



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

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

AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	TUESDAY, 5 JANUARY 2021, 4.30 PM
Venue	REMOTE VIA MS TEAMS
Membership	Councillor Patel (Chair) Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry, Parkhill, Owen, Sandrey and Wong

*Time
approx.*

1 Apologies for Absence 4.30 pm

To receive apologies for absence.

2 Appointment of Chairperson and Membership

To note that the Council at the Annual meeting held on 26 November 2020 appointed Councillor Ramesh Patel as Chair of the Committee and following Members to this Committee:

Councillors Derbyshire, Jones, Lancaster, Owen, Parkhill, Jacqui Parry, Sandrey and (1 vacancy)

3 Terms of Reference

Terms of Reference

The role of this Committee is to scrutinise, measure and actively promote improvement in the Council's performance in the provision of services and compliance with Council policies, aims and objectives in the area of environmental sustainability including:

- Strategic Planning Policy
- Sustainability Policy
- Environmental Health Policy
- Public Protection Policy
- Licensing Policy
- Waste Management
- Strategic Waste Projects

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

- Street Cleansing
- Streetscape
- Strategic Transportation Partnership
- Transport Policy and Development
- Intelligent Transport Solutions
- Public Transport
- Parking Management
- Cycling and Walking

To assess the impact of partnerships with and resources and services provided by external organisations including the Welsh Government, joint local government services, Welsh Government Sponsored Public Bodies and quasi-departmental nongovernmental bodies on the effectiveness of Council service delivery.

To report to an appropriate Cabinet or Council meeting on its findings and to make recommendations on measures which may enhance Council performance and service delivery in this area.

4 Declarations of Interest

To be made at the start of the agenda item in question, in accordance with the Members' Code of Conduct.

5 Minutes (Pages 5 - 22)

To approve as a correct record the minutes of the meetings held on the 3 November, 1 December and 8 December 2020.

6 Cardiff Transport White Paper - One Year Update (Pages 23 - 90) 4.40 pm

To provide the Committee with an opportunity to review the progress made in delivering the content of the Cardiff Transport White Paper. This was last reviewed by the Committee in January 2020.

7 South Wales Metro - Member Briefing (Pages 91 - 98) 5.25 pm

An item to provide Members with a briefing on the progress of the South Wales Metro. This will consider the progress made to date, and the next steps in delivering this regional transport programme.

8 Urgent Items (if any)

9 Way Forward 6.15 pm

To review the evidence and information gathered during consideration of each agenda item, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the Chair.

10 Date of next meeting - 23 February 2021

Tuesday 23 February 2021 at 4:30pm. This will be a remote meeting and held within Microsoft Teams.

Davina Fiore

Director Governance & Legal Services

Date: Wednesday, 30 December 2020

Contact: Graham Porter, 02920 873401, g.porter@cardiff.gov.uk

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ENVIRONMENTAL SCRUTINY COMMITTEE

3 NOVEMBER 2020

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Owen Jones, Lancaster, Parkhill, Owen,
Sandrey and Wong

19 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Jacqui Parry.

20 : DECLARATIONS OF INTEREST

No declarations of interest were received.

21 : MINUTES

The minutes of the meeting held on 6 October 2020 were approved by the Committee as a correct record.

22 : TRANSFORMING COLLECTIONS IN RECYCLING SERVICES

The Committee received a report providing an opportunity for Members to consider proposals contained within the Cabinet report 'Transforming Collections in Recycling Service' prior to the report being considered by the Cabinet on 12 November 2020.

The two main proposals in the Cabinet report were:

- To inform Cabinet of the changes to the waste and recycling collection programme which will shift from a five-day, two-shift service, to a four-day, one-shift service from February 2021.
- To seek approval of the communication and media plan proposed to inform residents of the implications of the new four day collection service on residential collection timetables.

Members were advised that the Council currently operates a five-day, two-shift system for waste collections. This system was introduced in 2008 to accommodate food recycling collections and improve Cardiff's recycling performance. The approach was designed to enable collections without the need to introduce new fleet vehicles and to limit any increase in budgetary requirements. Cardiff is the only Welsh Local Authority to operate this model.

The drawbacks to operating the five-day, two-shift model were summarised in the report. The drawbacks included collections being left on the street for up to 16 hours, vehicle maintenance issues, low productivity, missed collections and backlogs on Bank Holidays.

It was proposed that a move to a four-day one shift model would provide a more efficient collection service, better vehicle utilisation and a consistent year-round

timetable. Collections would take place Tuesday to Friday between 0600 hours and 1545 hours. The key benefits were waste being removed from the street scene by 1515 hours each day, collections in Winter predominantly in daylight hours, improved productivity and the promotion of good work-life balance.

The Committee was advised that to complement the changes a restructure of the management and support team is also taking place. It is anticipated that this will provide a focus on the utilisation of real data to control service provision and help to reduce missed collections. The new approach will also require some changes to collection 'rounds' in order to address the growth in property numbers in wards across the city due to new housing developments.

Members were asked to note that the changes outlined in the Cabinet proposals were to be delivered at a cost neutral basis. There will be some costs relating to compensation payments, voluntary severance payments, correspondence with residents, etc which will be absorbed within the service area budget. The service currently operates with approximately 130 full time employees and it will aim to recruit and additional 20 employees. There will be no compulsory redundancies.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment and Matt Wakelam, Assistant Director, Street Scene to the meeting. The Cabinet Member made a brief statement. Members were invited to comment, seek clarification or raise questions on the report and the presentation circulated prior to the meeting. Those discussions are summarised as follows:

- Members asked whether vehicles would have GPS technology installed and how missed collections, particularly missed collections on Friday, would be addressed under the new system. Members also queried what arrangement would be in place for Bank Holiday Fridays at Easter and Bank Holidays on other days of the week at Christmas and New Year. The Assistant Director stated that every vehicle has GPS which is integrated with the Bartech collection management system used to manage rounds. Under the new arrangements a control room would be established that will provide real time information regarding the rounds, including video footage from cameras fitted on the vehicles. It would be the responsibility of the control room coordinators to ensure that rounds are completed. In terms of Bank Holidays that do not fall on Mondays, Members were advised that crews currently work Bank Holiday Fridays and those arrangements would continue. Christmas and New Year arrangements would be flexible, including potentially collecting on Mondays.
- Members asked how sickness levels would be addressed. The Assistant Director said that the new arrangements will provide 3 rest days and it was hoped that this would improve work-life balance and any sickness related to that. Sickness levels will continue to be monitored.
- Members asked how confident officers were that rounds would be finished on schedule and how would the service react if they were not. Members also questioned how the new rounds and longer working days would improve health and safety. The Assistant Director stated that having longer shifts would allow teams to balance their shift in terms of workload, driver hours and rest breaks.

Crews will be encouraged to take their breaks in the middle of their shifts. This will allow for more efficient use of the vehicles.

- Officer confirmed that the St Mellons and Pontprennau areas will have collections on different days in future.
- Responding to a question from the Committee, the Assistant Director stated that any missed collections reported will be collected the same day or the following day. Repeated missed collections would be addressed by officers in the Control Room in during the rounds. Missed collections on Fridays can be attended to by Street Cleansing Teams. Friday collections are concentrated in the north of the city which predominantly present waste in bins. This will help minimise any street cleansing issues. There will be a concerted effort to ensure that all collections are collect on the correct day and missed collections are minimised.
- The Committee asked whether residents in all wards will receive communication regarding the changes in collections. Officers confirmed that every household in the city will received communication regarding the changes.
- Members asked if collections teams would be allowed to apply some 'common sense' and collect waste that is not presented in Council supplied bags, instead of cleansing teams having to return a few days later. Officers stated that Cabinet is giving consideration to stopping the provision of white and red stripes bags and to allow residents to present their own black refuse bags. The Assistant Director confirmed that a degree of 'common sense' would be applied by collection teams.
- The Committee asked how the changes would affect compliance with Welsh Government recycling targets. The Assistant Director stated that it was not anticipated that the changes would affect recycling performance, although performance will be monitored. Officers confirmed that there will also be subsequent changes to how recyclable waste is presented in the future. This will improve recycling performance.
- Members welcomed the development of the control room. Members asked how many of the 20 new jobs created would be based in the control room. The Assistant Director stated that all the additional posts were in relation to front line staff working on collection rounds. Members asked how this would be achieved if the implementation of the new system was to be cost neutral. Officers stated that fewer agency staff will be required in the future. There would also be less overtime worked, and this, along with other savings, will provide the resources needed. The increase in the size of the fleet from 39 to 68 vehicles will be capitalised and the revenue will be paid back through Central Transport Services from existing budgets. Some capital funding has been used to improve parking facilities for the new vehicles and to invest in the Control Room.
- Members noted that Friday collections would increase from approximately 18,000 residences to 32,000 residences under the new system. Officers were asked how the service could ensure that missed collections would not occur given this large increase in numbers. The Assistant Director stated that rounds have been modelled. An undertaking was given to provide a more detailed response to the

Councillor's question.

- The Cabinet Member stated that there was no spare capacity under the current system. For example, if a vehicle broke down during a round there were no standby vehicles available to allow for the crews to continue with their round. Members were advised that it was difficult to deliver a quality service with fleet equipment that was no longer fit for purpose. A maintenance contract with an outside agency has also been brought back in house. The proposals represent the biggest change in collections in the city for 25 years and the citizens of the city will benefit.
- Members asked whether Welsh Government would assist with the funding of the new fleet and whether the new fleet would be environmentally friendly. The Assistant Director confirmed that Welsh Government will be providing support by providing an emissions free vehicle. Other new vehicles will be Euro 6 diesel vehicles which are an improvement on the existing fleet in terms of emissions. Welsh Government will only support difference in financial terms between a diesel vehicle and an electric vehicle. Officers will work in partnership with Welsh Government in terms of studying the fuel consumption savings and whether a business plan can be put together to move the fleet towards electric vehicles. The Cabinet Member stated that the authority is also working with Welsh Government on a programme looking at hydrogen powered vehicles. In future the fleet will be replaced one third at a time and any new technologies will be considered at the appropriate time.
- Members raised concerns that any yellow hygiene bags missed during a Friday collection could potentially be left out for 5 nights until they were collected the following Tuesday. The Assistant Director stated that the Control Room would help to ensure that missed hygiene collections are minimised. Hygiene bags can be collected by Cleansing Operatives. Hygiene collections currently go to the Viridor energy from waste plant but the authority is working in partnership with Welsh Government to develop recycling of hygiene products.
- Members asked for an update on trial for separating glass at source. Members were advised that the next issue to be considered by Cabinet would be the separation of glass from the waste stream. There was a significant differential between glass that is separated and resold and glass that then needs to be proceed in the waste stream. The service area will be looking to roll-out glass separation following the introduction of four-day week collections. Members were advised that separating glass improves the quality of the recyclable material collected and better income is received as a result. The pilot was successful with very few concerns. Letters have been sent to residents to explain how successful the pilot was.
- Members asked what the sickness level was prior to the covid pandemic and how that compares to the current sickness level. Members also asked what the target sickness level will be following the introduction of the new four day week collections. The Assistant Director stated that he would provide the sickness data in writing. Members were asked to note that when staff are required to self-isolate it is not classed as sickness absence. It was confirmed that sickness absence remains above the service area target of 14.8 days. Members asked whether a

lower level of sickness level would be targeted when four day collections are introduced. The Assistant Director stated that a lower level of sickness absence is always the target.

- Members asked if the move to a four-day working week may create demand for similar working patterns in other service areas. The Assistant Director stated that the model needed to go through robust business planning. Initially a four-day working week was not envisaged. However, a collective agreement was reached with Trade Union partners to change the terms of conditions of those employees affected on that basis.
- Officers stated that it is anticipated that the changes will be introduced on 22 February 2021. There will be some flexibility to allow for residents to adjust to their new collection days. The changes will be supported by a localised communication campaign advising residents of the changes.
- Members asked how Cleaning Operatives would support waste collection changes. The Assistant Director stated that if waste isn't collected on Mondays there will be an opportunity to assess the impact of the four-day collections on cleansing demand. Officers will also reflect on how collections will be supported in terms of the benefits to the service and the benefits to residents. Fundamentally, there would be less waste left on the streets for a shorter period under the new collections. Members considered that it was critical to have cleansing aligned with the new rounds. The Assistant Director agreed that it was critical to integrate both services.

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

23 : LOCAL AIR QUALITY MANAGEMENT - ANNUAL AIR QUALITY PROGRESS REPORT

The Committee received a Member Briefing Note on the 2020 Cardiff Council Annual Air Quality Progress Report in advance of it being received at Cabinet on 10 December 2020.

RESOLVED – That the report be noted.

24 : CARDIFF LOCAL DEVELOPMENT PLAN FULL REVIEW

The Committee received a briefing paper on a Cabinet report entitled 'Cardiff Local Development Plan Full Review' in advance of it being presented at the Cabinet meeting on 12 November 2020.

RESOLVED – That the report be noted.

25 : ENVIRONMENTAL SCRUTINY COMMITTEE - WORK PROGRAMME PLANNING 2020/21

RESOLVED – That the report be noted.

26 : URGENT ITEMS (IF ANY)

No urgent items were received.

27 : DATE OF NEXT MEETING - 2 DECEMBER 2020

Members were advised that the next Environment Scrutiny Committee is scheduled for 2 December 2020.

The meeting terminated at 6.20 pm

ENVIRONMENTAL SCRUTINY COMMITTEE

1 DECEMBER 2020

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Owen Jones, Jackie Parry, Parkhill,
Owen, Sandrey and Wong

28 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Lancaster.

29 : DECLARATIONS OF INTEREST

No declarations of interest were received.

30 : ONE PLANET CARDIFF

The Committee received a report providing an opportunity to scrutinise the content of the Draft One Planet Cardiff Strategy which was received by Cabinet on the 15 October 2020. Members were asked to consider the views of a range of stakeholders on the recently published document. A copy of the Draft One Planet Cardiff Strategy was attached to the report as Appendix 1. The Cabinet report sought approval for the Draft One Planet Cardiff Strategy as the Council's initial response to the declared Climate Emergency. The report also sought authorisation to commence a period of public consultation to help shape a final strategy and action plan for approval in Spring 2021.

The Council recognises the scale of the challenges associated with climate change and has declared a Climate Emergency. The Draft One Planet Cardiff Strategy has been prepared as a strategic response to this declaration. The Strategy contains a vision that:

- Sets out Council's 10 year ambition to be Carbon Neutral in its own activities;
- Calls on the whole city, all citizens, young and old, schools, key partners, employers and stakeholders to positively work with the Council to develop a City-Wide road map and action plan for a carbon neutral City by 2030;
- Identifies opportunities that could reframe the Cardiff economy in a way that is resilient, robust and long-term, ensuring that Cardiff is one of the leading United Kingdom green cities; and,
- Defines the immediate programmes and opportunities that we urgently need to address.

Members were advised that the strategy document analysed the scope and scale of the challenge facing the Council and the city, and highlighted the opportunities that could arise from positive action. It also outlined the significant progress that the Council had made to date and proposed a wide range of immediate and potential actions that could form the basis of a longer term response to the climate emergency. Furthermore, as the development of the strategy had coincided with the Covid-19 emergency the development of the strategy had a renewed focus, highlighting the projects and opportunities that could stimulate a 'green recovery' with the Council at

the forefront of a green and inclusive economy, supporting both environmental and economic recovery in Wales.

Part 1

The Chairperson welcomed Councillor Huw Thomas, Leader and Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and the Environment to the meeting. The Cabinet Members were invited to make statements.

Councillor Huw Thomas thanked the Committee for the time they have given to consider this item and the representatives of outside groups for their participation. The Council declared a climate emergency last year and the Leader was keen to ensure that this was not merely a symbolic gesture, but something that resulted in action. The administration has an ambition to make the Council and the city carbon neutral by 2030 by using its powers of convening to galvanise the public, businesses and organisations in the city to join this agenda. Members were advised that there had been positive preliminary conversations with public sector partners. The consultation period would be important in terms of how businesses could play their part in supporting the agenda.

Councillor Michael Michael stated that the One Planet strategy was launched recently and there was a lot of interest from stakeholders. It was important to engage with public sector partners and businesses during the consultation. The Cabinet Member highlighted the importance of the consultation to be undertaken. He was pleased to see representations from the Youth Council and Members were advised that he had instructed officers consider how the administration could better engage with school pupils, particularly in the 13-15 age bracket.

The Chairperson invited the Committee to comment, seek clarification, comment on, or raise questions on the information received. The discussions are summarised as follows:

- Members asked whether the One Planet Cardiff strategy had been drafted in partnership with the Public Sector Board or whether it was a Council document. The Leader advised that the strategy was 'Council-led', however, PSB partners had indicated their support both for the existence of the strategy and for the direction of travel. There are already good examples where PSB partners have worked on parts of the climate change agenda, including air quality initiatives and a shared travel policy across the public sector in Cardiff.
- Members questioned how many Council officers were dedicated to searching for and applying for grants to address the climate change emergency. The Director of Planning, Transport and Environment advised that there are six members of staff in the immediate team, but the whole Council would be asked to adopt the principles of the One Planet Cardiff strategy.
- Members asked how children and young people could be engaged with during the consultation exercise. The Cabinet Member for Recycling, Clean Streets and Environment stated that officers were working on a policy for engaging with young people.

- The Cabinet Members were asked to share the initial thoughts on how to achieve 'buy in' from members of the public. The Cabinet Member for Recycling, Clean Streets and Environment stated that early indications are there has already been considerable 'buy in' from the public. There are ways to better engage with the public and a whole variety of methods will be undertaken in order to consult as widely as possible. The Leader stated that 'buy in' of children and young people was crucial. The Leader considered that changes to the curriculum introduced by the Welsh Government lend themselves to this area of work, in terms of getting young people engaged with the challenges in their local environment.
- Members noted that the revised LDP would not be completed for some time, and that there were currently a lot of new houses being built which could potentially exacerbate existing problems. Members asked whether discussions were being undertaken with developers around how to build more sustainable housing. Members were advised that building standards are always increasing and the revised LDP would bring forward further improvements. The Leader accepted the point and stated that this is why it was critical to review the LDP at this point in time. However, there are issues of national policy and it was important not to disincentivise house building. A revised LDP would enable the authority to codify policy in relation to this agenda. The Director of Planning, Transport and Environment stated that developing both the revised LDP and the One Planet Cardiff strategy allowed for the two strategies to be inter-linked in terms of the priorities and focus on the green agenda, well-being and the wider One Planet Cardiff commitments. Officers are in conversation with strategic developers in terms of alignment with the One Planet Cardiff agenda, but the Council also has some existing developments of its own.
- Members asked how delivery the One Planet Cardiff strategy would be measured and monitored. Officers advised that some parts of the agenda, for example emissions from the estate, are measurable and there is good data to support this. However, elements of the strategy are new initiatives so officers have been tasked with finding better ways of modelling and monitoring prior to the publication of the final strategy. The Director of Planning, Transport and Environment stated that the strategy aimed to understand the value of projects in terms of carbon reduction, and their impact on the 'green economy' in the city and wider region.
- Members asked whether One Planet Cardiff would take precedent over other strategies and plans. The Leader stated that there was a balance to be struck around how this strategy interfaces with other priorities. Consideration is being given to including an environmental implications section in all Cabinet reports, in addition to legal and financial implications. There would also be a cultural change in terms of how the Council takes decisions.
- A Member raised concerns regarding the quality and sustainability of new housing developments in the city. The Member considered that final One Planet Cardiff strategy should make clear how utilities and services would be provided in new developments. The Cabinet Members for Recycling, Clean Streets and Environment stated that new housing developments start with basic infrastructure. Other utilities and services are delivered in a phased manner as people move into their homes. There are plans in place to deliver schools, shopping centres and community centres, etc. in those new developments. The Cabinet Member

considered that it was unreasonable to expect developers to delivery such facilities before anyone was living on those sites. The Director of Planning, Transport & Environment stated that the master plans for those developments had been commended as models for sustainability.

- Members questioned whether developers were planting enough new trees to offset the numbers of trees lost during construction of new housing developments in the city. The Cabinet Member for Recycling, Clean Streets and Environment stated that there were over a million trees in Cardiff, and that more trees are being planted than are removed. The Director of Planning, Transport & Environment stated that the One Planet Cardiff strategy aimed to create an 'urban forest' in Cardiff and increase the tree canopy for 20%.
- A Member asked whether the One Planet Cardiff concept would need be explained to residents. The Cabinet Member for Recycling, Clean Streets and Environment considered that people understood the concept of the strategy and the climate change emergency.

Part 2

A number of stakeholder groups were invited to provide a written submission to the Committee based on the content of the Draft One Planet Strategy. Each stakeholder group was given a 20 minute window to answer questions on the Draft One Planet Cardiff Strategy and the submission that they had provided. The key points made by the stakeholders are summarised as follows:

Cardiff University

- Welcomed the 2030 target, explaining that the 2050 target wasn't immediate enough.
- Cardiff University was at the same point as the Council, i.e. they were developing a strategy to deal with Climate Change. This presented an excellent opportunity for collaboration.
- Scope 3 emissions are the greatest challenge, i.e. those that happen because of actions but which cannot directly be influenced. Scope 3 represents a high percentage of the Cardiff University emissions.
- The strategy needed to provide clear linkages to the Wellbeing of Future Generations goals.
- Focusing more on water use would be a useful addition to the strategy.
- They considered that more focus was needed on behaviour change, as this targets the public and the changes that they need to make. Behaviour change is key and the University is keen to work with the Council on this. Behaviour change doesn't happen overnight.
- Covid – people are ultimately very adaptable and the rapid changes made during the pandemic demonstrates this.
- The pandemic has shifted us to more home working; this means more importance has been placed on the local environment. Planning has to reflect this move and places need to be designed to reflect the changing living and working patterns. Masterplans need to reviewed regularly to reflect changing trends, they should not be set in stone.

- The strategy contains some high level aims, but then goes straight to a summary of projects. A link on how to get from one to the other, along with a plan needs to be provided.
- Food theme is very important and needs to be a key focus, i.e. expand the theme.
- Carrot works better than stick for behaviour change. The Council and partners need to think about this when developing a strategy, as it is important to sell the positives and not focus on the negatives.
- Agreed that the battle for climate change will be won or lost in schools.
- Important to define ownership and accountability. Find out how best to maximise both.
- Unsure about urban tree farm. More detail required.
- We need to find a way of linking the work of students into the community. Community groups get free resources and students get experience.

Dwr Cymru

- Supportive of the document.
- People and society are very adaptable, just look at how quickly Dwr Cymru and other organisations have adapted to Covid crisis, for example, working from home.
- Science helped deal with the challenges faced during Covid, for example, testing for the disease in the water supply.
- An engagement plan to deal with the changes that society needs to make is required. Behaviour change takes time, start engagement now.
- A water consumption per head target is needed. In Copenhagen they aimed to change from 140 litres per day to 100 litres per day. Managing used water has a big impact on CO2 emissions for water companies.
- Biggest impact that we can have is to disconnect water from water drains and pass back into the water course, similar to Greener Grangetown. This means retrofitting streets and roads to better help manage surface water. This would be very expensive.
- Biggest CO2 impact from water is from heating and washing water. Behaviour change is needed from the public in this area.
- Partnership working is important and a good example is Greener Grangetown. This only works well when you break down walls and work beyond your organisation.
- A key part of partnership working is to establish a set of rules and governance at the start.
- One Planet Cardiff needs to highlight a bigger link between climate change and water, not just in how we use it, but also from some of the associated implications. Need to think about a 'Blue Green Strategy' similar to the type used in Copenhagen and other North American cities. These look at the whole system impact, and if applied will have a significant impact (particularly cost) on the planning system.
- Government intervention to promote rules and initiatives works, for example, the 5p bag tax. People generally react well to schemes that project a clear environmental benefit, plus it works well when the proceeds are reinvested back into dealing with the problem. The best schemes are simple and easy to relate to and understand.

- Need to avoid creating the false impression that the Council can solve the problem on its own. If the public thinks it can they will leave it to the Council, this will stall progress.
- Important to work with well-meaning community groups to share the message.

Labour for a Green New Deal

- Welcomed the document and very supportive of it.
- The strategy won't work if it is just top down, it needs to be owned and delivered by the public, with support from Council and other bodies.
- Covid and Climate Change have a disproportionately large impact on the poor.
- People are adaptable as has been demonstrated during the pandemic. Society is also capable of being very creative in finding solutions to the problems faced.
- For Low Traffic Neighbourhoods to succeed they need to be planned properly with public support, not imposed on them.
- An advocate of free public transport - 40% of bus journeys in London are on freedom passes.
- Suggested that the Leeds Climate Forum was a model worth following. Forum meets twice a year and gives the public a voice.
- Prioritisation needs to be applied to statutory issues, for example, retrofit of homes and reducing the number of vehicles on our streets.
- Important to use planning to better protect trees and need to get developers to build around and retain existing trees.

Natural Resources Wales

- Welcomed the strategy and its aims. Links into aims and a recent statement made by NRW.
- NRW is keen to explore partnership working, at the same time the organisation is going through a process of changing how it is structured and works.
- Covid stressed the importance of local green spaces and shone a light on inequality. Need to find a way to reduce these inequalities while adapting to the new way of working.
- Food is a priority. Needs to be tackled at a regional level. Uncertainty around the sustainable farming scheme presents a challenge. Changes in this area could be a good way to improve local food supply.
- Water needs to be a higher priority of the strategy; there is lots of carbon embedded in how we use water and how waste water is managed.
- Tree planting – lots that NRW can bring to this as they have a national tree planting programme, but less experience of urban tree planting.
- Need to work on new measures to show the value of green spaces.
- Engagement Lessons Learnt – you don't ever get it 100% right. Can only explain well and provide regular communication. Need to work with groups, bring in expertise and listen to the people.
- Biggest problems on the Wentlog Levels is dealing with anti-social behaviour.
- Greener Grangetown is a good example of partnership working, more projects similar to this could be delivered but they would all be different and so need to be assessed separately.
- Linked better local food production to area statements.

Size of Wales

- Welcomed the strategy and the target. Pleased to be able to feed into it.
- Cannot ignore the carbon emissions that caused in other parts of the world through things like deforestation. The awareness of this needs to be a key part of the strategy. Crops like soya, beef, coffee and chocolate have a very big carbon footprint as a result of deforestation.
- Becoming a fair trade Council or city helps with this.
- Important to deal with consumption issues, i.e. we consume three times more than the planet can support.
- Covid - humans are ultimately resilient and adaptable.
- Look at what we invest in, first comes a commitment, then a timescale. These things don't happen instantly.
- Making changes to our supply chain can have a big impact, i.e. we dictate terms onto suppliers who have to adapt and comply.
- Need to look to achieve a low carbon local food supply.
- Consider the Chester Zoo approach to making Chester a sustainable palm oil free city.
- Important to work with industry, and not against them.
- Meat free Fridays - balance between the big projects and the small things that drive behaviour change.
- They would like the Council to commit to becoming deforestation free.

Sustrans

- Covid – possible to change and adapt behaviour. Important to lock in some of the changes produced during the Covid lockdown, for example, carry on developing safer routes for cycling and walking.
- Low Traffic Neighbourhoods are a good idea. Need to be planned with the community to make the smoothest transition. There will always be some resistance.
- EV points – not something that Sustrans really promotes, except for use with car clubs. Electric cars still create congestion and pollution. Need to look at the mixed message around electric vehicles.
- Built environment and transport sections of strategy need to be linked.
- Bus patronage - how to increase numbers - cleaner buses will help.
- Don't tell people that they can't have a car, but make it easier not to need one.
- Important to work with neighbouring local authorities.
- Bike storage facilities are important, especially in less affluent areas where living space is limited.
- E-cargo bikes could work, need to explore this area with local authority and business partners.

Wales & West Utilities

- Hope to have a network that is net zero ready by 2035; this will mean that the gas network will be able to take 100% hydrogen. The general direction of travel here is for sustainable heating.
- Hydrogen capture technology already exists and is being used, for example, in the north sea.

- Back-up systems like fuel pumps are very useful.
- Milford Haven set up to be a carbon capture centre in the future.
- Some of this supply will be able to fuel hydrogen vehicles.
- Hydrogen is at least as safe as gas, if not safer.
- Retrofit is an important part of the future of gas; hybrid boilers are here and need to be considered when making purchases today, particularly for bigger commercial boilers – procurement needs to reflect this.
- These proposals are being reviewed by the Cardiff Capital Region.
- Hydrogen supply is there, comes from existing industrial sources, can be produced from renewables and carbon capture can be used. The long term aim is to have all hydrogen sustainably produced, but in reality this is a long way off.

Wales Co-operative Centre

- Welcomed the proposals.
- Important to have good representation from business community.
- Important to work with the local business community and social enterprises to help develop a greener supply chain. They can do it, but they might need a bit more support and guidance from authorities to achieve this at the outset.
- Retrofit could be a huge opportunity in Wales. Matching this to the local supply chain requires lots of forward planning.
- 75% of social enterprises value the local environment over cost.
- Social enterprises are often overlooked, and not always engaged with because of the profit motive.
- Commented on the importance of digital inclusion.

Welsh Government Energy Services

- Positive target welcomed.
- Need to understand how to build the obligations of this strategy into the work of all Council / public sector employees.
- Resources are scarce at the moment, and so need to focus on where the biggest 'bang for buck' can be achieved. The team that the Council has works well, but far more resource is needed to tackle such a huge challenge.
- A huge costed and worked through programme needs to be brought forward to show what needs to be done.
- Academics believe that the actions taken in the next 15 years will be the most consequential for humans.
- Cardiff Capital Region Cabinet is receiving an energy plan on the 7 December.
- The UK timeline is 2050, when the proposed one for this strategy is 2030. This might have delivery and funding consequences.
- Agreed to supply the marine project information.

The Chairperson thanks the Cabinet Members, officers and representatives from stakeholder groups for their contributions to the scrutiny of this item.

At the close of the meeting the Chairperson confirmed that the way forward will be considered at a meeting on the 8 December.

31 : URGENT ITEMS (IF ANY)

No urgent items were received.

The meeting terminated at 8.30 pm

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ENVIRONMENTAL SCRUTINY COMMITTEE

8 DECEMBER 2020

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Owen Jones, Lancaster, Owen, Sandrey
and Wong

32 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Parkhill.

33 : DECLARATIONS OF INTEREST

No declarations of interest were received.

34 : WAY FORWARD

Members discussed the way forward for their scrutiny of the One Planet Cardiff strategy.

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

35 : URGENT ITEMS (IF ANY)

No urgent items were received.

36 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 5 January 2021.

The meeting terminated at 4.30 pm

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

05 JANUARY 2021

CARDIFF TRANSPORT WHITE PAPER – ONE YEAR UPDATE

Reason for the Report

1. To provide the Committee with an update on the progress made in delivering Cardiff's Transport White Paper, the challenges faced in 2020 and the next steps for 2021.

Background

2. Cardiff's Environmental Scrutiny Committee received an item titled 'Cardiff's Transport White Paper' at a meeting on the 21st January 2020. This reviewed a draft paper titled 'Transport White Paper: Transport Vision 2030' that was presented for approval at the Cabinet meeting on Thursday 23rd January 2020. To provide background information, and to support this scrutiny the following documents from the January 2020 meeting have been attached as appendices to this report:
 - **Appendix 1** – Environmental Scrutiny Committee – Transport White Paper – Cover Report
 - **Appendix 2** – Cardiff's Transport White Paper: Transport Vision to 2030
 - **Appendix 3** – Equality Impact Assessment: Transport White Paper
3. **Appendix 2** explored the reasons for changing Cardiff's approach to transport; discussed city growth; set out four key areas where change was required; linked the paper into the Cardiff Council Corporate Plan priority of 'A Capital City that works for Wales'; and provided a delivery / funding timeline. The document was structured in the following order:
 - Why do we need to change the way we travel around Cardiff?
 - City growth;
 - The Cardiff Metro;

- Rapid Bus Transport;
- Active Travel & Streets for people;
- The Future of the Car;
- A Capital City that works for Wales: supporting the wider region;
- Delivery Timeline & Funding.

4. **Transport & Clean Air Green Paper** - The Transport & Clean Air Green Paper (which preceded Cardiff's Transport White Paper) recognised the importance of transport in creating a capital city which is healthier and more accessible, sustainable and prosperous for future generations. The extensive consultation and engagement on the Transport & Clean Air Green Paper, which ran from 26th March to the 1st July 2018, generated over 3,500 individual responses as well as a number of collective responses from organisations. The high number of responses and what they said explained how much the transport system impacts on the daily lives of people across Cardiff and the wider region, and highlighted the importance of tackling the long standing challenges presented by the city's existing transport infrastructure.
5. The Transport & Clean Air Green Paper acknowledged the need for a transformative approach to transport in Cardiff and put forward 18 'big ideas' to achieve this, including the potential for introducing different forms of user charging as a mechanism to raise funds for investment in the transport system.
6. At the time Cardiff had already taken steps forward in terms of achieving sustainable patterns of modal shift. Travel to work data for Cardiff (Ask Cardiff survey) demonstrated a trend of modal shift to active and sustainable modes. For example, there had been a significant increase in cycling, with journeys to work made by cycling growing from 7% in 2010, to 13% in early 2020. Car use had experienced a decline, reducing from 57% in 2010, to 49% in early 2020. This was viewed as a positive trend, but it was acknowledged that more action was needed to ensure that Cardiff continued to develop as a successful city.
7. At the time a new transport programme was being delivered, this included segregated cycle ways, 20 mph limits and a package of clean air measures including major changes to Castle Street and Westgate Street to provide access for buses and active travel modes. Discussions were also underway regarding the development of

the South Wales Metro. The existing programme represented a significant level of investment and was designed to deliver much needed infrastructure in some areas of the city, however, it was recognised that it would not provide the scale of change that was required for meeting some of the challenges set out in the report.

8. The draft 'Transport White Paper: Transport Vision 2030' built on the work of the Transport & Clean Air Green Paper and set out a series of priorities for Cardiff over the next 10 years which it was hoped would transform the way people move around the city. The document suggested that the proposals would ensure that Cardiff would become a well connected city where people could easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. This would reduce the dependency on private cars, whilst adopting challenging modal split targets for active travel and public transport through investment in transport projects.
9. It was estimated that delivering the vision set out in the draft 'Transport White Paper' would require a significant increase in funding, with an estimated investment of between £1 - 2bn necessary to deliver the scale of improvements required. This meant that the question of funding arrangements needed to be discussed. How the Council funded this shift in transport provision will probably require difficult decisions, but it is likely that they will be needed to ensure that Cardiff meets the range of complex challenges that it faces, for example, climate change, poor air quality and tackling congestion.
10. The draft 'Transport White Paper' outlined a package of projects that aimed to make a contribution in tackling climate change, improving air quality, reducing congestion, addressing inequality and promoting inclusive economic growth. Four of the major priorities included in the document for Cardiff were:
 - **Cardiff Crossrail** - A Cardiff Crossrail tram line which would connect the city's newest communities, as well as providing links to the city centre and key business developments for some of the city's most deprived communities. The line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example, new housing developments in Rhondda Cynon Taff.
 - **Cardiff Circle Line** - The Cardiff Circle Line would connect the Coryton Line to

the Taff Vale Line north of Radyr to deliver cross city connectivity. This would provide new park and ride opportunities from J32 of the M4 and allow for more frequent services on the Coryton and City lines.

- **Rapid Bus Transport** - Rapid Bus Transport will provide cleaner, greener vehicles, travelling on dedicated bus corridors with smart network management giving buses priority. New park and ride facilities will connect the city with the wider region including, for example, Junction 33. The new Central Bus Station will be completed in 2022.
- **Active Travel** - Active Travel to enable more people to walk and cycle for more journeys, making Cardiff safer, cleaner and quieter. Investment in five fully segregated cycle ways and a network of supporting routes, as well as interventions to provide high quality facilities for walking will contribute towards the targets set for active travel.

11. In addition to the four key priorities set out above, the draft 'Transport White Paper' Outlined a number of other actions that would help to deliver the scale of change Required, examples included:

- Working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and refurbished stations and fully integrated ticketing;
- Delivering lower speeds where people live through the continuing commitment to 20mph limits;
- Developing a 'Healthy Streets' programme to support active travel and play in our local communities;
- Tackling dangerous and inconsiderate driving and parking behaviour around our schools;
- Supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles;
- Developing the car club offer in the city; and,
- Using the latest technology to provide a new, up to date, 'Real Time Passenger Information System'.

12. Shortly after the launch of Cardiff's Transport White Paper the global economy was struck by the current Covid crisis. Progress against the aims and objectives of the Cardiff Transport White Paper should be considered against the significant challenges and disruption created by this unprecedented global pandemic.

Way Forward

13. The Cabinet Member for Strategic Planning & Transport and officers from the Planning, Transport & Environment Directorate have been invited to attend the meeting. They will provide an update on the progress made against delivering the aims and objectives of Cardiff's Transport White Paper.

Legal Implications

14. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

15. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to

Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

16. The Committee is recommended to:
- (i) Consider the report and the information presented at the meeting;
 - (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
 - (iii) Decide the way forward for any future scrutiny of the issues discussed.

Davina Fiore

Director of Governance & Legal Services

29th December 2020

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

21 JANUARY 2020

CARDIFF'S TRANSPORT WHITE PAPER

Reason for the Report

1. To provide the Committee with an opportunity to consider the content of the draft 'Transport White Paper: Transport Vision 2030', and to discuss the options for funding the delivery of the proposed transport infrastructure.

Background

2. A draft paper titled 'Transport White Paper: Transport Vision 2030' is due to be presented for approval at the Cabinet meeting scheduled for Thursday 23rd January 2020. A copy of the document is attached to this paper as **Appendix 1**.
3. **Appendix 1** explores the reasons for changing Cardiff's approach to transport; discusses city growth; sets out four key areas where change is required; links the paper into the Cardiff Council Corporate Plan priority of 'A Capital City that works for Wales'; and provides a delivery / funding timeline. These are set out in the following order:
 - Why do we need to change the way we travel around Cardiff? (**pages 4 to 5**);
 - City growth (**pages 6 to 9**);
 - The Cardiff Metro (**pages 10 to 13**);
 - Rapid Bus Transport (**pages 14 to 19**);
 - Active Travel & Streets for people (**pages 20 to 23**);
 - The Future of the Car (**pages 24 to 25**);
 - A Capital City that works for Wales: supporting the wider region (**pages 26 to 27**);
 - Delivery Timeline & Funding (**pages 28 to 30**).

4. **Transport & Clean Air Green Paper** - The Transport & Clean Air Green Paper recognised the importance of transport in creating a capital city which is healthier and more accessible, sustainable and prosperous for future generations. The extensive consultation and engagement on the Transport & Clean Air Green Paper, which ran from 26th March to the 1st July 2018, generated over 3,500 individual responses as well as a number of collective responses from organisations. The high number of responses and what they said explained how much the transport system impacts on the daily lives of people across Cardiff and the wider region, and highlights the importance of tackling the long standing challenges presented by the city's existing transport infrastructure.
5. The Transport & Clean Air Green Paper acknowledged the need for a transformative approach to transport in Cardiff and put forward 18 'big ideas' to achieve this, including the potential for introducing different forms of user charging as a mechanism to raise funds for investment in the transport system.
6. Cardiff has already taken steps forward in terms of achieving sustainable patterns of modal shift. Travel to work data for Cardiff (Ask Cardiff survey) demonstrates a trend of modal shift to active and sustainable modes. For example, there has been a significant increase in cycling, with journeys to work made by cycling growing from 7% in 2010, to 13% today. Car use has experienced a decline, reducing from 57% in 2010, to 49% today. This is a positive trend, but more action is needed to ensure that Cardiff continues to develop as a successful city.
7. A new transport programme is currently being delivered, this includes segregated cycle ways, 20 mph limits and a package of clean air measures including major changes to Castle Street and Westgate Street to provide access for buses and active travel modes. Discussions are also underway regarding the development of the Metro. The existing programme represents a significant level of investment and will deliver much needed infrastructure in some areas of the city, however, it is recognised that it will not provide the scale of change that is required for meeting some of the challenges set out in this report.
8. The draft 'Transport White Paper: Transport Vision 2030' builds on the work of the Transport & Clean Air Green Paper and sets out a series of priorities for Cardiff over

the next 10 years which it is hoped will transform the way people move around the city. The document suggests that the proposals will ensure that Cardiff is a well-connected city where people can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. This will reduce the dependency on private cars, whilst adopting challenging modal split targets for active travel and public transport through investment in transport projects.

9. Delivering the vision set out in the draft 'Transport White Paper' will require a significant increase in funding, with an estimated investment of between £1 - 2bn necessary to deliver the scale of improvements required. This means that the question of funding arrangements now needs to be discussed. How the Council funds this shift in transport provision will probably require difficult decisions, but it is likely that they will be needed to ensure that Cardiff meets the range of complex challenges that it faces, for example, climate change, poor air quality and tackling congestion.
10. The draft 'Transport White Paper' outlines a package of projects that aim to make a contribution in tackling climate change, improving air quality, reducing congestion, addressing inequality and promoting inclusive economic growth. Four of the major priorities included in the document for Cardiff are:
 - **Cardiff Crossrail** - A Cardiff Crossrail tram line which would connect the city's newest communities, as well as providing links to the city centre and key business developments for some of the city's most deprived communities. The line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example, new housing developments in Rhondda Cynon Taff.
 - **Cardiff Circle Line** - The Cardiff Circle Line would connect the Coryton Line to the Taff Vale Line north of Radyr to deliver cross city connectivity. This would provide new park and ride opportunities from J32 of the M4 and allow for more frequent services on the Coryton and City lines.
 - **Rapid Bus Transport** - Rapid Bus Transport will provide cleaner, greener vehicles, travelling on dedicated bus corridors with smart network management giving buses priority. New park and ride facilities will connect the city with the

wider region including, for example, Junction 33. The new Central Bus Station will be completed in 2022.

- **Active Travel** - Active Travel to enable more people to walk and cycle for more journeys, making Cardiff safer, cleaner and quieter. Investment in five fully segregated cycle ways and a network of supporting routes, as well as interventions to provide high quality facilities for walking will contribute towards the targets set for active travel.

11. In addition to the four key priorities set out above, the draft 'Transport White Paper' outlines a number of other actions that will help to deliver the scale of change required. Examples include:

- Working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and refurbished stations and fully integrated ticketing;
- Delivering lower speeds where people live through the continuing commitment to 20mph limits;
- Developing a 'Healthy Streets' programme to support active travel and play in our local communities;
- Tackling dangerous and inconsiderate driving and parking behaviour around our schools;
- Supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles;
- Developing the car club offer in the city; and,
- Using the latest technology to provide a new, up to date, 'Real Time Passenger Information System'.

12. It is felt that delivering the vision contained within the draft 'Transport White Paper' would help raise the position and profile of Cardiff as a European city, with sustainable transport underpinning the wider ambitions of the city. The report states that realising the transport vision would help decarbonise the city, deliver air quality improvements, create public health improvements and support environmental benefits.

13. In addition to this, it is suggested that the range of transport initiatives will underpin a positive business environment, for example, it will improve access to jobs and opportunities for disadvantaged communities currently poorly served by public transport, and help reduce the inequality.

Issues

14. How people move around Cardiff is fundamental to how the city works and has a significant impact on the success of the economy, the quality of our environment, community safety and social equity. There are a number of critical issues relating to transport that are outlined below and need to be addressed.
15. **City Growth** - Cardiff is a rapidly growing and changing city, with a transport infrastructure that has suffered underinvestment and which was built to serve a population of approximately 200,000 people. Managing the city's growth in a sustainable way is critical for the success of Cardiff and the wider city region. Cardiff's Local Development Plan (2006-2026) (LDP) identifies the need for substantial improvements to Cardiff's transport infrastructure in order to accommodate Cardiff's expansion sustainably. Its policies seek to integrate new development with the provision of on-site and off-site transport infrastructure improvements in order to mitigate transport impacts and, by 2026, to achieve a 50:50 'modal split' between journeys by car and trips made by walking, cycling and public transport. For example, the new park and ride site and bus services at Junction 33 is being delivered by the developer and Section 106 Contributions have been secured towards supporting bus services. Additional revenue funding for the operation of the services will also be sought.
16. **Tackling Congestion & Supporting Business** - Congestion has significant economic, environmental and social impacts. It is consistently identified as a key area of concern for Cardiff residents, for example, 64.1% of respondents to the 2017 Ask Cardiff survey rated reduced congestion as the transport improvement they would most like to see. Around 100,000 people commute in and out of Cardiff each day, 80,000 by car, many of which are single occupancy vehicles. Together with trips by car made by Cardiff residents and the expected growth of the city, this is an unsustainable pressure on the road network. Reducing the proportion of these trips

made by car would greatly assist Cardiff's efforts to reduce the pressures on its road network, tackle poor air quality and improve the efficiency of public transport.

17. **Climate Change & Clean Air** - Climate change and air quality are two of the most pressing issues we currently face, requiring urgent action and radical solutions. On the 28th March 2019, Cardiff Council approved a motion to declare a climate emergency. The Welsh Government also declared a climate emergency on 29th April 2019, the day after the Scottish Government, followed by the UK Government on 1st May. Over 70 Councils in the UK have now declared a climate emergency with the majority including carbon emission reduction targets to be achieved by 2030. As part of this, the Council has agreed to support the implementation of the Welsh Government's Low Carbon Delivery Plan, which aims to secure a carbon neutral public sector in Wales by 2030. This includes the commitment for the Council to progress a wide range of projects in support of the existing Carbon Reduction Strategy, and to further reduce carbon emissions from the Council's operations.
18. Poor air quality impacts significantly on health, child development and environmental quality. Whilst air pollution affects everyone, it can disproportionately affect vulnerable population groups such as "*children, older people, those with underlying disease, and those exposed to higher concentrations because of living or commuting in urban or deprived locations*" (Public Health Wales 2018). The Council's Clean Air Plan which has to achieve compliance with EU Limit Values for NO₂ pollution in the shortest possible time was approved by the Welsh Minister in December 2019. Whilst this plan is ambitious in terms of reducing NO₂ concentrations, the Council recognises that there is no safe limit for air pollutants and that further measures will be necessary to ensure that pollution levels are continually reduced to as low as is reasonably practicable.
19. **Creating Safe & Healthy Communities** - Transport can help to make our communities safer and healthier. Ensuring we have streets and neighbourhoods where it is safe for people to walk and cycle and children to play will help to deliver Cardiff's wellbeing objectives, for example, 'Cardiff is a great place to grow up' and 'safe, confident and empowered communities'. Reducing traffic and congestion helps create cleaner, quieter communities which are better places to live, while improving active travel facilities provides more opportunities for physical activity, tackling

sedentary behaviour and obesity that can contribute to ill health. Air and noise pollution as well as road traffic collisions often have the greatest impact on our most deprived communities. For example, research shows that child pedestrians from the lowest socio-economic groups are over four times more likely to be killed or seriously injured on the roads (Road Safety Framework Wales 2013). Department for Transport research also indicates that child pedestrians are the group most likely to be killed and / or seriously injured (69%). Of this group, 82 per cent of all child KSI casualties were pedestrians travelling before or after school on a school day.

20. **Supporting Economic Growth & Managing a Growing City** - Cardiff has been transformed by a programme of major urban regeneration projects that have supported its economic growth. Investment in the city's business infrastructure and new jobs, together with new housing communities, further new employment and leisure opportunities highlight the need for excellent transport links that support every part of the city.
21. It is hoped that the new transport vision will significantly improve access to jobs and opportunities for disadvantaged communities that are currently poorly served by public transport, both within Cardiff and the wider region. In turn it is anticipated that this will help to reduce inequality.
22. The proposals within the draft 'Transport White Paper' will seek to address the inadequacies of a transport infrastructure that can no longer accommodate the needs of a rapidly growing city, one which serves as a regional employment centre and national destination for culture, sports and tourism. More fundamentally, it will signal a decisive move away from the incrementalism that has characterised the development of mass public transport infrastructure in the region for many years.
23. **Context within National Policy** - Welsh Government is currently consulting on a Clean Air Plan for Wales, which includes reference to Workplace Parking Levies, as a means to '*encourage commuters to find alternative means of travel by applying a direct charge on employees for using employer-provided parking*'. Similarly, the consultation document highlights that '*Reduced car journeys and road congestion can deliver reductions in polluting emissions and revenue generated by such a scheme may be used to support improvements in local transport provision*'. The

commitments and actions' outlined in the plan include '*Continue to review the role of vehicle access restriction under the Clean Air Framework, including whether road-user charging and banning of the most polluting vehicles has a role to play in reducing roadside levels of air pollution*'.

24. **Delivering the Transport White Paper Vision** – Delivering the major initiatives included within the Transport Vision has been estimated at between £1 and £2 billion. It is therefore clear that delivering such a transformative package of projects – which will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth – requires a radical departure from the incremental funding model that has constrained development. Consequently, the Council must explore a more radical approach to meet the investment level required if it is to deliver the Transport Vision and achieve the associated benefits.
25. As an immediate step, the Council will work with Welsh Government to develop a comprehensive investment plan to support the delivery of this agenda. This will include detailed consideration of the range of funding mechanisms to achieve the modernisation of local infrastructure. Development of the strategy will need to consider the extent to which existing assets and sources of capital might be mobilised to address current investment needs. New sources of funding may also be available, including the new 'Shared Prosperity Fund' that will replace existing regional development funding. However, given the scale of the ambition set out in the draft 'Transport White Paper', more radical funding options must be considered. The Council will therefore review a range of mechanisms that have supported infrastructure development in other cities, and may include:
- **A Cardiff Bond:** A debt-based investment model where money is loaned to a public entity in return for an agreed rate of interest.
 - **Tax Increment Financing (TIF):** The UK TIF model is based on re-investing a proportion of future business rates from an area back into infrastructure related to the development of that area. It applies where the sources of funding available for a scheme to deliver economic growth and renewal cannot cover the cost of infrastructure required by the scheme.

- **Work Place Parking Levy:** A type of congestion management scheme that is placed on employers who provide workplace parking. Employers and businesses pay an annual levy to their local council for every parking space provided to their employees, and employers would determine whether to subsidise their payments by asking employees to pay a charge for using their spaces. In the UK such a scheme has been introduced in Nottingham. Since 2012 Nottingham City Council has been able to raise around £9m per annum, enabling the extension of the tram network, re-development of the railway station and the creation of the UK's first all-electric park and ride. A number of authorities across the UK including Birmingham, Leicester, Oxford, Reading, Edinburgh and a number of London Boroughs are considering such schemes and developing appropriate business cases.

- **Road User Charging:** Urban road user charging – also called congestion charging or road pricing – charges drivers for the use of the roads they drive on, and can potentially vary the charges according to location, time and type of vehicle. One example could be a city-wide scheme to introduce a universal minimal level of charging (for example, £2 per day) for all vehicles crossing into the charging area. Appropriate exemptions for local residents, emergency vehicles, motorcycles and registered blue badge holders for people with disabilities could form part of any scheme

- **Low Emission Zones (LEZ) or Clean Air Zones (CAZ):** These schemes are defined areas where access by some polluting vehicles is restricted (charged) or banned with the aim of improving air quality.

26. This list of scheme types is by no means exhaustive, and any review of potential funding options would include detailed considerations of the widest range of potential delivery options. Until this work is completed, no decision on the implementation of any scheme will be taken. The cabine report, therefore, seeks authority to undertake appropriate assessments / investigations to identify a viable scheme that could deliver the improvements to the city's transport infrastructure highlighted in the draft Transport White Paper.

27. **Key Principles: Delivering a Scheme that Works for Cardiff** - Whilst a range of options have been outlined above, a number of other potential options will need further consideration. The overarching aims of any charging mechanism would need to be commensurate with the ambitions of the draft 'Transport White Paper' in that they:
- Address the Climate Emergency by reducing vehicle emissions;
 - To facilitate wider improvements in air quality to protect and improve public health and the environment;
 - Reduce congestion and improve travel times and reliability; and,
 - Deliver improvements in public transport and active travel to support modal shift.
28. The cost of negative externalities associated with high volumes of commuting traffic from outside Cardiff – which include additional congestion, air pollution, and road maintenance requirements – are currently borne by the city's residents. The Council's preferred option would therefore include an exemption for Cardiff residents if a charging option was deemed desirable. However, as part of a robust decision making process, a full list of options will need to be initially assessed in order for the Council to identify an option that could best deliver our desired objectives. No scheme will be taken forward unless we are satisfied that such a scheme will work for Cardiff residents.
29. In developing the business case for any such scheme, the Council would undertake detailed assessments and adopt in full any relevant Welsh Government guidance, for example WeITAG. Whilst the Council appreciates the need to assess a full range of options as part of any process to unlock infrastructure funding, it is clear about the fundamental principles which would underpin the approach and the Cabinet's preferred approach. This would include:
- **No Displacement of Existing Funds (Additionality)** - Any additional funding generated by a potential charging scheme should not be a basis for displacing Welsh Government revenue or capital funding, which is currently or may be in the future, allocated to Cardiff.

- **Ring-fenced investment for core objectives (Hypothecation)** - Any additional funding will be used to reduce congestion into Cardiff, improve public transport, increase the range and choice of sustainable travel choices, and make public transport more affordable.

30. Whilst these principles would not pre-determine the outcome of any business case, they would ensure that work to identify and introduce a sustainable transport funding mechanism would be underpinned by fairness and transparency of purpose.

Detailed Technical Analysis

31. In order to progress suitable assessments of potential funding schemes, the Council will require external professional advice, particularly relating to transportation modelling, assessments and cost benefit analysis in order to develop a robust business case. It has been estimated that the costs to develop a Full Business Case may be up to a minimum of £2m, although these costs will be subject to the results of appropriate tender exercises and the outcomes of the work as it progresses.

32. **On-going Delivery Capacity & Risks** - The Cardiff Council Transport Strategy Team is currently progressing a number of transport projects in Cardiff through funding secured from Local Transport Fund, Active Travel Fund and City Deal Funding Allocations. This includes transformative projects in the city centre.

33. The delivery of these projects has already placed significant pressures on the Team, and it is obvious that to continue to deliver these existing projects and the wider projects in the draft 'Transport White Paper', including the development of any charging scheme, will require a significant uplift in resources for the team.

34. The Planning, Transport & Environment Directorate will need to review the staffing resources required to support the projects set out in the draft 'Transport White Paper' and to ensure that work can be delivered.

35. **Local Member Consultation** - Consultation with local members was undertaken as part of the Transport & Clean Air Green Paper. A package of appropriate Member engagement will be implemented, together with consultation and engagement around the delivery of each scheme outlined in the draft Transport White Paper, for example,

cycle ways, strategic bus infrastructure schemes, the development of SMART corridors and the next phase of modal filters.

Cabinet Report - Financial Implications

36. The Cabinet report that supports the draft 'Transport White Paper' includes a section of financial implications. These have been provided by Finance staff in the Resources Directorate, and include the following comments:

- *'The report indicates a number of major transport projects as well as indicative costs of implementation as part the white paper vision. It is important to note that these costs are high level concept costs with a significant level of optimism bias, as required to be assumed in initial modelling of projects at this stage of their development. Detailed costs and financial implications would need to be developed as part of WelTag or other relevant business case approaches prior to decision making'.*
- *'Any projects implemented will have capital and associated revenue budget implications for the Council. In developing such projects, the Council's Capital strategy highlights the importance of working with partners particularly with Welsh Government to align key priorities and to make a case for a much longer term and sustained approach to capital grant investment that supports the City's vital infrastructure, to make a stepped change in helping drive the city, region and nation forward. This is particularly important given the financial challenges facing the Council particularly in respect of affordability of additional borrowing without additional income streams. Whilst it is important that a significant and sustained level of prioritised capital grant for transport infrastructure is received by the Council, this report requests the development of potential additional options that could generate resources to support affordability of additional investment as well as meeting wider aims set out in the transport vision'.*
- *'Funding for the development of outline and strategic business cases for congestion management schemes will need to be considered as part of other priorities in the Council's 2020/21 and medium term financial budget as well as options for using the Parking Enforcement Earmarked reserve subject to determining key priorities for use of this reserve. The costs of developing*

proposals would be subject to a procurement process. Where such proposals utilise the Council's borrowing powers, the sustainability of income in the long term will be an important consideration, to ensure there is affordability, in the short, medium and long term'.

- *'In order to ensure effective delivery of the options, both external and internal resource is likely to be required, with the latter including, transport as well as financial and legal due diligence support. Where this cannot be managed within existing revenue budget resources, this should be considered as part of the 2020/21 budget and medium term financial to ensure the timescales for delivery of the outputs set out in this report can be met'.*

Cabinet Report - Legal Implications

37. The Cabinet report that supports draft 'Transport White Paper' includes a section of legal implications. These have been provided by Legal staff in the Governance & Legal Services Directorate, and include the following comments:

- *'The report recommends approval of the Transport White Paper ("the White Paper"), which sets the Council's Transport Vision to 2030. The report also contains details on funding options for the proposed infrastructure changes required'.*
- *In implementing the projects and/or policies noted within the White Paper the Council will exercise various powers under the Transport Act 2000, the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and the Highways Act 1980 amongst various other legal provisions. As and when individual proposals within the White Paper are developed, legal advice should be obtained, legal implications may arise if and when the matters referred to in the whitepaper are implemented, with or without any modifications.*
- *The report also notes that the Green Paper was subject to consultation. Consultation gives rise to the legitimate expectation that the outcome of the consultation will be duly considered when subsequent decision are made. Accordingly, in considering this matter due regard should be had to the consultation feedback received.*

- *In considering the recommendations contained within the report and in developing the various projects/ policies, regard should be had, amongst other matters, to:*

➤ ***Well Being of Future Generations (Wales) Act 2015:*** *The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.*

In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2019-22. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- *Look to the long term;*
- *Focus on prevention by understanding the root causes of problems;*
- *Deliver an integrated approach to achieving the 7 national well-being goals;*
- *Work in collaboration with others to find shared sustainable solutions;*
- *Involve people from all sections of the community in the decisions which affect them.*

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

- ***Equalities Impact Assessment/public duties:*** *The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of ‘protected characteristics’. The ‘Protected characteristics’ are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.*

Consideration should be given to the Equality Impact Assessments (‘EIA’) attached to this report so that the decision maker may understand the potential impacts of the proposals in terms of equality. This will assist the decision maker to ensure that it is making proportionate and rational decisions having due regard to the public sector equality duty.

Where a decision is likely to result in a detrimental impact on any group sharing a Protected Characteristic, consideration must be given to possible ways to mitigate the harm. If the harm cannot be avoided, the decision maker must balance the detrimental impact against the strength of the legitimate public need to pursue the recommended approach. The decision maker must be satisfied that having regard to all the relevant circumstances and the PSED, the proposals can be justified, and that all reasonable efforts have been made to mitigate the harm.

38. A copy of the Equality Impact Assessment for the draft Transport White Paper is attached to this report as **Appendix 2**.

Way Forward

39. The Cabinet Member for Strategic Transport & Planning has been invited to attend the meeting. He will be supported by officers from the Planning, Transport & Environment Directorate. The item will also be supported by witness contributions from:
- Mark Barry - Professor of Practice in Connectivity, Cardiff University;
 - Stuart Cole CBE – Professor of Transport at the University of South Wales.

Legal Implications

40. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

41. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any

modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

42. The Committee is recommended to:
- (i) Consider the information in this report and the information presented at the meeting;
 - (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
 - (iii) Decide the way forward for any future scrutiny of the issues discussed.

Davina Fiore
Director of Governance & Legal Services
15 January 2020

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Cardiff's Transport White Paper: Transport Vision to 2030

Changing how we move around a growing city



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg

Introduction

Since I've taken on this job I've found there are few things in Cardiff that stir up more debate among residents than transport.

If you look at it from the point of view of the average Cardiff resident driving into the city to work every day, struggling for their bit of road space with the 80,000 other car commuters from outside the city's boundaries then absolutely, traffic congestion, traffic pollution and a public transport system which struggles to adequately serve the people who live and work here are all issues of major concern - and so they should be.

Right now we are living in a world where the Climate Emergency is changing how we feel about our future. It is beginning to shape our behaviour and point towards the actions we will all have to take to save the planet for our children and grandchildren. That's why getting our transport system right is so important for our city's future and for our children's future too.

Did you know Cardiff's current transport network was designed half a century ago for a city of 200,000 people? Today, once commuters, shoppers and visitors are taken into account our city has a daily population of almost half a million. No wonder our transport network is creaking - it's no longer fit for purpose.

A public transport system - underfunded for years - and an ever increasing number of cars on our roads is bringing our city to a standstill. We now know the harm this number of cars does:

- It is our biggest contributing factor to climate change
- Air pollution is reaching legal limits, affecting the health of every one of us, especially the most vulnerable
- It holds back businesses and our daily lives with drivers spending an average of 143 hours a year stuck in peak-time traffic jams

And these problems are before you consider the fact Cardiff's population is **set to grow by a further 50,000 people over the next decade**, with more and more jobs coming to the city centre attracting more and more commuters.

Urgent action and bold solutions are required. Our Green Paper started a serious debate about the problems the city is facing and some potential solutions. Over 5,000 respondents, including 2,500 young people, shared their thoughts with us, alongside numerous organisations, experts and institutions. Today that debate carries on in Cardiff pubs, at school gates, and all over social media. It's clear, we can't go on as we are. There are too many cars on our roads, our public transport isn't good enough. Bus and train services are too infrequent. A growing number of people want to cycle but don't feel safe. We all want cleaner air and to do our bit to combat climate change.

That's why we're delighted to bring forward this Transport White Paper. In it you will hear an exciting vision for the city, and how we plan to deliver it.

It includes:

- Expanding on the Metro plans for new tram-train routes and stations
- Introducing new Bus Rapid Transit services and Park & Ride sites, and making bus travel far cheaper
- Re-prioritisation of our streets to give more space to people walking and cycling

All of this is a serious undertaking, some of which will take 10-20 years to deliver. It also won't be cheap.

“

Cardiff has a **daily population of almost half a million people**, no wonder our transport network is creaking - it's no longer fit for purpose

”



This is why we, as Cardiff Council's Cabinet, have become more and more convinced that to undertake the kind of radical change required we will need to investigate a form of charging mechanism that could help deliver on the following:

1. tackle climate change
2. reduce congestion
3. improve air quality
4. Provide ring fenced funding to invest in much-needed public transport initiatives

As part of a robust decision making process we will consider a number of options. However, our preferred option would include an exemption for Cardiff residents from any charge.

One option that we believe could work would be a road user charging scheme with a minimal (e.g. £2) charge for vehicles coming into Cardiff. This could reduce the number of vehicles coming into the city, whilst achieving reductions in carbon emissions, improving air quality, reducing congestion and helping to raise the money required to help pay for improvements to our transport network. Money which could help make Cardiff one of Europe's greenest, healthiest and most sustainable cities.

And that's what we want to deliver a greener, healthier, less congested city, with an affordable public transport system that works for everyone. This will require partnership working with the region and Welsh Government on a scale unheard of before.

Finally we are calling on you to help. We will only see change realised if we collectively make changes. So today; please make a pledge to alter one of your own daily transport habits. You will find pledge ideas contained in this document and any change you make could in turn inspire others as we all try to change this city for the better.

Cities that get transport right - work. They make life easier and better for residents, commuters and visitors. Cities that get transport wrong have the opposite effect, and right now, right here, with a Climate Emergency declared, the argument for change couldn't be any more immediate. It's simply time to act in the interests of all.



Councillor Caro Wild

Why do we need to change the way we travel around Cardiff?

Responding to the Climate Emergency

It's vital we all play our part in addressing climate change. Research shows the public's concern about climate change is at an all-time high. In Cardiff, 81.2% of people who took part in the Ask Cardiff Survey said they were either "very" or "fairly concerned" about climate change¹. Climate strikes and demonstrations are taking place across the world, including here where our schoolchildren and young people have marched on the National Assembly. The science is clear - urgent action is needed to cut carbon emissions. The high use of single-person car journeys into and around Cardiff only adds to the city's carbon figures. Changing how people travel is seen as one of the biggest contributions cities can make to reducing their impact on the climate.

We need to build a public transport network that encourages people out of cars and into more environmentally-friendly ways of travel. The climate emergency adds urgency to the decisions we need to take for our children's futures. We are not only working towards the UK's net zero emissions by 2050 target, we want to get there faster.

“

With 100,000 or so people commuting into Cardiff each day – **around 80,000 of them by car** – it is easy to see why transport is consistently the most important issue for Cardiff residents

”

Clean Air

Road traffic is also the main cause of air pollution. The health effects of air pollution have been extensively researched and are well documented. Along with physical inactivity it is one of the biggest health issues of our time. In Cardiff we have some of the highest levels of Nitrogen Dioxide (NO₂) pollution in Wales. In fact levels exceed the EU and national limits for NO₂ in some areas. We have a Clean Air Plan which aims to address NO₂ levels in the short term, but we want to get the air we breathe in the city as clean as it can be. Improvements to sustainable travel options and increasing the number of journeys made by active travel (walking and cycling) is a key part of this plan.

Poor air quality affects all of us, however we travel, but some people are more vulnerable. The people who suffer most from poor air quality are often the very young, the very old and those already suffering with ill health. For some, it can be fatal. For Cardiff and Vale University Health Board area, the number of equivalent deaths due to long-term air pollution are estimated to be in the range of 178-227 per year. Polluted air reduces average life expectancy across the UK by 7-8 months². Improving air quality and increasing levels of physical activity doesn't just protect our health, it can help to reduce the level of spending required on health services.





Creating Safe and Healthy Communities

Transport has a major role to play in making where we live safer, happier and more attractive. It is easy to forget that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle. Fear of traffic and the cars clogging up our streets have put a stop to children playing outside and limited their independence across much of our city³.

Recent research shows that two thirds of drivers feel that it is often not safe for children to walk or cycle because of traffic in UK cities⁴. Streets which are safe for children are streets which are good for all of us. By having a transport network that focuses on people, as well as vehicles, we can make sure our streets, neighbourhoods and public spaces are safer, cleaner, and quieter. Creating places where we choose to spend time with family and friends.

Having safe communities and attractive public spaces is also crucial if we are to promote active travel (walking and cycling). Not only is it the greenest way to get around - generating less pollution and helping to tackle climate change - it also helps keep us fit while saving us money.

A city for everyone

Travelling around our city is not always as easy as it should be, especially for people who are often the least mobile in our society. People with disabilities or reduced mobility, those with specific access needs, older people and children and young people should be able to enjoy all our city has to offer and get to the places they need to go easily and affordably. Jobs, training, schools, health-care services, leisure opportunities and childcare facilities should all be connected by our transport network. We need to make sure that everywhere in our city is open and accessible to everyone.

100,000

PEOPLE COMMUTING INTO THE AUTHORITY FROM OUTSIDE **EACH DAY**



80,000

TRAVELLING **BY CAR**



190,000

COMMUTER TRIPS MADE BY **CARDIFF RESIDENTS**



100,000

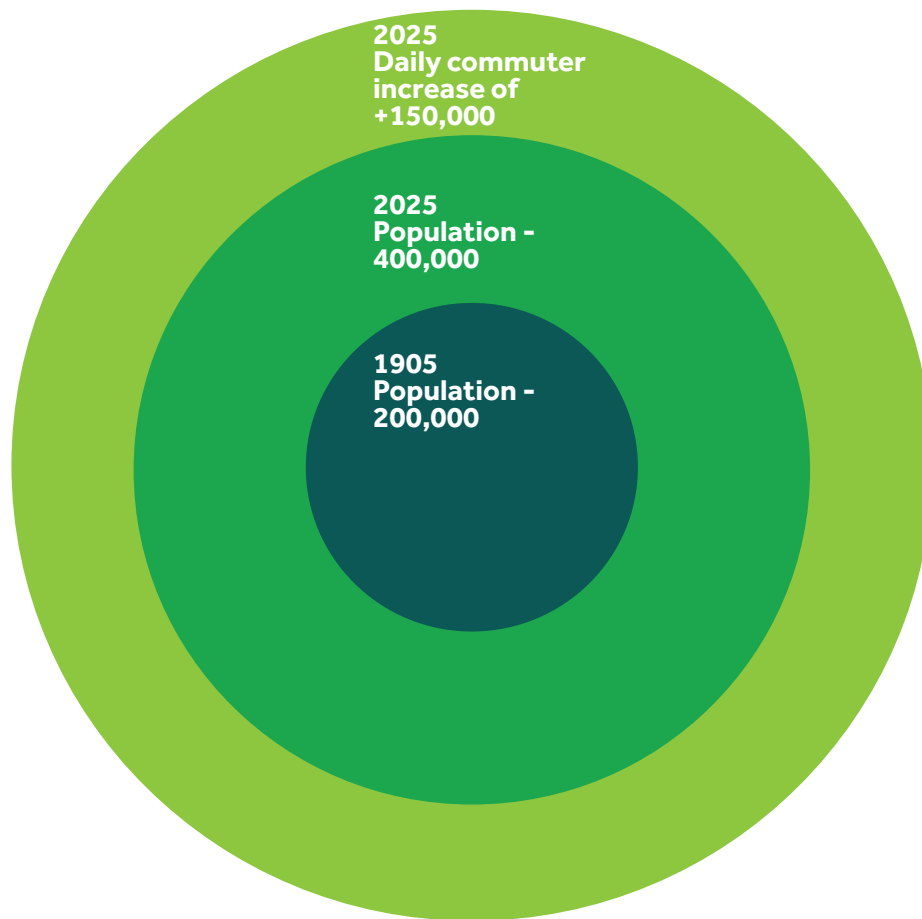
PEOPLE TRAVELLING BY CAR (ESTIMATED)



“Transport has a major role to play in making where we live **safer, happier and more attractive**”

City growth

Cardiff growth



Managing a growing city

Over the next 20 years, Cardiff is expected to be the fastest-growing major UK city.

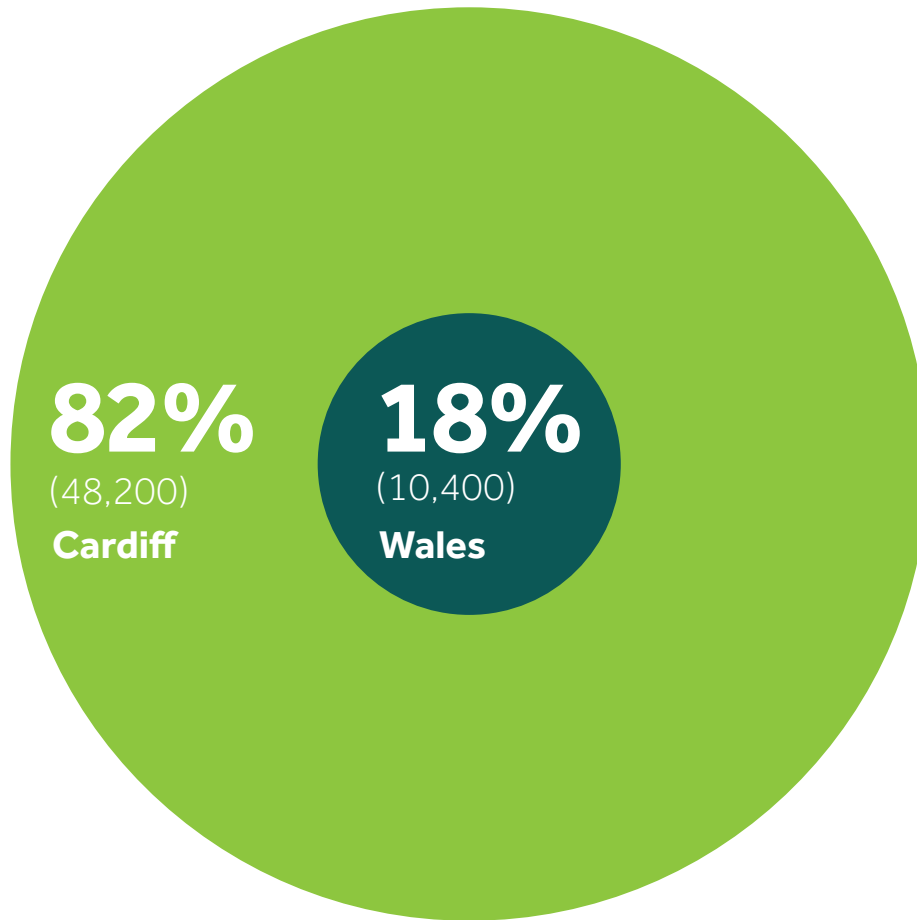
In fact, our population is projected to grow by more than every other local authority in Wales combined across that time. However, a city of soon to be 400,000 people will be operating on a transport system built to serve a much smaller population. As of 2018, there are around 100,000 people commuting into the authority from outside each day⁵, with around 80,000 of them travelling by car⁶. In addition to this there are nearly 190,000 commuter trips made by Cardiff residents, with nearly 160,000 of these within Cardiff, and around 30,000 travelling to work outside.

So it is easy to see why transport is consistently the most important issue for Cardiff residents, but the number of people commuting here means that getting our transport network right, is just as important for the

region as it is for those living in the city. The completion of the first phase of Central Square means that Cardiff has a central business district at the heart of the city centre, right next to a regional transport hub, but we need to make sure that excellent transport links support every part of the city and every community. With new homes being built in the north and west of Cardiff, new employment opportunities planned for the east of the city and a series of projects - like the indoor arena planned for the Bay - getting transport right is more important than ever.

“
Over the next 20 years, Cardiff is expected to be the fastest-growing major UK city
”

Jobs growth: Cardiff vs the rest of Wales⁷



Tackling Congestion & Supporting Business

Congestion doesn't just annoy residents and commuters. It also costs money.

Since 2018 drivers in the city are losing 143 hours a year stuck in traffic during peak times. That's around 19 full working days at a cost of around £1,056 per driver. 19 full days you could spend with friends, family and doing the things you enjoy.

In the city centre during peak times, the average speed is just 9mph⁸. More than half of time travelling during peak periods (56-57%) is spent in delay, adding 17 minutes to what should normally be a 30-minute journey. As of 2018, the average journey time for the day as a whole is 28% more than when traveling during off-peak times⁹.

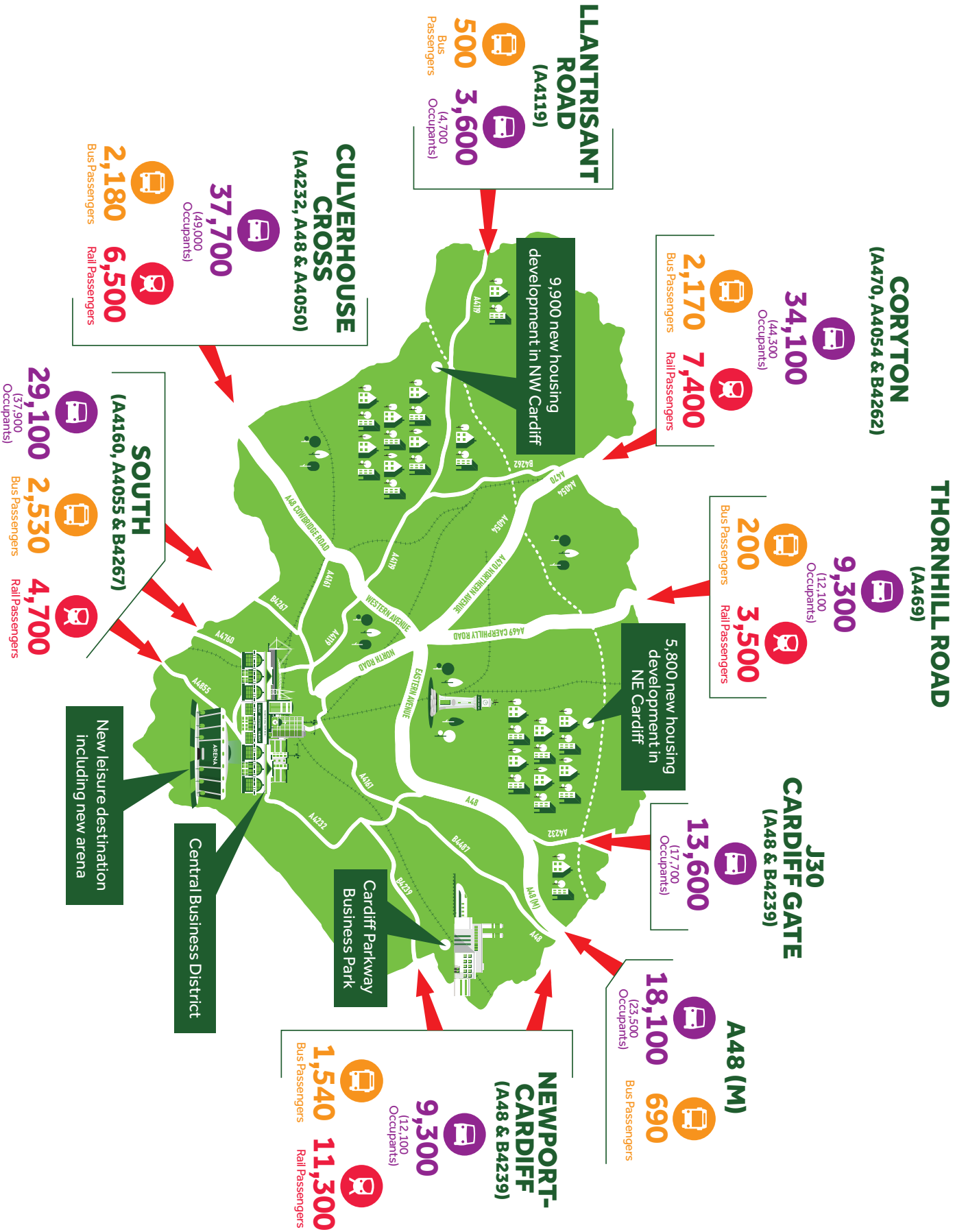


⁷2014-2019 NOMIS No. People in Employment (Aged 16-64)

⁸Inrix Global Traffic Scorecard.

⁹TomTom Traffic Index

Growing Pains:
how people travel
into Cardiff daily



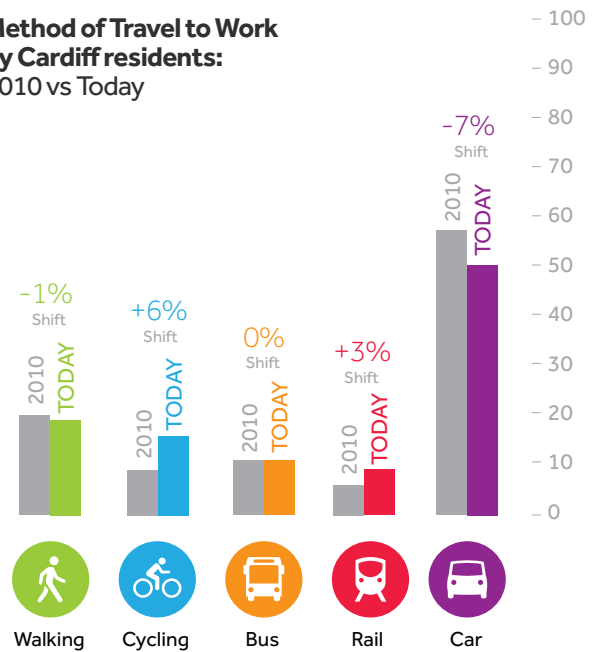
Moving Forward

In 2018 we published a Transport and Clean Air Green Paper, 'Changing how we move around a growing city' and asked you for your views on the future of transport in Cardiff. The responses made clear that Cardiff needs to be a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. This White Paper builds on feedback we've received on the Green paper and our Clean Air Plan, to set out a series of detailed measures we plan to now take to make Cardiff's transport system fit for the 21st century. Achieving this will require major improvements to public transport, significantly enhanced opportunities for active travel and major innovations in the way road traffic is managed. Taken together, this can lead to a major shift in the way we move about Cardiff. We have already come a long way.

The numbers of people cycling and commuting by rail has increased, whilst car use has fallen - but it is not enough. This Transport White Paper sets out a bold blueprint for Cardiff, which puts people at the heart of our transport plans and will fundamentally change the way people move around our city. For all the reasons outlined above we do need to see lower car use and we have ambitious targets for active travel in the city. The percentage of journeys made by active modes will increase significantly, with cycling continuing to grow in popularity. Walking will always be hugely important part of our transport system and is vital for our local communities. The number of walking journeys may fall slightly, but the rising number of trips made by easily-accessible public transport will begin and end with a walking element.

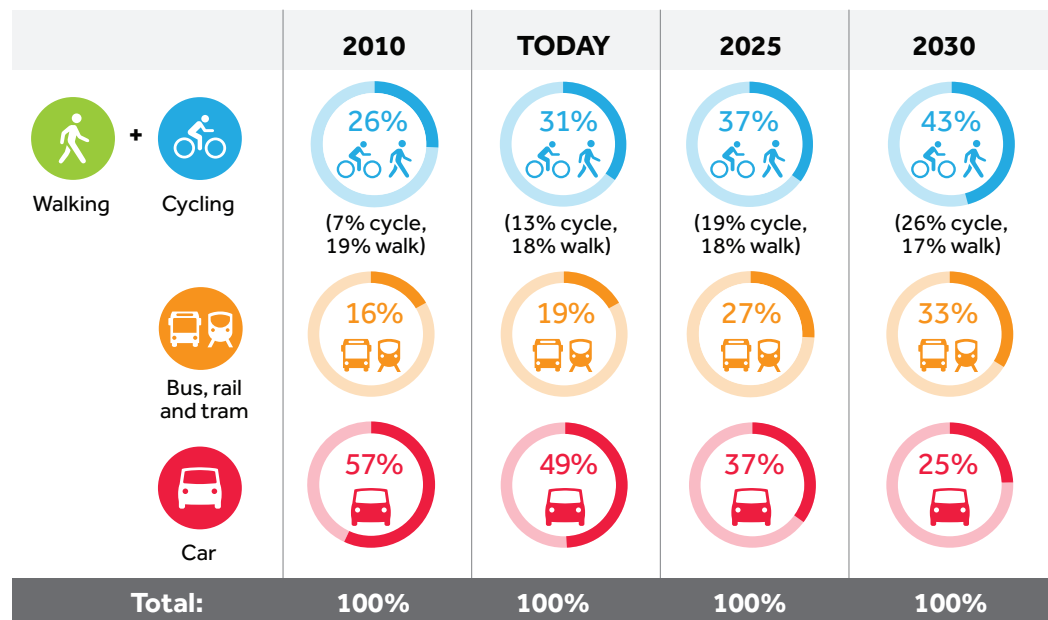
Walking regularly can reduce the risk of type 2 diabetes, stroke and high blood pressure, contribute to good mental health, and lower levels of anxiety and stress¹⁰. Encouraging walking and cycling, and reducing air pollution, should result in significant improvements in cardiovascular health. Rates of diabetes obesity and cancer should fall, our mental health should improve and overall life expectancy should increase.

Method of Travel to Work by Cardiff residents: 2010 vs Today



“ Encouraging walking and cycling, and reducing air pollution, should result in **significant improvements in cardiovascular health.** Rates of **diabetes obesity and cancer should fall,** our **mental health should improve** and **overall life expectancy should increase** ”

Targets for travel to work journeys by Cardiff residents



1. The Cardiff Metro



If you live in or around Cardiff then you may have heard about the South Wales Metro. It is an integrated public transport network, including rapid bus services, trains, tram-trains and active travel, and is being developed by Welsh Government and Transport for Wales.

The Metro is being designed to improve journey experience and to increase the amount of public transport travel across the city and south-east Wales. It will also help reduce carbon emissions using newer and cleaner fleet enabling more journeys to be taken by public transport. One of the main benefits of the Metro will be getting people in and out of Cardiff from the wider Capital Region quickly and efficiently.

This is much needed but if we are to cater for the needs of a growing capital city, then new rail lines and services must be considered now too.

That is why our proposals for a new Cardiff Crossrail tram-train line and a new Cardiff Circle tram-train line are so important. They will give thousands of people the options they need to change the way they travel in the city. Signalling and track improvements on the core metro, running between Radyr and Cardiff Bay, will unlock the pathways and capacity to enable the delivery of the Crossrail and Circle line routes.

Running from Creigiau, Crossrail's tram-train service could extend to the new housing developments that are planned beyond our boundaries, most notably the new houses planned between junctions 33 and 34 in Rhondda Cynon Taff. Connecting east to Newport is also possible.

The new line would travel through the major new housing site at Plasdwr – where around 7,000 new homes will be built – through Fairwater and Ely and the new housing development at Ely Mill, all the way to Cardiff Central Station. It will then run on through Cardiff Bay and the docks, on to Splott and Tremorfa. Crossrail would connect the city's newest developments, and its most deprived and disconnected communities, with the city centre and key business and employment hubs.

The Cardiff Circle Line would see new track connecting the Coryton Line to the Taff Vale Line north of Radyr to create a light-rail orbital route around the city. This would deliver a step change in connecting our city's suburbs. The Circle Line will also link up to a new Park & Ride facility at Junction 32 of the M4 corridor, helping to move commuting traffic from the north, off the roads and onto rail. A completed Circle Line would also improve frequency of service allowing the existing Coryton and City Line service to be upgraded from two services an hour to four services an hour, in both directions.

While bold, these proposals are also necessary, especially if we are to manage the city's growth in a sustainable way. Given its importance in keeping the capital city – and the city-region moving and working – then these proposals are of national importance.

To deliver the Cardiff Metro and enhance the South Wales Metro we will:



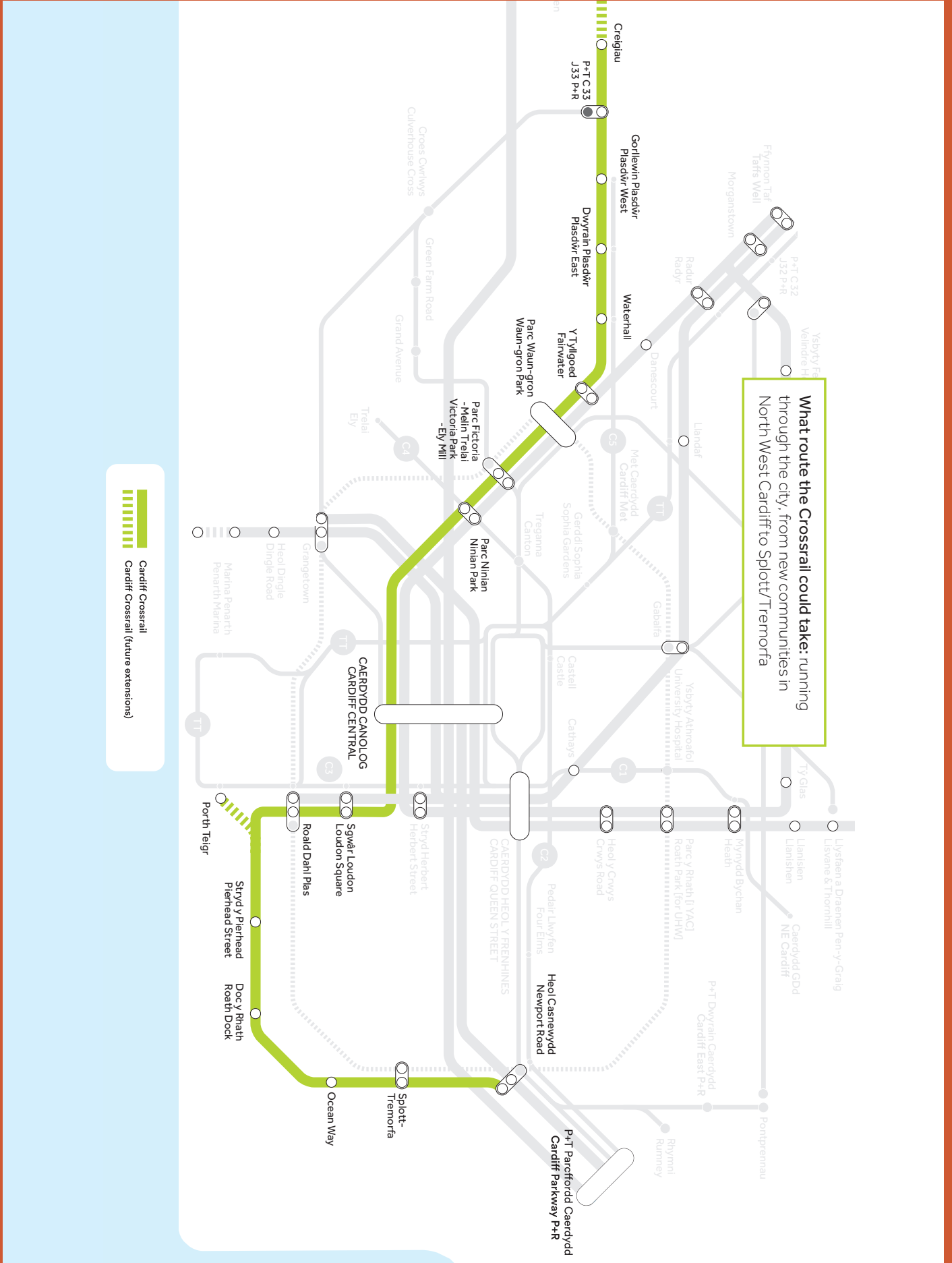
- 1** Deliver the **Cardiff Crossrail tram-train line**, integrating the Bay and City lines and increasing services to four per hour. The new communities in the west of the city and existing communities in the east which are currently poorly served by public transport will be connected by 2030 (phase 1 by 2024);
- 2** Deliver the **Cardiff Circle tram-train line** to complete an orbital route around the city;
- 3** Develop **new Metro**, in areas of the city such as Ely and Caerau, including bus rapid transit routes which can be delivered in the short term;
- 4** Deliver an integrated transport interchange at **Cardiff Central**, including a **new central bus station in 2022** and supporting key transport interchanges across the city;
- 5** We will also support Welsh Government, Transport for Wales (TFW) and other partners in the development of the Metro which will:

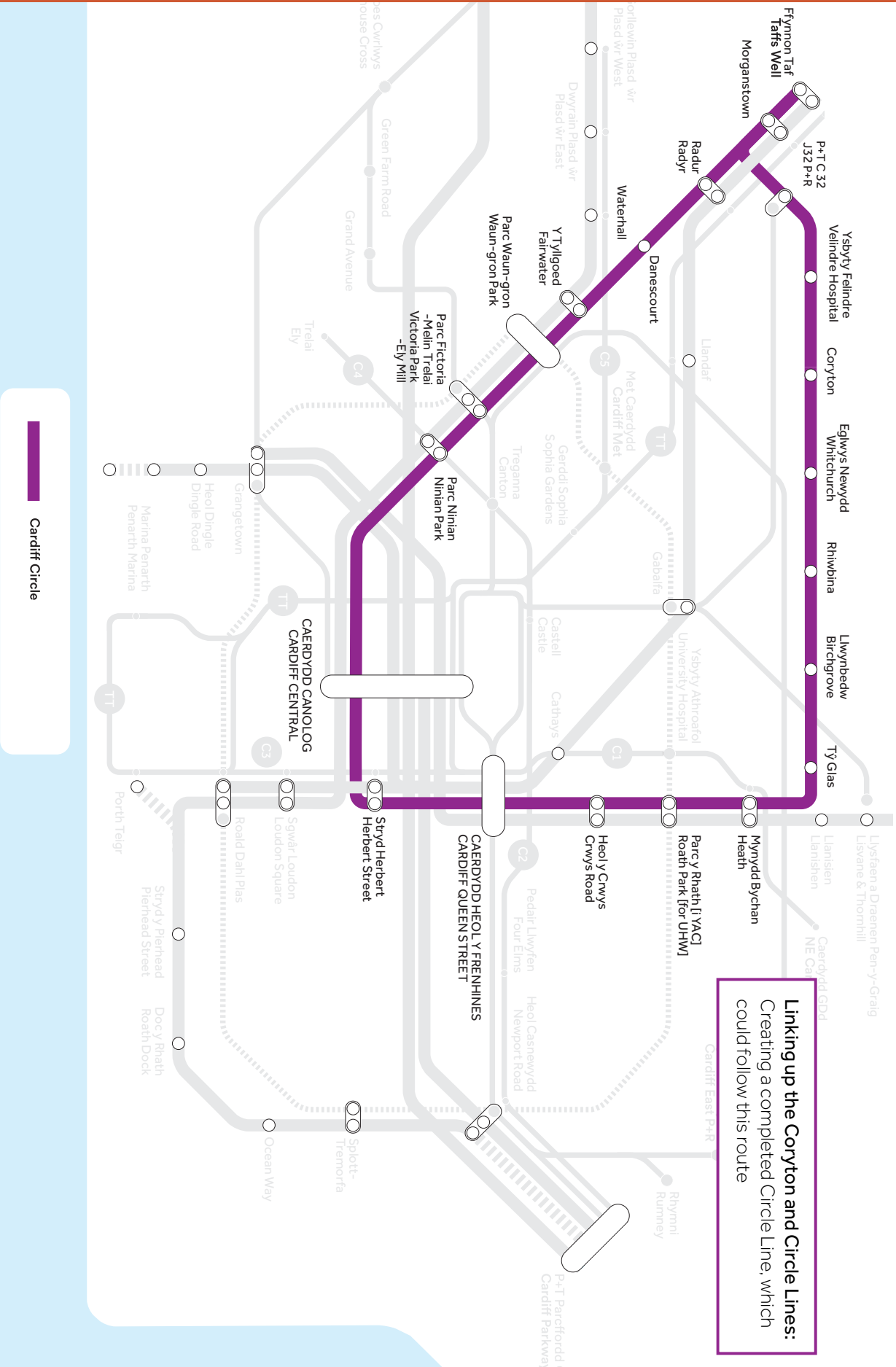
- Deliver phase 1 of Crossrail - a **new tram-train service from Radyr to Cardiff Bay, via the City Line and a new link south of Central and across Callaghan Square, by 2024;**
- **Deliver new stations at Loudon Square (Butetown), in the heart of Cardiff Bay, Crwys Road and Roath Park by 2024;**
- **Deliver new stations at Gabalfa by 2028** as well as Victoria Park, Velindre, Roath Dock and Splott thereafter;
- Establish a **new Mainline Train Station at Cardiff Parkway in St Mellons;**
- **Deliver station improvements at all existing train stations** including extensive regeneration of Queen Street Station;
- **Launch a fully integrated ticketing system** for all public transport in Cardiff - including the Metro, bus and Nextbike - allowing one ticket to be used across the whole transport system.

75%
of Green Paper responses supported being able to use the same ticket across the South Wales metro, the bus network and Nextbike (integrated ticketing)



Cardiff Cross Rail





Linking up the Coryton and Circle Lines:
 Creating a completed Circle Line, which could follow this route

2. Bus Growth



More people travel by bus in Cardiff than any other form of public transport. Buses connect communities, take us to work or to school providing easy access to shopping, leisure, childcare, health and other essential services. We know people value these services – a trip on any bus in Cardiff is sure to end with a 'Cheers drive!'.

Bus services also link Cardiff with the region and are an integral part of the regional network. Buses are especially vital for some of the region's most vulnerable residents, including those people who cannot afford to own a car or are unable to drive. Groups including children and young people, older people and people with disabilities are often particularly reliant on bus travel.

We know, however, that a real issue with Cardiff's current bus services is that they too often require people to journey into the city centre before they can connect with the service that takes them to their final destination. Where journeys involve a change of bus this can also mean extra cost, a major issue for young people and low-income households travelling to education and jobs. We also know that delays and journey times mean buses can be an unattractive alternative to cars. For some people it can take over an hour on the bus to get to any major destination outside the city centre.

“

For some of the region's most vulnerable residents, buses are especially vital

”

We need to make all of this a thing of the past. Moving forward, Cardiff will be served by next generation buses, travelling on bus corridors and supported by technology which gives buses priority at signals and junctions. Regular, rapid bus services will link to the region and join up seamlessly with train services.

When running on bus-priority lanes, buses are great queue-busters, free from the delays, traffic and congestion experienced by other motorists. We will make sure buses in Cardiff are greener, more reliable and more affordable, with prices as low possible, taking us to the destinations we want when we want, supported by easy-to access travel information which is accurate and simple to understand.

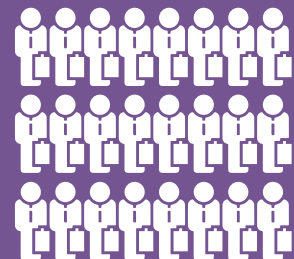
Buses help reduce congestion by taking cars off our roads



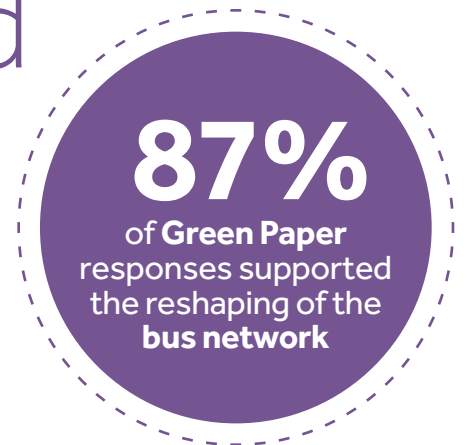
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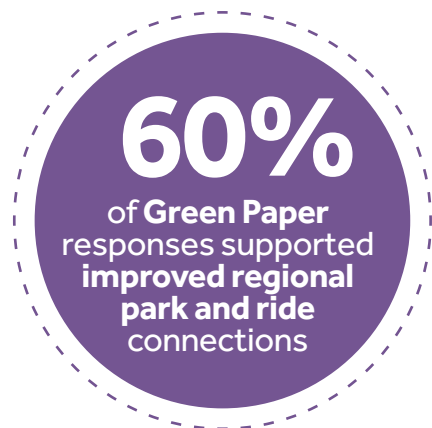
To improve travel by bus into and around Cardiff we will:



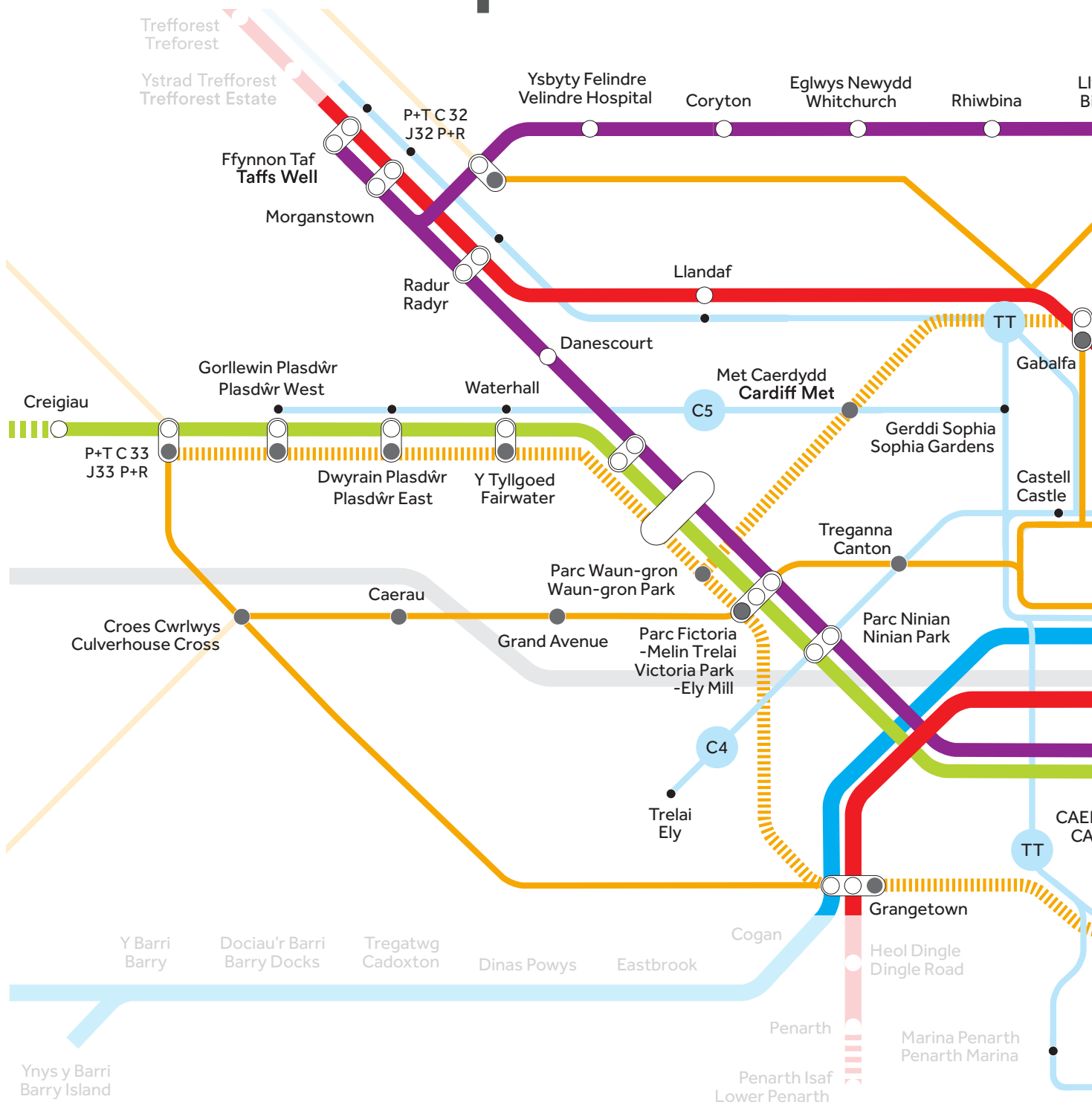
- 1 Reduce bus fares across the city with the aim of introducing £1 journeys
- 2 Improve bus services by:
 - Establishing a new cross-city bus network, linked to the new Metro network, which includes a bus loop around the city centre and new bus stations in the east and west of the city;
 - Improving access to key destinations within the city including the University Hospital of Wales and Cardiff Metropolitan University;
 - Using SMART corridors to prioritise buses at traffic lights;
 - Improving access to regional destinations - including Newport, Pontypridd and Penarth - by delivering new bus links and SMART corridors to the East, North and West of the city;



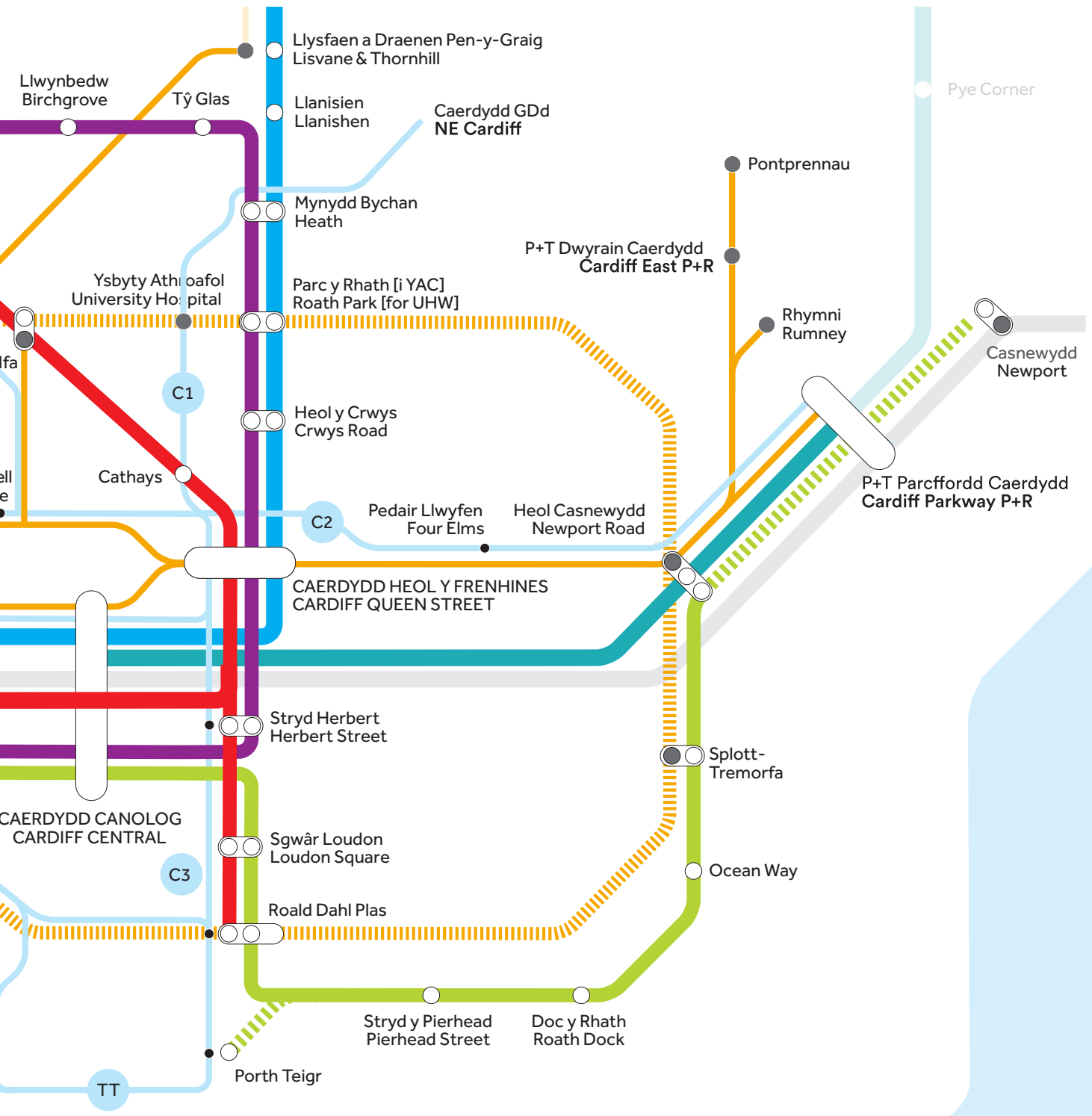
- 3 Make sure all buses in Cardiff are clean, green and efficient by shifting to electric buses and cleaner engines;
- 4 Take major traffic off Cardiff roads by establishing new Park & Ride facilities at strategic areas - including Junction 33 and Junction 32/A470 - making journey times quicker, cheaper and stress free.



Cardiff's Transport Vision

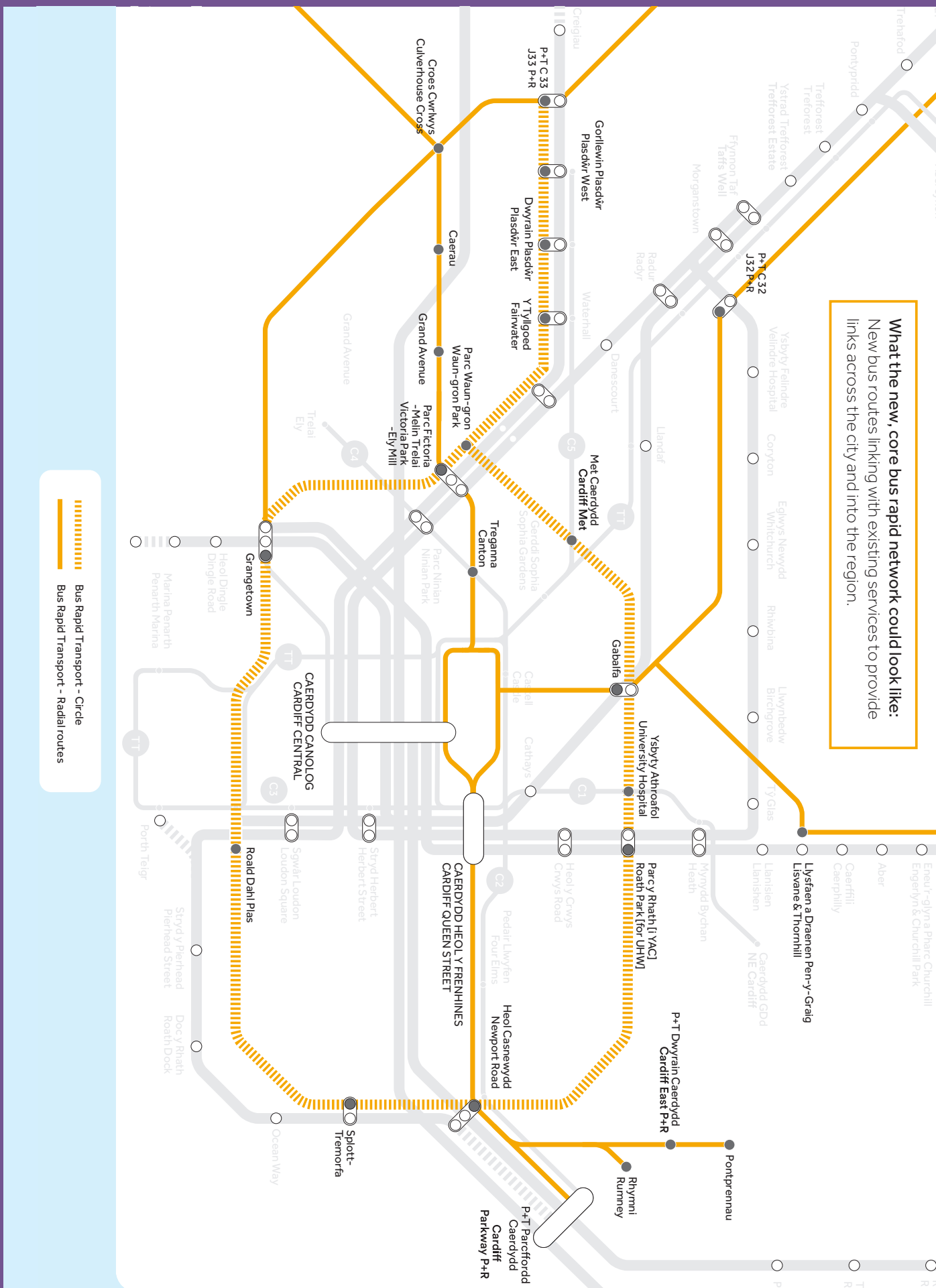


	Cardiff Circle		Cycleway
	Cardiff Crossrail		Rail station
	Cardiff Crossrail (future extensions)		Rail and/or Bus Rapid Transit interchange
	Core Valleys Line		Bus Rapid Transit stop
	Core Valleys Line (future extensions)		Multi-modal interchange
	Rhymney & Vale		Cycleway route number
	Ebbw Vale		Cycleway location
	Mainline & cross country services		
	Bus Rapid Transit - Circle		
	Bus Rapid Transit - Radial routes		



Our proposals for developing the South Wales Metro network in Cardiff: more detailed work is needed but this map shows how different routes and modes could link together across the city and into the region

Bus Rapid Transport



Proposals for the new Cardiff Central Interchange



Proposals for Wood Street



3. Active Travel and streets for people



Walking and cycling are by far the cleanest, healthiest and cheapest ways of moving about the city. Indeed for many shorter journeys they can be the quickest as well.

Combined with frequent and reliable public transport longer journeys can be made easy too. We realise that not every journey can be made by active travel, but we want to make it the best option for a greater number of people. The health benefits are also too important to ignore. Not only does active travel make our streets, neighbourhoods and public spaces safer, cleaner and quieter, but it also takes congestion off our roads.

We know, though, that our city's cycling infrastructure is too often fragmented and that people don't always feel safe riding a bike in Cardiff. Only 34% of people think cycling safety in Cardiff is good, and only 23% think the safety of children's cycling is good (Bike Life 2017). This is why we are investing £10m of the Council's own capital budget to match grants from Welsh Government up to 2022 into a network of segregated Cycleways across the city. We are on course to deliver six major, strategic Cycleways by 2022. These will provide safe access to the city centre for cyclists along major commuting corridors.

We have also launched our on-street Bike scheme – NextBikes - which is the most successful bike-sharing scheme outside London.

To help people take up active travel, through the Public Services Board we are also supporting the Healthy Travel Charter. Organisations signed up to the Charter commit to support and encourage their staff and visitors to use healthy modes of travel, for example, by giving staff access to cycle parking and other facilities, offering discounts on public transport and supporting agile working. A number of key public sector organisations have signed up to the Charter, with work underway to offer the Charter to businesses and other organisations.

This is just the start. We have spoken about our ambition to become one of the best cycling cities in the UK. We now need to plan how we achieve this.

Cardiff is leading the way on
20mph in Wales
- we will rollout 20mph limits across the city

“

We are investing **£10m** into a network of segregated **Cycleways across the city** and are on course to deliver **5 major, strategic Cycleways by 2022**

”

To increase active travel and improve local air quality we will:



1 Build the highest quality, safe and fully-segregated cycle network across the city by 2026, with Primary Cycleways which will extend out from the city centre to the Bay and residential areas, together with a supporting network of feeder routes;

2 Complete a cycle loop around the city centre which will connect each of the six Cycleways with each other;

3 Expand the Nextbike hire service to at least 2,000 bikes across the city, developing regional links and making membership accessible to more people;

4 Rolling out a 'streets for health' initiative across the city, to enable all streets to be reclaimed as public spaces and become healthy, green, safe, child friendly, to encourage walking and cycling, with high-quality pedestrian crossings, biodiversity, planting and sustainable urban drainage systems (SUDS) and provide improved access for everyone, particularly those with restricted mobility;

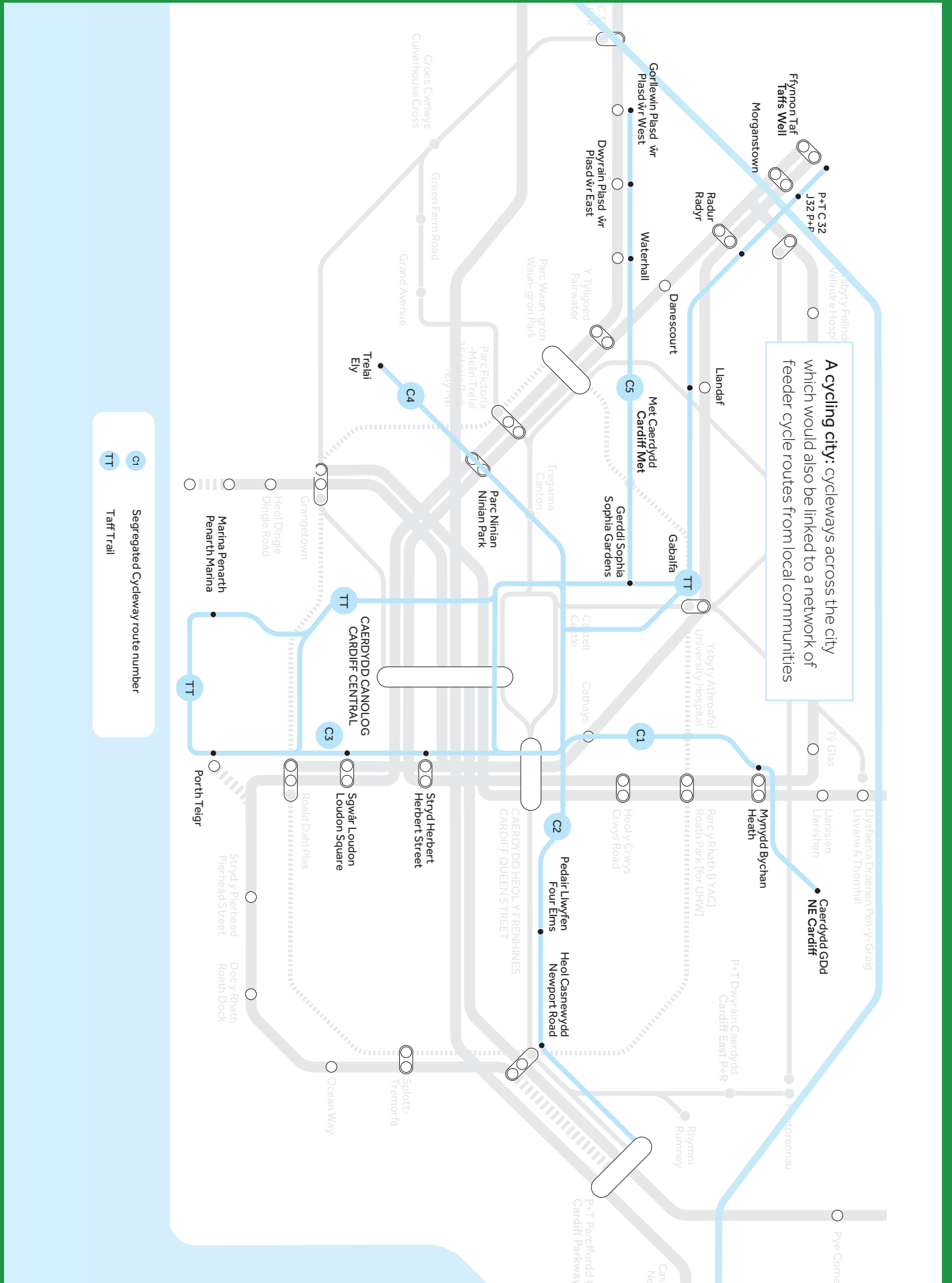
5 Develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools;

6 Make Cardiff's speed limit 20mph by default.

87%
of Green Paper responses supported a comprehensive network of fully segregated cycleways with a primary cycle route network



Cycleways



| Cycleway proposals for Castle Street



| New crossing on Taff Mead Embankment



4. The Future of the Car

We know that, for many people, cars are an important part of daily life. It is clear that we have to reduce the number of cars moving around the city, but we have to make those journeys which have to be made by car as efficient and sustainable as possible. Reducing car use and creating safe community spaces is not only good for the environment and for journey times, it will also make our streets better places to live and safer for our children.

New technology offers opportunities to replace our older, more polluting cars with cleaner vehicles, powered by electricity or hydrogen, for example. It is important that the city supports this transition. Although cleaner cars will help to reduce the impact on our air quality and environment, they do pollute and we will still need to seriously address congestion on our roads.

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We will still need to **seriously address congestion** on our roads

”



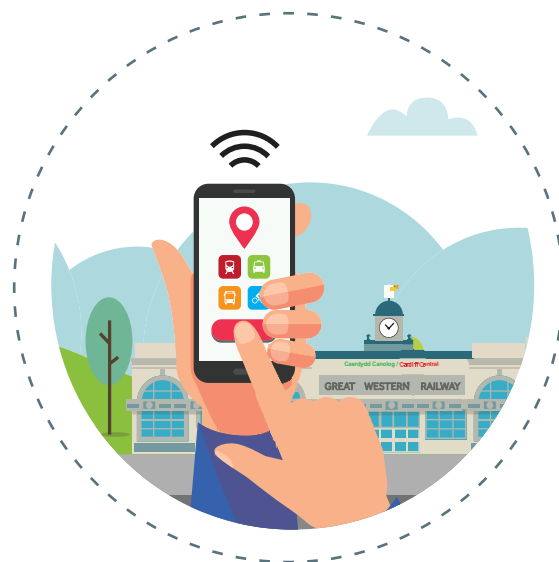
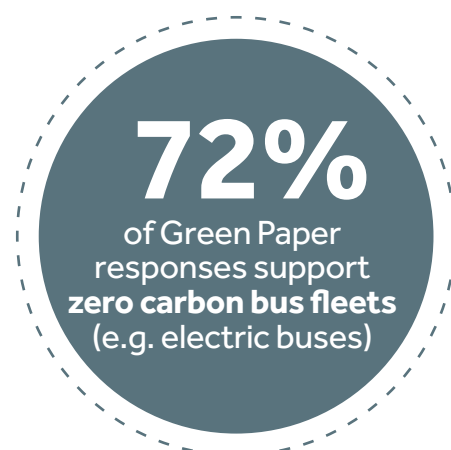
Already the transport infrastructure is under pressure. Our road network has not been designed to accommodate the volume of traffic it serves every day and, given the growth of the city and number of people commuting in from outside Cardiff action is urgently needed to address this.

Technology has also brought on-demand taxi services to the market as well as lift-sharing services. Self-driving cars (autonomous vehicles) may soon be viable and could help fill in the gaps in the transport network, but all these will still add to congestion. 'Mobility as a Service' offers a shift away from paying to own and use your car, towards buying travel as a service, as we've seen happen with movie and music streaming services.



To support the move towards cleaner vehicles and manage traffic on our road network, we will:

- 1** Introduce a comprehensive approach to parking across the whole city, including addressing unmanaged street parking in areas where local residents are regularly inconvenienced and tackling pavement parking;
- 2** Reduce the need to own private cars and the associated costs - including insurance, petrol, car tax and road repairs- by working with car club operators to provide city-wide, easy, 24-hours-a-day access to car club vehicles;
- 3** Encourage the uptake of electric vehicles by significantly increasing the number of publically-available electric vehicle charging points by 2025, and making all Council Fleet Cars and LGVs zero emission capable by 2025, and HGVs zero emission capable as soon as possible;
- 4** Support businesses and local communities by creating better accessibility in South East Cardiff, for example by completing the Eastern Bay Link road and connections with Llanrumney;
- 5** Introduce a complete SMART technology approach to manage traffic in Cardiff, including the use of real time travel information to monitor and respond to transport, traffic and parking data through SMART corridors;
- 6** Work with the taxi industry to achieve overall improved standards, services and fleet, with a phased but ambitious approach to allow drivers to convert to more sustainable vehicles.



A Capital City that works for Wales: supporting the wider region

Rapid bus links and new Metro lines/stations across the South East Wales region could change the way people travel.

We are already working with our regional partners, Welsh Government and Transport for Wales to make sure that the right transport infrastructure is in place to provide real choices for people travelling into Cardiff from the wider region. We want to support the delivery of 'Metro Plus' projects which will improve access to public transport for all areas in the region, making public transport journeys into Cardiff the easiest and quickest way to travel. Communities are going to benefit from, for example, new/expanded park and rides in Pentrebach and Pyle, a Transport Interchange Hub in Porth and a multimodal interchange at Barry Docks. An EV charging infrastructure network will be rolled out to support the use of low-emission vehicles.

We will also support work to identify and deliver park and ride sites and services for the main transport corridors from the wider region into Cardiff and for the regional rollout of the nextbike scheme. Projects are already being developed on key corridors.

Regional express bus project

We are proposing to implement a new express, direct bus service connecting main regional towns and areas – including Maerdy, Blackwood and Pontypridd - to Cardiff by 2024. These will be regular, affordable bus services on modern buses with USB and Wi-Fi. Changing between different modes and services would be easy at transport hubs and interchanges.

North West Corridor

We want to better connect the communities of Llantrisant, Talbot Green and Cardiff. This may include Bus Rapid Transit and tram-train. Work has already started to deliver a new transport interchange incorporating park and ride at J33 of the M4 that will give people transport choices at this key corridor gateway. Interchange opportunities for J34 are also being explored, together with the possibility of a new road link which would support the delivery of bus priority measures.

Northern Corridor

A SMART Corridor uses extensive real-time data to

intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city. It will also influence travel behaviour by helping people to make better informed travel decisions, supporting mode shift. This would help to:

- Better manage strategic corridors to control queuing and mitigate the impacts of reallocating road space to sustainable modes of travel;
- Improve air quality;
- Provide real-time travel information to encourage sustainable travel;
- Prioritise walking, cycling and public transport.

A pilot scheme is being developed for a major section of the A470 corridor between Coryton and Gabalfa and is expected to be introduced in 2020. If successful, the same principles could be rolled out and applied to other corridors.

North and South East Corridors

Options are being explored to improve transport links - walking and cycling routes, public transport and highway improvements - in the South East of the city which will benefit some of our least connected communities. Bus rapid transit could also improve links between Cardiff and Newport.

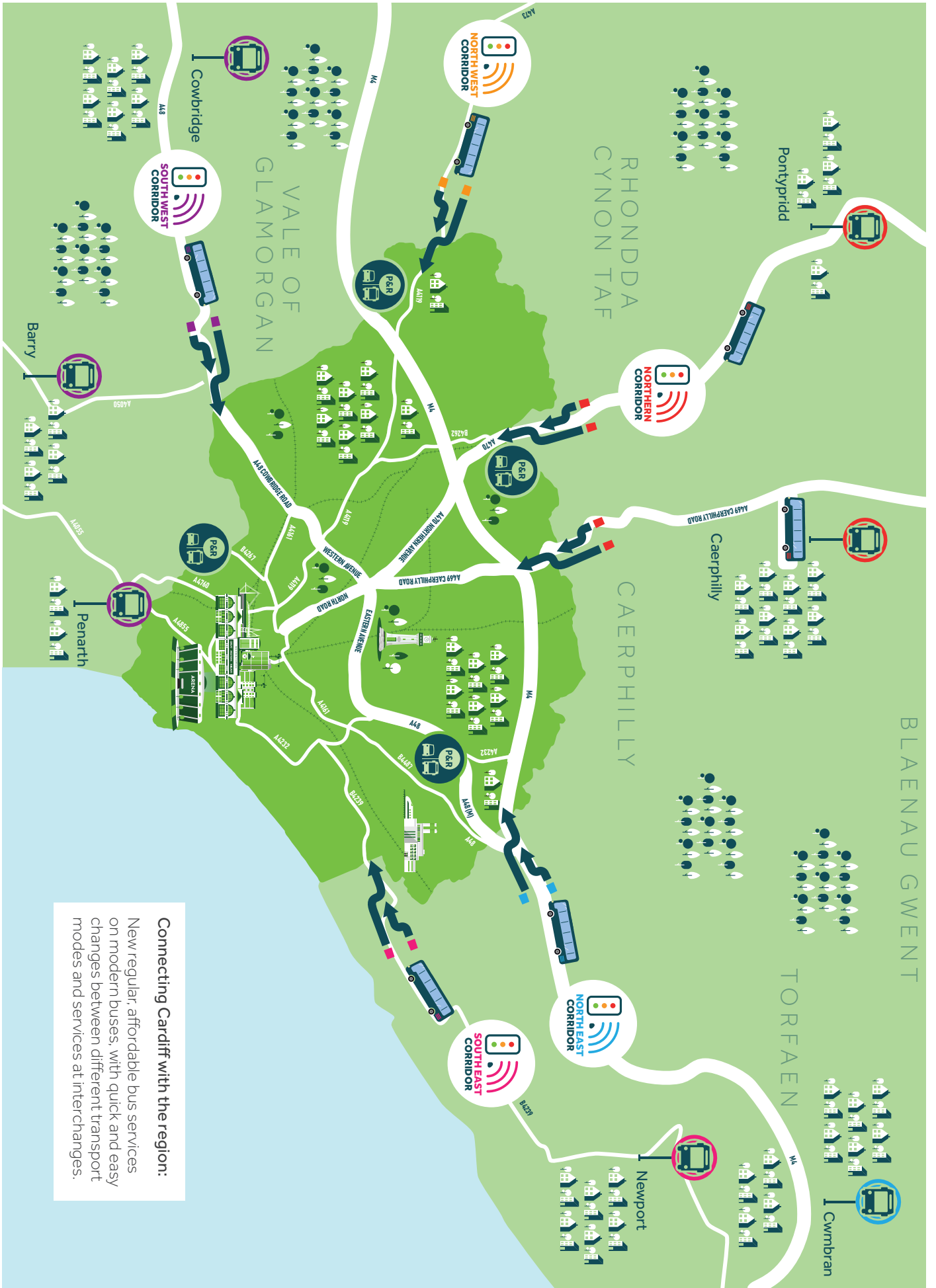
The plans will support growth as well as boosting the regional economy by:

- Providing new transport capacity and reducing journey times;
- Improving connectivity across the region to give better access to a wider range of jobs;
- Supporting the growth of business clusters in the larger cities;
- Improving well-being and access to opportunities.

South-West Corridor

The Penarth Cardiff corridor is critical for access from the Vale of Glamorgan but suffers from high levels of congestion and unreliable transport services. A number of options for improving active and sustainable travel provision are being developed and reviewed, including a pilot electric bicycle scheme, interchange facilities at Cogan Station, a Penarth Headland Link for active travel and a Cardiff Barrage bus link to deliver quicker and more reliable bus services which will help encourage modal shift.

Connecting Cardiff and the region



Connecting Cardiff with the region:
 New regular, affordable bus services on modern buses, with quick and easy changes between different transport modes and services at interchanges.

Delivery timeline and Funding



This White Paper outlines the ambitious plans, which are required to make Cardiff the green, fair and prosperous city that we all want it to be.

We estimate that transforming Cardiff's transport system will cost between **£1-2billion**. To tackle climate change and the levels of inequality in our city we need a low carbon travel system which breaks our reliance on cars and connects all of our communities with jobs, opportunities and services. This is vital for the success of Cardiff as a city and for the national economy of Wales.

Making these plans a reality will require a partnership with every level of Government – most importantly with the Welsh Government and Transport for Wales. It will require collaborative working with our neighbouring authorities, with partners across the public and private sectors, and civic and community groups.

Paying for these schemes will require a shift in the way transport in Cardiff is funded. We propose to consider all possible delivery options and will work with Welsh Government to develop a comprehensive investment plan to bring forward this vision and make it a reality. As part of a robust decision making process we will consider a wide range of possible charging mechanisms which will include some form of Road User charging. Any revenues raised from such a scheme would be spent directly on public transport.

This could take many different forms but one example could entail a scheme whereby all vehicles driving into Cardiff would pay a low fee (e.g. £2/day) for crossing into a charging area. Exemptions for emergency vehicles, motorcycles, registered blue badge holders people with disabilities could form part of any scheme¹¹. Our preferred option would include an exemption for Cardiff residents from any charge.

In line with best practice this proposal will be tested alongside other delivery options that we will consider in our initial assessments, such as a Workplace Parking Levy, Low Emission or Clean Air Zones. Such schemes are becoming more widespread across the UK with many UK Cities – including Birmingham, Leicester, Bristol and Leeds - considering or implementing such schemes. No scheme will be taken forward unless we are satisfied that such a scheme will work for our residents and the City.

We fully understand and want to make clear that several key public transport projects and initiatives would need to be in place before any charging mechanism could be introduced. The timeline opposite shows the projects we believe would need to be up and running, and our aspirations for what the delivery for these projects would look like.



“ Our preferred option would include an exemption for Cardiff residents from any charge ”

¹¹ any exemptions will have to be considered as part of the detailed assessments and business cases

Delivery timeline for key transport projects

Improvement to public transport across the region

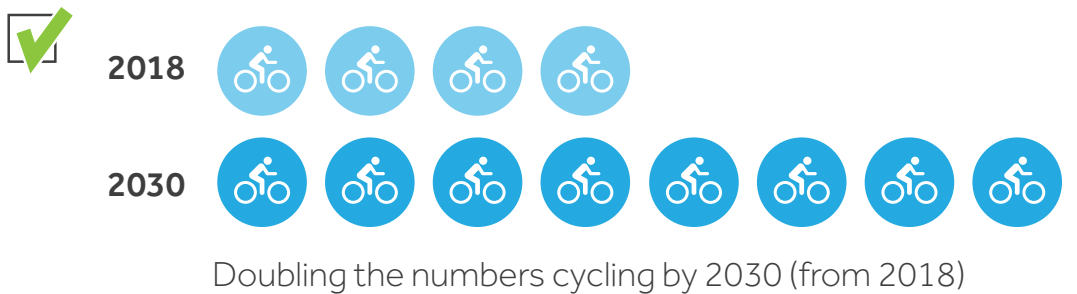
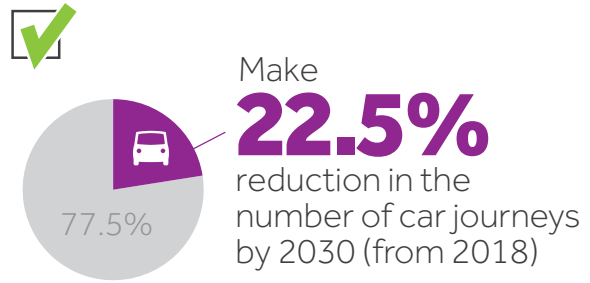
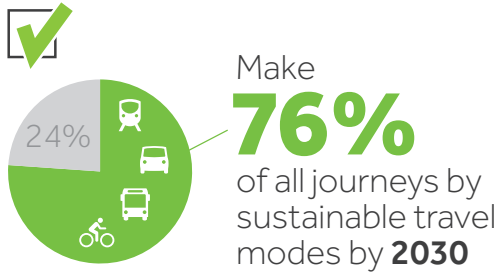
- 2020**
 - Transport for Wales to introduce extra train capacity on key Valley lines
- 2021**
 - New/Improved Park and Ride at J32/A470, J33 and Cardiff East
 - New bus stations at Waungron and University Hospital of Wales
- 2022**
 - Completion of Metro Plus Phase 1 projects e.g. Porth Interchange and Pontypool and New Inn/Pyle Park and Rides
 - Segregated cycle network first phase (six routes) completed
- 2023**
 - Cardiff Central Bus Station to be completed
 - Transport for Wales to introduce further train capacity on key Valley lines
 - Metro station opened at Crwys Road
 - Cardiff Parkway station opened at St Mellons
 - Regional express bus scheme implemented
- 2024**
 - Crossrail phase 1 - a new tram-train service from Radyr to Cardiff Bay, via the City Line and a new link south of Central and across Callaghan Square
 - Metro stations opened at Roath Park and Loudon Square

Introduction of charging mechanism

- 2025**
 - Transport for Wales to introduce additional services (Sundays and evenings)
- 2028**
 - Full Cycle network completed
 - Metro station opened at Gabalfa
 - Cardiff Circle tram-train line to be opened
 - Cardiff Crossrail tram-train line to be opened
 - Metro stations opened at Victoria Park, Newport Road, Velindre and Splott



Our city is growing and to **tackle climate change**, together we need to...



Emissions from transport are one of the biggest contributors to climate change. To tackle climate change and reduce Cardiff's carbon emissions, we all need to take action to change our travel behaviour.



Can you help by...



COMMUTERS:

- Catching the bus/train at least once a week
- Cycling to work at least once a week
- Car sharing with a colleague
- Cutting business travel by having online meetings and working flexibly whenever possible

I/we will.....



SCHOOL JOURNEYS:

- Walking, scooting or cycling to school at least once a week
- Parking further away from the school and walking for part of the journey
- Car sharing with friends to school
- Talking to my school about how we can support healthier and active journeys to school

I/we will.....



CAR DRIVERS:

- Walking or cycling for short local journeys
- Car sharing whenever possible
- Switching to a low emission or electric car
- Drive at 20mph where people live

I/we will.....



FAMILIES:

- Walking or cycling for short local journeys
- Catching the bus/train for longer journeys
- Joining Cardiff's car club to save money on owning a car
- Using a car club to cut the number of cars in the household

I/we will.....



BUSINESSES:

- Helping your employees to travel actively by setting up a Cycle to Work scheme
- Signing the Healthy Travel Charter
- Supporting online meetings to cut business travel
- Joining Cardiff's car club to use for business travel

I/we will.....



STUDENTS:

- Walking or cycling for short journeys
- Catching the bus/train for longer journeys
- Joining Cardiff's car club instead of bringing your own car to Cardiff
- Car sharing with flatmates/friends for longer journeys

I/we will.....



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg



CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**



Policy/Strategy/Project/Procedure/Service/Function Title: Transport White Paper
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New/Existing/Updating/Amending: New
--

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?	
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Name: Paul Carter	Job Title: Operational Manager
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Service Team:	Service Area: Planning, Transport and Environment
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Assessment Date: October 2019

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

- | | |
|----|---|
| 1. | In 2018, the Transport and Clean Air Green Paper recognised the central importance of transport in creating a city which is healthier and stronger for future generations. The extensive consultation and engagement on the Green Paper shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long standing problems with the city's network. |
| 2. | The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects. |
| 3. | The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects. |
| 4. | The White Paper outlines four major priorities for the city: <ul style="list-style-type: none"> - A Cardiff Crossrail Tram line which would connect the city's newest communities (e.g. Plasdwr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The |

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Equality Impact Assessment Corporate Assessment Template

line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example, new housing developments in Rhondda Cynon Taff.

- The Cardiff Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr. This would provide new park and ride opportunities from J32 of the M4 and allow for more frequent services on the Coryton and City lines.
- Rapid Bus Transport which will provide cleaner, greener vehicles, travelling on dedicated bus corridors with smart network management giving buses priority. New park and ride facilities will connect the city with the wider region.
- Active Travel, to enable more people to walk and cycle for more journeys, making our city safer, cleaner and quieter. Investment in five fully segregated cycleways and a network of supporting routes as well as interventions to provide high quality facilities for walking will help to deliver the ambitious target for active travel set out in the policy.

5. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and better stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a 'Healthy Streets' programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date, Real Time Information system.

- 2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]**

The Transport White Paper is a high level strategy document which has been developed from a number of other technical documents, studies, plans etc. For example, it has been directly informed by the results of the Clean Air and Transport Green Paper consultation, which ran from 26th March to the 1st July 2018, generated over 3500 individual responses as well as a number of collective responses from

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Equality Impact Assessment
Corporate Assessment Template

organisations. Technical work is underway on many of the projects which have been included in the White Paper (e.g. the North West Cardiff corridor, A470 Smart Corridor, City Centre projects). The White Paper uses data from a number of sources (for example, Inrix congestion data, Census, Public Health Wales air quality data). It also references projects which are being delivered by other stakeholders, such as Transport for Wales and surrounding regional authorities.

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a differential impact [positive/negative/] on younger/older people?

Table with 4 columns: Age Group, Yes, No, N/A. Rows include Up to 18 years, 18 - 65 years, and Over 65 years.

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts by ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way by providing physical improvements to the transport network (e.g. cycleways for all age and ability cycling), better services (e.g. bus/train) and information which is more easily accessible and understandable. This may particularly benefit older and younger people who often have fewer choices of and/or less access to transport options, for example, through providing accessible public transport services (e.g. step-free access) and enhanced active travel facilities (e.g. for all age and ability cycling, improved pavement surfaces and crossings). Similarly, reducing traffic speeds in local communities through 20mph limits may also be beneficial for older and younger people in terms of casualty prevention.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as

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appropriate.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	Y		
Physical Impairment	Y		
Visual Impairment	Y		
Learning Disability	Y		
Long-Standing Illness or Health Condition	Y		
Mental Health	Y		
Substance Misuse	Y		
Other	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. This may particularly benefit people with disabilities who may experience more barriers, have fewer choices of and/or less access to transport options. The provision of accessible public transport services (e.g. step-free access to buses, trains and trams, ensuring stations/bus stops are accessible) may have a significant positive impact. Similarly, providing cycling infrastructure suitable for all ages and abilities and improving pedestrian facilities (e.g. crossings, pavements, dropped kerbs) will facilitate opportunities for active travel for people with disabilities.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

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	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from transgender groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			Y
Civil Partnership			Y

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above, but possibly not specifically relating to marriage and civil partnership.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from

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the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	Y		
Maternity	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Women who are pregnant and/or who are travelling with children have particular accessibility needs, furthermore there are additional needs of young children. Additionally, evidence indicates that a higher proportion of women are the parents/guardians/ carers with primary/main responsibility for the school run, for example, the UK National Travel Survey 2014 found that more trips to school are made by women than men, with the highest number of trips being made by women aged 30 - 49. This may impact on journey choice and also has journey time implications. Improving active travel facilities (e.g. better pavement surfaces, dropped kerbs and crossing facilities) may facilitate active travel journeys for parents of young children.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	Y		

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Mixed / Multiple Ethnic Groups	Y		
Asian / Asian British	Y		
Black / African / Caribbean / Black British	Y		
Other Ethnic Groups	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. However, promoting active and healthy travel may have a positive impact on all groups but as evidence suggests that black and minority ethnic groups cycle less it may provide a positive differential impact for these groups in particular. For example, the 2017 Bike Life Cardiff report indicates that 12% of bike riders are from black and minority ethnic groups, down from 16% in 2015. Whilst this is broadly in line with the percentage of Cardiff's population from a non-white background, 16.7% (Stats Wales 2018), low levels of participation in cycling by black and minority ethnic groups is widely reported elsewhere. For example, a TfL study suggests that less than 7% of all cyclists are BMEs (TfL 2011 What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?). Participation in physical activity more widely is also often lower in black and minority ethnic groups, so an intervention which increases opportunities for active and healthy travel may again particularly benefits these groups.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist	Y		
Christian	Y		
Hindu	Y		
Humanist	Y		
Jewish	Y		
Muslim	Y		
Sikh	Y		

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Other	Y		
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Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Improving accessibility within communities more widely may also make it easier to access places of worship and faith-based facilities, enhancing community cohesion.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	Y		
Women	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above.

As outlined above (Pregnancy and Maternity), a higher proportion of women are the parents/guardians/carers with primary/main responsibility for the school run and therefore improvements to journeys to school will have a particular benefit for them.

In addition, there is a significant body of evidence (e.g. Sport Wales, British Heart Foundation) which illustrates the long term trend of girls and women having lower levels of participation in sport and physical activity. For example, across Wales, 59% of boys and 42% of girls aged 4 to 15 years were active for at least one hour per day in five or more days (BHF 2015).

In relation to cycling specifically, the Bike Life Cardiff report 'Women: Reducing the gender gap' indicates that there is a ratio of 1:19 female to male bike riders, 70% of women never ride a bike and 31% of women living in Cardiff do not ride a bike but would like to.

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Improving opportunities for regular walking and cycling may make a significant contribution to encouraging healthy and active lifestyles. There is a growing body of evidence which suggests a higher proportion of women in the UK experience poorer health for longer. A Public Health England research September 2018 cites women as experiencing 19.3 years/23% of their lives in poor health compared with 16.2 years/20% for men. Obesity is highlighted as one of the two major risk factors for ill health, alongside smoking.

<https://www.independent.co.uk/news/uk/home-news/uk-rich-poor-health-inequality-life-expectancy-england-a8532006.html>

Safety and security are also often key concerns for women when travelling. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual	Y		
Gay Men	Y		
Gay Women/Lesbians	Y		
Heterosexual/Straight	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from lesbian, gay and bisexual groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus

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**Equality Impact Assessment
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stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Improving access by active and sustainable modes of travel may improve access to learning opportunities, including those relating to Welsh language, in addition to supporting access to other cultural activities. All information, signage etc relating to new schemes will be produced bilingually.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

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4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

Engagement will be carried out with stakeholder groups on an ongoing basis relating to the White Paper. Arrangements will be made to consult with the Equalities Groups at an early stage in the development of any interventions which are taken forward from the White Paper.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	Please see specific section
Disability	Please see specific section
Gender Reassignment	Please see specific section
Marriage & Civil Partnership	Please see specific section
Pregnancy & Maternity	Please see specific section
Race	Please see specific section
Religion/Belief	Please see specific section
Sex	Please see specific section
Sexual Orientation	Please see specific section
Welsh Language	Please see specific section
Generic Over-Arching [applicable to all the above groups]	

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area’s Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Cheryl Owen	Date: 23/10/19
Designation: Section Leader	
Approved By:	
Designation:	
Service Area:	

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- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email citizenfocus@cardiff.gov.uk

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

05 JANUARY 2021

SOUTH WALES METRO – MEMBER BRIEFING

Reason for the Report

1. To provide the Committee with an update on the progress of the South Wales Metro, and discuss the next steps of the delivery of this regional transport programme.

Background

2. The South Wales Metro is an integrated public transport network that will make it easier for people travel across the Cardiff Capital Region, transforming rail and bus services as well as cycling and walking. The Cardiff Capital Region is made up of ten local authority areas:
 - Blaenau Gwent;
 - Bridgend;
 - Caerphilly;
 - Cardiff;
 - Merthyr Tydfil;
 - Monmouthshire;
 - Newport;
 - Rhondda Cynon Taf;
 - Torfaen;
 - Vale of Glamorgan.
3. The South Wales Metro is all about making it easier to travel, whether you are travelling by train, bus, bike or on foot. It is about making it easier to get to work or school, to get to your hospital appointment or to get out and about in the evenings and weekends using public transport. It is hoped that it will be a world-class transport network that will transform people's lives in Wales and the borders, improving access

to job, leisure and other opportunities. Metro will also transform Wales' economic prospects.

4. **Building the South Wales Metro** - Building the South Wales Metro is an ambitious, multi-million-pound project, and the current plans will take around five years to complete. There is a significant amount construction, engineering and infrastructure work to do to upgrade the rail network so that it is ready for the South Wales Metro. This includes electrifying approximately 170 km of track; upgrading most stations and signalling; and building at least five new stations.
5. The scheme will invest three quarters of a billion pounds to upgrade the railway lines to Aberdare, Coryton, Merthyr Tydfil, Rhymney and Treherbert, which are important parts of the South Wales Metro. These lines are also known as the Core Valleys Lines. A number of South Wales Metro projects have been part-funded by the European Regional Development Fund through the Welsh Government.
6. **Progress to date** – work has started work on the South Wales Metro, with the construction of our new £100 million depot and Metro Control Centre in Taff's Well, Rhondda Cynon Taff. The Taff's Well depot will be home to the new Metro trains as well as 400 train crew, 35 maintenance staff and 52 Metro Control Centre staff.
7. **South Wales Metro Improvements** – Transport for Wales believe that the South Wales Metro will deliver a number of important benefits. Rail services will be a key part of the Metro and customers can expect a modern, turn-up-and-go service that offers:
 - Quicker journeys, with reduced journey times;
 - Better connections between different types of transport;
 - Greater capacity;
 - More frequent services;;
 - More reliable services
 - More accessible services;
 - Cheaper tickets and more affordable train travel;
 - Greener services;

- From December 2022, it will be introducing new trains that provide customers with level boarding.

8. Specifically the plan is to run more weekday and Sunday services than ever before, this will include:

Weekdays

- Four services per hour between Cardiff and the Heads of each Valley;
- Two of the four services from Treherbert, Aberdare and Merthyr Tydfil will extend from Cardiff to Cardiff Bay;
- An extra service per hour between Cardiff and Bridgend via the Vale of Glamorgan Line from December 2023;
- Two services per hour between Cardiff and Shrewsbury via Abergavenny from December 2022;
- An hourly service between Cardiff and Cheltenham via Chepstow from December 2022.

Sundays

- Two services per hour on Sundays between Cardiff and the Heads of each Valley;
- The first ever Sunday service on the Coryton and City Lines, with an hourly service from December 2023;
- The first ever Sunday service on the Maesteg Line, with one service every two hours from December 2019, increasing to an hourly service from December 2023;
- an extra service per hour between Cardiff and Bridgend via the Vale of Glamorgan Line from December 2024;
- An hourly service between Cardiff and Cheltenham via Chepstow from December 2023;
- While you can expect more frequent rail services across much of our network from 2022, we'll be introducing a number of improvements in the Cardiff Capital Region before 2022.

9. **New Metro Trains** – In addition to this Transport for Wales is looking to invest an additional £800 million into new faster, greener trains for the South Wales Metro and

the Wales and Borders rail service. It is currently procuring the new trains which will offer customers a more comfortable experience as a part of a modern, effective, turn-up-and-go Metro service.

10. **South Wales Metro Map** - The South Wales Metro will make travelling easier throughout the Cardiff Capital Region with faster, more frequent and more joined-up public transport. A copy of the latest South Wales Metro map is attached to this report as **Appendix 1**.

Way Forward

11. Professor Mark Barry, the Cabinet Member Strategic Planning & Transport and officers from the Planning, Transport & Environment Directorate have been invited to attend the meeting to discuss the progress of the South Wales Metro.

Legal Implications

12. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

13. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in

relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

The Committee is recommended to:

- (i) Consider the information in this report and the information presented at the meeting;
- (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
- (iii) Decide the way forward for any future scrutiny of the issues discussed.

Davina Fiore

Director of Governance & Legal Services

29th December 2020

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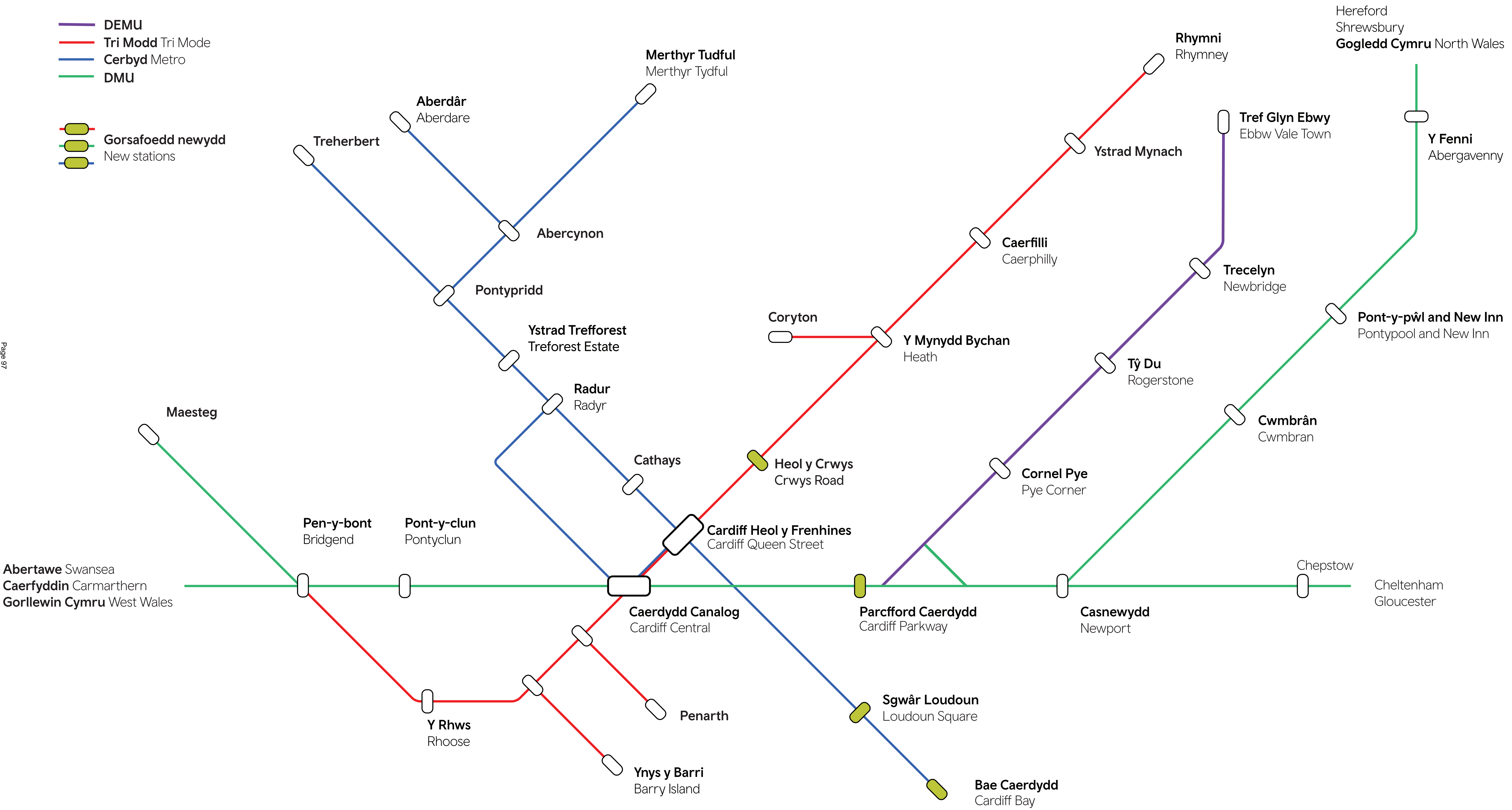
Metro De Cymru (potensial)
South Wales Metro (potential)

Ni ddangosir pob gorsaf
 Not all stations are shown

- DEMU
- Tri Modd Tri Mode
- Cerbyd Metro
- DMU

- Gorsafoedd newydd**
New stations

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