2</sub> Concentration µg/m <sup>3</sup>
<b>2018</b>		
33	Mitre Place	32.5
99	Cardiff Road Llandaff	31.7
208	2 Llantrisant Road	25.4
212	62 Bridge Road	47.2
<b>2019</b>		
99	Cardiff Road Llandaff	30.8

208	2 Llantrisant Road	25.3
212	Bridge Road	44.9
214	Mitre Place	30.9
<b>2020</b>		
99	Cardiff Road Llandaff	22.8
208	2 Llantrisant Road	18.9
212	62 Bridge Road	33.4
214	Mitre Place	24.8
<b>2021* Provisional Results</b>		
99	Cardiff Road Llandaff	24.5
208	2 Llantrisant Road	20.0
212	Bridge Road	36.4
214	Mitre Place	24.8

In terms of the live monitoring station that was installed within the AQMA, the available results are presented below for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. It should be noted that since installation in early 2020 the device has suffered from a number of operational issues and, as such, the data capture has been poor. Officers from Shared Regulatory Services have been addressing the performance issues with the supplier to ensure that robust data sets can be obtained. The monitor has now been fully serviced and repaired by the supplier, and it will shortly be reinstalled following final quality assurance procedures.

Date	NO2	PM10	PM2.5	Units
13/01/2020 00:00		16.108	9.394	µg/m <sup>3</sup>
14/01/2020 00:00		14.197	8.136	µg/m <sup>3</sup>
15/01/2020 00:00	16.4	13.272	7.197	µg/m <sup>3</sup>
16/01/2020 00:00	17.6	16.293	9.397	µg/m <sup>3</sup>
17/01/2020 00:00	24.9	10.632	6.53	µg/m <sup>3</sup>
18/01/2020 00:00	37.6	14.54	10.032	µg/m <sup>3</sup>
19/01/2020 00:00	36.7	15.911	13.489	µg/m <sup>3</sup>
20/01/2020 00:00	41.1	17.695	16.032	µg/m <sup>3</sup>
21/01/2020 00:00	33.7	74.198	14.248	µg/m <sup>3</sup>
14/02/2020 00:00	23	20.082	10.876	µg/m <sup>3</sup>
16/02/2020 00:00	14.1	17.949	10.721	µg/m <sup>3</sup>
17/02/2020 00:00	17.6	17.766	10.414	µg/m <sup>3</sup>
18/02/2020 00:00	17.4	15.618	9.029	µg/m <sup>3</sup>
19/02/2020 00:00	22.1	17.185	9.857	µg/m <sup>3</sup>
20/02/2020 00:00	18.1	10.397	5.757	µg/m <sup>3</sup>
21/02/2020 00:00	16.4	20.536	12.263	µg/m <sup>3</sup>
22/02/2020 00:00	16.4	27.135	16.785	µg/m <sup>3</sup>
23/02/2020 00:00	20.6	13.433	7.87	µg/m <sup>3</sup>
24/02/2020 00:00	17.6	15.329	8.539	µg/m <sup>3</sup>



25/02/2020 00:00	22.5	10.986	6.23	µg/m <sup>3</sup>
26/02/2020 00:00	24.2	12.172	6.623	µg/m <sup>3</sup>
27/02/2020 00:00	27	12.688	6.878	µg/m <sup>3</sup>
28/02/2020 00:00	27.9	15.478	7.881	µg/m <sup>3</sup>
29/02/2020 00:00	15.5	14.285	8.036	µg/m <sup>3</sup>
01/03/2020 00:00	21.8	13.637	8.143	µg/m <sup>3</sup>
02/03/2020 00:00	23.7	10.411	6.526	µg/m <sup>3</sup>
03/03/2020 00:00	28	15.196	8.478	µg/m <sup>3</sup>
04/03/2020 00:00	38	12.22	8.602	µg/m <sup>3</sup>
05/03/2020 00:00	26.1	13.185	12.769	µg/m <sup>3</sup>
06/03/2020 00:00	28.4	13.695	10.704	µg/m <sup>3</sup>
07/03/2020 00:00	21.4	22.79	14.292	µg/m <sup>3</sup>
08/03/2020 00:00	16.3	15.174	8.766	µg/m <sup>3</sup>
09/03/2020 00:00	19.7	16.927	9.937	µg/m <sup>3</sup>
10/03/2020 00:00	17.1	10.208	5.857	µg/m <sup>3</sup>
11/03/2020 00:00	16.8	11.527	6.486	µg/m <sup>3</sup>
12/03/2020 00:00	17.2	16.23	9.759	µg/m <sup>3</sup>
13/03/2020 00:00	26.8	16.949	9.807	µg/m <sup>3</sup>
14/03/2020 00:00	20.4	14.882	8.067	µg/m <sup>3</sup>
15/03/2020 00:00	20.1	10.337	5.497	µg/m <sup>3</sup>
16/03/2020 00:00	22.8	13.033	7.29	µg/m <sup>3</sup>
17/03/2020 00:00	22.1	11.364	5.941	µg/m <sup>3</sup>
18/03/2020 00:00	21.8	8.893	4.671	µg/m <sup>3</sup>
19/03/2020 00:00	25.5	11.06	7.213	µg/m <sup>3</sup>
20/03/2020 00:00	21.3	9.47	5.279	µg/m <sup>3</sup>
21/03/2020 00:00	18.5	11.405	5.854	µg/m <sup>3</sup>
22/03/2020 00:00	20.2	11.276	8.041	µg/m <sup>3</sup>
23/03/2020 00:00	27.8	16.103	9.978	µg/m <sup>3</sup>
24/03/2020 00:00	27.3	17.074	13.258	µg/m <sup>3</sup>
25/03/2020 00:00	29.3	19.382	16.432	µg/m <sup>3</sup>
26/03/2020 00:00	23.6	22.689	21.141	µg/m <sup>3</sup>
27/03/2020 00:00	20.8	24.008	21.902	µg/m <sup>3</sup>
28/03/2020 00:00	17.6	13.777	11.225	µg/m <sup>3</sup>
29/03/2020 00:00	16.2	10.125	5.367	µg/m <sup>3</sup>
30/03/2020 00:00	19.7	9	5.164	µg/m <sup>3</sup>
31/03/2020 00:00	20.2	9.596	5.549	µg/m <sup>3</sup>
01/04/2020 00:00	22.5	9.599	7.326	µg/m <sup>3</sup>
02/04/2020 00:00	18.8	14.469	8.644	µg/m <sup>3</sup>
03/04/2020 00:00	19.3	10.336	6.822	µg/m <sup>3</sup>
04/04/2020 00:00	20.3	13.013	10.217	µg/m <sup>3</sup>
05/04/2020 00:00	19.1	10.882	7.466	µg/m <sup>3</sup>
06/04/2020 00:00	17.4	17.06	8.927	µg/m <sup>3</sup>
07/04/2020 00:00	24.7	12.845	8.04	µg/m <sup>3</sup>
08/04/2020 00:00	28.5	11.398	7.985	µg/m <sup>3</sup>

09/04/2020 00:00	30.7	20.703	20.294	µg/m <sup>3</sup>
10/04/2020 00:00	22.4	19.027	19.423	µg/m <sup>3</sup>

Date	NO2	PM10	PM2.5	Units
03/03/2021 00:00	23.6			µg/m <sup>3</sup>
04/03/2021 00:00	16.1			µg/m <sup>3</sup>
05/03/2021 00:00	10.1	6.756	3.501	µg/m <sup>3</sup>
06/03/2021 00:00	16.5	7.928	5.405	µg/m <sup>3</sup>
07/03/2021 00:00	14.9	11.027	11.082	µg/m <sup>3</sup>
08/03/2021 00:00	14.2	13.244	13.47	µg/m <sup>3</sup>
09/03/2021 00:00	19.8	13.472	12.477	µg/m <sup>3</sup>
01/04/2021 00:00	0.1	19.323	10.64	µg/m <sup>3</sup>
12/04/2021 00:00	22.6	23.581	10.997	µg/m <sup>3</sup>
13/04/2021 00:00	30.9	13.501	8.691	µg/m <sup>3</sup>
14/04/2021 00:00	25.2	11.128	7.657	µg/m <sup>3</sup>
02/06/2021 00:00	24.1	9.407	7.155	µg/m <sup>3</sup>
03/06/2021 00:00	17.6	12.447	9.674	µg/m <sup>3</sup>
04/06/2021 00:00	14.2	8.62	5.06	µg/m <sup>3</sup>
05/06/2021 00:00	14.5	7.29	4.965	µg/m <sup>3</sup>
06/06/2021 00:00	19	6.729	5.101	µg/m <sup>3</sup>
07/06/2021 00:00	16.5	7.329	5.624	µg/m <sup>3</sup>
08/06/2021 00:00	16	8.587	5.557	µg/m <sup>3</sup>
09/06/2021 00:00	20.6	9.29	6.362	µg/m <sup>3</sup>
10/06/2021 00:00	20.5	5.959	3.948	µg/m <sup>3</sup>
11/06/2021 00:00	16.8	7.574	5.216	µg/m <sup>3</sup>
12/06/2021 00:00	14.5	10.946	6.962	µg/m <sup>3</sup>
13/06/2021 00:00	22.1	7.34	5.001	µg/m <sup>3</sup>
14/06/2021 00:00	19.6	10.918	6.265	µg/m <sup>3</sup>
15/06/2021 00:00	19.3	11.965	6.438	µg/m <sup>3</sup>
16/06/2021 00:00	18.6	12.718	7.485	µg/m <sup>3</sup>
26/06/2021 00:00		5.851	4.145	µg/m <sup>3</sup>
27/06/2021 00:00		8.339	7.817	µg/m <sup>3</sup>
28/06/2021 00:00	17.4	6.428	5.194	µg/m <sup>3</sup>
29/06/2021 00:00	16.2	9.39	8.399	µg/m <sup>3</sup>
30/06/2021 00:00	19.9	21.677	15.726	µg/m <sup>3</sup>
01/07/2021 00:00	15.7	14.099	13.408	µg/m <sup>3</sup>
02/07/2021 00:00	15	10.884	9.79	µg/m <sup>3</sup>
21/07/2021 00:00	59.9	15.89	8.363	µg/m <sup>3</sup>
22/07/2021 00:00	56.9	14.134	9.16	µg/m <sup>3</sup>
23/07/2021 00:00	34.3	12.467	8.302	µg/m <sup>3</sup>
24/07/2021 00:00	26.7	10.878	8.845	µg/m <sup>3</sup>
25/07/2021 00:00	25.4	9.734	8.257	µg/m <sup>3</sup>
26/07/2021 00:00	38	14.008	9.909	µg/m <sup>3</sup>
27/07/2021 00:00	29.7	12.969	9.811	µg/m <sup>3</sup>

	20/09/2021 00:00	4.7	5.893	3.039	µg/m <sup>3</sup>
	22/09/2021 00:00	14.3	5.215	3.304	µg/m <sup>3</sup>
	23/09/2021 00:00	7.8	4.86	2.802	µg/m <sup>3</sup>

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

W12	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What assessment has the council made of the impact of the loss of Maindy Velodrome on the income and future of Maindy Leisure Centre?</p> <p><b><u>Reply</u></b></p> <p>We have been working on plans for the new Cathays High School proposal with the Council's School Organisation Planning (SOP) Team and with our facility operator, GLL.</p> <p>It is standard procedure to carry out due diligence on such a scheme and we have completed the exercise on loss of income based on previous years, excluding Covid-19 operating years. We have also taken into account the savings that will be made on maintenance and utilities for the existing cycle track. The outcome does not put the operating budget for the Maindy Centre at risk. It is a manageable deficit and is also underpinned by the performance of other centres in the contract with GLL, including the savings made by the new operating model at Pentwyn Leisure Centre.</p> <p>The enhanced facilities for community use at the new school will potentially have a positive impact on gym, pool and general memberships for GLL at the Maindy facility, with a new customer base being attracted to the site which, in turn, will improve the income model for the Maindy Centre.</p>
W13	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR NAUGHTON</u></b></p> <p>Has an assessment of number of trees lost in last month's storms been undertaken?</p> <p>In addition, will the council ensure they are replaced in the</p>

	<p>communities where they were lost and in the same numbers?</p> <p><b><u>Reply</u></b></p> <p>Yes, an assessment was undertaken following last month's storms and I can confirm that a total of 49 trees were lost. By the time that the current season's planting programme closes at the end of this month, I anticipate that a total of 16,000 trees will have been planted across Council landholdings in the city. Tree planting locally will exceed the tree numbers lost locally.</p>
W14	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Is the council any further forward in deciding whether or not it will take forward plans to de-silt Roath Park Lake?</p> <p><b><u>Reply</u></b></p> <p>As confirmed previously in responses to Written Questions and liaison with local ward members, consideration will be given to a de-silting exercise as part of the overall scheme of works to Roath Park Dam, for which we have allocated money in the current Capital Programme. Local ward members will continue to be updated on the development of the detailed scheme at the appropriate junctures.</p>
W15	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>On a number of occasions, I have asked for the Lake to be dredged to address silting problem. Will the additional funds to Parks allow for this worsening long term problem be addressed?</p> <p><b><u>Reply</u></b></p> <p>I refer you to the answer provided in reply to the previous question (W14).</p>

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

W16

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN**

Councillor Merry previously responded to a written question from Councillor Molik indicating that it was proposed to deliver the expansion of Cardiff High School by September 2023. When can we expect to see plans for how the expansion might be delivered, and does the council still believe it can be in place by that date?

**Reply**

The proposed expansion of Cardiff High School is contained within Cardiff's £284m 21<sup>st</sup> Century Schools Band B Programme, which started in April 2019.

Members have been consistently advised that owing to the scale and number of proposed projects in the programme, the delivery of the schemes was to be undertaken in batches over the timespan of the programme.

Proposals for replacing Fitzalan, Cantonian and Willows High Schools were brought forward as priority, as mandated by the Welsh Government, on the basis of their Category D condition. More recently, proposals for Cathays High School have been brought forward, which will support the expansion of the mainstream places in the school by 2.5 forms of entry, as well as an increased number of specialist places for pupils with Additional Learning Needs through the expansion of the Specialist Resource Base from 16 places to 50 places.

The proposed expansion of Cardiff High School continues to form part of our 21<sup>st</sup> Century Schools programme. The proposal set out in the Band B Programme is to increase the number of places at entry to Cardiff High School from 240 places (eight forms of entry) to 300 places (ten forms of entry). This would require the Council to undertake a full statutory consultation in accordance with the requirements of the School Organisation Code, and consultation would be undertaken with all relevant stakeholders who may be affected by proposals, including parents and local residents.

I anticipate that Band B investment proposals for Cardiff High School will be brought forward in the 2022/23 school year.

W17

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

The catchment high school for Pontprennau Primary is Llanishen High School, which is oversubscribed. Can the Cabinet Member provide an update on the number of children offered a place at Llanishen High who reside in Pontprennau and Old St Mellons, and how many were refused a space?

**Reply**

In Round 1 of the annual secondary school places allocation process, 54 children residing in Pontprennau applied for a place at Llanishen High School. Of these, 35 were allocated a place; 18 secured a place in a school for which they had expressed a higher preference, and 1 was refused as they did not prove residency. All children who live within the catchment area for Llanishen High School and who showed residency received a place at the school.

As you will be aware, Old St Mellons is within the catchment area for Eastern High and not Llanishen High. Despite this, 15 children residing in Old St Mellons applied to Llanishen High School. Of these, 5 secured places in a school for which they had expressed a higher preference, 1 was offered a place as they have a sibling at the school, and 9 were refused and remain on the waiting list.

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

W18

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

What sums over the past 3yrs have been written off by the Council as bad debt, such as non domestic rates, Council Tax or other debts due to the Council?

Please provide a global breakdown for each year and list individuals/organisations where the debt written off exceeds £10,000.

**Reply**

For the last three full financial years, the amount of debt written off was as follows:

<b>Financial Year</b>	<b>Council Tax</b>	<b>Non-Domestic Rates</b>	<b>Accounts Receivable</b>
2018/19	£735,098	£3,133,101	£211,079
2019/20	£1,044,261	£1,653,167	£157,169
2020/21	£865,811	£339,862	£117,896

Council Tax collection rates are monitored very closely and compare well to other Local Authorities. Ultimately, in excess of 98.5% is routinely collected by the Council.

I am unable to provide details of debts relating to individuals as these are deemed to be personal data and are therefore subject to disclosure rules provided by the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

The Council has also deemed that the disclosure of individual Non-Domestic Rate (NDR) write-offs are exempt from publication by virtue of paragraph 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972.

Furthermore, we do not routinely hold statistics for debts above £10,000, but records are available of NDR write-offs exceeding £50,000 and I can confirm that these were as follows:

2018/19 = 8 write offs totalling £921,568  
 2019/20 = 6 write offs totalling £464,201  
 2020/21 = None

W19

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

We are celebrating achievements of women this month. Has the council managed to reverse growth & close the gender pay gap?

**Reply**

I am pleased to confirm that, for the first time, the mean average hourly rate paid by the Council to women workers (£15.83) was higher than that paid to men (£15.33). The median hourly rate (the middle mark of all the salary bands paid to staff) also shows an improved position, with a reduction in the Gender Pay Gap from 6.85% to 6.38%. This shows that the gap in the median is narrowing, but the median hourly rate is still higher for men (£14.11) than for women (£13.21).

The mean hourly rate shows a reversal of the pay gap from 2.56% in

favour of men in 2020 to -3.26% in 2021, meaning this measure shows a pay gap in favour of women, with a difference of £0.50 per hour.

	2020 Mean Hourly Rate £	2021 Mean Hourly Rate £
<b>Male</b>	14.04 Grade 6	15.33 Grade 7 Increase of £1.29
<b>Female</b>	13.68 Grade 6  Pay Gap -£0.36	15.83 Grade 7 Increase of £1.15 Pay Gap +£0.50
<b>Pay Gap</b>	2.56%	-3.26%

	2020 Median Hourly Rate £	2021 Median Hourly Rate £
<b>Male</b>	12.85 Grade 5	14.11 Grade 6 Increase of £1.26
<b>Female</b>	11.97 Grade 5  Pay Gap -£0.88	13.21 Grade 6 Increase of £1.24 Pay Gap -£0.90
<b>Pay Gap</b>	6.85%	6.38%

Using the formula specified by national government and based on data at 31<sup>st</sup> March 2021, both the mean and median hourly rates have increased for men and women and each fall within a higher grade on the Council's pay scales compared to the previous year.

It should be noted that there are many factors that influence the Gender Pay Gap each year. Research studies show that the gender pay gap is a longstanding phenomenon and its causes are complex.

Social pressures and norms influence gender roles and often shape the types of occupations and career paths that men and women follow and, therefore, their level of pay. Women are also more likely than men to work part-time and to take time out from their careers for family reasons and, although the Council pays part-time workers the same hourly rate as full-time workers; in general, part-time working opportunities are more readily available in lower graded posts.



There will be changes from year to year and these will very much depend on the extent to which the demographic of the workforce changes, for example, changes in the number of male or female employees at different grades, or changes to additional allowances paid to employees, including the use of market supplements, which we are paying to employees in social worker posts.

It is also influenced by personal decisions taken by employees, for example the number of employees accessing salary sacrifice schemes, such as the purchase of additional days leave, which has a bearing on the gender pay gap calculation.

Another consideration in 2020/21 was that the Covid-19 pandemic impacted on the number of employees that were included in the gender pay calculations. This was because there was a reduction in payments such as relief cover, events and performances.

Notwithstanding the demographics that change from year to year, since 2012, the Council has had in place a robust Job Evaluation process to determine the grades of jobs. We also have a Single Status pay agreement which removed enhancements attached to roles that were traditionally occupied mainly by male employees; as well as a range of family friendly policies, such as flexible working arrangements.

The Council believes that all employees should be rewarded fairly and without discrimination for the work that they do, and it's great to see that women employed by the Council are closing the gender pay gap on their male counterparts. This position is set out in more detail within the report on the annual Pay Policy Statement, which is being considered by Council this month.

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

W20

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH**

Plasnewydd Councillors have allocated funding from developers' section 106 contributions on solar panels for St Peters Community Hall. Could you provide an update on the progress of this project?

	<p><b><u>Reply</u></b></p> <p>I am pleased to confirm that the solar panels have been installed and the St Peters Hall committee has reported that they are resulting in electricity savings for the organisation, which is great news, particularly at a time when energy costs are increasing sharply.</p>
W21	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>Can the Cabinet Member provide an update to Councillors on the Council's policy and protocol in respects to providing housing for convicted sex offenders?</p> <p><b><u>Reply</u></b></p> <p>Cardiff Council does not have a single policy on accommodation provision for convicted sex offenders. This class of offender is dealt with as part of our statutory duties under various legislation in the following areas:</p> <ul style="list-style-type: none"> <li>• Homelessness (Housing Act Wales 2014) – Local Authorities have a duty to review homelessness in their area, develop a strategy to prevent homelessness and provide help for people who are homeless or threatened with homelessness.</li> <li>• Allocations (Common Exclusion Policy) – anyone applying for accommodation in Cardiff who has a criminal offence is subject to the Common Exclusion Policy. This may result in exclusion from the housing waiting list.</li> <li>• MAPPA (Multi Agency Public Protection Arrangements) – the Council has a duty to cooperate with MAPPA by virtue of section 325(3) of the Criminal Justice Act 2003, Section 17 of the Crime and Disorder Act 1998 and Article 8 of the Human Rights Act 1998. The Council works with MAPPA in our area to help to reduce the re-offending behaviour of sexual and violent offenders in order to protect the public, including previous victims, from serious harm.</li> </ul>
W22	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS</u></b></p> <p>Can the Cabinet Member provide a list of sites currently under consideration by the Council for use as a 'gypsy and traveller transient site'?</p>

**Reply**

Transient or transit sites are best located on major transport corridors, such as the M4 motorway, where they are easy to access for Gypsy and Traveller families both visiting and passing through the region. For this reason, the benefits of taking a regional approach when considering this issue is recognised within Welsh Government guidance relating to this matter.

Given this, we are currently working jointly with other local authorities in the South East Wales region on this matter. A brief is currently being drafted that will enable a study to be commissioned on the provision of transit sites across the region. It is proposed that the study will:

- identify current provision and unmet regional need for transient pitches;
- recommend suitable broad areas for future accommodation to meet the unmet regional need based on known transit patterns and routes; and
- recommend how the ongoing need for transient pitches can be monitored on a regional basis.

W23

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

Cyncoed & Lakeside no longer have a post office service. It was suggested that perhaps Rhyd-Y-Penau library hub could host a post office counter – is this something that could be considered?

**Reply**

As Members will be aware, Rhydpennau Hub has recently undergone extensive refurbishment with the support of over £0.5million in funding from the Integrated Care Fund and the Welsh Government's Culture Division. The grant funding was allocated on the basis of the Council's commitment to improve the building infrastructure and transform it into an integrated community well-being facility that provides a range of well-being and independent living services in an open, welcoming and informal environment.

The new facility opened in September 2021 and the response to the improved provision from the local community has been very positive, with space in the building being exceptionally well used, particularly by those most in need of access to social groups.

Unfortunately, given both the space and security requirements of post office counter services, it is not possible to deliver such a provision without significant negative impact on those key hub services around which the new facility has been designed.

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

W24

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WILLIAMS**

How much money has the Council borrowed to fund the purchase of the Red Dragon Centre in pursuit of delivering an indoor arena?

What is the total level of financial exposure to the Cardiff Council Tax payer in respects to the indoor arena project?

**Reply**

The Councillor will be well aware that the detail relating to the acquisition costs of the Red Dragon Centre is confidential and will remain confidential until the Council completes the regeneration proposals for the site. This position was confirmed previously in my reply to a similar question in July 2021.

The Indoor Arena will be delivered through a public-private partnership with the Live Nation/OVG consortium. The Council will provide the finance for the development up to an agreed cap, with Live Nation/OVG committing to provide the revenue to service the debt, secured through a long-lease agreement. Live Nation/OVG will also be responsible for funding any increase in costs over and above the agreed Council cap, including any increases arising from inflation. This commitment from Live Nation/OVG has been underpinned by a parent company guarantee from Live Nation Entertainment Inc, a global company with a circa £12bn annual turnover, which gives the Council strong confidence that the finances will be fully repaid as agreed.

The specific details of how much the project will cost remains confidential at this stage because the consortium is in the process of negotiating contracts to deliver the project.

W25	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>Cardiff Town Centre is being suffocated by empty premises &amp; poor transport infrastructure; whilst we see new businesses come, it isn't long before they close &amp; go. What can be done to improve footfall &amp; business at our capital city Town centre &amp; make it vibrant once again?</p> <p><b><u>Reply</u></b></p> <p>The Councillor will be aware that, in January, Cabinet approved its City Centre Recovery Action Plan, which was a comprehensive report that outlined the steps the Administration intends to take to support the city centre as it recovers from the pandemic.</p> <p>The plan, entitled 'Greener, Fairer, Stronger', recognises that the post-pandemic world will impact on city centres as trends relating to online shopping and hybrid working are accelerated. Nonetheless, the latest data highlights that footfall has quickly returned to pre-pandemic levels. Indeed, over the past five years, a period covering the pandemic, there has also been a net increase in the number of business units in the city centre.</p> <p>This has been supported in part by the Council's investment in city centre management over this period, but is also down to the confidence the private sector has in Cardiff. In recent months we have seen a range of new independent businesses open, whilst a number of developers are progressing plans for major sites in the city centre, including House of Fraser, the Capitol Centre and new plans for the Castle Courtyard.</p>
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**STRATEGIC PLANNING AND TRANSPORT**  
**(COUNCILLOR CARO WILD)**

W26	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></b></p> <p>The Council is proposing further improvements to City Road in Plasnewydd. How much has the Council spent improving City Road this Council term?</p> <p><b><u>Reply</u></b></p> <p>Section 106 contributions totalling £103,500 have been spent on footway/highway improvements along City Road in the current Council term. Alongside this, two student accommodation</p>
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	<p>developments at 11-13 City Road and 199-209 City Road have also delivered highway/footway improvements outside their respective sites.</p>
W27	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DE'ATH</u></b></p> <p>Would the Council commit to exploring the possibility of installing 'bee bus stops' along City Road as part of the planned improvement works?</p> <p><b><u>Reply</u></b></p> <p>The proposed improvement works are currently looking to upgrade four pedestrian crossing facilities along City Road and the physical extent of these works does not include any existing bus shelter sites. We would however look to explore the possibility of installing 'bee friendly' bus stops along City Road as part of future phases of the improvement works project.</p>
W28	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>Pedestrians and cyclists often find themselves soaked during heavy rain along North Road near St Joseph's Primary School or at the Gabalfa Clinic on North Road. Will the council undertake an inspection to identify what remediation work needs to be carried out?</p> <p><b><u>Reply</u></b></p> <p>An assessment will be undertaken within the next few weeks to ascertain the extent of the ponding and determine what remedial work is required. Local ward members will be updated accordingly in due course.</p>
W29	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>Has any consideration been given to adopting measures similar to those recently announced at Crystal Glen, Wavell Close, and Fishguard Road to prevent rat running on Clodien Avenue in the Gabalfa ward?</p> <p><b><u>Reply</u></b></p> <p>The trial scheme in Fishguard Road in the Llanishen ward is an experiment, which will need to be monitored and, if successful, this may then be used as a model and rolled-out at other locations in the</p>

	city where similar problems are experienced.
W30	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Can the council confirm if it still intends to introduce resident parking changes related to the Cycleway 1.2 before any construction work on Allensbank Road is started?</p> <p><b><u>Reply</u></b></p> <p>We intend to run the parking installation alongside early enabling and facilitation works along small sections of Allensbank Road to the south of the A48 only. Once these two elements have been completed, all the parking on the cemetery side of the road will be removed and replaced with a stepped cycleway.</p> <p>Letters advising residents of the implementation phases of the parking scheme have been drafted and will be delivered at an appropriate point prior to the parking scheme going live. Residents will also receive a letter outlining the changes to the permit scheme from street-specific to zonal so they are notified and prepared in advance of the changes.</p>
W31	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Whilst the council encourages alternatives to car travel, many residents that try to use our buses are deterred by poor infrastructure. For example, several bus stops on North Road (Gabalfa Clinic or St Joseph's School) lack shelter, and often water pooling sees waiting passengers drenched by passing vehicles. What is the council doing to address issues at bus stops such as these and improve the experience for passengers?</p> <p><b><u>Reply</u></b></p> <p>The bus stop locations in question on North Road have insufficient footway widths to accommodate bus shelters. In addition, the Gabalfa Clinic stop is located on a shared footway/cycleway, which further reduces the footway available to locate a shelter. However, officers will look again at possible alternative locations for this stop, which may be able to support the provision of a shelter.</p> <p>As confirmed in my earlier reply to the Written Question (W28) from your ward colleague, Councillor Taylor, an assessment of the carriageway on this section of North Road will be undertaken within the next few weeks to ascertain the extent of the ponding and</p>

	<p>determine what remedial work is required. Local ward members will be updated accordingly in due course.</p>
W32	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>When will the council introduce new measure to reduce traffic speeds on Llantarnam Road and adjoining streets, a long-standing concern to local residents?</p> <p><b><u>Reply</u></b></p> <p>Officers have reviewed traffic speeds on Llantarnam Road and concluded that the problems are not sufficiently serious to warrant this location being made a priority at this time for the introduction of engineering measures to reduce vehicle speeds. Unfortunately, similar problems with reports of speeding occur in many locations across the city. Whilst we fully understand why residents are concerned about these problems, it is important that the Council targets its resources responsibly and gives priority to dealing with those locations in the city where the most serious problems are occurring.</p> <p>Speed enforcement is also a matter for the Police and the Council has no powers in this respect. In Wales, enforcement is undertaken by GoSafe; however, due to the layout of Llantarnam Road, it is unlikely that GoSafe will be able to undertake enforcement activity using their safety camera vans.</p> <p>This location may be suitable for a Community Speed Watch site and GoSafe is currently seeking more community volunteers to take part in this campaign. Further information can be found on the GoSafe website (<a href="http://www.gosafe.org.uk">www.gosafe.org.uk</a>), where it is also possible to submit a request for this location to be considered as part of the Community Speed Watch campaign.</p>
W33	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR NAUGHTON</u></b></p> <p>With Welsh Government and Newport Council funding free bus travel in the month of March in Newport. Would it be possible for Cardiff to do something like this in the future?</p>



**Reply**

I'm pleased to say that approximately 85,000 bus journeys were made as part of the Council's £1 bus promotion scheme, which ran from 3<sup>rd</sup> to 16<sup>th</sup> December 2021.

The results of the online feedback survey suggest that the scheme was good value for money, attracted new bus users and also encouraged bus users to return to using services in the city. Overall, 88% of survey respondents supported similar bus fare promotions in the future.

We are currently working with bus operators, Welsh Government, Transport for Wales and key stakeholders to identify the scope of a future discounted bus fares scheme in Cardiff.

W34

**WRITTEN QUESTION FROM COUNTY COUNCILLOR  
NAUGHTON**

Parking is a major problem around schools in Pentwyn and Llanedeyrn and can cause safety issues at drop off and pick up times. Can the council review what additional steps can be taken to help resolve this problem?

**Reply**

The Council is committed to increasing sustainable travel in Cardiff and officers are engaging with every school in the city to support the development and implementation of School Active Travel Plans. These plans tie together a number of activities and actions that are designed to encourage and enable children to travel actively to school, including pedestrian and cycle training and the provision of bike sheds and scooter parking. Making the streets around schools safer for active school journeys is also crucially important and we are developing a programme of schemes to help achieve this.

Unfortunately, this a city-wide problem and many schools experience similar problems with traffic and parking during school drop-off and pick up times. To address these issues, we are working to develop a programme of schemes – including additional parking restrictions, engineering measures and behavioural change strategies – that we will seek to deliver on a rolling year-on-year basis with funding that we secure from the Welsh Government's Active Travel Fund and

	<p>other governmental grant schemes. The large number of schemes which are likely to feature in this programme will need to be prioritised according to set criteria that we are currently developing.</p>
W35	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>When can residents living in the streets around Howardian Primary School now expect that measures might be able to be in place that could mitigate against problem parking at the start and end of the school day despite funding previously having been secured to deliver a scheme in the 2021-22 financial year?</p> <p><b><u>Reply</u></b></p> <p>Officers are currently finalising materials to support engagement with residents on options for addressing problems with traffic and parking associated with Howardian Primary School.</p> <p>Initially, we had intended to implement a School Street on Hammond Way; however, further investigative work highlighted that this would not be technically feasible. As a result, other options were explored subsequently in order to tackle the traffic and parking issues.</p> <p>One of main challenges with this location is that if access or parking is only restricted on Hammond Way, then traffic and parking is likely to be displaced into other streets. Therefore, any solution will need to include measures on Hammond Way (and its side roads) and other neighbouring streets.</p> <p>Engagement with residents will be carried out as soon as possible following the forthcoming pre-election period and council elections on 5 May 2022 and, depending on the outcome of this engagement, it is highly likely that Traffic Regulation Orders will need to be prepared for the implementation of any interventions. The timescale for delivering these will depend upon the outcome of the engagement in terms of which option(s) are supported by residents and the amount of further technical work required to amend and finalise the proposals prior to making any Traffic Regulation Orders.</p> <p>I want to assure you and local residents that officers will make every effort to put appropriate measures in place as quickly as possible following May's elections.</p>

W36	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>What action can the council take to stop people parking on the grass verges adjacent to the access roads in Llanedeyrn Road?</p> <p><b><u>Reply</u></b></p> <p>The Council receives many requests to protect grass verges and, unfortunately, we are unable to prevent parking on every verge in the city through the introduction of a Traffic Regulation Order. Where safety is a problem, verges can be protected by introducing double yellow lines on the highway; however, it should be emphasised that these are only put in for safety reasons.</p>
W37	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Why has the council still not advanced plans to replace the road narrowings in Ty Draw Road with tabled crossings despite past indications to residents and ward councillors that this could be done, and when might residents now expect this could be delivered?</p> <p><b><u>Reply</u></b></p> <p>Officers have been extremely busy focusing on delivering priority grant funded projects and, alongside Covid related issues, this has delayed the progress of the Ty Draw Road project. As part of the development of the Roath Park Cycle Route project, consideration will be given to Ty Draw Road, which may include the removal of the priority narrowings and replacement with alternative traffic management measures, together with facilities to promote active travel and access to sustainable transport. We will, of course, engage with local ward members when the proposals for the wider route are brought forward.</p>
W38	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS</u></b></p> <p>Does the council have a role in inspecting the work after the installation, for example, of fibre broadband connections to ensure that the road surface is returned to its original condition as far as possible?</p> <p>What powers does the council have where such work is unsatisfactory?</p>

**Reply**

Following works by statutory undertakers (i.e. utility and telecommunication companies) within the adopted highway, the Council's Network Management Team undertakes inspections in line with The New Roads and Streetworks Act 1980. All statutory undertakers have a duty to reinstate their works to a satisfactory standard, which need to comply with the Reinstatement Code of Practice.

If any reinstatement works by statutory undertakers do not comply with this standard, a defect will be issued by the inspector, who will request reinstatement works are to be rectified in a timely manner. If there is an area of concern, the team can be requested to review reinstatement prior to the works being completed, which would then lead to an inspection being undertaken.

W39

**WRITTEN QUESTION FROM COUNTY COUNCILLOR HOPKINS**

In the context of the council's Welsh language policy, can the administration clarify whether there is now an expectation that development companies responsible for housing developments are required to use Welsh language place names for the overall location of each development as well as street names within each development?

**Reply**

The Council's [Street Naming Policy](#) in relation to new street names is to adopt a Welsh name that is consistent with the local heritage and history of the area. It seeks to ensure that the naming of streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked playing an important role in delivering 'A Wales of vibrant culture and thriving Welsh Language', which is one of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015. The Policy further highlights the expectation that developers work with the Council to identify naming schemes with an appropriate historical and local context in line with the policy on naming.

The Council also has a Street Names Panel, including external expertise, which facilitates, advises on and suggests options for all naming matters concerning new developments. This approach is being put into practice within the Plasdŵr development in Cardiff.

	<p>More broadly, this approach to street naming forms an integral part of the Council's Bilingual Cardiff Strategy and vision for Cardiff to be a truly bilingual city.</p>
W40	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>There's a feeling amongst residents many of whom welcome the reduction to 20mph, especially around schools. With proposals for the default 20mph roll out across the city, residents are asking me, will the speed cushions along main roads be removed when the default is introduced?</p> <p><b><u>Reply</u></b></p> <p>There are no current plans to remove traffic calming features when the default 20mph speed limit is introduced.</p>
W41	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>The new crossing on Western Avenue and the speed reduction has been installed a year. Residents are still of the opinion that the speed of vehicles is still a concern. When will you install the VAS vehicle activated speed signs and when will you undertake another report into the speed of traffic along Western Avenue?</p> <p><b><u>Reply</u></b></p> <p>The most recent speed monitoring survey on Western Avenue was carried out in November 2021. The results of this survey showed that there has been a reduction in traffic speed following the introduction of the 30mph speed limit. For example, near to the junction with Caewal Road, there has been a 4mph drop in the 85<sup>th</sup> percentile traffic speeds during the school afternoon peak hour. The average is now 33.5mph, down from 37.7mph.</p> <p>As you will be aware, speed enforcement is a matter for the Police; however, we appreciate that residents are concerned about traffic speeds on Western Avenue and we have discussed the location with GoSafe. They are currently assessing whether there is a suitable location for them to safely park their safety camera van to carry out speed enforcement checks.</p>
W42	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>We heard from Cllr Wild that there will be significant investment in addressing unsafe pavements. We have long called for this in</p>

Cyncoed & Lakeside. Will local residents & councillors be involved in prioritising pavements according to need & urgency?

**Reply**

The prioritisation process for footway improvement works considers concerns that are raised by councillors and residents, along with the reports of Highway Safety Inspectors and the results of any condition assessments, as well as hierarchy and usage. This information is then utilised as part of the decision-making process to determine the most suitable footway sections for inclusion in future planned programmes of works.

I am sure you will have seen that large areas of pavements in Cyncoed have been resurfaced in the current financial year, including 1300m<sup>2</sup> of footway improvements on Cyncoed Road and 850m<sup>2</sup> of localised patching at other locations throughout the ward. In addition, approximately 650m<sup>2</sup> of footway reconstruction on Nant Fawr Crescent is also underway.