

## PWYLLGOR CRAFFU AMGYLCHEDDOL

DYDD MAWRTH, 21 IONAWR 2020

Present: Councillor Patel(Chairperson)  
Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry,  
Wong a/ac Wood

44 : YMDDIHEURIADAU AM ABSENOLDEB

Apologies for absence were received from Councillor Oliver Owen.

45 : DATGAN BUDDIANNAU

None received.

46 : COFNODION

The minutes of the meeting held on 20 November 2019, were agreed as a correct record and signed by the Chairperson.

47 : YMATEB Y CABINET I ADRODDIAD Y PWYLLGOR CRAFFU  
AMGYLCHEDDOL O'R ENW 'GWELLA ANSAWDD AER CAERDYDD'

The Chairperson advised that the Committee have the opportunity to consider the Cabinet response to the Environmental Scrutiny Committee report titled 'Improving Cardiff's Air Quality'. During the item Members will be able to review the overall response and consider which recommendations and key findings from the report were supported by Cabinet.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment; Councillor Susan Elsmore, Cabinet Member for Social Care, Health & Well-being, Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport , Andrew Gregory Director Planning Transport and Environment and Jason Bale Programme Manager - Clean Air Shared Regulatory Services to the meeting.

The Chairperson invited Councillor Wild to make a statement in which he apologised for the delay in bringing the item and noted the Welsh Government decision on the Clean Air Plan. Councillor Wild thanked scrutiny officers for this piece of work, noting the good intelligence, sessions with experts and panel members and he wished to thank all involved.

The Chairperson invited Councillor Elsmore to make a statement in which she stated that she considered this to be a good example of cross portfolio basis working.

The Chairperson invited questions and comments from Members;

Members referred to recommendation 8 and asked when the SPG's would be completed and the changes implemented. Officers advised that there were no timescales but they were moving forward with discussions with planning. There were

also wider discussions regarding the LDP and fundamental policies changing such as zero carbon homes. It was added that the first priority was key policy themes in the LDP review process; SPG policies need to follow the LDP but there were conversations around what to do in the interim.

Members referred to recommendation 6 and asked why creating a low emission zone was rejected. The Cabinet Member Caro Wild explained that they would be looking at this but it needed to be separated out; the focus would be on Castle Street. Members made reference to section 4, page 21 of the White Paper and considered it was what had been suggested in recommendation 6, yet the recommendation had been rejected. Cabinet Member Susan Elsmore stated it was a process that had been ongoing for a long time and things had developed as they have gone through; if looking at it fresh now they probably would have accepted or partially accepted the recommendation; the White Paper gives the opportunity to reflect again and consideration given as part of broader plans going forward. Officers agreed with the principle of a Clean Air Zone, however a lower level had been chosen to enable quicker delivery i.e. in Castle Street. In relation to Healthy Streets, officers explained this was being piloted now, and it brought benefits of lower emissions and wider issues of health and safety for children and adults in terms of mode shift. Members noted the compliance with NO levels but considered that this was just one part of emissions and that it would have been better to have seen other elements considered. Councillor Wild stated that he considered recommendation 6 should have been accepted or partially accepted and the Chairperson asked that this be clarified and when it has, Scrutiny's paperwork would be changed.

Members referred to recommendation 19 in relation to taxi standards and that the recommendation had been partially accepted. Members asked what was being done to ensure an Electric Taxi Fleet by 2025. Cabinet Member Councillor Michael stated that they were in discussion with the taxi industry including trade union representatives which had been useful. WG monies had been provided and it was important to determine with the industry how it is spent. Members discussed various related issues including PIN notices, changing standards, the need for more charging points, target dates and licence renewals. Members asked about the possibility of other companies such as Uber offering lower carbon as an alternative. The Cabinet Member explained that lots of drivers rent cars and pay their own fuel and don't earn a great deal. He considered that business owners were needed to buy fleets and provide arrangements such as free charging points; he also considered that the first company to commit to an all-electric fleet would benefit.

With reference to recommendation 23 which was rejected, Members considered that if it was linked to recommendation 25, a map of current charging points could be produced and distributed to dealerships in order that consumers can make an informed choice; recommendation 23 could then be partially accepted. Councillor Michael explained that there was a map of charging points on the Council website but there was no capacity at the moment and City Wide Partner was needed to get to the next stage. A discussion took place about self-sustaining homes and the possibility of them charging electric cars; the Cabinet Member was not confident that this would be achievable by 2025; the Chairperson agreed but considered that a date to aim for was needed.

Members asked in relation to recommendation 25, what was the rationale behind the electric vehicle charging sites that were selected. Officers explained that it was a combination of local resident's expression of interest and the underlying power grid. Members were keen to have these sites but they needed to be in the right places and not where residents are saying there is no demand; Members also wished to see the evidence and rationale behind the decisions. The Cabinet Member explained that they have the data available and would share it with the Committee.

Members discussed the number of electric taxi vehicles currently in Cardiff, and whether there is a cap on the number of licences allowed in Cardiff in total. The Cabinet Member explained that there are 2,500 licences in the City and there is a 10% annual renewal rate; there are more taxis in the City due to Uber and other companies and cross boarder issues, which the Welsh Government wont tackle until after 2021; checks were also being undertaken with regard to 'flimping'. Officers added that they were not allowed to cap the number of licences.

RESOLVED – That the Chairperson writes to the Cabinet Members on behalf of the Committee to convey their comments.

#### 48 : PAPUR GWYN TRAFNIDIAETH CAERDYDD

The Chairperson advised that Committee have the opportunity to consider the content of Cardiff's Transport White Paper. During the item Members will be able to discuss the various proposals contained within the report to gain a better understanding of how the Council and its partners propose changing how people move around this growing city.

The Chairperson welcomed Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport, Andrew Gregory Director Planning, Transport & Environment, Jason Bale Programme Manager - Clean Air in Shared Regulatory Services, Pollution Control, Mark Barry - Professor of Practice in Connectivity, Cardiff University and Stuart Cole CBE – Professor of Transport at the University of South Wales.

The Chairperson invited Councillor Wild to make a statement in which he said that the White Paper follows on from the Green Paper which had over five thousand responses to the consultation. A plan had been drawn up with the people of Cardiff, who can see the follow through from the Green to White Paper. Councillor Wild thanked Officers for their work on this ten year vision.

Members were provided with a presentation from Officers, after which the Chairperson invited Stuart Cole to make a statement.

Professor Cole stated that the document sets out clearly the needs of Cardiff travellers, road users and users of public transport. He considered that the aims are good, the problems are known but some elements need more thought. He noted that the papers emphasises the Metro but he considered that it needs to be clear that the Metro is all forms of public transport including Next Bike. He thought that the Circle Line was important to provide service across the City and Suburbs.

Referring to the ticketing system, Professor Cole considered a region based, single ticket system was needed. He noted that there was no mention of the South East

Wales Transport Vision, and asked if the paper should be part of a wider proposal. He considered there were lessons to be learnt from other places such as Amsterdam, where the infrastructure was put in place before any measures such as low emission and clean air zones were decided upon. Integrated timetables and tickets would be needed but it was noted that the restriction was how the companies involved would react. Finally, Professor Cole considered how buses are brought into the integration needs to be franchised and that no money should be made from any congestion charge as the point is that people would not be driving into the City.

The Chairperson invited Professor Mark Barry to make a statement, in which he said that in the 1950's 50% of people commuted with active travel, now 80% commute by car, he added that since the 1950's full costs had not been accrued and public transport had depreciated, and it was difficult to get the balance back. He stated that when driving a car, 30% of the costs are on the driver, the rest are congestion, air quality related deaths and road traffic accident deaths. He stressed it was imperative to recognise the true costs. A mechanism was needed to cover the costs and invest in public transport, which realistically needs to be doubled. He added that the White Paper strategically sets ambitions for the City and this is applauded but it should be looked at on an across Wales basis; this needs to be done by increasing active travel; increasing public transport – the White Paper is exactly the right signpost. The White Paper is very strategic at the moment and will change in its form but it is sending the right signal out.

The Chair invited questions and comments from Committee Members;

Members asked if the Welsh Government were content with the proposed £2 or £3 charge; as if the scheme were to progress it would need Welsh Government backing. Councillor Wild agreed that Welsh Government would need to approve any scheme that the LA proposed. Officers explained that the powers are with the LA with the Traffic Act 2000 S.169. the LA make an order and its confirmed by Welsh Government Ministers with or without amendments; there are discussions throughout the process regarding the business case.

The Chair agreed it was important to work closely and asked if there was a Plan B if the Welsh Government do not agree. Officers stated that lots of work and planning go into each process; it's a reasonable position of estimate cost, but there was still lots of work to do to firm up the nature of the project and the funding. The Cabinet Member noted the exchange of letters between the Leader and Ken Skates, who was relatively supportive and understanding of the issues.

Members noted the routes from the East to West of the City have been vacant for years and needs a public transport solution. Professor Cole agreed and stated that the East/West Metro around the Southern part of the City and the Circle Line around the Northern part of the City, using existing networks where possible was important. He added that some areas don't have existing networks and will need to be linked. He also added that the existing free for all bus services needed to try something new – this wouldn't be instant but these needed to be in place first if less car use was to be viable. Professor Barry agreed that there was lots of cross city movement that public transport currently doesn't deal with, so people mostly use their cars. The reason that some bus services don't operate in these areas is that they have to sit in traffic

with the cars; therefore to be more effective and efficient there needs to be more bus lanes, using the road space more effectively, there are tough choices to be made.

Members noted the importance of bus services in the White Paper and that were a number of private operators in the City, who need to be on board with the plans, including the location of bus lanes. Members asked what engagement with them has been done so far and what plans are there to take this forward. Officers stated that there is regular engagement with the key bus operators across the City, including in the development of the White Paper. Going forward there would be joined up partnership arrangements with operators, this would help with quick wins and bigger strategic opportunities. Officers added that it was a regional piece of work with a strategy up to 2030, within this timescale would be more specific timescales such as getting networks in place before any changes.

Members noted that there were an ambitious set of proposals including a number of infrastructure updates in the White Paper. Members asked considering the difficulty in delivering the Bus Station, what assurances could be given that the proposals are achievable. The Cabinet Member stated that it needs to get done, it needs cross party approval and then space given to officials to deliver the proposals.

Members considered it was a positive document and it was welcomed. Members did however, have some concerns regarding its feasibility and that the timescales were very ambitious and also about the funding. It was noted that these were challenging projects and would without doubt face some challenges, therefore there needed to be coherence across the South East Wales region. With regards to funding it was still very early estimates, £20 million net revenue, on which you could capitalise and borrow against to get bigger things done. There would also be the opportunity for match funding. It was also noted that the congestion charge was meant to be a deterrent to driving rather than for making revenue.

Members asked about heavy rail/trams etc. It was noted that there needed to be balance between light/heavy rail such as the Valley Lines with trams/light rail and the core network that remains for heavy rail.

Members asked what projects needed to be in place before any charge, for regions outside of Cardiff. Members were advised that Cardiff was not particularly difficult to get to and that's why employers are based there. There needs to be connectivity to key Valley communities; cross city services; cross rail and bus links all in place to make the region more effective. It was noted that getting across Cardiff, if not on the radial route, could be a challenge. There needed to be frequent services and reasonable fares, park and ride available, 7 days a week.

Members asked how the £1 bus fare would be achieved. Officers said that they would look at the practicalities but something dramatic needed to happen to get the uplift needed. Work needed to be done on the number of trips, trip types etc. and charging was only a part of that.

Members referred to the charging mechanism 24/25 and asked if projects on the timeline up until that point have been costed and are deliverable. Officers explained more work was needed on these projects, there would be a mapping out of the process before the projects move forward.

Members noted that the Welsh Government had stopped the M4 relief road and said that the funding could be reallocated. Members asked if this had been explored. Officers explained that they had met the Commissioner and discussed a range of measures to tackle congestion on the M4/A48, and out forward ideas in line with the White Paper such as the East/West, Parkway, relief lines to Newport and Severn Tunnel Junction; express buses to Newport, segregated cycle ways and access arrangements in the East of the City.

Members referred to the exchange of letters with the Minister and recommendation 4; asking what was the strategy to work with neighbouring Local Authorities to get them on board. Members were advised that there had briefings to the regional Transport Authority throughout the process and there was an active partnership already. There needed to be more substantial work with City Deal; discussions with individual authorities; establishing joint governance and scoping work on the regional piece. It was noted there would always be hostility with regards to road user charging but most people accept it will happen and it needs to be done regionally.

With regards to deliverability, it was noted that lessons have been learned from the previous 10 year strategy; It was a major modal shift and needs the right investment this time.

Members asked when the rollout of the 20mph across the whole City would happen. Officers advised that work was underway mapping commitments for 20mph to be the default speed, and identifying staff resources to deal with it ASAP.

Members asked if there was any work being done to increase the use of Next bikes. Members were advised of the current locations of Next bike stations and that Next bikes were looking at introducing electric bikes in the North of the City.

RESOLVED – That the Chairperson writes to the Cabinet Members on behalf of the Committee to convey their comments

49 : YMGYRCH ADDYSG I GEFNOGI GWELL PERFFORMIAD O RAN  
AILGYLCHU

Committee were advised that they have the opportunity to consider an item titled 'Education Campaign to Support Improving Recycling Performance'. This item provided the Committee with the opportunity to carry out pre decision scrutiny on the proposed education campaign that aims to improve recycling performance.

Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment, Sarah McGill Director People and Communities and Matt Wakelam Assistant Director Street Scene in Planning, Transport & Environment were welcomed for the item.

The Chairperson invited Councillor Michael to make a statement in which he thanked Committee for the invitation and he was happy to discuss the approach being taken; Cardiff is still the best Core City in the UK with regards to recycling, but there were serious targets to meet by 2024/25. He added that residents have been very supportive. Cardiff has declared a Climate Change Emergency and recycling gives

people a genuine way to support this. The Pink Sticker campaign was an opportunity to help with this.

The Chairperson invited Sarah McGill to make a statement in which she said that the last time this issue was discussed at Joint Committee, 3 key areas had been identified; Contamination in recycling; Performance of HWRC and Trade Waste; she added that the item aimed to tackle the first 2 of these items. Members were advised that people currently complain about bags not being collected but this was mainly due to contamination. This campaign will give a clear picture of comparison and genuine failure in the service.

The Chairperson invited questions and comments from Members;

Members considered that this campaign was a good idea and a step in the right direction and wondered if it was something that could be developed further. Officers said they have looked at performance on a ward basis, this information such as languages, tenancy arrangements etc. would enable a better understanding and make sure people are better informed and where there are focussed pockets, this could be followed up with direct interventions. Officers will map where stickers are placed, what contaminations have been found and what has been put in place to address it, as it was all about helping residents recycle better.

Members asked if the portal could be more interactive. Officers explained that the Communications Team are picking up the social media for the Sticker Campaign, as concerns are picked up on, the website will be updated to make the information more useful with regards to advice on what's not recyclable. Officers added that there have been some developments with regards to the literature element and they could see the potential for more responsiveness to customer requirements.

Members hoped that the information for residents would not be solely online as not all households have internet access; and that an educational letter explaining the scheme would be provided. Officers stated that a letter would be sent but it would point residents to a website; however if residents contacted the Council they could advise. Equality Impact Assessment would be used to work with residents and families to resolve any concerns, including language, dementia etc. Officers stressed that there would be lots of correspondence prior to any enforcement action and they recognised the need to consider vulnerable people and people with protective characteristics. The Cabinet Member emphasised that the scheme was not for income generation, it was about education and to change the contamination in waste, it's a long term process to educate rather than penalise.

Members stated that from feedback they had received, some residents found the advice difficult to understand in relation to particular items and where they should go, so more clear information would be welcomed. Officers explained that the main contaminates are food, nappies and textiles; batteries can also be an issue and where there are particular confusions around plastics then more education would be provided.

Members asked how clean items need to be before being put into the recycling bins. Officers explained that a quick swill out would suffice; operatives need to handle the items, and it was also important that the food is recycled too.

Members discussed nappies and thought there were people who may put them in the general waste as they don't want them hanging around. Members wondered how this could be addressed. Officers explained that the yellow caddy scheme was being expanded, for people who request them. Officers explained that they do monitor where people are not recycling; the trucks have BarTech which can track this and can track when people are not putting bins out or presenting them on the wrong days. It was important that everyone was involved in increasing the rate of recycling, through increased participations and enforcement as a last measure. The Director added that there are a number of different developments in the future; they would reflect on the need for messaging to be very clear, it would be whole population messaging, but done a step at a time.

Officers explained that the roll out of the scheme would be on Monday 2 March, starting with food and garden waste.

RESOLVED – That the Chairperson writes to the Cabinet Members on behalf of the Committee to convey their comments.

50 : MATERION BRYD (OS O GWBL)

None received.

51 : DYDDIAD Y CYFARFOD NESAF.

Members were advised that the next Environment Scrutiny Committee is scheduled for 17 February 2020.

The meeting terminated at 7.35 pm