

Fy Nghyf / My Ref: CM40662

Dyddiad / Date: 8th January 2019

Councillor Ramesh Patel
Chairperson
Environmental Scrutiny Committee
County Hall
Atlantic Wharf
Cardiff
CF10 4UW

Annwyl/Dear Ramesh

**Environmental Scrutiny Committee, 2nd October 2018 - Budget Briefing
And Cardiff Cycling Programme Update**

Thank you for your letter dated 5th November 2018 in relation to the Environmental Scrutiny Committee held on 2nd October 2018.

Please see below a response to your comments and observations.

Planning, Transport & Environment Directorate – Budget Briefing

I am able to provide you with a financial update. Saving proposals submitted for PTE now total £4.2 million (£2.3 million less than the original target of £6.5 million).

Sickness Rates - I would be grateful if you could provide the committee with details of specific actions that will be taken in the areas of the Directorate with persistently high sickness rates.

The service improvement actions for sickness absence are detailed below:

1. 78% of all managers have completed the revised e-learning module on sickness procedures.
2. Return to Work and Stage Interviews are monitored and Managers informed of non-compliance.

ATEBWCH I / PLEASE REPLY TO :

Swyddfa Cymorth Y Cabinet / Cabinet Support Office, Ystafell / Room 518, Neuadd y Sir / County Hall
Glanfa'r Iwerydd / Atlantic Wharf , Caerdydd/Cardiff, CF10 4UW
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GWEITHIO DROS GAERDYDD, GWEITHIO DROSOCH CHI

Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu'n ddwyieithog. Byddwn yn cyfathrebu â chi yn ôl eich dewis, dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

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The Council welcomes correspondence in Welsh, English or bilingually. We will ensure that we communicate with you in the language of your choice, as long as you let us know which you prefer. Corresponding in Welsh will not lead to delay.



3. Monthly stats report sent to all managers, including missed return to work interviews and missed stage interviews.
4. Sickness Absence regular item on Management Team Agenda.
5. HR Contact Officer is holding regular weekly meetings with areas that have high Long Term Sickness absence cases.
6. HR Contact Officer is meeting with Director and Assistant Director monthly to review long term sickness cases.
7. Introduction of a number of Health promotion initiatives.

Additionally the Directorate has introduced a number of Health promotion initiatives

1. Physiotherapy pilot being undertaken at Lamby Way for all staff
2. Videos in communal areas displaying various techniques/exercises which can be undertaken on a daily basis.
3. On-site massage service provided by Harmony Holistics. (Last sessions November 2018, next sessions planned for January 2019).
4. Weekly physiotherapy sessions. (Individual assessments and group sessions focussing on reducing sickness levels).
5. Welfare Officer based on site. (Provision of counselling service)
6. Occupational Health Visitor on site. (Facilitates audio tests, drivers' medicals)
7. Regular Health & Wellbeing fayres (Including Diabetes testing & awareness, smoking cessation, blood pressure testing, prostate & ovarian cancer awareness)
8. Prayer and Reflection Room
9. Cycle racks and showers in main buildings.
10. Drying room to dry wet clothes.
11. Hand cream/sun cream/provision of bottled water for operational staff during hot weather

Clawback Savings Shortfall - I would be grateful if you could provide the Committee with a plan of how the Directorate might claw back the savings shortfall during the remainder of the 2018/19 financial year.

The Directorate has implemented the following to improve the financial position;

- Restriction of spend in all areas (including staff, IT, agency etc. unless authorised by OM).
- Appropriate use of reserve to fund revenue developments.
- Reduction in FRM spend.

Digitalisation - I would be grateful if you could arrange for the newly appointed Chief Digital Officer to provide a paving report setting out the planned digitalisation proposals for the Directorate, the timescales in which they will be delivered and the savings that they will generate.

Digitalisation is Directorate led. The Directorate is implementing key digital solutions to improve service delivery and generate savings.

Some key projects are identified below;

- Replace paper based issuing of licences to digital
- Progressing upfront payment in all areas where possible
- Issue FPN's through digital system
- Allow customers to access accounts and payments on line
- Introduction of hybrid printing
- Digital solution identified for new service development; SUD's and Untaxed Vehicles

The delivery of technology projects is 'bottom up' rather than 'top down', ensuring that the digital solution meets all business needs.

Parking Revenue Account Funded Schemes & Projects –I would be grateful if you could provide a summary of the schemes and projects currently being funded from the Parking Revenue Account.

Schemes and projects currently being funded are listed below

- Bus Corridor
- 20 mph
- Residential Parking extension 75%
- HSBC
- Bike Hire
- Car Free
- Safety Access to Schools
- Active Travel Posts
- LDP Monitoring
- DFS Maintenance
- Electric Vehicle match funding – 25%

Brexit - The Committee agreed that the Directorate should at least attempt to identify the associated key risks and determine a series of mitigating actions to address any problems that might be caused by Brexit.

At a Corporate level, there is a piece of work being undertaken by the Cabinet Office.

For information, I can advise that WLGA have published a Brexit Preparedness Toolkit for Welsh LAs, in association with Grant Thornton, which can be found by following the following [link](#). Please let me know if you have any problem accessing this document and I will arrange for you to have a hard copy

Cardiff Cycling Programme Update - Members agreed that failing to include cycling infrastructure in the new section of the Eastern Bay Link had been a missed opportunity and that in future the Council should look to include cycling infrastructure in all new roads built in the city.

The Eastern Bay Link scheme was funded and developed by Welsh Government using its statutory powers. While the Council was a consultee on the scheme, and was involved in technical approvals of scheme details, the overall parameters of the scheme design were essentially determined by Welsh Government. The finished scheme includes a shared pedestrian/cycling facility

on the south side of the new highway which connects with the Ocean Way roundabout at its eastern end and Pierhead Street at its Western end.

Automatic counters located along the new facility indicate that the route is fairly well utilised by pedestrians and cyclists, and the numbers using this are rising. For example, as of June 2018 there were 1,718 pedestrians and 1,695 cyclists recorded at the Ocean Way roundabout (equivalent to 57 per day each respectively). Similarly, there were 1,389 pedestrians and 1,573 cyclists recorded at the Pierhead Street arm of the Ocean Way roundabout (equating to 46 pedestrians and 52 cyclists daily).

The cover report stated that the proportion of Cardiff residents travelling to work by bike was 16.5%. A Member asked where the increase in new cyclists was coming from and wanted to know what the net impact on overall modal shift was, for example, were the new cyclists former walkers or bus users. I would be grateful if you could ask someone from the Planning, Transport & Environment Directorate to look into the matter and provide feedback to the Committee.

The figure of 16.5% is an absolute value for 2017 within a 5 year rolling average of 11.4% (Ask Cardiff Survey). Provisional results of the latest Ask Cardiff Survey year appear to indicate that the growth in cycling predominantly comes from people switching from the car (around 60% of those who state they are cycling more are also using car less), but also from bus and rail, with some also having transferred from previously walking. It should be stressed, however, that whilst there has been a significant net increase in cycling, some people have chosen to cycle less over the past year and in turn have transferred over to other modes.

An officer from the Planning, Transport & Environment Directorate explained that cycling groups were currently lobbying Welsh Government for an increase to £20 per head of the population on cycling. The Committee would support this and encourage the Council to support this group by lobbying Welsh Government for additional funds for cycling; particularly as this would help achieve challenging modal shift and air quality targets.

The support of the Environmental Scrutiny for the Council's lobbying efforts is greatly appreciated. Since the Committee meeting, the Council has received a further award of in-year funding totalling £4.2 million. Added to the funding already awarded by WG this year, and the Council's own contribution from its capital budgets, this means that a total of £4.178m (capital) is allocated to cycling infrastructure delivery in 2018-19. This figure represents a spend of £11.54 per head.

We are mindful that a high proportion of the £4.2 million represents capital funding awarded by Welsh Government 'in-year' for schemes which the Council had already committed to deliver. As such, it is not funding for new schemes. Whilst the increase in funding from Welsh Government is most welcome, we are keen for the Welsh Government to shift away from the current system of annual bidding and funding and to provide capital allocations over a longer time period

(ideally 3 years). This will provide the certainty the Council needs to build its delivery capacity and to build momentum in delivering a 'year-on-year' rolling programme of infrastructure schemes.

I have already been in discussion with Welsh Government officials and Ministers and will continue to engaging with the new Ministerial team about this matter over the coming weeks.

During the meeting it was noted that there was no specific budget for the maintenance of cycle routes. Instead monies were drawn from the Highways Maintenance budget as and when required. Given the projected increase of cycling and its associated infrastructure the Committee feel that it would be sensible to allocate a specific budget for cycling infrastructure maintenance. I would be grateful if you could look into the option of doing this and then provide feedback to the Committee.

That is correct, the Council has a budget for maintaining adopted carriageways and footways which includes cycle routes and is determined by an assessment of physical condition and prioritised by those most in need of renewal for reasons of safety, prevention of critical failure or maximising whole life cost. The allocation of dedicated budgets to maintain cycling infrastructure should be investigated but not provided at the detriment of existing maintenance budgets.

In addition to the adopted network discussed above, there are off-road strategic cycle routes which are predominately permissive rights within Parks Services land and other private land ownerships e.g. the Taff Trail. The Public Rights of Way Team has a small annual maintenance budget of approximately £10,000 which only covers limited general maintenance such as weed treatment and removal of autumn leaf fall. The Council's resources are supplemented where possible by volunteers, managed by the Council's Parks and Public Rights of Way teams.

The small budget for off-road path maintenance is a reflection of the considerable pressures which have been placed on revenue budgets in recent years. However, I have asked officers to review current provision and to provide me with options for enhancing the annual resourcing of off-road trail maintenance going forward.

To coincide with National Bike Week in June this year, the Council consulted with residents in Cardiff, asking them to identify roads which are well-used by cyclists in the city which are in need of repair. The cycling survey generated 560 responses and the results were assessed by the Council's Highways team. They found that there was a good correlation between feedback from the survey and data held by the Highways team on the current condition of roads across the city. It is estimated that approximately 15% of schemes in this year's Capital Programme for highway asset renewal are on routes which are well-used by cyclists.

It would be appreciated if you could provide the Committee with an update on the 20mph schemes currently being delivered and other future schemes that are in the pipeline.

20 mph limit schemes have already been delivered in several areas:

Cathays – the original pilot area which has recently been upgraded with improved signage and driver information including painted roundels and gateways.

Riverside - delivered with a new approach including gateways and painted roundels as well as signage.

Canton – has so far included areas up to Victoria Park and North of Lansdowne Road have been delivered. Traffic Regulations have been sealed for delivery of the western areas of the ward.

Gabalfa – delivered across the ward following the same approach as Riverside.

Further schemes will be delivered during this financial year with funding awarded by Welsh Government:

Cardiff South East – Plasnewydd, Adamsdown and Splott

Grangetown – delivery across the whole ward

Canton – areas adjacent to Grangetown around the Sloper Road area.

Future schemes being designed for delivery in 2019/20/21, subject to grant funding from Welsh Government include:

Butetown – delivery across the whole ward

Penylan – delivery across the whole ward

Canton - (remaining areas and parts of Llandaff under the A48)

Any outstanding areas south of the A48 where 20mph limits would be appropriate would also be converted to 20mph as part of these future schemes.

Once all scheduled 20mph limits south of the A48 are in place, the Council will be in a position to consider the possible roll out of 20mph limits in areas to the north of the A48. The approach to be taken in these areas will need to recognise the unique character and challenges of different locations.

Members were concerned by the lack of consistency across the city around cycle lane and sign markings. They felt that this lack of consistency was confusing for cyclists, motorists and pedestrians, therefore, they would ask you to look into developing a single cycling sign and lane marking standard across Cardiff.

The inconsistency in quality of some of Cardiff's cycling infrastructure is recognised. Some elements of infrastructure are the product of past approaches to infrastructure design, which pre-date the Welsh Government's Active Travel

Design Guidance. This document provides advice on the design and specification of cycling facilities in different situations. By following the Guidance in the design of new routes, we will achieve greater consistency. This will become more apparent as Cardiff's cycle network continues to grow.


Could you please provide the Committee with a list of Cardiff's key missing cycling links and a summary of what can be done to fill these gaps.

The Council's Active Travel Integrated Network Map sets out the Council's short, medium and longer term plans for developing the city's cycle network. The Plan includes a schedule of schemes. The Integrated Network Map and Schedule of cycling schemes can be found on the Council's website at:

<https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Walking-and-cycling/ActiveTravel/Pages/default.aspx>

I trust the above is of assistance. If you have any further queries, please do not hesitate to contact me.

Yn gywir / Yours sincerely



**Cynghorydd / Councillor Caro Wild
Aelod Cabinet dros Gynllunio Strategol a Thrafnidiaeth
Cabinet Member for Strategic Planning & Transport**