

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR K.P. MAHONEY

TO: THE DEPUTY LEADER AND CABINET MEMBER FOR SUSTAINABLE
PLACES

EXPENDITURE FOR THE NEW TRANSPORT HUB AT THE DOCKS OFFICE

Can the Cabinet Member confirm the total expenditure for the construction of the new transport hub at the Docks Office; what bus services are routed to call there, what process has been put in place to monitor user numbers and what are the number of bus users that have availed themselves of the new hub so far since its completion?

THE VALE OF GLAMORGAN COUNCIL

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FROM: COUNCILLOR K.P. MAHONEY

TO: THE DEPUTY LEADER AND CABINET MEMBER FOR SUSTAINABLE PLACES

AIR QUALITY MONITORING

Given the importance of evaluating before and after levels of vehicle emissions caused by the newly imposed 20 mph speed limits throughout Wales and the Vale of Glamorgan given the fears of vehicle engines now working more inefficiently in lower gears.

I'm sure that any increase in emission readings and subsequent decrease in air quality that may occur would be regarded by all as unacceptable and assurances of readings results by monitoring of course is vital to allay such fears..

Can you list the locations of air quality monitoring equipment installed throughout the Vale before the change and provide the comprehensive readings of these monitoring stations before the imposed new speed limits in order that these readings can be compared with those readings taken after the newly imposed limits come into force and detail when the comparison after imposition readings will be available for comparison?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR J.E. CHARLES

TO: THE CABINET MEMBER FOR SOCIAL CARE AND HEALTH

MEANS TESTING FOR ARMED FORCES

Following my last question to full Council , could the Cabinet Member confirm from what date Military Compensation has been excluded from means testing and, if the implementation is only recent, will assessments be automatically reviewed and where appropriate retrospective awards made?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G.D.D. CARROLL

TO: THE EXECUTIVE LEADER AND CABINET MEMBER FOR PERFORMANCE
AND RESOURCES

FOUR DAY WORKING WEEK

What is the Council's position on a four-day working week?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G.D.D. CARROLL

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD SERVICES AND
TRANSPORT

RECORD OF LATE COLLECTIONS

Since charges were introduced for the garden waste collection service, how many instances of late collections (i.e. those which took place after the scheduled collection day) have been recorded?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G.D.D. CARROLL

TO: THE EXECUTIVE LEADER AND CABINET MEMBER FOR PERFORMANCE
AND RESOURCES

**COMPLAINTS AND CRITICISMS OF THE COUNCIL'S PERFORMANCE ON
SOCIAL MEDIA**

When complaints about and criticisms of the Council's performance are raised by the public on social media, what is the Council's policy for responding to them?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G.D.D. CARROLL

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD SERVICES AND
TRANSPORT

REVIEW OF SPEED LIMITS IN THE VALE OF GLAMORGAN

Now that blanket 20mph speed limits have come into force, what plans does the Council have to review speed limits in the Vale of Glamorgan and make further alterations if necessary?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G.D.D. CARROLL

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD SERVICES AND
TRANSPORT

**UPDATE ON OPERATIONAL PERFORMANCE OF BLACK BAG WASTE
COLLECTIONS FOR FLATS**

Will the Cabinet Member please provide an update on the operational performance of black bag waste collections for flats with communal waste areas, which have remained on a two-weekly cycle?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR DR. I.J. JOHNSON

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

BARRY DOCKS TRANSPORT INTERCHANGE

What plans are in place to ensure that the Barry Docks Transport Interchange will be served by buses in future?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR DR. I.J. JOHNSON

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

LESSONS LEARNT FROM DEFAULT SPEED LIMIT

Welsh Government intend to introduce legislation to stop pavement parking, with a process of exemptions that is likely to be similar to the recent introduction of exemptions to the 20mph default speed limit. What lessons have been learnt from that process that will be of use when the new legislation is brought forward?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR DR. I.J. JOHNSON

TO: THE CABINET MEMBER FOR COMMUNITY ENGAGEMENT, EQUALITIES
AND REGULATORY SERVICES

CARBON INTENSIVE DEVELOPMENTS

The biomass incinerator on Barry Docks is anticipated to release approximately 130,000 tonnes of biogenic carbon dioxide into the atmosphere at the planned load factor, according to figures agreed by Natural Resources Wales. Assuming a current per capita emission of around 10 tonnes per person, that is the equivalent emissions of nearly a quarter of Barry's population. In planning policy terms, how do carbon intensive developments align with declarations of a climate emergency and carbon zero policies?

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FROM: COUNCILLOR DR. I.J. JOHNSON

TO: THE CABINET MEMBER FOR COMMUNITY ENGAGEMENT, EQUALITIES
AND REGULATORY SERVICES

REGULARISATION OF A DEVELOPMENT

Planning application 2015/00031/OUT regarding the Barry biomass incinerator is frequently described as having extant planning permission in that it is capable of being implemented. However, it has also been determined that an Environmental Statement should be submitted as part of an attempt to regularise the development which was not built according to the plans. If the 2015 application was deficient due to the failure to publish an appropriate Environmental Impact Assessment (or whatever terminology is used), how can a development be regularised when it cannot be proven that it would have been granted permission in the first place?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR C.M. COWPE

TO: THE EXECUTIVE LEADER AND CABINET MEMBER FOR PERFORMANCE
AND RESOURCES

FUNDING FOR TRANSPORT INFRASTRUCTURE IN WALES

It was stated in Prime Minister's Questions (PMQS) in July 2023 that £180 million was coming to Wales for transport infrastructure. What share of this will come to the Vale of Glamorgan and what are the plans to support the transport system with this money?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR C.M. COWPE

TO: THE CABINET MEMBER FOR LEISURE, SPORT AND WELL-BEING
(UNDER THE PUBLIC SECTOR HOUSING AND TENANT ENGAGEMENT
PORTFOLIO)

**POLICE COMMUNITY SUPPORT OFFICER (PCSO) NUMBERS IN THE VALE OF
GLAMORGAN**

PSCO numbers are smaller in the Vale of Glamorgan than any other Authority in South Wales the latest figures available show on average 15.25 PCSOs over a year in the Vale of Glamorgan and 58.25 in Cardiff. Are the Vale of Glamorgan Council happy with this and does the Vale of Glamorgan Council feel that a question re funding should be asked of South Wales Police?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR M.J. HOOPER

TO: THE EXECUTIVE LEADER AND CABINET MEMBER FOR PERFORMANCE AND RESOURCES

WATERFRONT DEVELOPMENT

A year ago, almost to the day, at this meeting, I asked the Leader for assurance that the Council would take all reasonable steps to ensure the developers complete all the unfinished works at the Waterfront development.

The minutes show the Leader responded by saying 'Officers are currently working to establish the most appropriate legal mechanism for acting in respect of beaches and failure to deliver the required open space and other infrastructure.'

When I asked for an update at the 5th December meeting last year, the Leader told Council that the 'dispute resolution clause in the legal agreement should be exhausted, before taking formal legal action.'

As the Leader is fully aware, very little has changed on the ground since these statements were made. Residents still have to put up with unsafe roads, inadequate pavements and non-existent public open spaces. For some this has gone on for over four years.

Given the Leader's recent public comments regarding the developers' failure to get the projects completed, I, and the residents of the Waterfront, would welcome a specific update on the legal processes the Council has undertaken on our behalf over the intervening period in relation to the dispute resolution process.

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR C.P. FRANKS

TO: THE CABINET MEMBER FOR COMMUNITY ENGAGEMENT, EQUALITIES
AND REGULATORY SERVICES

FORMER ST CYRES SITE

You will be aware that approximately 7 acres of land is due to be passed back to the council by the developer of the former St Cyres school site, Dinas Powys. The land is allocated for community use.

Unfortunately there have been significant delays in the transfer of this land. Will you indicate when outstanding issues will be resolved?

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QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR C.P. FRANKS

TO: THE EXECUTIVE LEADER AND CABINET MEMBER FOR PERFORMANCE
AND RESOURCES

SEEL PARK

Dinas Powys Community Council has requested that Seel Park Play ground be transferred to the Community Council under the provisions of transfer of assets policy. Although a report was due to be presented to Cabinet in April unfortunately there appear to have been progress. Will you provide an update?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR C.P. FRANKS

TO: THE CABINET MEMBER FOR EDUCATION, ARTS AND THE WELSH
LANGUAGE

SCHOOL BUDGETS

Given the budget imposes a £2 million cut for Education will you indicate the current state of school budgets, details those schools that are unable to agree a balanced budget and what you propose to do to ensure the curriculum can be delivered?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR G. BRUCE

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

BIN USAGE FEASIBILITY STUDY ON FONMON ROAD RHOOSE

Councillor Mark Wilson, could you please give me the results of the Feasibility Study that you said officers would undertake on Fonmon Road, Rhoose regarding the usage of bins?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR W.A. HENNESSY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

COMMUNAL CUTS

Will the Cabinet Member responsible for Neighbourhood Services please advise me if communal areas of going from seven cuts to five cuts a year due to cost pressures?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

HAZARD WARNING SIGNS FOR HORSES

The DfT's Traffic Signs Manual states:

The overuse of traffic signs blights the landscape, wastes taxpayers' money and dilutes important safety-critical messages. Clutter also increases risks to road workers and creates additional maintenance burdens.

The proliferation of horse warning signs on single track lanes and primary routes appears well intended but seem to offer little benefit to horse riders whilst burdening us with ongoing costs. The DfT requires Highway Authorities to minimise the use of signage. How many hazard signs warning of horses have been installed and when will those offering little benefit be removed?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

COSTS OF INSTALLING SPEED LIMIT SIGNS

New posts have been erected to mount new speed limit signage with a contractor providing a team of two and a vehicle for a day to install just six posts and signs. How much does it cost to install a new post and add a speed limit sign on top?

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FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

NEW SPEED LIMIT SIGNAGE IN BONVILSTON

Residents of Bonvilston are bemused by their new speed limit signage that has reduced the signed speed limit from 40mph to 20mph. Noting the Highway Authority officers advice on what is required for a 20mph speed limit, a length of road of 300m or more, a series of at least three streetlights no more than 183m apart, and a minimum number of property frontages, Old Forge provides access to three driveways and a field, has one streetlight and is just 27.2m in length. Are the two posts with new signage that have been added to the junction of Old Forge with Cowbridge Road necessary and do they provide value for public money?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

NEW 20MPH SPEED LIMIT WITHIN ST NICHOLAS

The 20mph rollout TRO has reduced the speed limit of Chapel Lane at Trehill to 20mph. Why wasn't the TRO used to also reduce the speed limit of Well Lane to 20mph within the village of St Nicholas where it passes 5 dwellings? And then why wasn't 20 then continued down to the two dwellings at the end of Well Lane, given that the narrow winding lane is used by many people on foot as it forms part of the Millennium Heritage Trail and provides a direct walking link between St Nicholas and Peterston?

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QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

REDUCTION OF ROAD NOISE

On September 17, 2023 Cowbridge Road at St Nicholas as a restricted road defaulted to 20mph before a TRO came into effect on September 21 to apply a derestricted speed of 30mph – a 50% increase in speed and doubling of ambient road noise pollution than had the Vale Council done nothing. Increasing the speed limit to 30 means that Cowbridge Road, St Nicholas is once again subject to road noise that is harmful to health and well-being and designated for Priority Action for reduction to a safe level in the Welsh Government's Noise and Soundscape Action Plan. How was the action to reintroduce a speed limit that subjects people to harmful levels of noise lawful and what Priority Actions will the Vale of Glamorgan Council take to reduce road noise to an acceptable level?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

SPEED LIMITS NEAR VILLAGES

The Trunk Road Agency manages Strategic Routes in Wales, some of which are subject to a 20mph speed limit. Cowbridge Road, St Nicholas and Bonvilston is a Primary Route managed by the local Highway Authority that is occasionally used as a diversionary route for the M4. The M4 is limited in places to 50mph and frequently 40mph. Whilst meeting the criteria of Restricted Roads (street lighting, number of dwellings fronting the road, key buildings, bus stops), at St Nicholas and Bonvilston the road is derestricted with speed limits of 30mph and 40mph. Should villages be subject to motorway like speed limits?

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FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

TREHILL PROTECTED CROSSING

In their response to issues raised in the 20mh exemption consultation, the Highway Authority claim that residents of and visitors to Trehill (footpaths S11/8/1 & S11/4/2) are able to cross Cowbridge Road at a protected crossing. To reach the nearest crossing requires a 1,000m detour and ability to negotiate footways that narrow from 1.2m to 0.7m and on one side are not continuous. Is the Highway Authority being reasonable in suggesting visitors and residents can make this detour for safe crossing?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE DEPUTY LEADER AND CABINET MEMBER FOR SUSTAINABLE
PLACES

BUS STOPS IN BARRY

Why have four bus stops been built south of Barry Docks Railway Station where there are no bus services whilst the 98 bus route passes in front of Barry Station which lacks bus stops directly outside?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE DEPUTY LEADER AND CABINET MEMBER FOR SUSTAINABLE PLACES

BUS STOP AT COTTRELL GARDENS, BONVILSTON

Residents of the new development in Bonvilston, Cottrell Gardens, have a reasonable walk to a bus stop for eastbound buses. However, there is no bus stop on the other side of the road, the next bus stop adding 350m to the walk, however there is no footway back to the crossing and the road is particularly difficult to cross being wide, having a high 40mph speed limit and carrying a high volume of vehicles. A resident with a sensory, cognitive or mobility impairment will need to walk an extra 800m, crossing the road by the Red Lion Pub. The residents of Cottrell Gardens (and visitors to the Amelia Trust Farm) need a new westbound bus stop at Sycamore Cross for the X2 service whilst bus stops are stand redundant at Barry Docks Railway Station. When will the much needed bus stop be provided?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR EDUCATION, ARTS AND THE WELSH
LANGUAGE

CHILDREN CROSSING ROADS

How many children cross the A48 at Bonvilston for school transport where the speed limit is 40mph and also how many where the national speed limit applies?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

UNLAWFUL LANDFILLING / FLY TIPPING

At our previous Full Council Meeting, it was revealed that a contractor whilst employed by the Vale Council has unlawfully landfilled / fly tipped and that a planning application is in the pipeline to try to regularise this activity. How was this allowed to happen – where was the scrutiny, oversight, control of the contractor?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES

PUBLIC INPUT ON DESIGN AND BUILD CONTRACTS

A contractor was employed on a Design and Build Contract to build the new A4226 and realign the Sycamore Cross intersection. Drawings of the work being done were not available until the day before the work was completed meaning the contract was in fact Build and Design and there was no opportunity for the public to have any input into the design. Have any lessons been learnt from this experience, and would such a contract be offered for a future engineering scheme?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR THE CABINET MEMBER FOR SUSTAINABLE PLACES

PLANS FOR LLANCARFAN SCHOOL SITE

Llancarfan School was controversially “moved” to SouthPoint in Rhoose leaving the village of Llancarfan without a much-valued hub. In 16 months of being the Elected Member for Llancarfan I’ve not been briefed on plans for the site despite having made a request to officers be briefed. Perhaps you can brief all Elected Members?

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR SUSTAINABLE PLACES

PUBLIC OPEN SPACE AT LLANCARFAN

Rather than sell off all of the Llancarfan School site, will the Vale of Glamorgan provide some public open space with play equipment for local children on part of the site? I note that play equipment in good condition remains within the school grounds although fenced off from residents.

THE VALE OF GLAMORGAN COUNCIL

QUESTION PURSUANT TO COUNCIL PROCEDURE RULE 8:2

FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR EDUCATION, ARTS AND THE WELSH LANGUAGE

PICK UP / DROP OFF LOOPS WITHIN SCHOOL GROUNDS

Following the death of a child at a pickup/drop off loop within school grounds, school governors have been concerned about the safety of this type of infrastructure, and liability. When C21st Schools hand over the new St Nicholas CIW School building to governors, the governors will have to answer no to one of the RoSPA questions in relation to pedestrian desire lines. Is it fair to force school governors into difficult decisions?

THE VALE OF GLAMORGAN COUNCIL

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FROM: COUNCILLOR I.A.N. PERRY

TO: THE CABINET MEMBER FOR SUSTAINABLE PLACES

TREES IN ST. NICHOLAS

Residents of St Nicholas, and visitors from further afield, continue to oppose the loss of two mature trees at the front of St Nicholas CIW school, whether this is because they drop leaves each autumn or their roots may damage the surface of a proposed car parking space – I note soft materials being placed over the roots of street trees around the Vale. Trees are important in our battle against Climate Change, but newly planted trees at Cosmeston Country Park, St Davids School, Southpoint School and elsewhere throughout the Vale died in the warm dry weather brought about by Climate Change this June and in recent years. Would you visit St Nicholas with me to look at the much-valued trees and campaign to save these trees if it is just a choice and not essential to remove them?