



County Hall  
Cardiff  
CF10 4UW  
Tel: (029) 2087 2000

Neuadd y Sir  
Caerdydd  
CF10 4UW  
Ffôn: (029) 2087 2000

## CORRESPONDENCE FOLLOWING THE COMMITTEE MEETING

**Committee** ENVIRONMENTAL SCRUTINY COMMITTEE

**Date and Time of Meeting** THURSDAY, 11 JANUARY 2024, 4.30 PM

Please find below correspondence send by the Committee Chair following the meeting, together with any responses received.

For any further details, please contact [scrutinyviewpoints@cardiff.gov.uk](mailto:scrutinyviewpoints@cardiff.gov.uk)

10 **Correspondence Following the Committee Meeting**(Pages 3 - 14)

This page is intentionally left blank

**Ref:** Scrutiny/Env/Correspondance11/01/2024

**Date:** 17 January 2024

**Councillor Dan De'Ath**

Cabinet Member, Transport & Strategic Planning



Dear Councillors and De'Ath

### **Environmental Scrutiny Committee – 11 January 2024**

On behalf of the Environmental Scrutiny Committee a sincere thank you for attending Committee to facilitate our consideration of the proposed **Cardiff Parking Plan**. Please also relay our thanks to the officers who attended the Committee meeting to support this item. Members agreed that I pass on the following observations. You will find our recommendations and requests, listed at the end of the letter.

#### **General**

Members asked how the Parking Plan would stimulate the local economy. Officers clarified that restricted time parking, e.g. two hours only, in non-resident parking bays would enable a turn - over of cars allowing people to stop at local shops throughout the day, instead of the bay being 'blocked' by someone using it all day.

The committee also noted that improvements in the reliability, affordability and frequency of public transport are needed to encourage people out of their cars. Officers commented that a lot of funding is being committed to train services and that patronage on buses was slowly improving following the marked decline during Covid.

The potential to negatively impact on those working unsocial hours, unable to use public transport was also commented on by members. Officers suggested that car parks were available, and that parking was permitted in non-residential bays outside of the enforcement hours.

The committee asked if there was any update in relation to 'car clubs' that would provide an alternative solution. You stated that there was working

ongoing regional and that you would be able to provide further information in a matter of weeks.

Members asked if there was an opportunity to introduce 'double red lines' to prevent parking that restricts the flow of traffic, it was noted that this will be reviewed as a part of the priority bus routes, rather than the parking strategy.

### **Enforcement**

The enforcement of current and proposed parking was noted by Members including the need for more Civil Parking Enforcement officers when more zones are rolled out. Officers confirmed that a business case will be needed for each proposed zone that will include enforcement costs along with road markings and signage etc.

### **Permits**

The Committee noted that there had been issues raised in relation to the electronic parking system and its ease of use and despite this it has been rolled out. Issues in relation to differing enforcement times for non-resident and resident bays causing confusion was also a concern raised by members, however officers noted that the four zones that had been introduced would be reviewed.

Concerns were also raised regarding 'hourly' visitor permits and it is hoped that the feedback provided has informed the proposed introduction of the daily visitor permits instead.

The issuing of permits for occupations such as carers was raised, and the question asked what other occupations may be able to have permits granted and officers stated that the consultation exercise would be key to informing this.

## **Zones**

The committee suggested that learning from the pilot areas that have zones and parking gates are taken into consideration in the design and implementation of any new zones.

The rationale for the proposed zones in the city was broadly accepted with some concerns noted about the borders of the zones and areas adjacent to the University Hospital for Wales, for example.

The introduction of zoned parking was noted as being popular in some pilot areas. When asked by members if zones would be introduced in some of the outer wards, officers confirmed that only if this was requested. Whereas members from the city centre wards would welcome the introduction of zoning and restrictions being in place.

Concerns about the restrictions in the central zone were raised in relation to 'no loading' and the impact on businesses. Officers clarified that loading would be permitted from designated loading bays. They also stated that it is intended to keep the designated disabled parking bays in the city centre zone, in Windsor Place and Park Lane for example,

## **Consultation**

The committee felt that the voice of those that may be disadvantaged by the proposals should also be heard, specifically commuters and students.

Officers stated that the purpose of the plan was to improve the position for the tax paying residents of the city. However, it was acknowledged that the consultation could include 'journey to work areas' and that there are well established links with student bodies that could be utilised.

Members also noted that student medics and optometrists who are currently required to undertake placements in the community may be disadvantaged if they are unable to use their cars to travel to their placement.

For ease of reference, the requests detailed in this letter are:

- Further information relating to the introduction of car clubs when available.

One formal recommendation was made.

<b>Recommendation</b>	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Action Date
We recommend that groups that may be disadvantaged by any of the proposed parking zones are engaged in the consultation process to highlight any potential unknown issues, e.g., medical students and placements				

Once again thank you once more for attending Committee and for considering our comments and recommendations.

I look forward to your response.

Yours sincerely,



**Councillor Owen Jones**

**Chairperson Environmental Scrutiny Committee**

*Cc: Members of the Environmental Scrutiny Committee*

*Andrew Gregory, Director for Planning, Transport & Environment*

*Jason Dixon, Operational Manger, Transport Development & Network Management*

*Chris Hanson, Principal Engineer, Transport Vision, Policy & Strategy.*

*Cllr John Lancaster, Group Leader, Conservatives*

*Cllr Andrea Gibson, Group Leader, Common Ground*

*Cllr Rodney Berman, Group Leader, Liberal Democrats*

*Chris Pyke, Audit Manager*

*Tim Gordon, Head of Communications and External Relations*

*Claire Deguara, Acting Cabinet Business Manager*

*Graham Porter, Committee Clerk*

**Ref:** SharePoint/Scrutiny/Env/Correspondence 11.01.2024

**Date:** 23 January 2024

Karl Gilmore – Rail Infrastructure Director

Gavin Hawkins – Bus Interchange Operations Manager

Ruth Jones - Communications Business Partner



**By email**

Annwyl / Dear

**CARDIFF BUS INTERCHANGE**

On behalf of the Environmental Scrutiny Committee on 11<sup>th</sup> January 2024, I would like to thank you and officers for attending Committee to facilitate our consideration of the **Cardiff Bus Interchange**. Members agreed that I pass on the following observations, and requests which are listed at the end of the letter.

**General**

The committee welcomed the offer of a site visit prior to the formal opening of the Bus Interchange which you suggested would be opening in May 2024. Although it was noted that there would be a ‘soft opening’ for approximately two weeks. Members asked about potential delays in the opening, and you stated that while there were supply chains overseas for some materials that you did not envisage any delays.

It was noted that you are working with four bus operators to deliver service from the bus interchange, namely, Cardiff Bus, Newport Bus, Stagecoach and Adventure Travel and that the interchange would give priority to services that had travelled for 50 minutes – one hour rather than local services. You also confirmed that National Express and other coach services would not be operating from the bus interchange and a separate **Coach Strategy** was being developed with partners. This news was received with disappointment from members as they queried how the interchange could operate effectively as a ‘transport hub’ when intercity coaches were excluded.

## **Bus Interchange**

You reiterated the bus interchange building was constructed by Welsh government and therefore TfW had no input in relation to the potential to include 'green walls', however members asked about the **EPC rating** of the building, which you indicated you would be able to provide to members following the meeting.

The provision of charging points for electric buses was raised by the committee and you stated that while charging points were not currently available, however, the necessary infrastructure was there to enable, to be introduced at a later date.

It was noted that water refill points would be available on the concourse, along with toilets, accessible and Changing Places facilities.

You stated that to support movement in and around the interchange by the public there would be tactile maps and paving to support accessibility.

You also informed the committee that the procurement of retailers to operate from the units at the interchange was ongoing and members asked if preference would be given to local SME's, you clarified that these decisions sit with the Commercial Team at TfW.

It was noted that the residential units at the building were complete and being let that some businesses were now and operating from their new offices.

Constraints for the use of the bus interchange by coaches were noted as they are getting longer and the 'drive-in, reverse-out' nature of the facility makes this difficult to accommodate. All the modelling undertaken in relation to this type of operation and the capacity of the interchange had shown a good flow of vehicles.

## **Capacity**

Members noted that the 14 bays at the interchange would allow for approximately 60 departures an hour and asked if there is the flexibility to accommodate any future growth in service. The 60 departures an hour would be worked towards through discussions with bus operators and the council. You responded that there was a degree of operation resilience in the service,

however you were limited by the physical building, which was constructed by the Welsh Government.

You confirmed that some services would still operate from the on-street bus stops in Wood Street and Westgate Street.

### **Ambassadors**

The committee were informed that ambassadors are central to the operating model of the interchange and key to communication with the public.

Therefore, six ambassadors and four supervisors were to be appointed to support the operation of the bus interchange as they would be on hand to provide up to date information to direct passengers to their onward destinations. The ambassadors will be available at the interchange during its operating hours i.e. 15 minutes before the departure of the first bus until the last bus leaves.

The ambassadors will also be available during events when road closures around the city centre prevent the bus interchange from operating, to assist the public.

The ambassadors will be easy to identify in their TfW uniforms and Hi-Vis jackets.

The committee would also welcome an update in relation to ongoing work to support the **Metro** developments in Cardiff, and believe that Kelsey, prior to going on maternity leave was proposing an update in March, April or May, depending on officer availability.

To confirm a response to the letter which responds to the following points is requested:

- Further information on the development of the Coach Strategy.
- Clarification on the EPC rating of the interchange.
- Further information regarding an update in relation to the Cardiff Metro

I look forward to your response.

Yours sincerely / Yn gywir

A handwritten signature in black ink, appearing to read 'Owen Jones', with a vertical line to the left of the signature.

**Councillor Owen Jones**

**Chairperson Environmental Scrutiny Committee**

cc: *Members of the Environmental Scrutiny Committee*

**Ref:** SharePoint/Scrutiny/Env/Correspondence 11.01.2024

**Date:** 23 January 2024

**Matt Wakelam**

Assistant Director Street Scene - Waste



**By email**

Dear Matt

**Environmental Scrutiny Committee – 11<sup>th</sup> January 2024**

On behalf of the Environmental Scrutiny Committee a sincere thank you for attending Committee to provide an update in relation to the roll out of the **Recycling Strategy for Cardiff**, in the absence of the Cabinet report that has been delayed due to industrial action. Members agreed that I pass on the following observations. You will find our requests, listed at the end of the letter.

**Roll out of segregated recycling.**

The committee acknowledged that as a core city Cardiff is successful at recycling, however, from a Wales perspective it could be doing better.

You helpfully provided the committee copies of letters and literature being provided to resident to the next phase of the rollout. However, one committee member noted that his ward was included and that he was unaware of this imminent change. You apologised for this oversight and commented that there was a long lead in time for this change to allow communications and bins/bags to be delivered to residents.

Members noted that concerns had previously been raised about the weight of the reusable sacks being used and the potential for them to blow away. You reassured the committee that the weighted sacks have been introduced following consultation with Waste & Resources Action Programme (WRAP) and councils that are already using them, and you also commented that work was ongoing with staff regarding the return of caddies and sacks to residents.

The committee commented that an increase of 1.6% of recycled materials appeared low and would we be better to invest in enforcement in areas where there is poor compliance. You stated that in waste all of the percentages relate to tonnage so a 1.6%

increase is quite substantial, however, you also noted that improving recycling was also supporting Wales circular economy so that it can become more resilient in facing and dealing with external issues. You also acknowledged that education and enforcement are important, however, enforcement is a last resort.

Members noted the potential for an increase in fly tipping with the proposed change in collection frequency. You confirmed that there are currently policies in place to support larger families and those with many pets and these are not changing, you also reiterated that the purpose of the proposed changes is to recover as much recyclable material from residual waste as possible.

The committee acknowledged that a significant proportion of waste can be recycled at the kerbside, now including tetrapaks, and that there are increased opportunities to recycle items at local [Hubs](#), however, some residents do not own cars and their nearest Hub is some distance away. The lack of a HWRC in North Cardiff was noted. The committee asked is there anything further that can be done to support residents without cars to recycle.

### **Industrial action.**

Committee members asked about the impact that the industrial action was having on recycling and waste collections across the city. You informed members that before Christmas, garden waste stopped being collected, however, ever since Christmas the volume of waste and recycling being collected increase significantly, filling the Recycling Collection Vehicles (RCVs) more quickly meaning they needed to be emptied more frequently, causing delays. You also noted that despite the industrial action the tonnage of recycling collected was up by 700 tonnes compared to the same period last year.

For ease of reference, the requests detailed in this letter are:

- That councillors are informed of the rollout of segregated recycling in their wards before leaflets and information are distributed to residents.
- Although not mentioned in the meeting itself, previously issues in relation to solutions for HMO's have been raised therefore the committee requests any further details of recycling solutions for HMO's.

Once again thank you once more for attending Committee and for considering our comments.

I look forward to your response.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Owen Jones', written in a cursive style.

**Councillor Owen Jones**

**Chairperson Environmental Scrutiny Committee**

cc: *Members of the Environmental Scrutiny Committee*  
*Cllr Caro Wild, Cabinet Member for Climate Change*  
*Neil Hanratty, Director – Economic Development*  
*Graham Porter – Committee Clerk*

This page is intentionally left blank