



County Hall  
Cardiff  
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Neuadd y Sir  
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CF10 4UW  
Ffôn: (029) 2087 2000

## GOHEBIAETH YN DILYN CYFARFOD Y PWYLLGOR

**Pwyllgor** PWYLLGOR CRAFFU AMGYLCHEDDOL

**Dyddiad ac amser  
y cyfarfod** DYDD MAWRTH, 15 MEHEFIN 2021, 4.00 PM

Gweler isod gohebiaeth anfon gan Gadeirydd y Pwyllgor ar ôl y cyfarfod , ynghyd ag unrhyw ymatebion a gafwyd

Am unrhyw fanylion pellach, cysylltwch â [scrutinyviewpoints@caerdydd.gov.uk](mailto:scrutinyviewpoints@caerdydd.gov.uk)

13 **Gohebiaeth yn dilyn y cyfarfod pwyllgor** (*Tudalennau 3 - 16*)

Mae'r dudalen hon yn wag yn fwriadol

Ref: NT/RP/MM/15.06.2021

16<sup>th</sup> June 2021

Councillor Michael Michael,  
County Hall,  
Atlantic Wharf,  
Cardiff CF10 4UW.



Dear Councillor Michael,

**Environmental Scrutiny Committee – 15 June 2021 – Costal Risk Management**

On behalf of the Environmental Scrutiny Committee I would like to thank you and the Assistant Director for Street Scene for attending Committee on Tuesday 15<sup>th</sup> June to discuss the Costal Risk Management report and providing Members with a detailed update. As highlighted at Committee, Members look forward to receiving the future Cabinet report which is anticipated November / December 2021. Following our consideration, Members of the Committee have requested that I feed back the following to you.

During the meeting, the change in estimated construction cost from 11m to 23.5m was highlighted along with the reasons for this increase in cost and Members note that how the Council will manage the identified shortfall in funding will be detailed in the future report. Members do however wish to comment, that there is the possibility of costs increasing further and so wish to seek further information from yourself, and officers, surrounding how we as a Council are preparing and managing the possibility of a further cost increase. Committee also wish to request that going forward, should cost increase by £500,000 or more, Committee be automatically informed.

In addition to the above request, Committee also wish to request they remain automatically updated on the following:

- Any changes to the traveller site to that detailed at Committee (regarding the erection of a fence).

- An update when a storage location for the rocks is found.

During the meeting it was confirmed that when work commences there will be an impact on the costal path with diversions in place. Members wish to stress the importance that this is advertised widely, and at the earliest opportunity in order to provide residents, and visitors to Cardiff with relevant notice.

Finally Members note that securing the Marine Licences is the biggest challenge recognised by yourself and officers and wish to stress the importance of working with NRW closely to ensure the license is signed off in order to avoid cost implications.

Thank you once more to you and the officer for attending the meeting. For ease of reference, the requests detailed in this letter are as follows:

- Detail on the plan in place if costs were to increase.
- Confirmation that Committee will be automatically updated on the following instances –
  - I. Cost increase by £500,000 or more
  - II. Changes to the traveller site to that detailed at the meeting.
  - III. When a storage location for the rocks is found.

A response to this letter is requested.

Regards,



Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Matt Wakelam, Assistant Director for Street Scene
- Members of Cardiff's Environmental Scrutiny Committee

**SWYDDFA CYMORTH Y CABINET  
CABINET SUPPORT OFFICE**



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Fy Nghyf / My Ref: CM45922

Dyddiad / Date: 29<sup>th</sup> June 2021

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

Annwyl/Dear Councillor Patel

**Environmental Scrutiny Committee - 15th June 2021 - Coastal Risk Management**

Thank you for your correspondence dated 16th June 2021.

In response to your queries, the full business case going to cabinet later this year will include the contract value for the construction of the project and a risk profile including the potential increase in costs associated to the risk. This will provide the basis for Welsh Government to provide funding to support the outturn or final cost for the project.

The Service Area will be pleased to provide written updates on the delivery of the Coastal Protection Scheme on request by the Environmental Scrutiny Committee. Following the request, the update will be provided to the Environmental Scrutiny Committee for review at their next meeting.

I can confirm that this update will provide information on the forecast of final costs and any specific aspects such as, work to the traveller site and storage of materials required to deliver the project.

I hope that the above is of assistance to you.

Yn gywir  
Yours sincerely

Michael Michael

**Councillor / Y Cynghorydd Michael Michael  
Cabinet Member for Clean Streets, Recycling & Environment  
Aelod Cabinet dros Strydoedd Glân, Ailgylchu a'r Amgylchedd**

**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.

**WORKING FOR CARDIFF, WORKING FOR YOU**

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.

Tudalen 5





Ref: NT/RP/CW/15.06.2021

16<sup>th</sup> June 2021

Councillor Caro Wild,  
County Hall,  
Atlantic Wharf,  
Cardiff CF10 4UW.



Dear Councillor Wild,

**Environmental Scrutiny Committee – 15 June 2021 – North West Corridor, Castle Street & City Centre East.**

On behalf of the Environmental Scrutiny Committee I would like to thank you and officers for attending Committee on Tuesday 15<sup>th</sup> June to discuss the North West Corridor, Castle Street & City Centre East reports.

In a bid to assist you and the service area, Members of the Committee have requested that I feed back the following comments and observations to you.

**North West Corridor**

In terms of future consultation, Members wish to stress the importance that consultation with a wide, far-reaching range of stakeholders is undertaken as part of this work at the most relevant and earliest opportunity.

Members also wish to reiterate that a key consideration for this work must be that of public behaviour and travel habits and it was felt by some that the Council can still do more to better educate and inform people of the benefit of alternative transport (to that of cars).

As requested at the meeting, Members wish to seek an update and clarity on the delivery of the BRT routes, including confirmation on if it will proceed, reasons for its delay, how you have engaged with private bus companies on the project and information on its anticipated timeline for implementation.

Members note that the next stage of the process is to consider the proposals in more detail, however Members would appreciate initial insight into what you, and officers deem as the 'top three' proposals which are likely to be implemented.

Finally, Members wish to stress the importance of the timeline in delivering transport projects. Although Members acknowledge the range of factors which could impact the delivery of a projects, Members are disappointed by the amount of transport projects which have been delayed. Further to this Members also hold concerns with regard to the amount of new developments proposed for the city prior to the establishment of an aligned transport infrastructure, meaning members of the public could fall into the habit of using cars, habits which are then difficult to change.

### **Castle Street & City Centre East.**

As detailed at the meeting, Members note that this is a temporary measure in order to continue gathering and analysing evidence in order to inform a more permanent scheme. Following our consideration, Members wish to request the following;

- Clarity and insight into how much of the decision to pursue Option 1 was due to the results of the consultation.
- How the decisions to re-open up Castle Street to private traffic has been levelled out against the issue of 'induced demand' and the principles of clean air.

As highlighted by a Committee Member, an argument put forward to justify the reopening of Castle Street is due to traffic being diverted into residential areas. Although Members acknowledge the comments made that the modelling conducted shows that when comparing and forecasting the options, there is greater improvement on road links in Option 1, the evidence provided in today's papers does not evidence the justification surrounding a current

displacement of traffic, as at present, no street is showing higher levels of NO2 levels than pre-pandemic.

In terms of segregated bus lanes, as highlighted by a Committee Member, it is disappointing to note that buses will only have a dedicated lane on the West direction of Castle Street. It is felt by Members only providing one segregated bus lane could be a significant disadvantage for buses at a time when we are trying to encourage members of the public to use public transport. Further to this, Members also hold concerns this could have on bus timetables and the 'stop start' nature for Castle Street traffic causing more pollution. Following on from their consideration Members wish to request to receive in 9 months time a report detailing how closely the actual activity has resembled the modelling that is predicted.

Surrounding electric buses, Members wish to seek further clarity and rationale surrounding if electric buses will be included on this key route, why it has not already been included and when there will be capacity to do so.

Thank you once more to you and the officer for attending the meeting. For ease of reference, the requests detailed in this letter are as follows:

### **North West Corridor**

- An update and clarity on the delivery of the BRT routes, including confirmation on if it will proceed, reasons for its delay, how you have engaged with private bus companies on the project and information on its anticipated timeline for implementation.
- Initial insight into what you, and officers deem as the 'top three' proposals which are likely to be implemented.

### **Castle Street**

- Clarity and insight into how much of the decision to pursue 'Option One' was due to the results of the consultation.

- How the decisions to re-open up Castle Street to private traffic has been levelled out against the issue of 'induced demand' and the principles of clean air.
- In 9 months time, Committee receives a report detailing how closely the actual activity on Castle Street since its re-opening, has resembled the modelling predicted in the papers.
- Further clarity and rationale surrounding if electric buses will be included on this key route, why it has not already been included and when there will be capacity to do so.

Regards,

Handwritten signature of Ramesh Patel in black ink.

Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Andrew Gregory, Director, Planning, Transport & Environment,
- Jason Dixon, Operational Manager – Transport Development and Network Management
- Gethin Shields, Planning, Transport & Environment
- Members of Cardiff's Environmental Scrutiny Committee

Fy Nghyf / My Ref: CM45923

Dyddiad / Date: 28 August 2021

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

Councillor Ramesh Patel

Dear Ramesh

**Environmental Scrutiny Committee – 15 June 2021 – North West Corridor,  
Castle Street & City Centre East.**

Thank you for your letter 16 June 2021 dated regarding the North West Corridor, Castle Street & City Centre East. I have set up below a response to each of the comments made.

**North West Corridor**

- An update and clarity on the delivery of the BRT routes, including confirmation on if it will proceed, reasons for its delay, how you have engaged with private bus companies on the project and information on its anticipated timeline for implementation.

*Response: Targetted stakeholder engagement has been undertaken as part of WelTAG Stage 1. Engagement with the following stakeholders will be undertaken as part of WelTAG Stage 2:*

- *Welsh Government;*
- *TfW;*
- *Cardiff City Council;*
- *Rhondda Cynon Taf County Borough Council (CBC);*
- *Vale of Glamorgan County Council;*
- *Natural Resources Wales;*
- *Cardiff Capital Region Transport Authority;*
- *South East Wales Trunk Road Agency;*
- *Network Rail;*
- *Bus operators: Cardiff Bus, NAT, Stagecoach;*

**GWEITHIO DROS GAERDYDD, GWEITHIO DROSODD CHU**  
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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• *Rail operators: TfW Rail Services, Great Western Railway; and*



CREU GWIR IN THESE STONES  
FEL GWYR YD'R HORIZONS  
O'R WRNALS A WENTENING

- *Strategic Site developers.*

*Full public consultation will be undertaken in the preparation of WeITAG 3 subject to funding.*

*Cardiff Council Officers are working with the Welsh Government, Transport for Wales and Traveline Cymru on the promotion of Public Transport and Active Travel.*

*The BRT routes form part of the improvements intended to be delivered by 2025 as identified in the WeITAG Stage 1 study. The WeITAG Stage 2 study will recommend a prioritised list of schemes through further assessment of the four key aspects of well-being: economic, social, environmental and cultural establishing an outline business case. The WeITAG Stage 3 study will establish the full business case that will be used to secure funding. Delays to delivery are primarily related to securing funding. The bus operators are key stakeholders included in the engagement to inform each stage of the study work.*

*The WeITAG Stage 2 study will recommend a prioritised list of schemes through further assessment of the four key aspects of well-being: economic, social, environmental and cultural establishing an outline business case.*

*Delays are primarily related to securing funding and the WeITAG study work will establish the business cases in support of funding bids to deliver the projects as soon as practicable.*

*The transport infrastructure is tailored to the phased implementation of the developments to support the use of sustainable travel. This also includes the way the sites are designed as part of the master planning.*

- Initial insight into what you, and officers deem as the ‘top three’ proposals which are likely to be implemented.

*It would not be appropriate to give a view on the ‘top three’ at this stage because the study work needs to be done objectively.*

### **Castle Street**

- Clarity and insight into how much of the decision to pursue ‘Option One’ was due to the results of the consultation.

*Response: Whilst the results of the consultation were considered, they were done so in conjunction with other factors such as the COVID19 recovery and the risk of increased traffic.*

- How the decisions to re-open up Castle Street to private traffic has been levelled out against the issue of 'induced demand' and the principles of clean air.

*Response: In order to support the decision to revert to the Welsh Government approved clean air plan scheme (Option 1), the Council undertook further detailed modelling using the South East Wales Transport Model in a Variable Demand Mode (VDM). The VDM version includes changes to trip patterns induced by the schemes which were not originally accounted for in the previous modelling works. The modelling projects responses in terms of mode, destination and time period choice in reaction to changes in travel costs. This resulted in reductions in the number of total car trips made in the city centre in response to the removal of capacity and changes to allowed movements on the highway networks. As a result of these changes in trip patterns, as well as changes in network routing, there have been some large reductions in traffic flows on roads affected by the schemes in both Option 1 and 2, particularly on Castle Street and hence the improvements in NO2 concentrations and evidence that compliance will be achieved.*

*However, elsewhere there have been some increases in traffic flows as a result of changes in destination choice and re-routing traffic to avoid Castle Street. Using this updated transportation data our Air Quality Consultants, Ricardo AEA, undertook further detailed air quality modelling, replicating the previous methodology to develop the Clean Air Plan. The results of this modelling indicated that pollution levels would be forecasted to increase in 34 of 42 streets and key routes into the city if cars are completely displaced from Castle Street and Option 2 was adopted by the council.*

*Whilst the modelled rise in surrounding areas is within legal limits and no roads were forecasted to be non-compliant, there are clear concerns that any rise of air pollution in residential areas, in favour of achieving lower levels of pollution on the mainly non-residential Castle Street, is one that needed to be carefully considered as part of the decision-making process. This is particularly important as many of these residential areas already have relatively poor levels of air quality, and it is acknowledged that there is no safe limit for NO2 pollution.*

*A further consideration that had to be taken account as part of the decision-making process, is that the baseline traffic data used to undertake these assessments is based on pre-Covid travel patterns, and therefore there are some justifiable uncertainties on what traffic flows, will look like once lockdown has been lifted and normal travel behaviours return. There is a risk that there could be an increase in car use, as a result of any ongoing social-distancing requirements on public transport, which could result in pollution levels in surrounding residential streets increasing further than the levels projected in the modelling.*

*In taking all the above evidence into consideration, the decision was to proceed with Option 1, which fully replicates the functionality of the Welsh Government approved Clean Air Scheme, to ensure that compliance on Castle Street could be achieved in the shortest possible time. This option also ensures that the displacement of NO2 pollution to surrounding, mainly residential areas, would be minimised.*

- In 9 months time, Committee receives a report detailing how closely the actual activity on Castle Street since its re-opening, has resembled the modelling predicted in the papers.

*Response - It should be noted by the Committee that compliance needs to be reported in terms of meeting the air quality objective for NO2 which is based on an annual average data set. However, we are currently in discussions with Welsh Government and their expert panel to agree the monitoring and evaluation requirements of Option 1 in terms of ensuring compliance is achieved and reported to Welsh Government to comply with the legal direction. We would be more than happy to provide the Committee with a report detailing the monitoring and evaluation of Option 1, although we will need to agree the specific date of this to ensure it meets the requirements of Welsh Government.*

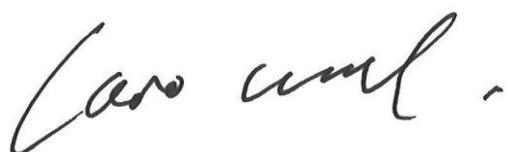
- Further clarity and rationale surrounding if electric buses will be included on this key route, why it has not already been included and when there will be capacity to do so.

*Response –As part of the ULEV Bid to secure the funding for the 36 electric buses that are being procured by Cardiff Bus, it was clearly indicated that the routes that the buses would operate would target routes within Air Quality Management Areas (AQMA) and Castle Street in order to realise the air quality benefits that these zero emission buses would provide.*

*As such the following routes will see the introduction of Electric Buses later this year The proposed routes as suggested by Cardiff Bus were as follows:*

- 12 vehicles for the 27 route – route is within City Centre AQMA and Castle Street;
- 12 vehicles for 44/45 route – route is partly in the City Centre AQMA and Stephenson Court AQMA; and
- 12 vehicles for 49/50 route – route is within City Centre AQMA, Castle Street and Stephenson Court AQMA.

Yours Sincerely,



**Cynghorydd / Councillor Caro Wild**

**Aelod Cabinet dros Gynllunio Strategol a Thrafnidiaeth**

**Cabinet Member for Strategic Planning & Transport**

Mae'r dudalen hon yn wag yn fwriadol