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AGENDA

Pwyllgor PWYLLGOR CRAFFU AMGYLCHEDDOL

Dyddiad ac amser y cyfarfod DYDD LLUN, 7 MAWRTH 2022, 4.30 PM

Lleoliad MS TEAMS

Aelodaeth Cynghorydd Patel (Cadeirydd)
Y Cynghorwyr Derbyshire, Owen Jones, Lancaster, Jackie Parry,
Parkhill, Owen, Sandrey a/ac Wong

Tua
Amser.

1 Ymddiheuriadau am Absenoldeb

Derbyn ymddiheuriadau am absenoldeb.

2 Datgan Buddiannau

I'w gwneud ar ddechrau'r eitem agenda dan sylw, yn unol â Chod Ymddygiad yr Aelodau.

3 Rhaglen Rheoli Risg Arfordirol - Achos Busnes Llawn a Dyfarnu'r Contract Adeiladu 4.35 pm

Mae'r wybodaeth hon wedi'i heithrio rhag ei chyhoeddi oherwydd ei bod yn cynnwys gwybodaeth o'r math a ddisgrifir ym mharagraffau 14 a 21 o rannau 4 a 5 o Atodlen 12A i Ddeddf Llywodraeth Leol 1972.

(i ddilyn)

I'r Aelodau graffu cyn penderfynu ar yr adroddiad i'r Cabinet .

4 Strategaeth ITS Caerdydd (Tudalennau 5 - 56) 5.35 pm

I'r Aelodau graffu cyn penderfynu ar yr adroddiad i'r Cabinet.

5 Busnes y Pwyllgor (Tudalennau 57 - 68) 6.15 pm

6 Eitemau Brys (os oes rhai)

7 Y Ffordd Ymlaen

6.20 pm

Adolygu'r dystiolaeth a'r wybodaeth a gasglwyd yn ystod y cyfarfod, cytuno ar sylwadau, arsylwadau a phryderon yr Aelodau i'w hanfon i'r Aelod Cabinet perthnasol gan y Cadeirydd.

8 Dyddiad y cyfarfod nesaf

Dydd Mercher 16 Mawrth 2022 am 4:30pm. Bydd hwn yn gyfarfod o bell a gynhelir ar Microsoft Teams.

Davina Fiore

Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol

Dyddiad: Dydd Mawrth, 1 Mawrth 2022

Cyswllt: Graham Porter, 02920 873401, g.porter@caerdydd.gov.uk

GWE-DARLLEDU

Caiff y cyfarfod hwn ei ffilmio i'w ddarlledu'n fyw a/neu yn olynol trwy wefan y Cyngor. Caiff yr holl gyfarfod ei ffilmio, heblaw am eitemau eithriedig neu gyfrinachol, a bydd y ffilm ar gael ar y wefan am 12 mis. Cedwir copi o'r recordiad yn unol â pholisi cadw data'r Cyngor.

Gall aelodau'r cyhoedd hefyd ffilmio neu recordio'r cyfarfod hwn

Ar ddechrau'r cyfarfod, bydd y Cadeirydd yn cadarnhau a gaiff y cyfarfod cyfan neu ran ohono ei ffilmio. Fel rheol, ni chaiff ardaloedd y cyhoedd eu ffilmio. Fodd bynnag, wrth fynd i'r ystafell gyfarfod a defnyddio'r ardal gyhoeddus, mae aelodau'r cyhoedd yn cydsynio i gael eu ffilmio ac y defnyddir y lluniau a recordiadau sain hynny o bosibl at ddibenion gwe-ddarlledu a/neu hyfforddi.

Os oes gennych gwestiynau ynghylch gwe-ddarlledu cyfarfodydd, cysylltwch â'r Gwasanaethau Pwyllgorau ac Aelodau ar 02920 872020 neu e-bost [Gwasanethau Democraidd](#)

Mae'r dudalen hon yn wag yn fwriadol

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

7 MARCH 2022

**THE CARDIFF INTELLIGENT TRANSPORT SYSTEMS STRATEGY:
PRE-DECISION SCRUTINY**

Purpose of the Report

1. To provide background information to aid the scrutiny of the report to Cabinet regarding the draft Cardiff Intelligent Transport Systems (ITS) Strategy. The report and subsequent strategy is due to be considered by Cabinet at their meeting on 10 March 2022.

Scope of Scrutiny

2. At their meeting on 10 March 2022, the Cabinet will consider a report that seeks approval for:
 - Undertaking public consultation and engagement on the draft Cardiff ITS Strategy to inform its final framework.
 - Approve the preparation for an outline business case which will include options for modernising the Council's Urban Traffic Control systems.
 - Delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member for Strategic Planning and Transport, to make minor amendments to, determine and approve the final form and content of the draft ITS Strategy and consultation questionnaire.
3. The draft report to Cabinet entitled the Cardiff Intelligent Transport Systems Strategy is attached at **Appendix A** and has **two** appendices:
 - **Appendix 1** – Draft ITS Strategy
 - **Appendix 2** – Draft ITS Consultation Questionnaire

4. During this scrutiny, Members have the opportunity to explore:
 - i. The proposed draft strategy, including its purpose, objectives and themes.
 - ii. The proposed consultation, including its questions, methods and how the views of key stakeholders will be sought.
 - iii. The proposed level of collaboration work required to ensure effective delivery of the strategy– both internally between the Council’s various directorates, as well as externally with stakeholders and other Local Authorities.
 - iv. The timeline and next steps for delivering the strategy.
 - v. Achievability of the proposals.
 - vi. Whether there are any risks to the Council, including financial.
 - vii. The recommendations to Cabinet.

Background

5. As stated in the attached Cabinet report, transport systems around the world are being transformed through the use of innovative digital technology to significantly enhance the user experience, convenience, and transport efficiency.
6. From 2018 to 2020, the Council commissioned studies and published the following key documents supporting the need for investment in ITS:
 - Network Management Review, July of 2018
 - Engagement with and commissioning of industry experts in 2019.
 - Cardiff Smart City Roadmap, Dec 2019.
7. The key conclusions of this work identified that transformational improvements are needed to ensure that the ITS provision in Cardiff can effectively deliver its ambitions.

8. By integrating information technology applications into transport infrastructure, vehicles and directly communicating with the travelling public, the attached Cabinet report proposes the following major benefits for transport users:

- Responsiveness
- Accessibility
- Safety
- Mobility
- Environmental Sustainability
- Opportunity to influence travel behaviour.

9. The Cabinet Report states the following steps are required to integrate new technology within the city's transport infrastructure.

- I. Map out and develop the future smart infrastructure network across the city.
- II. Review the Urban Traffic Control room (currently located at County Hall) including required functionality.
- III. Consider how the ITS Strategy underpins the effective delivery of a range of core Council policies, particularly the Cardiff Transport White Paper: Transport Vision to 2030, Cardiff's draft SMART City Roadmap and One Planet Cardiff.
- IV. Establish a business case to identify a way forward which can be funded in a phased manner.

Issues identified in the Cabinet Report

10. The scale of the challenge, noted at **point 19**, of the Cabinet Report, highlights commuter trips travelling into Cardiff, vehicles movements crossing Cardiff's boundaries each day, the number of vehicle trips on Cardiff's networks each day, the annual cost of congestion to Cardiff's economy and annual equivalent deaths as a result of poor air quality.

11. As a result of the challenges, **point 20** highlights the impact on residents' satisfaction with the Cardiff transport system. With the subsequent paragraphs highlighting how the ITS can help address this issue.

12. **Points 23-25** provide insight into the required modernisation of the UTC Control room and states in relation to the UTC, the outline business case must consider:

- Network communications connections and resilience
- Space required to accommodate the expanding needs of the Control Room and scope for partnership working
- Data storage requirements and security
- Operational impact of the location of the Control Room
- Provision of back-up/contingency facilities for emergencies
- Transitional arrangements concerning relocation or redevelopment of the Control Room

ITS Strategy Delivery Themes

13. As a result of scoping work, as well as referencing UK best practice, the ITS Strategy attached at **Appendix 1** proposes the following four stand-alone delivery themes:

- I. **THEME 1 (from 2022):**
GROUNDWORK - Establish an Effective Infrastructure for Improved Management of the Network
- II. **THEME 2:**
ENGAGING THE PUBLIC AND USERS - Implement City-wide transport communication and boost PUBLIC TRANSPORT Active Travel with ITS
- III. **THEME 3:**
ESTABLISHING THE SMART TRANSPORT NETWORK - Implement Smart Corridors
- IV. **THEME 4 (2030):**
FULLY INTEGRATED MASS TRANSIT SYSTEM – Enhanced use of Demand Management Technology

14. Members are to note, detail on the above themes can be found following **point 27** of the Cabinet Report, and in **Appendix 1**.

Consultation

15. Attached at **Appendix 2** is the draft public consultation on the ITS, intended to be launched in the summer of 2022 and is proposed to be delivered online.
16. **Point 29** of the Cabinet Report states the results from the consultation will be used as a framework to refine the draft strategy. Approval for the final ITS strategy will be reported to Cabinet in Autumn 2022.

Previous Scrutiny

17. The 'Transport White Paper: Transport Vision 2030' 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.
18. It was estimated that delivering the vision set out in the '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.
19. This Committee, in January 2021, received an update on delivering Cardiff's Transport White Paper, the challenges faced in 2020 and the next steps for 2021. Issues discussed during the meeting included, EV Charging points, Highways Surfacing Reprogramme, funding and city centre recovery post Covid. A copy of

the letter sent to the Cabinet following this Committee's consideration on the update is attached at **Appendix 3** for Member's information.

Way Forward

20. Cllr Caro Wild, Cabinet Member for Strategic Planning and Transport and Andrew Gregory, Director of Planning, Transport & Environment have been invited to make a statement and answer Member's questions. They will be supported by further representatives from the Planning, Transport and Environment Directorate.

Legal Implications

21. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make 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 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

22. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make 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.

RECOMMENDATION

The Committee is recommended to:

- i) Consider the information in this report, its appendices 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 in time for its meeting on 10 March 2022; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

1 March 2022

Mae'r dudalen hon yn wag yn fwriadol

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BY SUBMITTING THIS REPORT TO THE CABINET OFFICE, I, (ANDREW GREGORY) (DIRECTOR PLANNING, TRANSPORT AND ENVIRONMENT) AM CONFIRMING THAT THE RELEVANT CABINET MEMBER(S) ARE BRIEFED ON THIS REPORT

**CARDIFF COUNCIL
CYNGOR CAERDYDD**

CABINET MEETING: 10 MARCH 2022

THE CARDIFF INTELLIGENT TRANSPORT SYSTEMS STRATEGY

**CABINET PORTFOLIO:
TRANSPORT & STRATEGIC PLANNING (Councillor Wild)
AGENDA ITEM: TBC**

Reason for this Report

1. Subject to minor amendments made in accordance with recommendation 3 to seek approval of the Draft Cardiff ITS (Intelligent Transport Systems) Strategy as set out in Appendix 1 and approval to go out to full public consultation on the Draft Cardiff ITS Strategy.
2. To seek approval to proceed with an outline business case to explore options for modernising the Council's Urban Traffic Control systems.
3. To delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member for Strategic Planning and Transport; to make minor amendments to and determine the final form and content of the Draft ITS Strategy and consultation questionnaire.

Background

4. Transport systems around the world are being transformed by the systematic use of innovative digital technology to significantly enhance the user experience, convenience and transport efficiency by facilitating the integration of rail, bus, bike and car usage. Such systems can enable single cost-effective journeys and ticketing to be offered aiding more convenient and cost-effective travel decisions. By offering real-time information on apps and personal mobile devices this new technology will offer major benefits in terms of responsiveness

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- and accessibility for transport users. New systems on the market will soon enable more efficient management and operation of the network and integration with emerging vehicle technology and so-called 'Mobility as a Service' (MaaS) – fine-grained alignment of public transport services with user requirements.
5. By integrating information technology applications into transport infrastructure, vehicles and directly communicating with the travelling public, transportation safety, mobility and environmental sustainability can also be significantly improved. In addition, it provides the opportunity to influence travel behaviour further through targeted incentives that could be developed with key stakeholders and partner organisations.
 6. A further key catalyst for the need to bring this strategy forward is the imminent opening of the new city centre Transport Interchange (Bus Station) in 2023. This will dramatically enhance the public transport infrastructure in the city as a whole. However, to take full advantage of this new facility we need to ensure that the wider network and public transport integration is effective and aligned with this technology and data driven approach.
 7. Advanced comparator cities in UK and Europe are moving proactively forward with this new technology and Cardiff needs to be fully engaged to take advantage of these critical opportunities.
 8. The first key step in this process is to map out and develop the future smart infrastructure network across the city. At the centre of the network is the UTC Control room. Currently located in Cardiff County Hall, outline work has already started to map out the potential functionality needed in a new or enhanced facility. There exists the potential for co-location and co-working with a range of internal and external services and partners. A considered outline business case is urgently needed to fully identify an ambitious, yet achievable, way forward that can be appropriately funded in a phased manner.
 9. In addition, it is also important to understand how the development of this ITS Strategy underpins the effective delivery of a range of core Council policies. The *Cardiff Transport White Paper: Transport Vision to 2030* set out an ambitious vision for transport that commits to deliver a greener, healthier, less congested city, with an affordable public transport system that works for everyone over the next 10 years enabled by long-term investment to manage growth and the environment. The following targets have been set to be achieved by 2030 within the Transport White Paper and *One Planet Cardiff*.
 - Make **76%** of all journeys by sustainable travel modes
 - **Double** the numbers cycling
 - **Double** the numbers travelling by bus
 - Become a **Carbon Neutral City by 2030**
 10. The Council will seek to work jointly with the Welsh Government and Transport for Wales on the integrated ticketing app and the provision of more reliable journey times through a smart corridor approach and better coordinated timetabling of bus services.

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11. There are also wider opportunities to be explored within Cardiff's draft *SMART City Roadmap that was presented to Cabinet in December 2019* to help address the challenges in growth, public services, mobility, energy, economy and environment as the roadmap develops.
12. *One Planet Cardiff* in October of 2020 includes an aspiration for Cardiff to become carbon neutral by 2030; the need for safe and healthy communities; establishing Cardiff as a 'city for everyone'; managing growth (in line with the *Local Development Plan*); tackling congestion and supporting business; and the need for a forward vision in transport to 2030 and beyond. Within this, Cardiff sets out the challenges ahead in responding to the emerging climate emergency and addressing poor air quality.
13. On a national policy level: *Llwybr Newydd: The Wales Transport Strategy 2021* includes a priority over the next five years to enhance the Intelligent Transport System to improve real-time and open-source information for users and developers. It is also identified as a priority needed to achieve the Well-being ambitions by 2040 in support of the economy and places in Wales.
14. *Digital Strategy for Wales, 2021* sets out a "...national vision for jointly adopting a digital approach across Wales...to ensure people in Wales experience modern and efficient public services supported by good, ethical, use of data". To support this vision, it sets out six missions, namely: Digital services; Digital inclusion; Digital skills; Digital economy; Digital connectivity; and Data and Collaboration.
15. Regarding the transition to smart transport, it is important to highlight that Cardiff has already made significant progress. It was a leading player in the early adoption and deployment of ITS, with the Urban Traffic Control (UTC) Room being a central component. The key functions managed by the UTC Control Room are:
 - Traffic Signals (signalised junctions and crossings)
 - CCTV Cameras
 - Bus Real-Time Passenger Information (RTPI)
 - Access Control (rising bollards)
 - Variable Message Signs (VMS)
 - Rotating Plank Signs (RPS)
 - Network Incident Management
 - Butetown Tunnels
 - North Road Tidal Flow
16. Additional ITS functions that currently reside outside of the UTC Control Room but are embedded in Council services include:
 - OVO Bikes (Nextbike) Cycle Hire
 - Smart Parking
 - Enforcement
 - Air Quality Monitoring
 - Active Travel Monitoring

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- Interactive City LED Lighting

17. However, despite this progress, in recent years the city has fallen behind many of its key competitors with some of the UTC Control Room systems and assets becoming potentially outdated, increasingly inefficient and costly to maintain. From 2018 to 2020, the Council commissioned studies and published key documents supporting the need for investment in ITS:

- Network Management Review, July of 2018
- Engagement with and commissioning of industry experts in 2019.
- Cardiff Smart City Roadmap, Dec 2019.

18. The key conclusions of this study work identified that transformational improvements are needed to ensure that the ITS provision in Cardiff can effectively deliver its ambitions.

The Issues

19. The scale of the transport task facing Cardiff has already been presented in the ten-year vision of the Transport White Paper (2019). Furthermore, there is the need to mitigate the significant health, economic and social impacts of the preventable road safety and air quality implications of congested streets and the wider network. These detailed challenges include:

- **100,000** commuter trips travelling into Cardiff each day (*Annual Population Survey*)
- **300,000** vehicle movements crossing Cardiff's boundary (2-way) each day (*Southeast Wales Transport Commission*)
- **1 million** vehicle trips on Cardiff's network each day (*Southeast Wales Transport Model*)
- **138 hours** per driver in Cardiff was lost in congestion during rush hours in 2019, an increase of **8%** from 2018 (*TomTom Traffic Index*)
- **£109 million** annual cost of congestion to the Cardiff economy (*INRIX Traffic Scorecard*)
- **143** annual equivalent deaths from poor air quality (Cardiff and Vale University Health Board area).

20. As a result of these impacts, resident satisfaction with the Cardiff transport system is inevitably challenged in terms of bus journey times, cycling infrastructure and the overall quality and convenience of the transport experience.

21. In this context, ITS will enable better management of the transport network by providing a coordinating 'guiding mind' approach to transport movements of all modes around the city. Accurate measurements of network performance will enable the preparation of targeted strategies to improve journey times, safety and air quality and reduce congestion in cost effective ways. It will identify opportunities to remove congestion 'hot spots' and address 'stressed' areas of the network. It will provide a rich source of information for the development of business cases to improve transport and support funding bids.

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22. The co-ordinated, well-designed use of ITS will enable the saving of journey time, money and lives and deliver a safe, efficient transport environment. ITS is generally described as the integration of information and communications technology with transport infrastructure, vehicles and users. It uses an array of technologies together with real-time data from a multitude of sources to:

- Assess the current state of the transport network from real-time data.
- Inform decisions quickly and efficiently using accurate information.
- Provide innovative solutions to provide greater accessibility (e.g. MaaS).
- Help users to make effective decisions in planning their travel.
- Evaluate historical data, incidents and events to prepare network management strategies and improve transport performance.

Urban Traffic Control Room

23. A key first step of the Council's ITS vision involves the modernisation of the current Control Room both in terms of location and functionality. The UTC Control Room provides a critical oversight of transport movements on the main arterial routes and the city centre – enabling a rapid emergency response, for example, to accidents and incidents on the highway. More broadly, it provides a vital role in monitoring the City Centre using CCTV infrastructure providing an essential element in the management of the city particularly during major events.

24. The last wholesale upgrade of the Control Room took place more than a decade ago and enabled a transition from analogue to digital CCTV technologies. While the system has continued to function effectively, there is a need to consider whether a more fundamental upgrade is required utilising rapid advances in technology and in particular artificial intelligence and data analytics. The cost and technical issues related to ensuring fully digital/network connectivity and understanding the necessary technical capabilities of the Control Room in terms of the long-term need further consideration.

25. It is proposed that an outline business case should be commissioned to consider options for modernising the UTC systems and Control Room including *inter alia*:

- a) Network communications connections and resilience
- b) Space required to accommodate the expanding needs of the Control Room and scope for partnership working
- c) Data storage requirements and security
- d) Operational impact of the location of the Control Room
- e) Provision of back-up/contingency facilities for emergencies
- f) Transitional arrangements concerning relocation or redevelopment of the Control Room

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ITS Strategy Proposed Major Themes

26. Cardiff and the CCR (Cardiff Capital Region) requires a convenient, cost effective, fast and low carbon mass transit system enabled by ITS. The key objectives of the Strategy are:

- Ensuring sustainable transport is the most rapid, convenient cost-effective option for users and operators delivering the transport 10-year vision
- Tackle congestion and support business
- Fully address the Climate Emergency and Air Quality Agenda and deliver a low carbon network

27. Bringing together the scoping work that has been undertaken, as well as referencing UK best practice, the ITS Strategy proposes the following four stand-alone delivery themes:

THEME 1 (from 2022):

GROUNDWORK - Establish an Effective Infrastructure for Improved Management of the Network:

- Prepare a business case for a new UTC Control Room that will clearly define the costed programme to deliver the future UTC control room and wider smart network
- Roll out programme of upgrades to ITS Infrastructure and systems including the control room, signage, traffic signals, enforcement, parking and CCTV
- Establish working relationships and explore co-location opportunities with partner transport operators to better coordinate network operations, including event and incident management

THEME 2:

ENGAGING THE PUBLIC AND USERS - Implement City-wide transport communication and boost PUBLIC TRANSPORT Active Travel with ITS

- Develop a transport user (car/bus/cycle) app/website to better inform travel making decisions
- Improve transport provider access to user feedback and customer relations to engage with transport users to better inform sustainable travel interventions
- Use geographical and real-time data to understand the journey experience of users and where improvements are needed
- Explore opportunities to incentivise sustainable travel

THEME 3:

ESTABLISHING THE SMART TRANSPORT NETWORK - Implement Smart Corridors

- Identify ITS improvement opportunities to provide safer, more efficient journeys for walking, cycling and public transport

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- Work with the Welsh Government and regional partners to improve the management of cross-boundary movements
- Develop and deliver a programme of network improvements that better utilise information technology to improve performance (e.g. prompt traffic signal response for pedestrians and cyclists, detectors for measuring queuing and journey times to inform drivers and improve network efficiency)

THEME 4 (2030):

FULLY INTEGRATED MASS TRANSIT SYSTEM – Enhanced use of Demand Management Technology

- Work in partnership with the Welsh Government and Transport for Wales to deliver integrated ticketing
- Explore opportunities to use existing and emerging demand management systems and technology to support an integrated mass transit network
- Expand Smart Parking to provide a fully integrated solution for efficient parking
- Explore Opportunities for Mobility as a Service (MAAS)

Consultation

28. Public consultation on the draft ITS Strategy in Appendix 1 is anticipated to be in the summer of 2022 and will be conducted online using the draft Consultation Questionnaire in Appendix 2. It will seek to consult widely and engage with difficult to reach groups.
29. The results of the consultation will be used as a framework against which to refine the draft strategy. The request for approval of the final ITS Strategy will be reported to Cabinet in the autumn of 2022.
30. Engagement with key internal stakeholders will be undertaken including Local Members.
31. Engagement with key external stakeholders will include (but will not be limited to): Welsh Government, South Wales Trunk Road Agency (SWTRA) / Traffic Wales, Transport for Wales (TfW), Cardiff Capital Region, Local Authorities, Bus Operators; South Wales Police, Freight Transport Association, Sustrans, FOR Cardiff, ITS and Innovation specialists, Active Travel User Groups, Public Transport User Groups, and Accessibility Groups.

Delivery

32. This report recommends undertaking a full public consultation in order to develop the Cardiff ITS Strategy, the costs for which will be funded from the PTE Directorate budget.

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33. This report does not seek approval for funding at this time. Further business cases and approvals for funding will need to be developed in detail in support of funding bids.
34. Funding for ITS will be sought by considering a wide range of different delivery options, and by working closely with Welsh Government and other stakeholders and partners. In addition, the opportunity to establish working partnerships and commercialisation or licensing of data and services will be explored to realise further potential sources of revenue.
35. The ITS Strategy will involve a phased delivery to 2030. The phasing will complement currently on-going work-streams including provision of real-time information at bus stops and bus station integration; Smart Corridor pilots; Control Room system upgrades; enhanced enforcement activities utilising smart technologies; and working in partnership with Welsh Government and TfW to deliver integrated ticketing and Mobility-as-a-Service (e.g. Fflecsi passenger transport service, open data and phone apps).

Reasons for Recommendations

36. To prepare an ITS Strategy informed by public, local member and key stakeholder consultation. The role of an ITS Strategy will be crucial in Cardiff's ability to meet its Transport White Paper aspirations and the One Planet Cardiff target for decarbonisation by 2030.
37. The first step in the Strategy will be to initiate the development of an outline business case for the effective long-term upgrade of the UTC Control Room.
38. The ITS Strategy will underpin – better public transport, an improved network, the Metro and more sustainable modes (e.g., e-Bikes and e-Scooters); which in turn support more development, more jobs and more opportunities.
39. Furthermore, ITS delivers the following top 5 policy benefits – shift to sustainable transport, improved air quality, more fluid traffic flow, increased network capacity and focused event management, which in turn, will boost economic growth, wellbeing and social environment.
40. Using ITS delivers better citizen experiences; better air quality; community improvements; and business benefits. These are already being realised by other similar cities such as (but not in any way limited to): Nottingham, Greater Manchester, Bristol and Coventry; against which Cardiff needs to compete and cannot afford to miss out.

Financial Implications

41. The costs of funding the consultation will be met from within existing resources. The costs of implementing the projects contained within the ITS Strategy could be significant for the Council and at this stage no funding has been identified to support the delivery of these projects. As a consequence, there is a risk that

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following the public consultation stakeholders' expectations on the delivery of the ITS strategy could be raised but without funding being identified these projects may not be affordable for the Council, with the consequential reputational risk for the Council. It is recommended that further work is undertaken to develop the cost of the projects included in the ITS strategy and how these projects could be funded. The early identification of expected costs and potential funding would also apply to the options being considered in the business case for the redevelopment or relocation of the Control Room.

Legal Implications

42. Legal Services have not considered the Strategy document in detail but understand from the body of this report that it contains a number of potential schemes and initiatives. Legal advice should be obtained on each such scheme and initiative prior to being implemented to ensure the same can be achieved within legal constraints.
43. To the extent that any proposed scheme and initiative involves the procurement of works, goods or services then the Council must comply with its Contract Standing Orders and Procurement Rules and procurement legislation.
44. In addition, to the extent that any of the proposed schemes and initiatives are dependent on the making of any orders or the obtaining of any consents or the like then it will be necessary to follow the appropriate statutory processes. By way of example only if a scheme is dependent on the making of a traffic regulation order (TRO) then the outcome cannot be guaranteed as individuals have the right to object. Due and proper consideration would need to be given to any such objections in determining how to proceed.
45. The report recommends approval of an outline business case for a new UTC control room with the potential of possibly working with external partners. These arrangements must also be made in compliance with the Council's Contract Standing Orders and Procurement Rules together with procurement legislation.

Consultation

46. The report refers to a public consultation exercise being undertaken in relation to the draft ITS Strategy. It should be noted that any consultation and engagement must (a) be carried out when the proposal is at a formative stage (b) consultees must be given sufficient information to understand the project and to respond (c) consultees must be given sufficient time to respond and (d) responses must be conscientiously taken into account when finalising the relevant decision as a consultation exercise gives rise to the legitimate expectation that due regard will be given to the outcome of the consultation in determining the way forward .

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Equality Duty

47. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give 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.
48. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers (WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 (gov.Wales) and must be able to demonstrate how it has discharged its duty.
49. An Equalities Impact Assessment aims to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.

Well-Being of Future Generations (Wales) Act 2015

50. 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.
51. 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 2021-24. 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.
52. 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

APPENDIX A

- 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>

General

53. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

54. All decisions taken by or on behalf 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 of behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Council 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

HR Implications

55. There are no HR implications in the main for this report. However, both the Trade Unions and affected staff have been consulted on the intention to prepare an outline business case for a new UTC Control Room. Consultation will continue as the business case develops.

Property Implications

56. There are no direct property implications arising from this report. However, implementation of the ITS may require land and property transactions to be undertaken. It will be important for the ITS delivery team to involve Strategic Estates at an early stage to ensure professional property advice is provided. Any resulting property transactions should be undertaken in accordance with the agreed asset management processes.

57. It is noted that opportunities for a new UTC Control Room and associated facilities are being explored, including potential for co-location and partnership working with internal and external partners. Any property transactions or

APPENDIX A

valuations required to deliver any proposals should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

RECOMMENDATIONS

Cabinet is recommended to:

1. Subject to recommendation 3, approve the undertaking of public consultation and engagement on the Draft ITS Strategy.
2. Approve the preparation of an outline business case to explore options for modernising the Council's Urban Traffic Control systems.
3. Delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member for Strategic Planning and Transport, to make minor amendments to, to determine and approve the final form and content of the Draft ITS Strategy and consultation questionnaire.

| | |
|-----------------------------------|---|
| SENIOR RESPONSIBLE OFFICER | Andrew Gregory Director of Planning, Transport & Environment |
| | |

The following appendices are attached:

Appendix 1: Draft ITS (Intelligent Transport Systems) Strategy, January 2021

Appendix 2: Draft ITS Consultation Questionnaire

The following background papers have been taken into account:

- Cardiff's Transport White Paper: Transport Vision to 2030
- One Planet Cardiff: Our Vision for a Carbon Neutral City by 2030
- SMART Cardiff Roadmap (Draft) 2019
- Cardiff Local Development Plan (LDP) 2006-2026
- Cardiff ITS Network Management Review, July 2018
- Llwybr Newydd: The Wales Transport Strategy 2021
- Report to Cabinet 13th June 2019 - Air Quality Feasibility Study (RE: 'SMART Corridors')
- Report to Cabinet 15th July 2021 - Cardiff's Bus Strategy (RE: 'Big Move 2: Create New Priority SMART Bus Corridors')
- Equality Impact Assessment
- Digital Strategy for Wales, 2021

Cardiff Intelligent Transport Systems Strategy

Putting sustainable journeys
into people's hands



**Trawsnewid
Trafnidiaeth
Caerdydd**

**Cardiff
Evolving
Transport**





Introduction

Today, having effective Intelligent Transport Systems (ITS) to manage increasing transport network demand is as important as the physical infrastructure because we cannot expand that anymore.

Cardiff's transport infrastructure underpins our thriving economy. This infrastructure no longer simply consists of having good road and rail links. Modern cities, such as Bristol, Manchester, Nottingham and Coventry recognise that ITS is the essential glue that stimulates behavioural change in favour of more sustainable transport choices. These deliver social, environmental and economic benefits.

The case for our ITS Strategy is built on the need to deliver on our One Planet objectives. The Strategy will enable us to make the most effective use of our physical transport network by harnessing technology to encourage people to cycle and walk more and use buses in place of cars. This will deliver congestion reduction, air quality improvement and health benefits.

Delivery of the ITS Strategy will be based on evolution not revolution. It will make better use

of our existing ITS systems through improved orchestration, upgrade and replacement and partnering with external organisations. This will underpin key measures, including integrated enforcement of parking, speeding and access control and delivery of the new Cardiff Transport Interchange that will replace the old bus station. Work on improving our transport network is continuous. The ITS Strategy will involve a phased delivery to 2030. The phasing will complement currently on-going work-streams including:

- Provision of real-time information at bus stops and bus station integration
- Smart Corridor pilots
- Control Room system upgrades
- Enhanced enforcement activities utilising smart technologies
- Working in partnership with Welsh Government and TfW to deliver integrated ticketing and Mobility-as-a-Service (Fflecsi passenger transport service, open data and phone apps)

The Strategy will ensure that our City has properly integrated digital infrastructure to support smart mobility systems during the next 10 years and beyond.

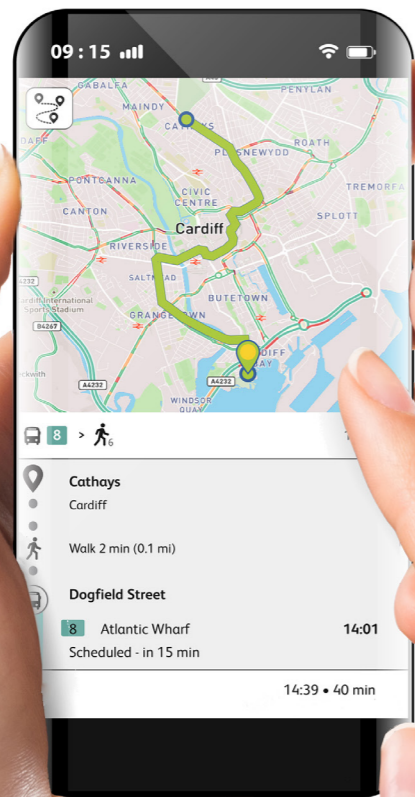
“ The Strategy will enable us to make the most effective use of our physical transport network. **”**



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ITS puts sustainable transport decisions directly into people's hands

Tudalen 27



Intelligent Transport Systems (ITS) bring together transport users, infrastructure, and service providers into a single smart system that makes journeys cheaper, more convenient, faster and greener.

Increasingly ITS is the bedrock of mass public transport systems throughout the world's major cities to provide an integrated, safe, efficient and sustainable transport system.

ITS uses an array of technologies together with real-time data from numerous sources to:

- Give car, bus, cycle and train users up-to-date, fingertip responsive transport information, costs and ticketing to help them make timely decisions on their travel plans
- Enable bus and train operators to run the most effective and low-cost, low carbon services
- Collect and process accurate real time information on network performance and condition.
- Enable analysis from which to learn, inform and improve future performance.

“Our ITS Strategy provides a framework for delivering safe, efficient transport.**”**

Whilst Cardiff was a leading player in the early adoption and deployment of ITS, in recent years many of these systems have become increasingly outdated, inefficient and costly to maintain.

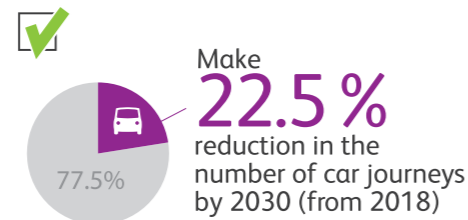
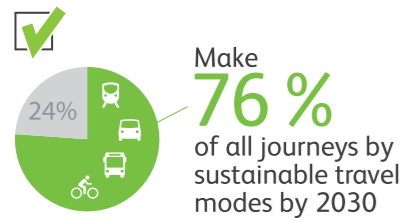
Without modern ITS, Cardiff will be poorly placed to meet our stated transport policy objectives and compete with other cities on the leading edge of transport.

Our ITS Strategy provides a framework for delivering a safe, efficient transport network. Projects delivered under the framework will help save time, money and lives and enable Cardiff to deliver on our key transport policy objectives, which are to:

- Make sustainable transport more attractive
- Tackle climate change
- Reduce congestion
- Improve air quality
- Improve public transport

Our city is growing. To tackle climate change together we need to:

General targets for sustainable journeys in Cardiff



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 make our travel behaviour more sustainable.

| | 2010 | TODAY | 2025 | 2030 |
|--------------------|-----------------------------|------------------------------|------------------------------|------------------------------|
| Walking + Cycling | 26% (7% cycle, 19% walk) | 31% (13% cycle, 18% walk) | 37% (19% cycle, 18% walk) | 43% (26% cycle, 17% walk) |
| Bus, rail and tram | 16% | 19% | 27% | 33% |
| Car | 57% | 49% | 37% | 24% |
| Total: | 100% | 100% | 100% | 100% |

Targets for travel to work journeys by Cardiff residents

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Source for the above infographics: Cardiff's Transport White Paper: Transport Vision to 2030. Published in 2019.



ITS helps us deliver sustainable transport challenges



Intelligent Transport Systems are key to us overcoming many challenges to deliver our transport vision.

Climate Emergency

Cardiff has made a commitment to make Cardiff a Carbon Neutral City by 2030¹. The transport sector is one of the largest contributors to carbon emissions in Wales, so radical action is required to lower emissions and tackle climate change.

Role of ITS: Presenting journey makers with better information, underpinned by ITS, about the various costs, including emission costs, and times taken across different transport modes empowers people to make informed journey choices that encourage a positive shift to more sustainable transport modes.

¹ <https://www.oneplanetcardiff.co.uk/>

Clean air

In 2020, Public Health Wales estimated that the equivalent of over 220 deaths each year, among people aged 30 and over, could be attributed to Nitrogen dioxide (NO₂) pollution in the Cardiff and Vale Health Board area.² Whilst policies have improved air quality in recent years, it still remains a significant threat.

Role of ITS: Pollution sensors and other roadside monitoring technologies will allow us to identify signs of high pollution levels and react by implementing traffic plans or changing intelligent signalling automatically. Targeting areas with poor air quality can work alongside reducing congestion to improve the affordability, and availability of sustainable transport, resulting in a more inclusive city.

² <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/clean-air-cardiff/Pages/default.aspx>





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Creating safe, child-friendly and healthy communities

In 2019 there were 565 casualties that arose as a result of road accidents in the Cardiff area out of 5,808 in Wales³. Whilst the long-term trend shows a reduction in the number casualties, there is still of room for improvement. We also need to make the transport network as safe as possible for children, particularly around schools where we can provide tools to help enforce school zones to reduce traffic risks and improve air quality.

Role of ITS: Increased use of real time data can make our streets and neighbourhoods safer by making existing measures more responsive. These include improved orchestration and integration of automated speed enforcement, speed and red-light cameras, control systems and incident warning.

³ Gov Wales Police recorded road accidents: 2019 <https://gov.wales/police-recorded-road-accidents-2019.html>

A City for Everyone

Travelling around our City is not always as easy as it should be. There are issues with affordability, accessibility and availability of transport which cause inequalities.

Role of ITS: Increased use of data and new technologies, like Mobility as a Service (MaaS), will help people with greater mobility needs move around Cardiff by giving them a platform to plan and pay for journeys. ITS data will help the Council and transport providers to understand user needs better and provide the ability to match supply with demand, to create more frequent, better integrated, lower cost services.





Managing a growing city

We need to get our transport network right to handle future population and visitor demand as detailed in Cardiff's Local Development Plan.

Role of ITS: Enables better integration across all modes of transport, including the South Wales Metro. New emerging technologies such as Mobility as a Service (MaaS) have the potential to allow us to travel anywhere with a single click on a smart device, using a single payment method, through a single solution.

Tackling congestion and supporting business

Congestion costs money and consumes a significant amount of people's time.

Role of ITS: Reduces congestion in the City by providing Urban Traffic Control (UTC) operators with CCTV images and some of the necessary data to monitor traffic flows and implement intervention strategies. ITS will make the transport

network efficient, raise productivity and make travel easier. This will create innovative commercial opportunities that will bring both economic and social benefits.

Public transport

Faster and easier journeys to local jobs, amenities and the city centre are fundamental success factors for a smart city. People need to travel and yet their journeys are not always possible using one single mode of public transport.

Role of ITS: Real time passenger information (RTPI) and new services such as Mobility as a Service (MaaS) which are being pursued by Transport for Wales offer a solution to these problems by providing real time information and the ability to travel anywhere via a single click, using a single payment method, through a single solution.



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Objectives

Cardiff and the CCR (Cardiff Capital Region) requires a convenient, cost effective, fast and low carbon mass transit system enabled by ITS. The key objectives of the Strategy are:

- 1 Ensuring sustainable transport is the most rapid, convenient cost-effective option for users and operators delivering the transport 10-year vision
- 2 Tackle congestion and support business
- 3 Fully address the Climate Emergency and Air Quality Agenda and deliver a low carbon network





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Four themed ITS activities between 2022-30

Bringing together the scoping work that has been undertaken, as well as referencing UK best practice, the ITS Strategy proposes the following four stand-alone delivery themes:

THEME 1: GROUNDWORK: Establish effective infrastructure for improved network management

Delivers a multifunctional, collaborative, intelligence-led service and transforms this facility into a transport monitoring and management hub.

THEME 2: ENGAGING THE PUBLIC AND USERS: Implement City-wide transport communication and boost public transport and active travel with ITS

Improved data gathering and richer information has the potential to create a cleaner, safer and more efficient transport network.

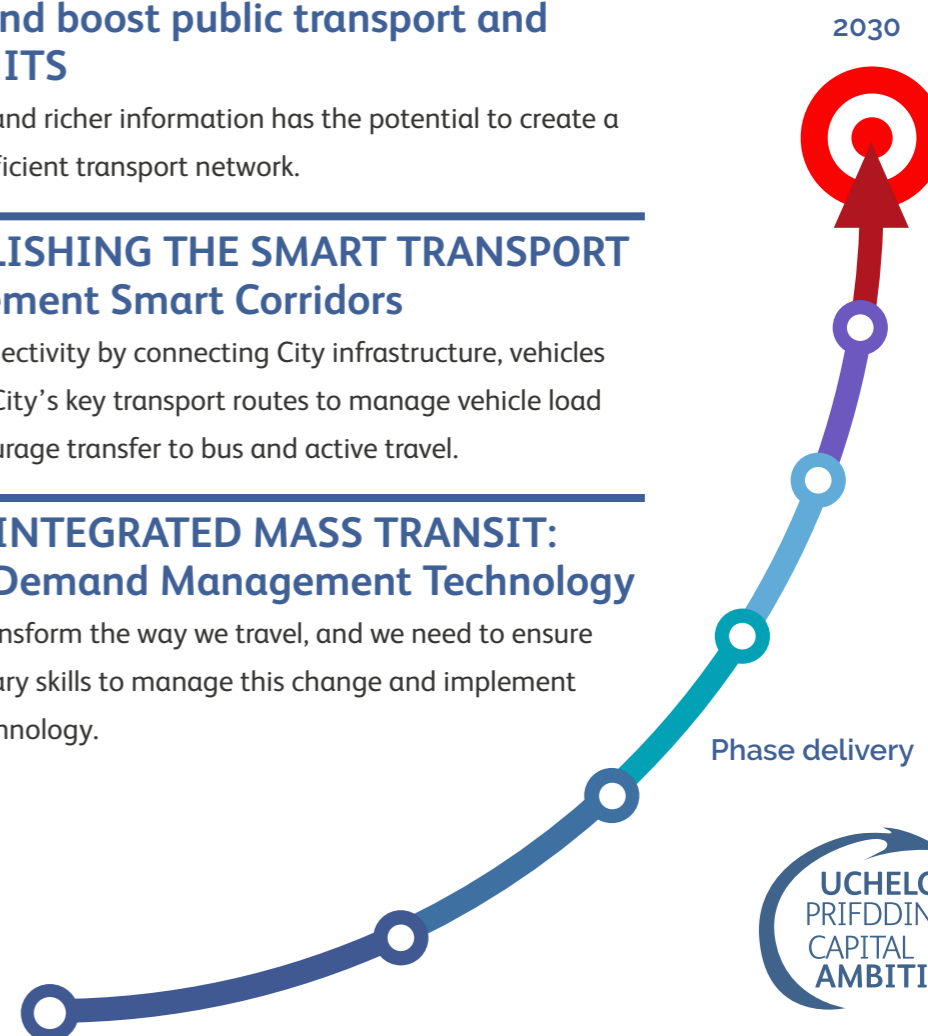
THEME 3: ESTABLISHING THE SMART TRANSPORT NETWORK: Implement Smart Corridors

Delivers better digital connectivity by connecting City infrastructure, vehicles and individuals along the City's key transport routes to manage vehicle load more effectively and encourage transfer to bus and active travel.

THEME 4: FULLY INTEGRATED MASS TRANSIT: Enhanced use of Demand Management Technology

Digitising transport will transform the way we travel, and we need to ensure that Wales has the necessary skills to manage this change and implement demand management technology.

2022



Theme 1

GROUNDWORK: Establish an Effective Infrastructure for improved management of the network

Adding ITS intelligence to the new Urban Traffic Control (UTC) Room will deliver a multifunctional, collaborative, intelligence-led service.

Current Control Room

The current Control Room monitors the City's transport network. For the past 20 years it has worked in a successful collaboration with South Wales Police, using its City-wide public safety cameras to prevent crime and protect the public. The Centre uses its current ITS technologies and CCTV cameras to manage the transport network, dealing with traffic disruption, road incidents, congestion, adverse weather or planned events.

The future Control Room will provide a full view of our transport network

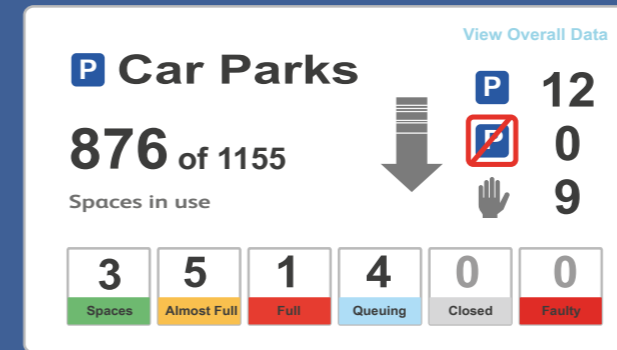
What is needed now is a newly equipped and better connected Control Room fit for a future transport network. These measures will ensure that the Centre can support the City's new developments and sustainable transport objectives. It will:

- Enable agencies to collaborate in a multifunctional unit, sharing knowledge and technical developments.
- Keep Cardiff abreast of ITS changes.
- Become a focal point where Welsh transport

authorities learn and develop their ITS skills.

- Support security and public transport services to help them to co-ordinate the City's multimodal transport network and effectively manage public safety.
- Facilitate better city-wide management, allowing co-ordinated, managed responses to traffic and security incidents in the City and improve traffic and crowd management.
- Present a holistic view of the city, watching events and disruption as it unfolds, whilst having the necessary data to support decisions and enable rapid responses to traffic and transport related incidents.

Bringing together smart city activities; traffic management; emergency services and public transport agencies, the Control Room will help to raise standards and make the Capital a safer place to in which to work, visit and live.



Key actions

- Prepare a business case for a new UTC Control Room that will clearly define the costed programme to deliver the future UTC control room and wider smart network
- Roll out programme of upgrades to ITS Infrastructure and systems including the control room, signage, traffic signals, enforcement, parking and CCTV
- Establish working relationships and explore co-location opportunities with partner transport operators to better coordinate network operations, including event and incident management



Theme 2

ENGAGING THE PUBLIC AND USERS: Implement City-wide transport communication and boost public transport and active travel with ITS

Engaging the wider public and transport users will be critical to developing the new smart system.

Improved communication and information gathering and sharing will allow us to make better operational and planning decisions for buses, trains, cycling, vehicle routes, parking, and interchanges as well as fare tariffs.

City-wide travel communication and Active Travel

ITS is based on collecting data and processing it (either manually, semi-automatically or in a completely automated fashion) and then applying the insights it generates for the benefit of pedestrians, commuters, motorists and other users of the transport network. For instance, an upgrade of systems that analyse current bus locations in comparison to their route timetables would improve countdown displays at bus stops to inform customers if their bus will arrive early, on time or late.

The use of data underpins this strategy and is a fundamental success factor for a smart multi modal transport system.

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Key actions

- Develop a transport user (car/bus/cycle) app/website to better inform travel making decisions
- Improve transport provider access to user feedback and customer relations to engage with transport users to better inform sustainable travel interventions
- Use geographical and real-time data to understand the journey experience of users and where improvements are needed
- Explore opportunities to incentivise sustainable travel



Theme 3

ESTABLISHING THE SMART TRANSPORT NETWORK: Implement Smart Corridors

Better digital connectivity: Connecting city infrastructure, vehicles and individuals

It is fair to say that technology has revolutionised the transport sector and presents an exciting opportunity to address a wide range of social, environmental and economic issues. In order for Cardiff to maximise the potential of these transport opportunities, it needs to modernise its communications to support the plethora of ITS technologies that are available.

Cardiff has built its current ITS over many years of incremental deployments. Whilst these technologies have a reasonable lifespan, we know that some of this equipment is at the end of its working life, is unsupported or has been superseded by newer technology. This makes managing and maintaining these technologies difficult and expensive and they often do not give us the functionality we need to operate the City's transport network effectively. However, as part of our "evolution not revolution" approach we will only update infrastructure as and when it is required.

ITS offers systems to address the City's many communication needs. These rely on fibre optic and wireless technologies. Cardiff currently owns a comprehensive network of private fibre which spans the City. This fibre cabling is dedicated to serving devices on the transport network. It is envisaged that this will be utilised where possible.

In the absence of private fibre connectivity, we will look to utilise mobile and fibre communications from commercial telecommunication providers.

If Cardiff wishes to have a 21st century transport system that sustains the economic competitiveness of the Cardiff Capital Region then it needs a future-proofed, flexible and resilient network that has the ability to allow communications between traffic, the environment and its users.

The first, A470 Phase, of the SMART Corridor Programme will be procured and deployed as a 'Living Lab' to establish a blueprint that can be rolled out as a City-wide, SMART Corridor Programme in discrete work packages. SMART Corridors will also integrate with and adopt the methodology developed through the deployment of the Pop-up Cycleways in the City centre. The objective is to deploy ITS technology that enhances the ability to Monitor, Control and Inform on each Corridor.



Key actions

- Identify ITS improvement opportunities to provide safer, more efficient journeys for walking, cycling and public transport
- Work with the Welsh Government and regional partners to improve the management of cross-boundary movements
- Develop and deliver a programme of network improvements that better utilises information technology to improve performance (e.g. prompt traffic signal response for pedestrians and cyclists, detectors for measuring queuing and journey times to inform drivers and improve network efficiency)

Theme 4

FULLY INTEGRATED MASS TRANSIT: Enhanced use of Demand Management Technology

Further digitising transport will transform the way we travel. To take full advantage of this we need to ensure that Cardiff has the necessary skills to manage this change.

Making future transport more intelligent, sustainable and efficient creates a range of opportunities to acquire new skills that will boost economic growth. This will be a collaborative environment which focuses on the current and future skills required to support the City's green recovery through a focus on sustainable transport modes aligned to the City's key transport objectives.

Smart Parking

Smart Parking solutions, such as Park Cardiff, take the hassle out of parking by providing drivers with a single solution to locate, select and provide directions to a parking spot and pay for it. This system was installed in 2017 to help reduce the time taken by drivers to locate available parking slots using historical data. The ITS Strategy will build on this existing capability to enhance its scope and capability.

Data integration

Cardiff's ITS infrastructure has grown incrementally during the last 20 years. The systems that have been added do not exchange data with each other. This inhibits information flow and limits fluent network operation and orchestration. The ITS Strategy's integration of systems will allow for the better co-ordination of business activities, better communication and a more proactive transport system. This system will be anchored to a common 'data pool'. It will be capable of identifying problems before these impact the network and make it easier to analyse transport datasets.

Open data

Making data open has the potential to improve travel, create a more efficient transport network, support innovation and create jobs. We envisage that ITS data could be made openly available to inspire the creation of new transport products, apps and services for the people of Cardiff, thus acting as a catalyst for innovation. This will bring social and economic benefits to the City and the wider Region, whilst ensuring that data is stored securely and that commercial interests and privacy are maintained.

Data Analytics

We will maintain a continuous supply of new data and ensure it is reliable. This will require adequate resources and analytical skills. These are in limited supply across the Council, so will need to be sought. These skills will be pivotal to the success of operating a modern multi-modal transport network. Improving analysis of the network in real time will flow through to putting targeted information in users' hands that will enable them to move around the City in a safer, more efficient and sustainable way.

To improve decision making we will facilitate decisions using visualisation tools. These allow one to communicate data with images. This makes it easier to spot trends and patterns. Importantly, increased system automation and increased data visualisation will help Control Room staff to take a data-driven, proactive approach to network management.

Key actions

- Work in partnership with the Welsh Government and Transport for Wales to deliver integrated ticketing
- Explore opportunities to use existing and emerging demand management systems and technology to support an integrated mass transit network
- Expand Smart Parking to provide a fully integrated solution for efficient parking
- Explore Opportunities for Mobility as a Service (MAAS)

Data partnerships and external data

As part of the ITS Strategy we will develop cross-cutting strategic data partnerships with national road authorities, public transport providers and government agencies.

These will be of significant benefit to Cardiff and the wider Region by fostering a collaborative and data-driven approach between the parties to facilitate big data initiatives, provide funding opportunities and allow for the sharing of resources.

Whilst our strategic data partnerships, alongside ITS technologies will provide new sources of data there may be occasions when we need to utilize external private sector sources. When sourcing these types of data, we will need to perform due diligence to investigate their quality and value for money and utility to improve decision making.



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A Cardiff Council Publication

This document is available in Welsh /

Mae'r ddogfen hon ar gael yn Gymraeg

Cardiff Council

County Hall, Atlantic Wharf, Cardiff CF10 4UW

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Mae'r dudalen hon yn wag yn fwriadol

Intelligent Transport Systems Strategy Consultation

Today, having effective Intelligent Transport Systems (ITS) to manage increasing transport network demand is as important as its physical infrastructure because we cannot expand that anymore. ITS integrate information and communications technology with transport infrastructure, vehicles and users. ITS are widely used throughout the world's major cities as part of a transport management strategy to tackle climate change and to provide an integrated, safe, efficient and sustainable transport system.

Cardiff Council has therefore developed a Draft ITS Strategy, which sets out its vision to 2030 and beyond. This will be key in realising the targets set out within the One Planet Cardiff and Transport White Paper. We would like to know what you think on the key themes discussed within the Strategy, as your views are important to us.

The information that you provide in completing this form will be treated as confidential, in line with the requirements of the Data Protection Act 2018 and the General Data Protection Principles.

Any data supplied by you on this form will be processed in accordance with Data Protection Act requirements and in supplying it you consent to the Council processing the data for the purpose for which it is supplied. All personal information provided will be treated in the strictest confidence and will only be used by the Council or disclosed to others for a purpose permitted by law.

If you wish to withdraw consent at any time, please email consultation@cardiff.gov.uk For further information on how we process your personal data please refer to our Privacy Policy - or contact the Data Protection Officer, Room 357, County Hall, CF10 4UW, email: dataprotection@cardiff.gov.uk

Background Information

Q1. Do you live in Cardiff? **(Please tick one box only)**

Yes No

Q2. How do you usually travel to or from the following activities?
(Please tick all that apply)

| | Work | Shopping | Education | Leisure |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| On foot | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bicycle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Train | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car or Van (Driver Alone) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car or Van (Driver with passengers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car or Van (passenger) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Park & Ride by Bus | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Park & Ride by Train | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Work from home | <input type="checkbox"/> | | | |

Q3. How satisfied are you with the following existing ITS within Cardiff?
(Please tick one box on each row)

| | Very satisfied | Fairly satisfied | Neither satisfied nor dissatisfied | Fairly dissatisfied | Very dissatisfied | Don't know |
|--|--------------------------|--------------------------|------------------------------------|--------------------------|--------------------------|--------------------------|
| Traffic Signal Junctions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Signalised Crossings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rising Bollards | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| CCTV Cameras | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Variable Message Signs (VMS) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| North Road Tidal Flow System | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Butetown Tunnels | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus Priority at Traffic Signals | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrian Phases at Signal Junctions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle Phases at Signal Junctions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Enforcement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Driver Feedback Signs (e.g. Speeds) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Park Cardiff (Smart Parking) App | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OVO Bikes (Nextbikes) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Electric Vehicle (EV) Charging | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Active Travel Monitoring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic & Journey Time Monitoring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Digital Air Quality Monitoring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Third-Party Travel Apps | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public Transport Real-Time Information | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Car Clubs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Demand Responsive Transport | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Urban Traffic Control (UTC) in General | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cardiff as a SMART City | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q4. Do you have any comments you would like to share in relation to your experience of existing ITS within Cardiff as listed in Q3 above?

DRAFT

THEME 1 - GROUNDWORK: Establish effective infrastructure for improved network management

The current Urban Traffic Control (UTC) Centre monitors the City's transport network. For the past 20 years it has worked in a successful collaboration with South Wales Police, using its current ITS technologies and CCTV cameras to manage the transport network, dealing with traffic disruption, road incidents, congestion, adverse weather or planned events. What is needed now is a newly equipped and better-connected Control Centre to fit for a modern transport network. These measures will ensure that the Centre can support the City's new developments and sustainable transport objectives. As such, it will have the capability to bring multiple agencies together under one roof to promote cooperative working and knowledge sharing.

- Q5. Do you support the roll-out of ITS infrastructure and systems, to improve the efficiency of the transport network? **(Please tick one box only)**
- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support
- Q6. Do you support developing increased Control Room capability, to manage the network and prioritise sustainable modes? **(Please tick one box only)**
- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support
- Q7. Do you support establishing working relationships and exploring co-location opportunities with partner transport operators, to better coordinate network operations, including event and incident management? **(Please tick one box only)**
- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support
- Q8. Do you support the development of a business case for a new Control Room? **(Please tick one box only)**
- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support
- Q9. Do you have any other comments in relation to this theme?
-

THEME 2 - ENGAGE CUSTOMERS: Implement City-wide transport communication and boost public transport and active travel with ITS

Improved communication and information gathering, and sharing will allow us to make better operational and planning decisions for buses, trains, cycling, vehicle routes, parking, and interchanges as well as fare tariffs.

Q10. Do you support the development of a transport user (car/bus/cycle) app/website to better inform travel making decisions?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q11. Do you support improving transport provider access to user feedback and customer relations, to provide better informed, sustainable travel interventions to transport users?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q12. Do you support using geographical and real-time data, to understand user journey experiences and highlight the need for improvements?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q13. Do you support exploring opportunities to incentivise sustainable travel?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q14. Do you have any other comments in relation to this theme?

THEME 3 - ESTABLISH THE SMART TRANSPORT NETWORK: Implement Smart Corridors

It is fair to say that technology has revolutionised the transport sector and presents an exciting opportunity to address a wide range of social, environmental and economic issues. In order for Cardiff to maximise the potential of these transport opportunities, it needs to modernise its communications to support the plethora of ITS technologies that are available. The objective is to deploy ITS technology that enhances the ability to monitor, control and inform on each Corridor. A SMART Corridor uses extensive real-time data to intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city, and to improve air quality. It will also influence travel behaviour by helping people to make better informed travel decisions and supporting mode shift.

Q15. Do you support identifying ITS improvement opportunities, to provide safer, more efficient journeys for walking, cycling and public transport?

(Please tick one box only)

- Very supportive
 Fairly supportive
 Neither
 Fairly unsupportive
 Do not support

Q16. Do you support working with the Welsh Government and regional partners, to improve the management of cross-boundary movements?

(Please tick one box only)

- Very supportive
 Fairly supportive
 Neither
 Fairly unsupportive
 Do not support

Q17. Do you support developing and delivering a programme of corridor improvements that better utilise technology to improve network performance?

(Please tick one box only)

- Very supportive
 Fairly supportive
 Neither
 Fairly unsupportive
 Do not support

Q18. Do you support doing the following through deployment of SMART Corridors?
(Please tick one box on each row)

| | <i>Very supportive</i> | <i>Fairly supportive</i> | <i>Neither</i> | <i>Fairly unsupportive</i> | <i>Very unsupportive</i> |
|------------------------------------|--------------------------|--------------------------|--------------------------|----------------------------|--------------------------|
| Managing queuing | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving journey time reliability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reallocation of road space | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Managing air quality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Increased data collection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|-------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Prioritising cycles | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Prioritising walking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Prioritising public transport | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Real-time travel information | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 'Gating' of traffic | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If 'other' – please specify _____

Q19. Do you have any other comments in relation to this theme?

DRAFT

THEME 4 - FULLY INTEGRATE MASS TRANSIT:
Enhance the use of demand management technology

Making future transport more intelligent, sustainable and efficient creates a range of opportunities to acquire new skills that will boost economic growth. This will be a collaborative environment which focuses on the current and future skills required to support the City's green recovery through a focus on sustainable transport modes aligned to the City's key transport objectives.

Q20. Do you support working in partnership with the Welsh Government and Transport for Wales to deliver integrated ticketing?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q21. Do you support exploring opportunities to use existing and emerging demand management systems and technology, to support an integrated mass-transit network?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q22. Do you support expanding Smart Parking, to provide a fully integrated solution for efficient parking?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q23. Do you support exploring opportunities for Mobility as a Service (MaaS)?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q24. Do you have any other comments in relation to this theme?

Further Questions

Q25. Do you support Cardiff becoming a Smart City?

(Please tick one box only)

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q26. Do you support providing the infrastructure that enables vehicles to communicate with the transport systems providing users with journey information? **(Please tick one box only)**

- Very supportive Fairly supportive Neither Fairly unsupportive
 Do not support

Q27. Do you think Cardiff should be assessing for Autonomous Vehicles at this stage? **(Please tick one box only)**

- Yes No Don't know

If 'yes' or 'no' – please clarify your reasoning why

Q28. Do you have any other ideas on how Cardiff can exploit Smart technology to improve transport in Cardiff, if so, we would welcome your thoughts below?

Q29. Is there anything else the Council can do through technology to help you to travel more sustainably?

About You

Q30. In total, how many cars or vans are owned, or available for use, by members of your household, include any company car(s) or van(s) available for private use?

- None 1 2 3 4 or more

Q31. In total, how many bicycles are owned, or available for use, by members of your household?

- None 1 2 3 4 or more

Q32. Please provide your postcode (e.g. CF10 4UW) and/or locality (e.g. Fairwater) below. This will allow us to more accurately pinpoint respondents' view and needs by area, and to make sure we've heard from people in all parts of the city.

Postcode _____ Locality/Ward _____

Q33. What was your age on your last birthday?

- Under 16 16-24 25-34 35-44 45-54 55-64
 56-74 75+ Prefer not to say

Q34. Are you...?

- Male Female Trans Other Prefer not to say

Q35. Do any children live in your household? **(Please tick all that apply)**

- No children Yes, under 5
 Yes, aged 5-11 (primary school) Yes, aged 11-16 (secondary school)
 Yes, aged 16-18 (in education/working) Yes, aged 16-18 (other)

Q36. Which of the following best describes what you are doing at present?

- Working full-time Working part-time On a zero-hour contract
 Permanently sick/disabled In full-time education On a training scheme
 Retired Looking after the home caring for a child/adult
 Unemployed - registered job seeker
 Unemployed - unregistered seeking work
 Other

Q37. Which of the following best describes your housing tenure?

- Owned outright Owned with a mortgage Private rented
 Rented from local authority Rented from housing association Other

Q38. Do you identify as a disabled person?

- Yes No Prefer not to say

Q39. Please tick any of the following that apply to you.

- Deaf/Deafened/Hard of Hearing Visual impairment
 Learning impairment/difficulties Mental health difficulties
 Wheelchair user Mobility impairment
 Long-standing illness or health condition Prefer not to say
 Other

Q40. Can you understand, speak, read or write Welsh? (**Please tick all that apply**)

- Understand spoken Welsh Speak Welsh Read Welsh
 Write Welsh None of the above

Q41. Do you regard yourself as belonging to any particular religion?

- Christian Muslim Jewish Hindu
 Sikh Buddhist Other No religion
 Prefer not to say

Q42. How would you describe your sexual orientation?

- Heterosexual/Straight Gay Woman/Lesbian Gay Man
 Bisexual Other Prefer not to say

Q43. Are you...?

- Single Married In a Same-sex Civil Partnership
 Living together Widowed Separated/divorced
 Prefer not to say

Q44. What is your ethnic group?

- White - Welsh/English/Scottish/Northern Irish/British
 White - Irish
 White - Gypsy or Irish Traveller
 White - Any other White background
 Mixed/Multiple-ethnic groups - White and Asian
 Mixed/Multiple-ethnic groups - White and Black Caribbean

- Mixed/Multiple-ethnic groups - White and Black African
- Mixed/Multiple-ethnic groups - Any other Mixed or Multiple background
- Asian/Asian Welsh/Asian British - Indian
- Asian/Asian Welsh/Asian British - Pakistani
- Asian/Asian Welsh/Asian British - Chinese
- Asian/Asian Welsh/Asian British - Bangladeshi
- Asian/Asian Welsh/Asian British - Any other Asian background
- Black/Black Welsh/Black British/Caribbean/African - Caribbean
- Black/Black Welsh/Black British/Caribbean/African - African
- Black/Black Welsh/Black British/Caribbean/African - Any other Black background
- Arab
- Any other ethnic group
- Prefer not to say

Q45. Are you interested in joining the Citizens' Panel to be contacted about taking part in further Cardiff Council consultations? If so, please provide contact details below.

Name _____

Email _____

Tel. No. _____

Thanks for taking to time to complete this survey.
Please click the '✓' to submit your responses

Ref: RDB/RP/CW/05.01.2021

11th February 2021

Councillor Caro Wild,
Cabinet Member for Strategic Planning & Transport,
County Hall,
Atlantic Wharf,
Cardiff CF10 4UW.



Dear Councillor Wild,

Environmental Scrutiny Committee – 5th January 2021

On behalf of the Environmental Scrutiny Committee I would like to thank you and the officers for attending the Committee meeting on Tuesday 5th January 2021 to discuss the items on 'Cardiff Transport White Paper – One Year Update' and 'South Wales Metro – Member Briefing'. The comments and observations made by Members on the areas relevant to your portfolio of responsibility are set out in this letter.

Presentations at Committee

- In advance of the meeting it was agreed that no presentations would be delivered to support the scrutiny, however, shortly before the start of proceedings the Committee was made aware of a presentation that the Directorate had created to support the item on 'Cardiff Transport White Paper – One Year Update'. Can I take this opportunity to remind you and officers that while the Committee welcome presentations from the Directorate, these do need to be agreed in advance of the meeting and made available at the point of publishing papers, i.e. three complete working days in advance of the meeting.

Cardiff Transport White Paper – One-Year Update

- **EV Charging Points Consultation** – The Committee was disappointed at the small amount of consultation that had taken place prior to the roll out of the first phase of EV charging points in Cardiff. They felt that ward Members had only been alerted to the introduction of EV charging points

in their area, and in some circumstances the locations chosen had been poor. The Committee recommend that in future proper consultation needs to take place prior to a site being decided upon so that ward Members can have real and meaningful input into final decision.

- **Highways Surfacing Programme** – At the meeting we briefly discussed the options of reviewing Cardiff’s Highways Surfacing Programme, and reminded you that the Committee was still waiting for a copy of the document to review. On behalf of the Committee, I ask that you provide the Principal Scrutiny Officer with a copy of Cardiff’s Highways Surfacing Programme so that it can be circulated to Members, and used to agree future scrutiny on the topic.

- **City Centre Recovery – Post Covid** - At the meeting you and the officers were asked if the transport plans for the City Centre needed to be revised to take into account any long-term impacts of the Covid crisis, for example, a greater shift to working from home might mean that fewer daily journeys to work are made into Cardiff once the pandemic has finished. The Director for Planning, Transport & Environment explained that it was probably too early to start predicting how the City Centre was going to adapt post Covid, and that a period of monitoring would need to take place to establish what needed to happen next. The Committee agree with this approach in principle, but ask that you provide Members with a plan on exactly how any potential changes will be monitored; a picture of how the Council anticipates the city centre recovery will happen; and an explanation of the level of change that might require the Council to adapt its current plans.

- **Future Funding for Transport** – The Committee were concerned that the funds dedicated to transport pre-Covid, might not necessarily be available post-Covid. Members agreed that good transport infrastructure is a sound investment because it increases productivity, and provides a good return for the wider economy. With this in mind, they are asking for assurance that the pre-Covid transport funding is still available, along with a summary

of the monies available, the source of funding, and a plan to show where it is being allocated.

- **Electric Bike Security** – Members welcomed the roll out electric bikes onto Cardiff's NextBike network, but raised a number of concerns about the costs associated to the theft and damage of these expensive bikes. I would be grateful if you could provide the Committee with details of the number of new electric bikes on the Network; where stands will be based; the associated costs; and details of the security measures that have been put in place to prevent theft and damage.

- **20mph Zones** – At the meeting I once again asked for confirmation that South Wales Police is actively enforcing the speed limit in Cardiff's 20mph zones. To date no evidence has been provided to confirm that this is happening, or indeed that the Council is formally putting pressure on South Wales Police to carry out this enforcement work. On behalf of the Committee I ask that:
 - You provide evidence in writing of all requests that have been made by the Cabinet or Senior Officers to South Wales Police that ask for enforcement of Cardiff's 20mph zones;
 - Details of any replies from South Wales Police to the 20mph enforcement requests made by the Cabinet or Senior Officers;
 - You liaise with South Wales Police to find out how many speeding fines have been issued in Cardiff's 20mph zones since they were implemented, and then share that information with the Committee.

- **Albany Road Parking Spaces** – At the meeting a Member expressed concern at the removal of parking spaces on Albany Road, and the impact that this would have on older and more vulnerable people. An officer explained that the scheme had been designed to remove longer-term parking from the area, which in turn would increase parking space availability. This he argued had worked well so far, and that there was evidence to support that it had resulted in greater turnover of shorter-term

parking, which in turn improved access. I would be grateful if you could arrange for this supporting evidence to be shared with the Committee.

- **Waungron Road** – The Committee is disappointed by the ongoing delays in developing the Waungron Road site into a transport hub. This scheme was proposed during the last administrative term, and yet very little progress has been achieved. In acknowledgement of the delays to this scheme, I would be grateful if you could:
 - Confirm dates for the delivery of the new transport hub at the Waungron Road site;
 - Provide an explanation of the actions that are currently happening to make sure that the site is delivered on time;
 - Confirm which Cabinet Members or Senior Officers are currently responsible for delivering the scheme;
 - Provide a summary of the actions taken to date to develop this scheme, along with an explanation of how they have contributed to the delays.

Requests for following this scrutiny:

- 1) **Presentations** - Agreed in advance of the meeting and made available at the point of publishing papers, i.e. three complete working days in advance of the meeting.
- 2) **Highways Surfacing Programme** – To provide the Principal Scrutiny Officer with a copy of Cardiff’s Highways Surfacing Programme so that it can be circulated to Members.
- 3) **City Centre Recovery – Post Covid** – To provide Members with a plan on exactly how any potential changes will be monitored; a picture of how the Council anticipates the city centre recovery will happen; and an explanation of the level of change that might require the Council to adapt its current plans.

- 4) **Future Funding for Transport** – Provide assurance that the pre-Covid transport funding is still available, along with a summary of the monies available, the source of funding, and a plan to show where it is being allocated.
- 5) **Electric Bike Security** – To provide the Committee with details of the number of new electric bikes on the Network; where stands will be based; the associated costs; and details of the security measures that have been put in place to prevent theft and damage.
- 6) **20 mph Zones** – To provide evidence of all requests that have been made by the Cabinet or Senior Officers to South Wales Police that ask for enforcement of Cardiff's 20mph zones; details of any replies from South Wales Police to the 20mph enforcement requests made by the Cabinet or Senior Officers; information on the number of speeding fines have been issued in Cardiff's 20mph zones.
- 7) **Albany Road Parking Spaces** – To provide the evidence that supports the greater turnover of parking spaces in Albany Road.
- 8) **Waungron Road** – To confirm dates for the delivery of the new transport hub at the Waungron Road site; provide an explanation of the actions that are currently happening to make sure that the site is delivered on time; confirm which Cabinet Members or Senior Officers are currently responsible for delivering the scheme; to provide a summary of the actions taken to date to develop this scheme, with an explanation of how they have contributed to the delays.

Recommendations to be monitored following this scrutiny:

- 1) **EV Charging Point Consultation** - In future proper consultation needs to take place prior to a site being decided upon so that ward Members can have real and meaningful input into final decision.

I would be grateful if you would consider the above comments and provide a response to the content of this letter.

Regards,

Handwritten signature of Ramesh Patel in black ink.

Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Andrew Gregory – Director for Planning, Transport & Environment
- Mark Barry - Professor of Practice in Connectivity, Cardiff University
- Paul Carter – Head of Transport
- Jason Dixon – Operational Manager, Transport Development & Network Management
- Davina Fiore - Director of Governance & Legal Services
- Members of Cardiff's Environmental Scrutiny Committee

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

7 MARCH 2022

COMMITTEE BUSINESS

Purpose of Report

1. This report seeks committee's approval for the draft Environmental Scrutiny page of the Scrutiny Annual Report 2021/22, as attached at **Appendix A**.
2. For committee Members to note, the proposed way forward for collating the findings and recommendations to date of the Joint Task and Finish Group inquiry into the Replacement LDP Strategic Options. The terms of reference, for the inquiry is attached at **Appendix B**.

Scrutiny Annual Report 2021/22

3. The Council's Constitution requires all Scrutiny Committees to report annually to the Council on their work during the past year and make recommendations for future work programmes. Since 2020/21 this constitutes one combined Scrutiny Annual Report capturing the work of five scrutiny committees.
4. The Scrutiny Annual Report 2021/22 will be considered by Full Council in June 2022. It is currently being drafted and will be presented for consideration by all Chairs of Scrutiny, prior to the end of their term of office in May 2022.

5. In preparation for the final draft, each committee is requested to agree the pages that will be included for that committee. A draft page is therefore attached at **Appendix A** for this committee's approval. As previously, the page will set out committee's membership, purpose, and key achievements over the year.
6. Committee members are to note **Appendix A**, focuses on the key areas of work undertaken by this committee during 2021-22. However, other sections of the final Scrutiny Annual Report to Council will focus on the difference made to residents, visitors, staff, and businesses over the administration, highlighting how Scrutiny has influenced the way Council services are delivered; improve stakeholder understanding and interest in Scrutiny; explain how Scrutiny facilitates engagement and encourages public participation; and highlight the value of Member-led / stakeholder informed decision making.
7. If agreed by Council the report will be available for download bi-lingually from the Council's website, in standard or large print version and will also offer a translation in other minority languages if requested.
8. As this is the penultimate meeting of this committee in the current administration, to inform the Annual Report, Members views will also be sought on the committee's greatest achievements over the 5-year period.

Replacement Local Development Plan (RLDP) Inquiry

9. In September 2021, the five Scrutiny Committees individually considered the draft report titled '*Cardiff Replacement Local Development Plan: Vision, Issues and Objectives, and Integrated Sustainability Appraisal Scoping Report*' prior to its consideration by Cabinet. Following these meetings, a collective letter capturing the concerns and observations from all five committees was sent to Cabinet.

10. Going forward the five Scrutiny Chairs considered it would be good practice to pool scrutiny expertise from all committees and continue a culture of collaboration. This was supported by the Scrutiny Committees at their October meetings, where Members agreed to progress scrutiny of the next stage of the RLDP via a Task and Finish Group. The group would be led by the Environmental Scrutiny Committee, with representation from all 5 Scrutiny Committees to ensure that all aspects affected by the RLDP could be considered.
11. At this Committee's 5 October 2021 meeting, Councillor Ramesh Patel, John Lancaster, Emma Sandrey and Peter Wong expressed an interest in sitting on the joint task group. As the Environmental Scrutiny Committee would lead the inquiry, it was agreed Councillor Ramesh Patel would Chair the inquiry.
12. The Task and Finish Group held their first meeting on 2 November 2021, where they considered the areas they wished to explore in their examination of the next stage of the RLDP, which is the consultation around the proposed Strategic Options. The developed terms of reference, agreed by all five committees at their meetings in November 2021, and are attached at **Appendix B**.
13. Since then, the Task and Finish Group has held five meetings to hear evidence from the following:
- Councillor Wild – Cabinet Member, Strategic Planning & Transport
 - Simon Gilbert – Head of Planning
 - Stuart Williams – Group Leader, Local Development Plan
 - Stuart Hardisty – Hardisty Jones Associates – *Employment & Economic Modelling*
 - Andrew Fowler – Edge Analytics – *Population Modelling*
 - Grace Boden – Edge Analytics – *Population Modelling*
 - Andy Robinson - Natural Resources Wales
 - Geoff Hobbs - Natural Resources Wales
 - Richard Mann – UWHA
 - Huw Owen - Alzheimer's Society
 - Adrian Field - For Cardiff

- Sheila Hendrickson-Brown – Cardiff Third Sector Council
- Gladys Hingco – Principal Scrutiny Research Officer.

14. As part of the Inquiry, Scrutiny Research issued a Call for Evidence, seeking stakeholder views on the consultation process and on the strategic options. A total of 18 responses were received. Two summaries, one focused on the consultation process and one on the strategic options, were presented to the Inquiry by Scrutiny Research, highlighting key findings from the responses.

15. Following the meeting in November 2021 to consider the consultation process, the Task and Finish Group sent a letter to Cllr Wild, Cabinet Member – Strategic Planning and Transport, setting out recommendations aimed at improving the ongoing consultation on the Strategic and Delivery Options. A response to this letter was received, accepting all the recommendations bar one, which was partially accepted.

16. The final evidence gathering meeting was held on 31 January 2022. At this meeting, the Task and Finish Group were informed that the scrutiny officer supporting the Inquiry was leaving the authority mid-February 2022 and that therefore there was limited resource to complete the usual Inquiry Report.

17. The Task and Finish Group considered the next stages of the Inquiry and decided it was best for the scrutiny officer to:

- focus on capturing the key findings for the Inquiry and to formulate these into matrices, indicating the evidence supporting the findings
- draft a letter to Cllr Wild, highlighting the headline findings and including the recommendations sent earlier regarding the consultation process. In addition, the matrices would be shared as attachments to evidence these findings and recommendations
- share the non-confidential Call for Evidence submissions with planning officers, to enable them to be counted and considered as consultation responses on the Strategic Options.

18. The Task and Finish Group are scheduled to meet 2 March 2022 to review the letter, key findings, recommendations, and attachments. Following any amendments, these will be presented to the Environmental Scrutiny Committee at a special committee meeting 16 March 2022, for amendment and agreement, as the host committee for the Inquiry. Once agreed by the Environmental Scrutiny Committee, the letter and its attachments will be sent to Councillor Wild and officers for their consideration when developing the consultation process for the preferred strategy, and when developing the preferred strategy itself.

Way Forward

19. During the meeting, Members may wish to consider the draft Environmental Scrutiny Committee page, attached at **Appendix A**, and provide any suggested amendments required to the draft document prior to its final consideration.

20. The Committee is asked to note the proposed way forward for collating the findings and recommendations to date of the Joint Task and Finish Group for the inquiry into the RLDP Strategic Options.

Legal Implications

21. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make 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 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

22. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make 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.

RECOMMENDATION

22. The Committee is recommended to:

- I. Consider, if necessary amend, and approve the draft Environmental Committee page of the Scrutiny Annual Report 2021/22, attached at **Appendix A**.
- II. Highlight the committee's greatest achievements for inclusion in the Scrutiny Annual Report 2021/22.
- III. Note the proposed way forward for collating the findings and recommendations to date of the Joint Task and Finish Group inquiry into the Replacement LDP Strategic Options.

Davina Fiore

Director of Governance & Legal Services

1 March 2022

APPENDIX A

ENVIRONMENTAL SCRUTINY COMMITTEE- Draft copy for Annual Report Committee Page – “Highlights of Our Work During 2021-22”

Our Membership – photos to be sourced from library

Councillor Ramesh Patel (Chair)

Councillors Bob Derbyshire; Owen Jones; John Lancaster; Jacqueline Parry; Thomas Parkhill; Oliver Owen; Emma Sandrey; Peter Wong.

Our Purpose

- The Environmental Scrutiny Committee works to improve the Council’s services and policies in the area of environmental sustainability, which includes Waste Management, Planning, Environmental Health and Transportation;
- We monitor the effectiveness of who the Council works with in this area, including how resources are spent;
- We ensure that key Council Policies in this area such as One Planet Cardiff, Clean Air Strategy, Recycling Services Strategy, Green Infrastructure Plan and Local Development Plan are developed and put in place; and
- We make recommendations to the Council’s decision-makers to enhance performance and service delivery.

Our Achievements

- **Replacement Local Development Plan** – during the year, the Committee led an in-depth inquiry into the Council’s Replacement Local Development Plan Strategic Options, with the Inquiry membership benefiting from cross-representation from all of the Council’s Scrutiny Committees. A primary focus for this inquiry was to explore and scrutinise the Strategic and Delivery Options for the Plan, with a strict focus on accessibility, inclusivity, and environmental sustainability in future development. As part of this work, we commissioned a Call-for-Evidence seeking the views of key witnesses on the suitability and robustness of the Council’s approach in consulting the public and stakeholders. In addition, we also sought their views on the scope and subject of the Plan’s Strategic and Delivery Options. The Inquiry received **18** responses from the Call-for-Evidence and verbal evidence from **5** stakeholders including **Cardiff Third Sector Council, the Alzheimers Society and Natural Resources Wales**. As a result of the inquiry, **X** formal recommendations on the corporate

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consultation approach have been agreed for Cabinet consideration, as well as a series of key findings for advised incorporation in the development of the Preferred Strategy.

- **One Planet Cardiff** – throughout the year, the Committee has contributed towards the **development of the final One Planet Cardiff Strategy**, which is the Council’s strategic response to the declared Climate Emergency. Within our considerations, we recommended that targets, key indicators, and timescales be incorporated into the One Planet Cardiff Action Plan to ensure effective monitoring of the strategy’s performance.
- **Air Quality** – we have continued to voice our concern over air quality in Cardiff and have **closely monitored the Council’s progress in achieving its Carbon Neutral target by 2030**. As part of our work, we put forward a number of recommendations to the Council’s Executive, including, air quality monitors being placed outside identified Traffic Regulation Order Zones surrounding schools, so the Council can assess if there is a reduction in parents using cars to take children to schools, or whether the problem has simply been relocated.
- **Waste Management Service** – we have continued to **examine how Waste and Recycling Services are delivered in Cardiff** by closely monitoring the Council’s move to a 4-day residential waste collection cycle and stressed the need for improvements in missed collections and assisted lifts. In addition, we have also contributed towards the design of the Council’s Waste Strategy, including the need to ensure more efforts are made to engage with hard-to-reach communities and for recycling in schools to be incorporated into the strategy.

Quotes:

“It is really good to see the Cardiff councillors looking to engage with people living with and affected by dementia through us, at the first stage as part of the replacement LDP process.”

Policy Officer for Alzheimer’s Society Cymru.

Thank you for the opportunity to attend today, and to recognise the importance of the RLDP in terms of setting the aspirations for the city and setting out how it can create all kinds of positive developments across the city.”

Chief Executive Officer, Cardiff Third Sector Council

**ENVIRONMENTAL SCRUTINY COMMITTEE
SCRUTINY INVESTIGATION SCOPING EXERCISE SUMMARY SHEET**

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| PROPOSED TOPIC: Cardiff Replacement Local Development Plan | |
| PROPOSED TYPE OF SCRUTINY INVESTIGATION: Joint Inquiry | |
| Proposed Terms of Reference | <ul style="list-style-type: none"> • To explore, scrutinise and act as a consultee on the Strategic Options for the Replacement LDP focusing on how these have addressed: <ul style="list-style-type: none"> ○ Accessibility and Inclusivity ○ One Planet Cardiff. • To review the Council’s consultation process to date; to examine its effectiveness and make recommendations for future consultation on the next stages of the Replacement LDP • To understand the supporting rationale for the projected growth provided by Welsh Government in order to consider whether the evidence base is robust, realistic, and viable. • To consider how Cardiff’s replacement LDP and the Strategic Options are aligned with regional planning. • To hear and consider views of stakeholders to inform the recommendations of Scrutiny on both the Strategic Options and the Council’s consultation processes. • To coordinate and provide a single joint response from the Scrutiny Committees. • To make recommendations that will inform the decisions and considerations that the Council’s Executive will make in the development of the Preferred Strategy. • To make recommendations that will inform any future scrutiny of the replacement LDP. |
| Task & Finish Recommended. | Yes |
| Stakeholders | Cabinet Members Senior Managers External Stakeholders TBC |
| Number of meetings required | |
| Meeting 1 Mid November 2021 | Consultation Process – Strategic Options To examine the consultation document and explore the consultation processes planned for engagement around the Strategic Options. To have a particular focus on the plans and approaches for involving hard to reach and under-represented groups. |

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| | Desktop based research on best practice consultation to enable Members to compare, contrast and assess the Council's own consultation. |
| <p>Meeting 2</p> <p>Beginning December 2021</p> | <p>Internal Evidence on Strategic options</p> <p>To receive a presentation from the Cabinet Member and Senior Officers on the Strategic Options.</p> <ul style="list-style-type: none"> • Role of Scrutiny - To examine the Strategic Options. <p>To receive information regarding the evidence base provided by Welsh Government to consider its robustness realism, and viability of projected growth and examine the rationale behind the options being presented.</p> <p>To receive information on how Cardiff's replacement LDP and the Strategic Options align with regional planning.</p> <p>To explore the Strategic Options through focus on the two areas identified; 'Accessibility and Inclusivity' and 'One Planet Cardiff'; to ascertain how these have been addressed in the Strategic Options put forward.</p> <p>Invitees</p> <p>Cllr Wild, Andrew Gregory, Stuart Williams, Simon Gilbert</p> |
| <p>Meeting 3</p> <p>1st/2nd week January</p> | <p>External Evidence on Strategic Options</p> <p>To hear evidence from key stakeholder witnesses to help inform the T&F Group's views and recommendations on the strategic options.</p> <p>Selected stakeholder witnesses will be invited to attend the meeting to provide verbal evidence to the T&F Group on their views of the strategic options.</p> <p>External Stakeholder witnesses TBC</p> |
| <p>Meeting 4</p> <p>3rd week January 2022</p> | <p>External Evidence on Strategic options</p> <p>Part 1</p> <p>Stakeholder Research</p> <p>Report of the key findings of the Call for Evidence from key stakeholders – written summary of main points provided by Gladys Hingco, Principal Scrutiny Research Officer.</p> <p>Part 2</p> <p>Discuss evidence received with Cabinet Member and Senior Officers</p> |
| <p>Meeting 5</p> | <p>External Evidence on Consultation Process</p> |

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| <p>4th week of January 2022</p> | <p>Explore views of stakeholders on the consultation processes undertaken in developing the Strategic Options as well as the Vision, Issues & Objectives/ISA. This meeting will assess the effectiveness of the consultation approach and processes that have been adopted by the Directorate. The findings of this meeting will inform the recommendations that will be made on the future consultation on the Preferred Strategy.</p> <p>Selected stakeholder witnesses will be invited to attend meeting to provide verbal evidence to the T&F Group on their views of the strategic options</p> <p>Stakeholder Research</p> <ul style="list-style-type: none">• Reporting of the summary findings of the Call for Evidence from key stakeholders – provided by Gladys Hingco, Principal Scrutiny Research Officer. <p>External stakeholders TBC</p> |
| <p>Meeting 6 February 2022</p> | <p>Sum Up Meeting</p> <p>Consideration of all information received during the inquiry and agree way forward for draft report/recommendations</p> <p>Consideration of draft report/recommendations</p> |
| <p style="text-align: center;">Proposed Reporting Arrangements</p> <ul style="list-style-type: none">• Investigation to be undertaken by middle of February 2022• Report to be considered by the Scrutiny Committees – end of February/March 2022• Report from Scrutiny to Cabinet - March 2022 | |
| <p style="text-align: center;">Potential Outputs/Outcomes from this investigation</p> <p>As a key consultee, the T&F will produce a report that will outline and illustrate Members views on the strategic options being consulted on at this stage of the development of the RLDP process. The recommendations of this report will be informed by consideration of evidence and views from selected stakeholders who have contributed to the scrutiny of the RLDP's strategic options and will assist the Directorate and Cabinet in the development of the Preferred Strategy.</p> <p>The findings and recommendations of the T&F will also inform Scrutiny's, Cabinet's, and the Directorate's views on future consultations of the next stages of the development of the RLDP.</p> | |

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