



Fy Nghyf / My Ref: CM35315

Dyddiad / Date: 23rd August 2016

Councillor Paul Mitchell  
Cardiff Council  
County Hall  
Atlantic Wharf  
Butetown  
Cardiff  
CF10 4UW

Annwyl/Dear Councillor Mitchell

### **Environmental Scrutiny Committee - 14th June 2016**

Thank you for your letter dated 21<sup>st</sup> July 2016. I am able to advise as follows.

### **Cardiff's Transport Strategy**

#### **Comment**

*During the way forward, Members discussed a range of potential stakeholder groups which they felt should be involved in the consultation exercise for Cardiff's Transport Strategy. In particular they felt that the Wales Tourist Board and other tourism bodies should be involved in the exercise as transport is a critical factor in bringing a substantial number of tourists and other visitors into the city each year. In addition to this the Committee would like to see clear linkages between Cardiff's Transport Strategy and Cardiff's Student Strategy as student numbers have increased substantially in recent years.*

#### **Response**

I welcome the suggestion of potential stakeholder groups which should be included in the Transport Strategy consultation. Transport Officers will liaise with Economic Development regarding corporate links with Visit Wales and we will

#### **ATEBWCH I / PLEASE REPLY TO :**

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*Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg a Saesneg a byddwn yn sicrhau ein bod yn cyfathrebu â chi yn eich dewis iaith boed yn Gymraeg, yn Saesneg neu'n ddwyieithog dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn creu unrhyw oedi.*

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ensure that there is ongoing engagement with them on transport issues. There is also an opportunity for engagement with Visit Wales on the forthcoming Cycling Strategy development consultation.

Cardiff's Universities are key partners and major trip attractors. As such, regular liaison takes place between Officers and University stakeholders and we will ensure that consultation takes place with university staff and students. We will also work closely with the Student Liaison Officers to ensure that a clear link is established and maintained between the Student Strategy and Transport Strategy.

### **Comment**

*The Committee would like to see a commitment to establishing a 'circle line' around Cardiff as a part of the South Wales Metro proposals. In particular they feel that developing a link between Coryton and Radyr would be a logical step which would help complete a natural circle route for the city. Members, therefore, feel that when the Council is asked to submit its proposals and priorities for the South Wales Metro to the Welsh Government then this particular option should feature.*

### **Response**

The Cardiff Capital Region Metro project is being led by Welsh Government. Extensive investigation and feasibility work will be required to determine the exact configuration of the Metro network, the priorities for investment and develop detailed proposals. The following website link provides further information on the Metro:

**<http://gov.wales/topics/transport/public/metro/>**

Figure 7 of the information brochure on the website shows possible future Metro extensions. It shows a possible future extension between Coryton and Taffs Well. Page 12 of the Metro Intervention Appraisal Report suggests that a City Circle Loop Scheme "...has some benefits and is to be included into the relevant package as a long term intervention." Therefore, it is expected that the feasibility and benefits of a potential loop would be considered as part of the ongoing work.

### **Comment**

*At the meeting I stressed the importance of securing any pieces of land which are vital for protecting any heavy and / or light alignment points; this approach should make the longer term development of the South Wales Metro much easier and cheaper. In addition to this I would again stress the importance of establishing a suitable land purchase compensation scheme at the first possible opportunity; this would provide much needed assurance for people living on the potential routes and avoid unnecessary worry and property devaluation.*

### **Response**

All matters relating to land purchase and compensation would be a matter for Welsh Government to address in the course of developing Metro proposals.

### **Comment**

*The Committee as a whole has yet take a view on the preferred transport options for the South Wales Metro – this is something that I would like to consider further during 2016/17. On a personal note, and given my transport background, I would prefer to see a light rail option being applied across the South Wales Metro; it is far more cost effective and flexible than options like heavy rail.*

### **Response**

The mode of operation for the Metro has yet to be determined. Welsh Government will shortly commence the bidding process for the renewal of the Wales and Borders rail franchise which will include the South Wales Valleys network. The Welsh Government's requirements regarding the mode of operation on the South Wales Valleys network will become apparent when bids are invited.

### **Comment**

*During the meeting a Member stressed the importance of properly maintaining highway routes leading to key transport sites, for example, railway stations and park & ride facilities. Having well maintained highways in these areas would provide cyclists looking to access rail travel with confidence which in turn would encourage modal transfer. I would be grateful if you could look into the feasibility of prioritising highway maintenance work in these areas and provide the Committee with feedback on your findings.*

### **Response**

The selection process for the highway improvement programme takes into account a number of elements of information. The key consideration is asset condition data which is gathered via a number sources. Requests highlighted by the public, Councillors, highway safety inspectors are all factored into the decision making process and assist in determining the most suitable roads for inclusion in the relevant programme. The prioritisation process also considers cycle and bus routes, schools, shopping zones and areas that have a high amenity value.

Despite the good work that is done to prioritise the limited maintenance funding available, there is a clear need for an additional ring-fenced maintenance funding for cycle routes. The most important cycle routes are not necessarily on the highway or may not have high volumes of motor traffic. I will pursue this additional funding through the Council's annual budget approval process.

### **Comment**

*Members agree with the idea of implementing 20 mph zones, however, are concerned that in some areas there appears to be a lack of enforcement and signage to support the new schemes. They feel that without any clear enforcement initiatives and appropriate signage motorists will simply ignore the lower speed limits. The Committee, therefore, asks that you liaise with key*

*agencies like South Wales Police to ensure that proper measures are put in place for existing and new schemes.*

### **Response**

It is intended to set out a clear policy on 20mph areas in the light of recent pilot. This policy will guide future decisions on selecting 20mph areas, designing measures and monitoring and enforcement. Liaison with the South Wales Police and other stakeholders will be a key element in the development of this policy.

### **Comment**

*The presentation included a graph titled 'Our Target – 50:50 Modal Split'; this covered the period 2011 to 2026. Discussion on the graph caused some confusion as it was not clear if it illustrated journeys to work in Cardiff or all journeys in Cardiff. I would be grateful if you could confirm if the graph represented journeys to work or all journeys in Cardiff.*

### **Response**

The existing 2011 figure presented was for all journeys by sustainable transport, and came from the 'Personalised Travel Planning' project which was conducted in Cardiff during 2011 – 2013.

The target set out in the LDP was for 50% of all journeys (work included) to be made by sustainable modes by 2026.

### **Comment**

*During the meeting a member explained that residents in two new housing developments in Pontprennau and Pentrebanne had received bus travel subsidies on the day that they moved into their new property. The Committee felt that this was a good idea as it helped promote good travel habits from residents of the new housing developments. I would ask you to look into the practicality of extending this approach to all new housing developments in future, particularly for those on the new strategic sites which will need to be developed around the 50:50 modal split principle.*

### **Response**

I can confirm that this approach will be taken and that contributions will be sought where they can be justified by the assessment of transport impacts of development proposals.

## **Street Lighting – Member Briefing**

### **Comment**

*Overall Members were supportive of the work being undertaken by the Council to procure 13,608 LED lanterns for Cardiff's strategic routes. They felt that the anticipated energy, carbon and financial reductions were a positive thing, however, they were concerned that only the highways lighting stock were within the scope of the tender exercise while the street lighting controlled by housing and parks was excluded. The Committee feel that this is a negative example of*

*'silo' working and that if the benefits of the LED lanterns are clear for the highways lighting stock then naturally these same benefits would apply to all other parts of the Council. As a consequence I would ask that you revisit the proposal to review if it is possible for housing and parks street lighting to be included in the LED scheme; either now or in the near future.*

*During the meeting Members asked for confirmation of the anticipated financial savings to be delivered through the LED street lighting scheme.*

*There was some confusion around the actual value; therefore, I would be grateful if you could provide the Committee with a detailed breakdown of all savings and costs associated with the new scheme.*

*Members are aware that the implementation of LED street lighting can potentially result in a reduction in light pollution. I would, therefore, be grateful if you could provide the Committee with any information that you currently hold on how LED lighting reduces such light pollution and ultimately results in night sky improvements.*

## **Response**

I am disappointed with the comments with regards 'silo' working as my Officers in Assets & Engineering are promoting a 'One Council' approach for asset management. Discussions have taken place with Parks and Housing with regards their assets. It should be recognised that both Parks and Housing have limited or no asset information with regards their assets and therefore the process to review all of the lighting would have delayed the LED contract significantly. As the energy savings from the project will be £791,416 per annum this equates to £65,951 savings that would be delayed each month from not delivering the project.

My Officers are working with Parks and Housing to promote the 'One Council' approach but there is a need for these asset owners to support the process as work would be required to reassign assets and budgets to maintain each asset group. The collection of data on each asset is the first step that needs to be addressed and Matthew Wakelam, Head of Infrastructure and Operations, will be having further discussions with Sarah McGill and Jon Maidment to please some impetus on doing this. Any information captured would be added to the Asset Management system, AMX, which it is intended will hold information on all our infrastructure assets (not buildings).

The savings can be split into two areas; those that we be realised immediately and those that will require further work to realise the savings. Energy savings from the installation of new LED street lighting is the only immediate saving. This is a significant saving of £791,416 per annum. The contract is estimated to be £4.858M and as no capital funding has been provided to implement the scheme some of the £791,416 savings will need to be utilised to payback the capital cost over the next 12 years. This means that the savings shown in the Medium Term Financial Plan are £150k in 16/17, £100k in 17/18 and £50k in 18/19. A final saving of £491,416 will be realised at the end of the 12 year payback period but this would not be shown on any Medium Term Financial Plan due to it being so far in the future.

Other savings identified but not included in payback are Carbon reduction commitment £63,100, reduction in maintenance costs £35,000, faults and failure prediction £20,000, option of trimming £26,600, option of dimming £47,900. This totals a potential further £192,600 savings per annum. All of these aspects are not immediate and will need some work to ensure they are realised. The Carbon Reduction commitment is included in this area as this is centrally controlled and may not represent a saving to City Operations, albeit the work undertaken by City Operations has achieved the saving. Maintenance cost and fault failure prediction would only be realised if other income generating work was undertaken in its place or resource was reallocated. Trimming and Dimming would require further internal discussions in terms of our policy on lighting and how lighting is managed at night on our main roads.

There are differing views on as to whether the introduction of LED lighting results in night sky improvements. As long as LEDs are shielded, light spill and glare are relatively well-controlled, but light reflected from the ground also goes up into space to light the sky. The Officers have spent a significant amount of time reviewing the specification and engaging with stakeholders relating to night sky concerns to ensure that what is implemented balances the energy improvements and meeting the required lumen levels for our roads with the type of lighting implemented. The City of Cardiff Council is the first Local Authority to utilise 3000 Kelvin lighting in comparison to 5000 Kelvin lighting and although this has reduced energy savings the decision has been based on what is best for the City and the citizens of Cardiff. There are a significant number of interested stakeholders interested in how the City of Cardiff Council has managed the delivery of this project as there is recognition that Officers have truly understood issues associated with street lighting.

I trust the above is of assistance.

Yn gywir  
Yours sincerely



**Y Cyngorydd/Councillor Ramesh Patel**  
**Aelod Cabinet dros Drafnidiaeth, Cynllunio a Chynladwyedd**  
**Cabinet Member for Transport, Planning & Sustainability**