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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	TUESDAY, 2 OCTOBER 2018, 4.30 PM
Venue	COMMITTEE ROOM 4 - COUNTY HALL
Membership	Councillor Patel (Chair) Councillors Derbyshire, Philippa Hill-John, Owen Jones, Lancaster, Jackie Parry, Owen, Wong and Wood

*Time
approx.*

1 Apologies for Absence

To receive apologies for absence.

2 Declarations of Interest

To be made at the start of the agenda item in question, in accordance with the Members' Code of Conduct.

3 Minutes (Pages 5 - 12)

To approve as a correct record the minutes of 4 September 2018.

4 Planning, Transport and Environment Directorate - Budget Briefing (Pages 13 - 44)

4.30 pm

5 Cardiff Cycling Programme Update (Pages 45 - 60)

5.30 pm

6 Correspondence - Verbal Update

6.15 pm

7 Urgent Items (if any)

6.25 pm

8 Way Forward

6.35 pm

To review the evidence and information gathered during consideration of each agenda item, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the

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Chair, and to note items for inclusion on the Committee's Forward Work Programme.

9 Close and Date of next meeting

The next meeting will take place on 6 November 2018.

Davina Fiore

Director Governance & Legal Services

Date: Wednesday, 26 September 2018

Contact: Graham Porter, 02920 873401, g.porter@cardiff.gov.uk

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ENVIRONMENTAL SCRUTINY COMMITTEE

4 SEPTEMBER 2018

Present: Councillor Patel(Chairperson)
Councillors Philippa Hill-John, Owen Jones, Lancaster, Owen,
Wong and Wood

21 : APOLOGIES FOR ABSENCE

Apologies were received from Councillors Derbyshire and Parry.

22 : DECLARATIONS OF INTEREST

No declarations of interest were received.

23 : MINUTES

The minutes of the meeting held on 3 July 2018 were approved by the Committee as a correct record and were signed by the Chairperson.

24 : MEMBER BRIEFING: SECOND CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING REPORT

The Cabinet is to receive a report titled ‘Second Cardiff Local Development Plan Annual Monitoring Report’ on 20 September 2018. The Committee received a briefing on the Cabinet report. Members were asked to note the contents of the report and discuss any future actions.

Members were advised that the Local Development Plan 2006 to 2026 (LDP) was formally adopted by the Council on 26 January 2016 and as part of the process the Council is required to prepare an Annual Monitoring Report (AMR) for submission to the Welsh Government.

The Cabinet is to receive the second AMR providing a short-term position statement and a comparison with the baseline data provided by the first AMR. Monitoring in future years will enable trends to be identified and firmer conclusions to be drawn. It will also help inform the extent to which LDP strategy, objectives and policies are being achieved. These findings will help the review process that the Council is required to undertake in 2020.

It was reported that the AMR findings were generally positive with the majority of indicators shown as green, indicating that the majority of LDP policies are being implemented effectively. A summary of the performance against the main topics was set out in the report. The data and conclusions were set out in more detail in Appendix A.

The Chairperson welcomed Andrew Gregory, Director and James Clemence, Head of Planning to the meeting. The officers summarised the contents of the report. Members were invited to comment, seek clarification or raise questions on the information received. This discussions are summarised as follows:

- Members noted that average house prices have risen by 27% between 2006 and 2017. Members asked whether this was affecting the saleability or take up of new housing developments. Officers stated that this was a contextual indicator which underlined the importance of a planned approach in terms of the range and choice of housing made available. The range of stock in the City is wider than 10 years ago when 90% of new developments was on brownfield sites which resulted in a narrow range of housing types. The LDP allows for new housing stock across a range of sites.
- Members asked whether indicators that have a 'yellow' status – no action required – warranted further scrutiny. Officers considered that it was difficult to build a detailed picture of trends after two years of monitoring. The LDP was introduced in January 2016 and planning applications were not expected immediately. There was a lag between the introduction of the LDP and the commencement of new developments. Construction has started on 3 of the 5 strategic sites.
- Members asked for further information on the level of vacancy rates in retail property in the City and whether any trends had been identified over the last five years in relation to the changing make up of 'the high street'. In particular, the Councillor asked whether there had been an increase in the number of charity shops. Officers were agreed to investigate this issue further but were unsure whether the authority kept that level of detail. The Councillors suggested that it may be possible to identify charity shops from business rates.
- The Committee noted that completion rates for new housing were behind target. Members asked why the targets had been set at their respective levels if officers were aware that there would be some delay between the approval of the LDP, the receipt of planning application and the completion of new housing units. Members also asked whether there would be any other limiting factors and whether developers were able to increase the rate at which new housing units are completed. Officers advised that the targets were set based on an assessment/data provided by developers. Targets are set by the Planning Inspectorate. Strategic sites aim to maximise delivery by having more than one outlet – more than 1 developer – on site. There are considerations in terms of infrastructure and Section 106 arrangements – as these are linked to triggers and are built in phases.
- Members asked whether officers were aware of any reasons to prevent the building completion target getting back on track. Officers were optimistic that they would. This was the point of annual monitoring but we are only 2 years in and the authority will be in a better position in 2 more years. However, it should also be noted that there are external factors at play which may determine the outcome.
- Members noted the disparity between the target for affordable homes and the number being delivered. Members felt that the difference between the two was considerable and asked how much larger the gap

would need to be for the indicator to be rated 'orange'. Officers stated that 30% of housing on the strategic sites would be affordable and this would be delivered. Developers tend to build housing stock that generates cashflow at the beginning and affordable housing during later stages. Officers were confident that the affordable housing percentages would be met.

- Members considered that it would be useful if the Annual Monitoring Report including details of what has been achieved at each strategic site across the city, in terms of completions. The Committee also asked for clarification of the process for submitting the Annual Monitoring Report. Members asked whether the Council would have an opportunity to consider the report. Officers confirmed that the details requested in the first point raised would be included in the Annual Monitoring Report. As the Annual Monitoring Report was a technical report and not a policy document it would be considered by Cabinet prior to submission to the Welsh Government.
- Referring to the Housing in Multiple Occupation (HMO) Supplementary Planning Guidance (SPG), Members asked whether any monitoring of the SPG was being undertaken – for instance whether the number of applications being received was increasing/decreasing, number of appeals, etc. Officers advised that colleagues are engaged and HMOs are closely monitored. Planning Committee members receive regular updates regarding the outcome of appeals to the Planning Inspectorate. Members asked whether it would be possible to see the data and any trends emerging. Officers stated that the Annual Monitoring Report is a statutory document and its parameters are set down. However, officers agreed to consider a way forward on this issue.
- Members expressed concerns around increased traffic flows as the Annual Monitoring Report indicated that the authority was not achieving the required increases in the use of public transport. Members asked whether adequate public transport infrastructure was being put in place. Officers advised that the development of strategic sites has started recently. Section 106 funding has been secured which is released in phases and as each phase is triggered investment will be made in transport infrastructure. It was too early to see any physical changes yet, but as more houses are completed, more infrastructure will be put in place. The new bus service operating at the St Ederyns site provided tangible evidence of this.
- Members of the Committee considered the LDP made it clear that Bus Rapid Bus Corridors (RBC) routes were essential and are a major factor in transport policy. Officers were asked to explain why RBC schemes were on hold and why funds are not being allocated. Members were advised that there was a correlation between house building and the release of funding. Most sites were at an early stage of development and the triggers which would release funding have not yet been reached. The Director agreed to report back to the Committee regarding delays on Phase 1 of the Rapid Bus Corridors at the A469 and A470.

- In terms of the reduction in travel made by sustainable modes of transport, Members asked whether consideration has been given to travel to and from school. Officers indicated that work was being undertaken by colleagues in Transportation and Education as the issue is higher up the agenda, however, there will be resource implications. A Member suggested that the drop in bus usage indicated that parents are less inclined to use bus services. Officers considered that the figure reflects a wider national trend which is linked to a range of issues including safety and air quality.
- A Member questioned whether consideration was being given to the provision of housing stock specifically designed for those living for longer – in terms of assisted living. The Member asked whether something could be built into the LDP to influence this issue locally. Officers stated that there was nothing specifically within the LDP to address this issue and there was no firm guidance from Welsh Government. Whilst the issue was recognised the authority does not have a policy ‘switch’ that it can turn to. Different house building trends are emerging and this is one of them. There may be more scope for local authorities to address this issue within their own house building developments.
- Members asked whether developers were delaying housing building because house prices are increasing. Furthermore, there was an urgent need for social housing and there was unlikely to be any improvement within a decade. Members asked whether there are any plans to improve the rate at which social housing is being delivered. Officers stated that there is no evidence to suggest that developers are delaying building new units whilst house prices increase. Delay as cause by an arrange of complex reasons which may take time to consolidate or which may result in less pressure to proceed. Affordable housing is usually delivered concurrently. Delivery rates are forecast to increase per annum.
- Officers confirmed that following the completion of an assessment there were no conclusions and work was ongoing, potentially with Welsh Government involvement, with a view to the provision of a new site for the travelling community.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

25 : PARKING ENFORCEMENT UPDATE

Members received a report providing with an update on the Council approach to parking enforcement with particular reference to the recent proposal of a ‘Residents Parking Scheme – Virtual Permit’; how civil parking enforcement resources are currently being targeted; the financial implications of parking enforcement and the wider Parking Revenue Account; and the consistency of standards applied within

parking enforcement and the level of flexibility allowed to Civil Parking Enforcement Officers when making decisions.

Members were advised that in 2010 Cardiff Council was made responsible for the enforcement of a range of parking contraventions. This helped has contribute towards transportation policy objectives by addressing illegal parking which causes unnecessary congestion and traffic delays.

The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 was passed and came into force on 25 March 2014. These regulations enable the Council to enforce bus lane, yellow box junctions and some other moving traffic offences. Cardiff Council now has a suite of legal powers to control parking and travel along the highway and allows maximum control when deploying its enforcement resource to support its transportation policies, with the intention of assisting the movement of public transport and keeping traffic moving.

Illegal parking can create problems with the operation of the highway network including impacting on the ability of public transport to run smoothly and for people to be able to use 'active modes' such as walking and cycling safely and confidently. It affects the safety of other road users, and causes a nuisance for local residents and businesses. Illegal parking can affect the enjoyment and facility of local areas and detract from them as good places to live and work.

Enforcement is necessary to keep the highway network and public transport working, tackle dangers to other road users from illegal parking and ensure parking bays are used for parking and not for other purposes, for example, for illegal trading.

The Chairperson welcomed Matt Wakelam, Assistant Director Street Scene and Andrew Gregory, Director, to the meeting. The officers were invited be deliver a brief presentation. Members were invited to comment, seek clarification or raise questions on the information received. Those discussion are summarised as follows:

- Members referred to the consultation process on virtual parking permits. Concerns were expressed that the consultation was undertaken during July. Officers were asked to clarify how many responses were received and whether there would be any further consultation undertaken. Members also asked whether two parking enforcement vehicles would be sufficient if an e-permit system is to be introduced. Officers advised that the consultation related to the Traffic Regulation Orders needed to enable an e-permit scheme and not the scheme itself. The service area was in the process of looking at how e-permits would work in Cardiff. It was likely that a pilot scheme would be implemented in part of the City. Consideration was also being given to bolstering the authority's 2 ANRP vehicles.
- It was suggested that consultation on TROs should be carried out with elected Members in the first instance. Officers stated that they understood the sensitivities around this issue and suggested that e-permits be considered more fully in due course at a future meeting of the Committee. Officers agreed to provide details of the number of responses received from the TRO consultation exercise.

- Members asked whether officers were able to provide a breakdown of the numbers of moving traffic offences committed by drivers who are not resident in the City. Officers were also asked to comment on the fact that 50% of parking appeals were successful. Officers stated that the addresses of those drivers committing offences are known and therefore it would be possible to provide further details. In terms of FPN appeals, a service review identified this as a concern. Officers are drafting a policy setting out how the appeals process will be managed in the future. The policy will ensure that a consistent approach is applied. Officers believed that without policy guidance there is a variance in the decision-making process. A robust policy will support officers and assist in benchmarking with other authorities.
- Members considered that enforcement should seek to change behaviour and, if successful, the numbers of offences being committed should decrease over time. The Committee requested that future reports contain data that would allow Members to evaluate whether enforcement is effective in changing behaviour. Members also asked whether there are any offences which are increasing. Officers advised that there are able to undertake significant analysis of the data. All data is made available on an open source website. Generally, evidence suggested that at certain locations behaviours improve. However, parking offences remain constant at around 60,000 FPNs per annum.
- Members asked whether the blue badge scheme used by disabled people would be included in the e-permit scheme, as blue badges provided to individual people not to vehicles and, therefore, there was a potential risk that blue badge holders could receive FPNs when parking in accordance with the blue badge scheme. Officers stated that the blue badge scheme was a national scheme and it would not be changed. The ANPR vehicles will be employed as a directional tool used to highlight problem areas and to deploy enforcement officers accordingly. If a blue badge is correctly displayed and there was no contravention of the scheme then a FPN will not be issued.
- Members requested that the circulation of monthly reports on the numbers of parking FPNs issued by ward via Democratic Services be restarted. Members also requested that a similar report on the moving traffic offences FPNs by ward also be circulated.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

26 : ENVIRONMENTAL SCRUTINY COMMITTEE - DRAFT WORK PROGRAMME 2018/19

The Principal Scrutiny Officer invited comments on the draft work programme. No comments were received and the Work Programme was approved.

Members received a verbal update on the progress made on the Litter and Flytipping Task and Finish Group. A Member asked whether there was any scope to merge some of the 94 potential issues identified. A Member also reminded those present that the shadowing of waste teams by Members of the Committee needed to be included in the list of items.

27 : CORRESPONDENCE UPDATE - VERBAL UPDATE

The Principal Scrutiny Officer indicated that all Cabinet responses to previous correspondence have been published on the relevant meeting page on the Council website. A correspondence update item will be included as a standing item on future agendas.

28 : COMMITTEE BUSINESS - WEBCASTING VERBAL UPDATE

The Chairperson welcomed Gary Jones, Head of Democratic Services.

The Principal Scrutiny Officer advised that, under the terms of the current contract for webcasting, there were a limited number of hours available for the webcasting of Committee meetings.

The Committee discussed the issue. Members questioned how much additional cost there would be to procuring additional hours. Gary Jones advised that the Council is about to enter into a tender exercise and there was a need to maximise the outcomes in terms of webcasting, and therefore the webcasting of meetings where there are key topics of public interest should take precedence.

Members of the Committee suggested that, in accordance with the principal of openness and transparency there was an argument that all proceedings should be webcast. Members questioned how any policy on the assessment of what issues are in the public would be applied – and who would be responsible for making the decision.

29 : URGENT ITEMS (IF ANY)

No urgent items were received.

30 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 2 October 2018.

The meeting terminated at 6.40 pm

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

2 OCTOBER 2018

**PLANNING, TRANSPORT & ENVIRONMENT DIRECTORATE – BUDGET
BRIEFING**

Reason for the Report

1. To provide Members with a budget briefing for the Planning, Transport & Environment Directorate, to include:
 - A progress update on how the Directorate is performing against its allocated budget for 2018/19;
 - A progress update on how the Directorate is performing against the savings agreed during the 2018/19 budget setting process;
 - To consider any in year financial pressures currently facing the Directorate;
 - To consider the scale of the proposed budget savings facing the Directorate in 2019/20 and beyond;
 - To consider the approach being taken to identify budget savings for 2019/20 and beyond.

Background

2. The Planning Transport & Environment Directorate has a major role in bringing together Cardiff's place based services. In doing this it is responsible for managing 1,116 FTE staff who deliver a broad range of services that are set out below.
3. **Planning (56 staff)** - Operating from County Hall they are responsible for delivering:
 - Implementing and Monitoring the Local Development Plan (LDP) for Cardiff;
 - Delivering the masterplanning and infrastructure planning approach to secure high quality new developments;

- Contributing to regional planning collaborative working through the South East Wales Strategic Planning Group and other initiatives;
- Contributing to emerging National Development Framework and the Strategic Development Plan for Cardiff Capital Region;
- Preparation of Planning Policy Guidance to support the LDP;
- Minerals planning;
- Delivering the Council's Development Management function;
- Investigating alleged breaches of planning through the enforcement functions;
- Undertaking the Housing Land Availability Study.

4. **Transport Policy, Strategy & Delivery (88 staff)** - Operating from County Hall they are responsible for delivering:

- Regional and City Transport Planning;
- Statutory functions for transport planning process;
- Provision of Building Control Services / Building Regulation Enforcement / Dangerous Structures / Demolitions / Statutory safety at Sports grounds enforcement and event inspections / Fire risk assessments;
- Detailed Design / Project management and contract management / Contract Management Landscape Design;
- Instigating delivery of S278 / S38 agreements / highway works;
- Street Referencing;
- Transport investigation & Assessments;
- Concept Development, Feasibility and Consultation;
- Traffic Regulation Orders;
- Network Management / control room (UTC);
- Road Safety & technical standards;
- Street Works;
- Penalty charge notice processing appeals and blue badges.

5. **Street Scene - Neighbourhood Services and Waste Services (868 staff)** - Operating from City Hall, County Hall, Bessemer Close, Brindley, Lamby Way, Wedal Road and Millicent Street they are responsible for delivering:

- Leading on the delivery of the Clean air Strategy;
- Strategic Delivery and Improvement of Neighbourhood Services including contract & procurement management of service provision and digitalisation of services;
- Maintenance Operations / Winter Maintenance / Emergency Service provision;
- Asset Management / Public Rights of Way (PROW) & Highway Assessments / Highway Safety Inspection / Highway Licensing / Claims;
- Water & Flood Risk Management;
- Bridges, Structures & Tunnel;

- Telematics, Traffic Signals, CCTV & Street Lighting excluding the control room;
- Delivery of S278 / S38 agreements / highway works for highway infrastructure associated with new developments;
- Street Referencing;
- Street Cleansing (Events Cleansing, Fly-Tipping Clearance, High Speed Route Cleansing, Campaigns, City Centre Cleansing, Provision of Commercial Services and SLA's);
- Neighbourhood Services Education and Enforcement (Waste and Recycling Education, Highways and Waste FPN's and Prosecutions, Provision of Commercial Services);
- Civil Parking Enforcement including management of on street pay and display parking and car parks;
- Passenger and Public Transport;
- Road Safety Education & Training including School Crossing Patrols;
- Community Engagement through the 'Love Where You Live Campaign';
- Shared Regulatory Services – Client function for decision-making and managing performance;
- Recycling and Waste Management Strategy and Policy;
- Statutory performance and recycling data;
- Recycling Waste Management Services including collections of recycling, food waste, garden waste, hygiene general waste;
- Waste transfer and bulking operations;
- Education and Awareness;
- Recycling Materials Facilities, materials brokerage and income;
- Bulky items and reuse services;
- Commercial waste services, including skip and multi-service contracts;
- Household waste recycling centres;
- Commercial recycling centres;
- Partnership contract management for Project Gwyrdd and Organics;
- Landfill and aftercare management;
- Stores, deliveries and bin repairs.

6. **Bereavement, Registration Services and Dogs Home (70 staff)** - Operating from Thornhill Crematorium, City Hall, various Cemeteries and Westpoint Industrial Estate they are responsible for delivering:

- Provision of Burial, Cremation and Memorialisation Services to address the loss of human life;
- Provision of Exhumation services;
- Partnership working with other authorities to provide burial services;
- The registration of births, deaths, marriages, civil partnerships and still births that occur in the Cardiff Registration District;

- Taking notices of marriage and civil partnership for Cardiff residents and also for those requiring a “Designated Office” and conducting marriage and civil partnership ceremonies in Cardiff;
- Issuing certificates of birth, death, marriage and civil partnership from archived records in the custody of the Superintendent Registrar;
- Undertaking Nationality Checking Service and conducting Citizenship ceremonies;
- Provision of Cardiff Dogs Home & the rehoming of dogs;
- Provision of outreach and volunteer programmes and training placements at Cardiff Dogs Home;
- Promotion of Animal Welfare in line with nationally recognised standards.

7. **Energy & Sustainability (10 staff)** - Operating from County Hall they are responsible for delivering:

- Manage, monitor and administer energy consumption and carbon emissions across the Council’s estate;
- Develop and deliver the Council’s programme of renewable energy, and energy innovation projects;
- Develop and deliver the Council’s programme of energy efficiency and energy retrofit activity across the Council’s operational and residential estate;
- Develop and Deliver the Council’s statutory and local responsibilities, policies and actions for Sustainable Development.

8. **Business Support (24 staff including Director & Secretary)** – Operating from County Hall they are responsible for delivering:

- Delivery programming for finance / budget Strategic capital / revenue;
- Supporting directorate governance & control;
- Commercial & business improvement;
- Equality development, implementation & monitoring;
- Health & Safety co-ordination;
- Performance management & measurement;
- Business delivery planning;
- Risk management;
- Correspondence support.

Current Budget

9. The **Table 1** below sets out the gross and net expenditure for the Planning, Transport & Environment Directorate for 2017/18 and provides a summary of expenditure and income for the services provided by the Directorate in 2017/18.

Table 1 – Planning, Transport & Environment Directorate – Gross & Net Expenditure 2017/18.

Planning, Transport & Environment Directorate Expenditure 2017/18	£
Employees	£36,681,190
External Spend	£38,257,666
Other Expenditure	£23,671,530
Internal Income	-£9,811,160
Gross Expenditure 2017/18	£88,799,226
Planning, Transport & Environment Directorate Income 2017/18	£
Grant Income	-£22,165,736
Other Income	-£33,348,490
Total Income	-£55,514,226
Net Expenditure 2017/18	£33,285,000

10. The net expenditure value of £33,285,000 is the amount of money that the Council needed to provide in 2017/18 independently of any income generated (grant or other) by the services that are now provided by the Planning, Transport & Environment Directorate.

Budget Savings – 2018/19

11. The Environmental Scrutiny Committee considered the budget proposals for 2018/19 at their meeting on the 14th February 2018. At the meeting proposed savings of £1,838,000 were put forward for the Planning, Transport & Environment Directorate for 2018/19; a breakdown of the proposed savings areas is set out in the **Table 2**.

Table 2 - Proposed Planning, Transport & Environment Directorate Savings 2018/19

Proposed Planning, Transport & Environment Directorate Savings 2018/19	£
Energy & Sustainability	£230,000
Shared Regulatory Service	£93,000
Bereavement & Registration	£50,000
Animal Services	£15,000
Transport, Planning, Policy & Strategy	£30,000
Infrastructure, Operations, Assets & Engineering	£237,000
Schools Transport	£157,000
Planning & Building Control	£55,000
Recycling & Waste Collection	£531,000
Recycling Waste Treatment	£58,000
Cross Waste Services	£50,000
Total Fleet Services	£120,000
Cross Directorate Savings	£212,000
Total Proposed Savings 2018/19	£1,838,000

Financial Pressures & Financial Resilience Mechanism

12. In addition to the proposed savings the budget setting process for 2018/19 included provision for the following Financial Pressures and Financial Resilience Mechanism funding for the 2018/19 financial year:

- **Financial Pressures**
Recycling - To support the growth of dry recycling processing and compensate for the reduction on income received due to global market decline in prices - £523,000 with a residual risk of achieving this as red.
- **Financial Resilience Mechanism Funding - 2018/19**
Visible Street Scene
 - *Localised Highway Asset Improvement Works – £720,000*

- *Essential Road Marking, Signs & Street Furniture Refurbishment Programme - £250,000*
- *City Centre Public Realm Improvements - £150,000*
- *Additional Deep Clean - £277,000*
- *Neighbourhood Services - Continued funding of City Centre Afternoon Waste Enforcement Team - £150,000*
- *Recycling - £200,000*
- *Asset Review & Renewal Programme for Bins - £150,000*

Visible Street Scene Total - £1,897,000

City Centre Enforcement

- *Taxi Enforcement - £40,000*

Other

- *Kerbside Recycling - One Off - £165,000*

Overall Financial Resilience Mechanism Total - £2,102,000

13. When financial pressures funding is granted it is permanently added into the Planning, Transport & Environment Directorate Budget. When financial resilience mechanism funding is granted it is only included in the Planning, Transport & Environment Directorate budget for one year.
14. The proposed savings of £1,838,000, financial pressures bid of £523,000 and financial resilience mechanism bid of £2,102,000 were accepted at Full Council on the 22nd February. This left the Planning, Transport & Environment Directorate with a net expenditure budget of approximately £34,072,000 for 2018/19.

Budget Monitoring – Month 4 Report

15. A report titled Budget Monitoring – Month 4 Report was presented at the Cabinet meeting on the 20th September 2018. The report included a section on the Planning, Transport & Environment Directorate and highlighted that they were forecasting a budget overspend of £1,424,000 for the year 2018/19. The text from

the section of the report relating to the Planning, Transport & Environment Directorate has been included below:

- *The Directorate is currently projecting an overspend totalling £1.424 million, predominantly due to a significant overspend with Recycling & Waste Management Services. In addition, overspends are projected against Fleet Services and Planning, Building Control & Energy, whilst underspends are anticipated within Highways and Schools Transport. Cross directorate budgets are also projecting a significant overspend, whilst minor variances are reflected in a number of divisions. Savings shortfalls totalling £1.042 million are included within the overall position, £821,000 of which are against the £1.838 million target for 2018/19 and £221,000 against the unachieved savings carried forward from 2017/18. A large proportion of the anticipated shortfalls are connected to the Recycling & Waste Management Service and relate to staff attendance, round performance, commercial income and digitalisation initiatives. Other shortfalls relate to energy savings, school transport initiatives and vehicle utilisation within Fleet Services.*
- *The overspend within the Recycling & Waste Management Service totals £1.064 million and reflects a number of significant overspends and the aforementioned savings shortfalls, which total £406,000, partly offset by lower costs for secondary and organic processing and various other in-year mitigations. The main overspends include costs associated with the ongoing HWRC and Waste Transfer Station investigations, additional agency expenditure and income shortfalls at the Materials Recycling Facility (MRF), caused by the global market impact on recyclable commodity prices, and additional costs relating to the skip scheme and technology initiatives. In addition, overspends are anticipated on vehicle fuel and a shortfall in landfill gas income is also expected.*
- *The Council's 2018/19 budget included a specific contingency totalling £350,000 to offset potential income shortfalls in relation to the MRF, reflecting the volatility in the market for recycle materials. Having reviewed this area, as part of the monitoring process, this reports recommends that the full contingency budget is allocated. This allocation has been incorporated within the Directorate position,*

but is subject to Cabinet approval, as set out in the recommendations to this report.

- *Other overspends across the Directorate include unachieved cross directorate savings shortfalls, which total £222,000. In addition, Fleet Services is projected to overspend by £322,000, largely reflecting unachieved vehicle utilisation savings. A level of uncertainty remains within this position and there is the potential that this could change later in the financial year. A further significant overspend, which totals £354,000, is anticipated within the Planning, Building Control & Energy Management Division, where savings shortfalls, as well as a shortfall in planning fee income, are partly offset by a reduced carbon reduction payment. Other, smaller, overspends are projected within Management & Support and Neighbourhood Services. These total £27,000 and £21,000 respectively, with the latter due to compensation payments, partly offset by staffing savings.*
- *The most significant underspend within the Directorate relates to Highways and totals £489,000. This underspend is mainly due to an increased, drawdown from the Civil Parking Enforcement Reserve to fund a range of eligible maintenance and improvement services, as well as an anticipated saving on street lighting energy costs, staff savings and a reduction in the planned level of maintenance expenditure. The other underspend, which totals £100,000 relates to School Transport and is despite savings shortfalls totalling £165,000. These shortfalls are planned to be more than offset by future savings following a retendering exercise for the provision of transport for children with additional learning needs. All other divisions are reporting balanced positions or very minor variances, including Bereavement, Registration Services & Dogs Home and the Shared Regulatory Service, on the basis that income targets will be achieved.*

Savings Progress & Future Budget Planning

16. At the meeting the relevant Cabinet Members and officers from the Planning, Transport & Environment Directorate will be asked to provide an update on:

- The current budget outturn forecast for 2018/19 for the Planning, Transport & Environment Directorate;
- Progress made in achieving the savings agreed during the 2018/19 budget setting process;
- The projected savings targets for 2019/20 and other future years;
- The process being followed to identify how the savings for 2019/20 and other future years will be achieved.

Way Forward

17. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport and Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment have been invited to attend for this item. They will be supported by officers from the Planning, Transport & Environment Directorate.

Legal Implications

18. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

19. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to

consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- i. Note the contents of the report; and,
- ii. To consider future actions in relation to future scrutiny of this item.

DAVINA FIORE

Director of Governance & Legal Services

26 September 2018

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**Environmental Scrutiny
Committee
02/10/18**

**Cardiff Cycling Strategy:
Update**



Cardiff Cycling Strategy: Vision

Our vision is to develop Cardiff into a cycling city where cycling is a normal, practical and safe choice for short trips, for people of all ages and abilities and to double the number of cycle trips



Why Cycling ?



Key Issues

Congestion 90,000 daily commuters from outside Cardiff
80% by car

Poor Health only 25% of Cardiff residents meet physical activity guidelines & **53% are obese or overweight**
an estimated **5% of deaths** in Cardiff and Vale are due to particulate matter air pollution

Deprivation **31% of households below 60% of GB median incomes** i.e. 46,000 – huge disparities in life expectancy between deprived wards and wealthier areas

Growth Cardiff's population will increase by **11.7% and jobs by 9.4% by 2026**



How cycling can help....

Practicality

A 3-mile journey can be cycled in 20 minutes

Space-saving

Less space on the highway & 12 cycles can be parked in one car parking space

Quality of Life

Most European cities with high 'Quality of Life' ratings have high levels of cycling

Healthy

More people cycling regularly can reduce poor health and mortality resulting from physical inactivity



Why Cycling? – Benefits to Local Economy

**82p
per mile**

net benefit for each mile
cycled instead of driven,
which adds up to

**£14
million**

annual benefit to
Cardiff from people
with a car choosing
to cycle for transport

**£28
million**

annual benefit to Cardiff from
all trips made by bicycle*



These figures are based upon monetising the benefits and drawbacks of driving and cycling. This includes travel time, vehicle operating costs, health, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



Why Cycling? – Public Demand

70%

say they generally think positively about people riding bikes

say things would be better if people in general cycled more

74%

say Cardiff would be a better place to live and work if more people cycled

71%

61%

say things would be better if their friends and family cycled more

feel they should ride a bike more

54%



Cycling in Cardiff is growing....

- The percentage share of work journeys made by bike **increased from 11.3% in 2016 to 16.5% in 2017.**



Next Bikes

- 500 bikes in 55 Stations
- Over 80,000 rentals since May 2018
- Over 20,000 users registered in Cardiff
- Cardiff is one of Next Bike's most popular UK schemes

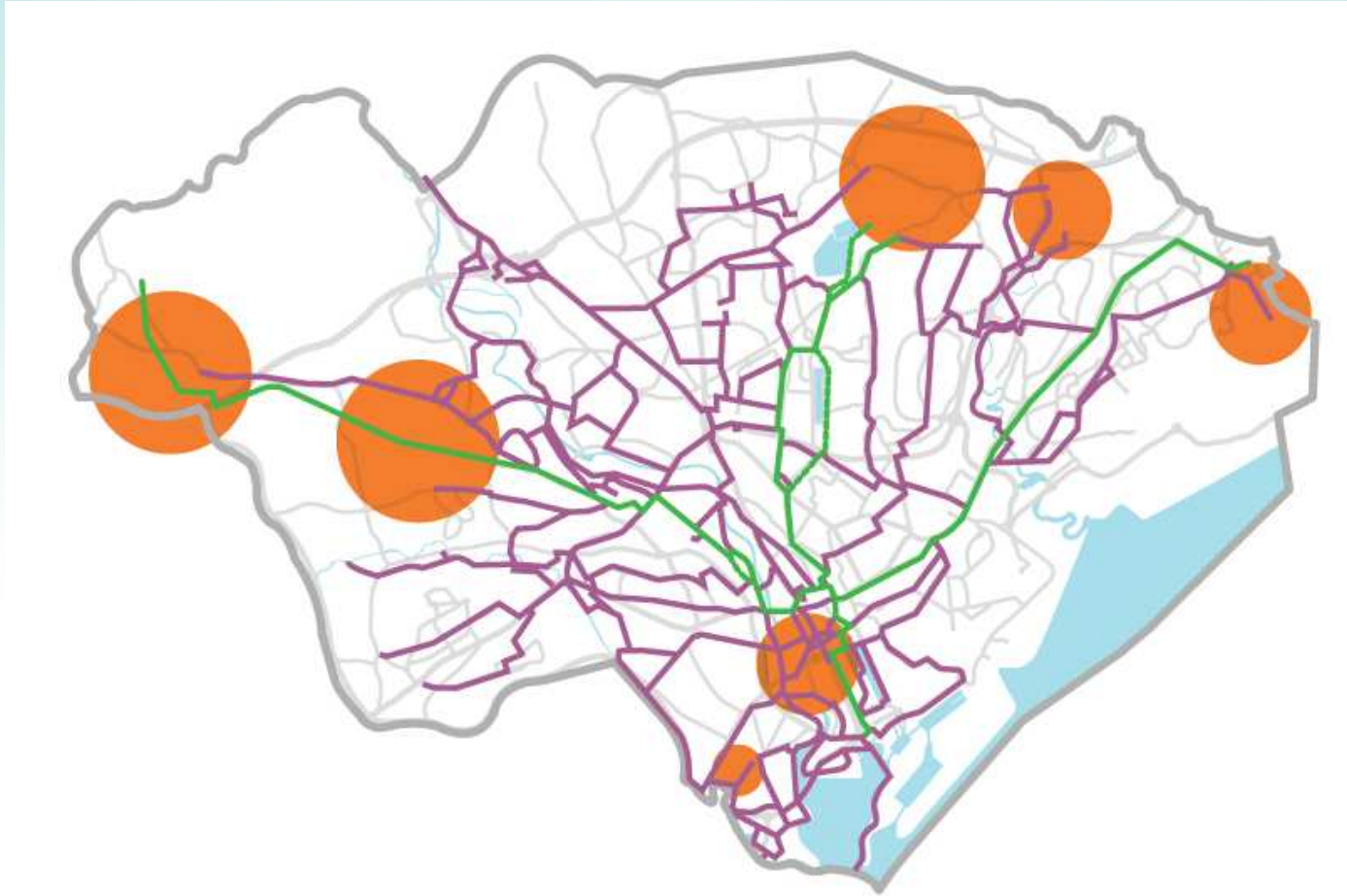


Key Actions

- **Transform infrastructure**
 - Cycle Superhighways (3A quality)
 - Wider network improvements
- **Develop a cycling culture**
 - Workplaces
 - Schools
 - Retailers
 - Other stakeholders



Future Cycling Network



Why Cycle Superhighways?

only
34%



33% in 2015

of people think **cycling safety** in Cardiff is good.

only
23%



25% in 2015

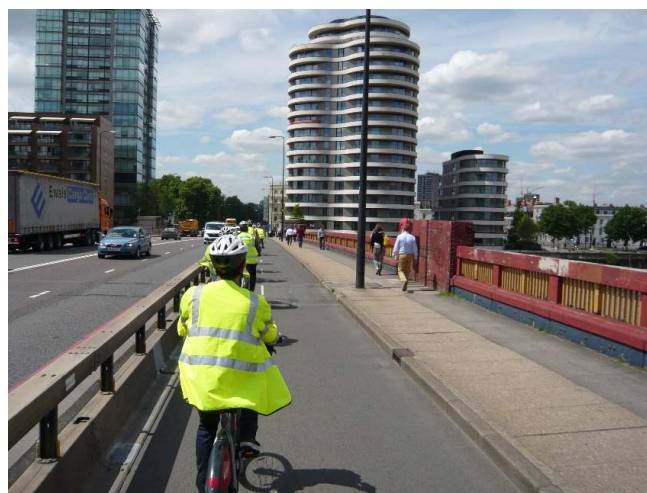
think **safety of children's cycling** is good

79%

of residents support building more protected cycle lanes, even when this can mean less room for other road traffic



Examples: London





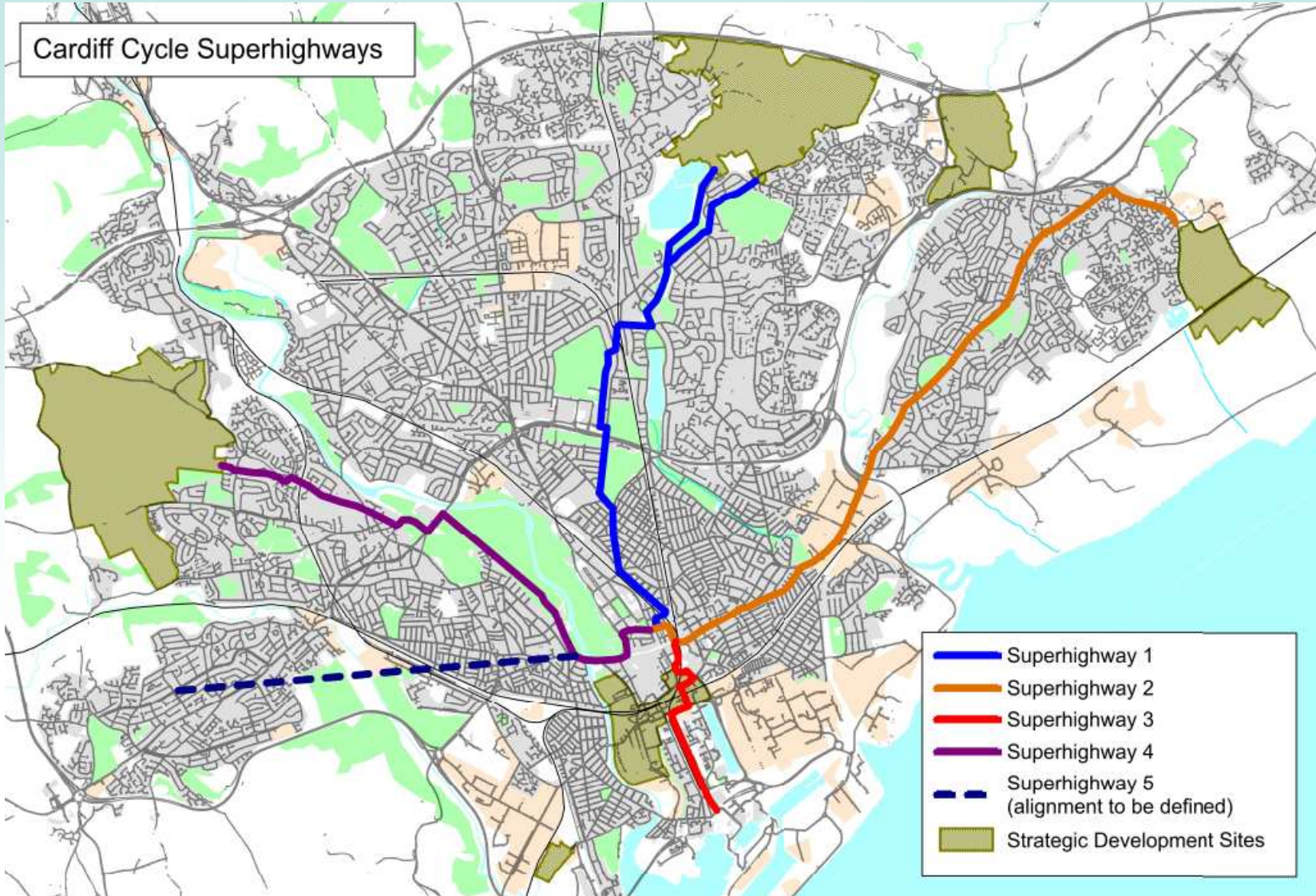
Cycling for All Ages and Abilities





More women cycling





Senghenydd Road



Other infrastructure improvements

- Secondary Routes development
- Junction improvements
- Missing links
- Improving existing routes
- Short cuts
- Quiet streets
- 20mph Limits
- Cycle Parking



Other Actions

- Schools
- Workplaces
- Retailers
- HSBC Core Cities Programme
- Stakeholder engagement



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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

2 OCTOBER 2018

CARDIFF CYCLING PROGRAMME UPDATE

Reason for the Report

1. To provide Members with an update on the ongoing development of Cardiff's cycling programme. In doing so they can consider:
 - Why is cycling important;
 - Current and projected trends;
 - Future development;
 - Infrastructure plans;
 - Partnership working;
 - Cycling challenges in Cardiff; and,
 - Cycling related 'Headline Actions' – Planning, Transport & Environment Directorate Delivery Plan 2018/19.

Background

❖ **Why is Cycling Important?**

2. Cycling is widely considered to be an important tool in for managing the future growth of the city. Key reasons for this include:
 - **Building a Liveable City** – A city that is good for cycling is an attractive city to live and invest in. Many European cities with a strong reputation for the quality of life they offer their residents provide excellent facilities for cycling.
 - **Travel Time** – In a dense urban environment like Cardiff, cycling can offer the quickest way of travelling from point to point. A three mile journey can be cycled

at a comfortable pace within 20 minutes, which is a competitive travel time compared to the car, particularly during peak periods of congestion.

- **Efficient Use of Urban Space** – Cycling requires less space to accommodate on the highway network compared to the private car. Twelve cycles can be securely and conveniently parked in the space required to park one car.
- **Economic Benefit** – Based on the current levels of cycling in Cardiff there is a £14 million a year saving to individuals and the local economy for trips which are cycled instead of driven and a £28 million a year benefit for all trips that are cycled instead of driven in Cardiff.
- **Managing Growth** – The efficiency of cycling as a mode of transport makes it a realistic means of managing the increase in journeys on Cardiff's transport network as the city grows. By providing the right infrastructure in the right places many journeys starting within Cardiff could be made by bike instead of by car. The city's highway network is already under pressure, particularly at peak times. Expanding road space to accommodate additional traffic is neither affordable nor sustainable. Therefore, as the city grows, road space must be reallocated from private cars to more efficient transport modes including footways, cycle tracks and public transport to enable more people to move around the city as quickly and efficiently as possible. This will also ensure that adequate provision remains for those trips where the private car is the only reasonable option.
- **Health** – The health and wellbeing benefits of regular exercise are well documented and cycling for everyday journeys is an effortless way of realizing these benefits. Improvements to local air quality through reducing unnecessary car trips will also have a significant impact on health.
- **Active Travel Duty** – All local authorities in Wales have a duty to plan for and make continuous improvement in the provision of facilities for cycling under the Active Travel (Wales) Act 2013. Cycling also has a significant contribution to make to all seven of the wellbeing goals as set out in the Wellbeing of Future Generations (Wales) Act 2015.

❖ **Key Policy Documents**

3. Cycling policy in Cardiff is focused on and designed around the following key documents:

- Cardiff Local Development Plan 2006 to 2026;
- Cardiff Local Transport Plan 2015 to 2020;
- Cardiff Integrated Network Map;
- Cardiff Public Realm Manual;
- Managing Transport Impacts Supplementary Planning Guidance;
- Cardiff Residential Design Guide Supplementary Planning Guidance;
- Welsh Government Active Travel Design Guidance;
- Manual for Streets Editions 1 & 2.

❖ **Current & Projected Trends**

4. The proportion of Cardiff residents travelling to work by bike in 2017 was 16.5%, compared to 51.6% who travel to work by car. The proportion of residents travelling to work by bike has more than doubled since 2005.
5. The Cardiff Bike Life 2018 survey indicates that 26% of Cardiff residents say that they do not currently cycle, but would like to. The Council believes that this is a significant target market that could be accessed if conditions for cycling could be improved.
6. The majority of car trips starting within Cardiff are of a short enough distance to comfortably cycle. 52% of car journeys in 2011 were less than 3 miles, and would have taken 20 minutes or less by bike.

❖ **Future Development**

7. The population of Cardiff is expected to grow by 79,918 between 2006 and 2026. During this period the number of jobs in Cardiff is expected increase by 40,000, this in turn means that the number of trips within the city is expected to grow by 14%.

8. To help meet this growth and manage travel demand the Council has set a vision for 50% of all trips to be made by sustainable modes by 2026, i.e. walking, bike and other modes of public transport. This objective is set out in the Council's Local Development Plan as an essential tool in helping to accommodate the levels of growth predicted for the city within the transport network.
9. To help achieve these targets the Council hopes to double the number of cycle trips by 2026, continuing on from the growth since 2005. In practical terms this means that the network must be able to accommodate an additional 38,000 cycle trips a day.

Infrastructure Plans

10. The Council has identified a series of infrastructure priorities that it needs to deliver its long term cycling ambitions, these are:
 - **Key Corridors** – Plans will be developed to create five Cycle Superhighways as an exemplar for all ages and abilities cycling, to connect new development sites to major destinations across the city, including the City Centre and the Bay.
 - **City Centre** – Plans will be developed to improve cycling connections through the City Centre as a part of a City Centre Movement Strategy.
 - **Missing Links** – Missing links across the network will be identified and addressed, including schemes to address severance across the network, and local neighbourhood improvements to cycling conditions on local streets.
 - **Maintenance** – Maintenance of cycle routes will be prioritized to ensure that they continue to provide safe and comfortable conditions for cycling.
 - **New Development** – High quality cycling infrastructure will be fully integrated into new development from the outset, to provide an extensive internal network of routes and connections to the wider cycle network.
 - **Integration with Highway Activity** – Whenever work is being undertaken on the highway, opportunities will be taken where relevant to make improvements to cycle facilities at the same time.

- **Involving Stakeholders** – Engagement with stakeholders, including local residents and businesses, will be an important part of designing solutions to get the best possible results.
- **Promotional Activity** – Implementation of new cycling infrastructure will be complemented by promotional activities to maximize the impact of infrastructure investment.

❖ **The Cardiff Cycle Network**

11. The Cardiff Cycle network sets out a comprehensive network of cycle routes linking existing communities and strategic development sites with key destinations across the city.
12. **Cycle network Plan** – A Cycle Network Plan has been approved as a part of Cardiff’s Integrated Network Map, identifying the routes which are to be developed over the next ten years and beyond. This includes Cycle Superhighway routes which will connect strategic development sites with existing communities and major destinations. These Cycle Superhighways will be the Council’s first priority for delivering continuous route corridors that provide the right conditions for all ages and abilities of cycling.
13. The Council will also seek to address missing links across the wider network to improve conditions for cycling, increase the options for everyday journeys, and address severance in key locations through a prioritised plan to include:
 - Safety improvements to major junctions.
 - Segregated facilities on main roads in key locations.
 - Provision of new shortcuts, including bridges, contraflows, and cycle access through road ends.
 - Improvements for on road cycling on quiet local streets, including 20mph limits and traffic calming.

❖ Infrastructure Standards

14. To double the number of cycle trips in the city, it is essential to provide infrastructure that gives everyone the confidence to cycle in Cardiff, including adults who do not cycle often and school children. Cycling safety is a major concern to Cardiff residents. It is essential that cycle routes in Cardiff provide a safe environment, including segregation from motor traffic where it is needed.
15. For cycling to be an attractive travel choice, cycling infrastructure must be comfortable to use. This means that that it addresses the poor perception of safety, by providing segregation where needed, good quality surfaces and sufficient space to cater for the number of people using the route.
16. One of the benefits of cycling in an urban environment is that it offers point to point travel. For this benefit to be realised, cycle routes must be well connected, with a dense network of routes and high quality links between cycle routes and the basic network of local streets. Cycle routes must be convenient to use, providing direct routes to destinations and wayfinding that is intuitive to follow.
17. As with any mode of transport, journey time is important when cycling. A bicycle journey time saving of one minute is worth 12.5p per person, per trip.

❖ Key Infrastructure Measures & Scheme Design

18. Cardiff Council will incorporate the following measures into scheme design where needed to ensure provision for all ages and abilities of cycling:
 - **Safety** – segregation from motor traffic on main roads; 20mph speed limits and traffic calming on streets with lower volumes of traffic; early start for cyclists at signal junctions; parking protected cycle lanes.
 - **Connectivity** – Good network density; high quality links between segregated routes alongside roads, off street paths and traffic calmed minor roads to create a coherent network.

- **Comfort** – Segregation from motor traffic and pedestrians on main roads; segregation from pedestrians on off road paths; adequate space to accommodate both the current and expected number of route users; good quality running surface; appropriate lighting; implementation of 20mph speed limits.
- **Convenience** – Direct routes to destinations; cycle parking in convenient locations; intuitive wayfinding.
- **Travel Time** – Adequate space to accommodate the number of route users; signal changes to reduce waiting time at junctions; give priority to segregated cycle routes and footways over side roads; contraflows for cycling on one way streets; provide cycle access through road ends; provide bridges to reduce severance caused by natural or man-made barriers.

❖ **Partnership Working - Schools**

19. 4% of Cardiff children currently travel to school by bike, however, 25% say that they would prefer to travel to school by bike. In contrast, 41% of Cardiff children travel to school by car. 16% of all trips undertaken on a weekend are escort trips (trips taken to transport somebody else) and just over half of these trips are made as a car driver. Escort trips represent a significant cost to the individual, both in terms of time and transport costs. If children are able to travel to school independently, this saves their parents time and money.
20. Government guidelines state that children and young people should engage in moderate to vigorous physical activity for at least 60 minutes a day. Cycling to school and for other short trips can contribute to increasing the amount of physical activity that children undertake. The benefits of cycling for children and young people include improved cardiovascular and bone health, maintaining a healthy weight, improved self-confidence and development of social skills.

❖ **Promoting Cycling in Schools**

21. **Cycle Training** – The Council offers cycle training to all primary schools in Cardiff to give children the skills that they need to cycle short journeys such as cycling to

school or to local shops. Training is also offered during the school holidays for children who are unable to attend training through their schools.

22. **Active Journeys** – The Active Journeys in Wales project is delivered by Sustrans to provide information, training and support to pupils, teachers and parents to enable more children to travel to school by bike, scooter or on foot. Schools are supported intensively over a three year period to enable them to establish a good foundation to become an independent active journeys school.

❖ **Partnership Working - Workplaces**

23. Around 16.5% of journeys to work currently made by Cardiff residents are by bike and a third of all cycle trips made by Cardiff residents are for work purposes. However, there is significant scope to increase the number of people cycling to work in Cardiff, since 56% of Cardiff residents could reach their workplace within 20 minutes by bike.
24. The number of jobs in Cardiff is expected to grow with several new employment sites to be located in and around the City Centre, including the redevelopment at Central Square. Increasing the number of people cycling to work in Cardiff is an important measure to manage the impact of this growth on the transport network.
25. Cycling can offer many benefits to employers and employees in Cardiff. It is an easy way to incorporate physical activity into daily life, which benefits health and wellbeing and leads to a more productive workforce. Cycling reduces pressure on the demand for car parking spaces, and cycle parking takes up significantly less space than car parking. Cycling can also offer a cost effective option for business travel over short distances in an urban area due to the lower running costs and competitive travel times compared to the car.
26. To increase the uptake of cycling to work and for business travel, the Council must address the missing links within the cycle network to facilitate the journeys between where people live and work in the city. Accompanying workplace based initiatives can maximise the impact of infrastructure improvements. The Council will continue

to engage with local employers to identify priority areas for improvement and share knowledge on best practice for workplace initiatives.

27. The key workplace initiatives to increase cycling are:

- Secure cycle parking;
- Showers and changing facilities;
- Pool bikes for business travel;
- Cycle mileage for business travel;
- Tax free bikes through the Cycle to Work scheme.

❖ **Partnership Working - Retail**

28. Cardiff city centre is a major shopping destination at a national level with over 40 million visitors a year. Local shops, including those provided at district and local centres, provide important services to local communities and support the local economy, particularly small businesses.

29. Cardiff residents currently make around 3 million cycle trips to the shops every year.

30. As a mode of transport well suited to short, urban journeys, cycling can offer residents a means to access shops quickly and conveniently, with the right provision of infrastructure in the right place, including speed reduction measures on local streets near local shops and provision of short stay cycle parking in convenient locations. These facilities will make shops in Cardiff, both within the city centre and at local shopping areas, more attractive to visit and encourage residents to spend locally, increasing the number of shorter shopping trips undertaken by bike, will ensure that car parking and road capacity is available for customers who need to drive.

31. The key initiatives required to increase cycling to shops are:

- Improvements to infrastructure to provide direct and comfortable access to shopping locations;
- Provision of short stay cycle parking in locations close to shops in sufficient numbers to meet demand.

❖ **Cycling Challenges in Cardiff**

32. The Council has identified a number of challenges that could potentially provide a barrier to increasing the level of cycling in Cardiff, these are:

- **Fragmented Network** – The existing Cycle Network is fragmented and incomplete, as demonstrated by the 2015 Existing Route Map which only shows those routes which meet the minimum standards set out in Welsh Government Design Guidance. Some routes could be improved by addressing relatively short sections of missing links. However, many parts of the city, in particular the east, have very limited provision for cycling.
- **Retrofitting Infrastructure in Existing Streets** – Constrained urban corridors need to serve competing demands which makes the retrofitting of cycling infrastructure challenging. There are housing developments in Cardiff which have been constructed with limited public transport access and no purpose built cycling connections at all.
- **Safety: Actual & Perceived** – Cardiff residents feel that cycling is significantly less safe than other modes of transport. Although the number of people cycling for everyday journeys is growing in Cardiff, in order to maintain this growth, it is clear that safety issues, both real and perceptual, need to be addressed.
- **Resources** – Cardiff Council's current annual capital expenditure on cycling infrastructure, including both Council capital funding and external grant funding, equates to £4.54 per resident. This has funded a number of recent improvements across the network, but is not sufficient to develop a comprehensive network of high quality routes. 79% of Cardiff residents would like to see more investment in cycling in Cardiff.

❖ **Planning, Transport & Environment Directorate Delivery Plan 2018/19 – Headline Actions**

33. The Headline Actions that are set out in the Planning, Transport & Environment Directorate Delivery Plan 2018/19 to achieve the Council's cycling objectives are:

- **Headline Action - 42699** - Develop a spatial masterplan to create new high quality shared space for pedestrians, cyclists and vehicles throughout the city centre and key neighbourhoods by 2018/19.

Key Milestones – 2018/19

- **Q1** – Continue to refine master plan proposals for shared spaces, active travel routes (including proposed cycle superhighways) and bus priority/bus routing improvements; progress concept designs for Westgate Street bus routing and public realm measures to support bus interchange.
 - **Q2** – Consultation on Westgate Street proposals.
 - **Q3** – Detailed design.
 - **Q4** – Tendering for construction subject to funding.
- **Headline Action - 42700** - Support the delivery of the Council's Active Travel agenda by working with the Active Travel Advisory Groups.

Key Milestones – 2018/19

- **Q1** – Continue to work collaboratively with active travel stakeholders through regular meetings of the Cycling Advisory Group., HSBC Officer Working Group and ad-hoc engagement on specific projects and events including Cardiff Car Free Day and HSBC Let's Ride City Ride in May 2018.
 - **Q2** - Continue to work collaboratively with active travel stakeholders through regular meetings of the Cycling Advisory Group., HSBC Officer Working Group and ad-hoc engagement on specific projects.
 - **Q3** - Continue to work collaboratively with active travel stakeholders through regular meetings of the Cycling Advisory Group., HSBC Officer Working Group and ad-hoc engagement on specific projects.
 - **Q4** - Continue to work collaboratively with active travel stakeholders through regular meetings of the Cycling Advisory Group., HSBC Officer Working Group and ad-hoc engagement on specific projects.
- **Headline Action - 42701** - Make Cardiff roads safer by implementing 20mph speed limits through a phased programme delivery, focusing on Gabalfa, Butetown & Grangetown during 2018/19.

Key Milestones – 2018/19

- **Q1** – Finalise design and prepare for public consultation on Grangetown 20 mph limit area.
- **Q2** –Public Consultation full potential.
- **Q3** – Tendering.
- **Q4** – Implementation of 20 mph limit area and commence preparation for Plasnewydd and Adamsdown schemes.

- **Headline Action - 42702** - Improve the cycling and walking network in Cardiff by delivering prioritised routes within the Active Travel Integrated Network Map, including phase 1 of the Cycle Super Highway by 2021 - Phase 1: Connecting the Heath Hospital, City Centre (Dumfries Place) and Newport Road / Broadway.

Key Milestones – 2018/19

- **Q1** - Finalise concept designs for St Andrews Crescent – St Andrews Place – Senghennydd Road - Cathays Terrace Phase, carry out public consultation and apply for Traffic Regulation Orders; Commence investigation work to inform development of concept designs for next sections of Phase 1 of Cycle Superhighway; Progress investigation and design work for other key routes including South West Link feasibility study.
- **Q2** - Consider consultation feedback on St Andrews Crescent – St Andrews Place – Senghennydd Road scheme and progress detailed design; Continue to progress investigation work to inform development of concept designs for next sections of Phase 1 of Cycle Superhighway including internal external consultation; Progress investigation and design work for other key routes including South West Link feasibility study.
- **Q3** - Complete detailed design and tendering for St Andrews Crescent – St Andrews Place – Senghennydd Road scheme; Continue to progress investigation work to inform development of concept designs for next sections of Phase 1 of Cycle Superhighway including internal external consultation; Progress investigation and design work for other key routes; completion of South West Link feasibility study
- **Q4** - Commence construction of St Andrews Crescent – St Andrews Place – Senghennydd Road scheme; Continue to progress investigation work to

inform development of concept designs for next sections of Phase 1 of Cycle Superhighway including internal external consultation; Identify preferred option(s) to progress to next stage of design of South West Link.

- **Headline Action - 42704** - Launch the On-Street Bike Hire Scheme in May 2018

Key Milestones – 2018/19

- **Q1** – Support formal launch of scheme in May 2018 with the completion of Phase 1 - provision of 250 bikes on 25 stations; Support nextbike presence at Cardiff Car Free Day.
- **Q2** – Support scheme promotion and roll out of Phase 2 docking stations.
- **Q3** – Completion of Phase 2 roll out through provision of 500 bikes on 50 stations.
- **Q4** – Continue to support nextbike in promotion and operation of scheme.

- **Headline Action - 42705** - Ensure every school in Cardiff has developed an Active Travel plan - including training and / or infrastructure improvements by 2020.

Key Milestones – 2018/19

- **Q1** - Work with Education team to formulate and agree action plan and programme for the roll out Active Travel Plans across all Cardiff Schools by 2020; Work with Education team to agree and recruit additional staff to support Active Travel Plans roll out.
- **Q2** - Make arrangements to begin roll out of Active Travel Plans starting in academic year 2018/19.
- **Q3** - Progress roll out of Active Travel Plans programme.
- **Q4** - Progress roll out of Active Travel.

- **Headline Action - 42712** - Support the delivery of the Central Transport Interchange & Cycle Hub Development

Key Milestones – 2018/19

- **Q1** - Provide ongoing input to revised scheme on transport planning, highways development management issues and delivery of supporting city centre transport infrastructure to support delivery of scheme by 2020.

- **Q2** - Provide ongoing input to revised scheme on transport planning, highways development management issues and delivery of supporting city centre transport infrastructure to support delivery of scheme by 2020.
- **Q3** - Provide ongoing input to revised scheme on transport planning, highways development management issues and delivery of supporting city centre transport infrastructure to support delivery of scheme by 2020.
- **Q4** - Provide ongoing input to revised scheme on transport planning, highways development management issues and delivery of supporting city centre transport infrastructure to support delivery of scheme by 2020.

Way Forward

34. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport has been invited to attend for this item. He will be supported by officers from the Planning, Transport & Environment Directorate.

Legal Implications

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RECOMMENDATION

The Committee is recommended to:

- i. Note the contents of the report; and,
- ii. To consider future actions in relation to future scrutiny of this item.

DAVINA FIORE

Director of Governance & Legal Services

26 September 2018

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