

CABINET MEETING: 16 FEBRUARY 2017

CARDIFF WEST TRANSPORT INTERCHANGE

REPORT OF DIRECTOR CITY OPERATIONS

AGENDA ITEM: 8

**PORTFOLIO: TRANSPORT, PLANNING AND SUSTAINABILITY
(COUNCILLOR RAMESH PATEL)**

Reason for this Report

1. To seek approval to proceed with the original decision taken at the Cabinet Meeting of 15th December 2016 to proceed with the development (which has Planning Consent) of an Integrated Transport Hub on the site of the former Waungron Road Recycling Depot.

Background

2. The decision taken at Cabinet on 15th December 2016 has been referred to Scrutiny Committee for Call-in. The meeting was held on Wednesday 8th February 2017 and the decision referred back to Cabinet. The formal response from Scrutiny Committee has been received and is considered below.

Issues

3. The original reasons for the decision to be Called-in can be grouped under the following headings
 - Increase in costs
 - Modelling issues
 - Parking/drop off
 - Rapid transport bus corridors
 - Site movements
 - Cycling facilities
 - Staffing/running costs
4. As a result of the Call-in meeting the decision was referred back to Cabinet along with the recommendation to consider a number of key identified concerns. These issues and their responses are as follows:

- **Financial** – On balance Members were concerned at the increase in costs from £500,000 for the outline concept to £1.7million for a fully designed scheme. They would ask that a review of all costs is undertaken before taking the scheme any further.

Response;

5. In terms of the increase of cost from £500K to £1.7m a comprehensive explanation was presented at the Call-in meeting. In summary, it was highlighted that the initial scheme costed at the lower figure was: 1) A high-level conceptual scheme that excluded substantial and defined 'exclusions' including potential contamination, retaining structures, service diversions and project design; 2) It was intended as a figure that might adjust (as expressed in the February 16 Budget Report) 'subject to further design' but that would allow the project to proceed to the next stage.
6. The table below highlights the areas of identified additional costs (in yellow) that could only be defined as a result of the further detailed design and technical analysis that occurred prior to November 2016 when the revised cost of £1.7m was determined.

Description	Faithful & Gould Concept	City of Cardiff	Value Engineered scheme
Site Preparation	£111,980	£213,985	
External Works			
Road structure	£118,780	£122,901	
Footways & Kerbing	£70,873	£102,075	£-29,000.00
Traffic and Pedestrian Signage	£10,000	£1,870	
Rail Access Steps	£15,000		
Permanent Traffic Signal Installation	£30,000	£114,530	
Drainage	£25,000	£18,290	
Retaining Structure		£332,100	
Bus Shelters		£100,000	
Enforcement Cameras		£25,000	
Street Lighting		£10,000	
Service Diversions		£150,000	
Sub Total	£381,633.00	£1,190,751.00	
Additional costs (design costs / prelims etc.)	£95,408.00	£516,841.53	
Estimated Cost Of Construction	£477,041.00	£1,707,592.53	

7. In terms of further cost analysis, we are confident regarding the cost estimate presented in the cabinet report subject to additional work that remains to be carried out regarding the full extent of site contamination. From the evidence we currently have the figure presented is robust. However, the full analysis of the extent of the hydrocarbon contamination will need to be understood as a priority to define and derisk this figure.

- **Parking** – *On balance Members were concerned that there had not been adequate consideration in the local area of any potential parking issues that could be caused by the scheme. It is felt that further evaluation of the potential parking impact needs to take place before Cabinet takes a decision on the scheme.*

Response;

8. Adequate pick up and drop off opportunities will be provided. The interchange is not a park and ride facility and is not expected to generate vehicular traffic.

- **Traffic Congestion** – *On balance Members were not convinced that the scheme would reduce traffic congestion in the area and could potentially increase some journey times. It is felt that the traffic modelling data needs to be reviewed and reconsidered before Cabinet takes a decision on the scheme.*

Response;

9. The scheme is not primarily designed to reduce local traffic congestion but to enable more people to access more destinations by public transport by making interchange between services easier. The transport modelling undertaken used the most up to date software tools available and current data. The modelling showed that even with very high numbers of buses using the interchange that there was negligible impact on the surrounding network. The traffic signals in the vicinity will be integrated to maximise their efficiency, and additional bus priority measures put in place as part of the progression of the North West Strategic Development Site.

- **Potential Site Development Options** – *The inner triangle area of the transport interchange has been identified as a potential development site that could generate a capital receipt to support the funding of the scheme. Members would like a Cabinet view on the type of development which could be created on the site and some assurance that access plans for the inner triangle area development have been reviewed.*

Response;

10. The scheme as designed will allow access into the developable land. This will be controlled to prevent rat-running through the interchange. A planning application is in the process of development. However, it would not be appropriate for Cabinet to comment on this at this time.

- **Cycling** – *The majority of Members felt that cycling provision needed to be improved at the site, for example, further consideration should be given to integrating segregated cycle lanes in and around the site and site security should be reviewed to ensure that it is safe to leave bikes at the site for extended periods of time.*

Response;

11. The cycle facilities will form part of the Cycling Strategy consultation. The site will be linked to the strategic cycle network. There is insufficient carriageway space to provide segregated cycle lanes. The site will be monitored with CCTV cameras, in addition there will be bus passengers waiting which should add to site security.

- **Transport Connectivity** – *On balance Members were not convinced by the location of the proposed transport interchange and its connectivity to other key transport locations around the city. In particular there was concern around how the scheme would link in with future rapid bus transit corridors which have yet to be clearly defined; the obvious sites mentioned (for example, junction 33 and Heath) regularly experience significant traffic congestion problems. The Committee, therefore, recommends that potential linkage to any rapid bus transit corridors is reviewed before any decision is taken by Cabinet.*

Response;

12. The site is ideally placed to link with east-west movements to UHW and Cardiff East Park and Ride, as well as the North West Strategic development site and M4 J33 and associated development which will have a Park and Ride facility. The routes of any Rapid Bus Transit corridors have not yet been defined; therefore, it is difficult to review potential linkages. However, the presence of an interchange at this location is likely to influence the route of such a corridor in this area.

Local Member consultation

13. Consultation is proceeding through the planning process

Reason for Recommendation

14. To enable the development the Western Transport interchange to proceed.

Financial Implications

15. These are given in the original report to Cabinet of 15th December 2016 which is at Appendix A.

Legal Implications

16. These are given in the original report to Cabinet of 15th December 2016 which is at Appendix A.

RECOMMENDATION

It is recommended that Cabinet reaffirm the decision to approve the development of the proposed Western Transport Interchange to proceed at the identified site.

ANDREW GREGORY

Director

15 February 2017

The following appendix is attached;

Appendix A: Cabinet Report of 15th December 2016-Cardiff West Transport Interchange