

CITY OF CARDIFF COUNCIL TRANSPORT STRATEGY

REPORT OF DIRECTOR CITY OPERATIONS

AGENDA ITEM: 6

**PORTFOLIO: TRANSPORT, PLANNING AND SUSTAINABILITY
(COUNCILLOR RAMESH PATEL)**

Reason for this Report

1. This report is to enable Cabinet Members to consider the draft City of Cardiff Council Transport Strategy and seek Cabinet approval to publish the Strategy as a tool for communication and engagement with the public and transport stakeholders.
2. The report explains the reason for producing the strategy document. This is that while the Council's transport strategy is articulated in the recently adopted Local Development Plan and the Council's Local Transport Plan – plans which have already been formally approved – there is currently no single document which clearly explains the Council's approach to transport delivery and its priorities.
3. Therefore, the purpose of the strategy document is to capture the essential transport elements of the approved LDP and LTP and outline the Council's key transport projects and priorities and how these will contribute to achieving the Council's vision for Cardiff to become 'Europe's Most Liveable Capital City'. For example, the document highlights the Council's intentions to produce a new cycling strategy and cycling network plan, which are due to be considered by Cabinet and published for consultation in November 2016.
4. The draft Strategy document is included in Appendix 1 to this report. An Action Plan is included in Appendix 2. A list of 'Frequently Asked Questions' and answers is included in Appendix 3. An online questionnaire seeking public and stakeholder feedback on the clarity of strategy and future communications on transport matters is included in Appendix 4. The letter from the Chair of the Environmental Scrutiny Committee following their discussion of the Transport Strategy and the response from Cabinet Member for Transport, Planning and Sustainability are included as Appendix 5.

Background

5. Cardiff is one of the fastest growing and most highly skilled cities in the UK. It was recently named the 'UK's most liveable city' and the 6th most liveable capital city in Europe. The Council's vision is for Cardiff to become 'Europe's Most Liveable Capital City'.
6. Transport has a major influence upon the factors which make cities liveable. Transport contributes to prosperity by providing access to jobs for people and to customers and markets for businesses. The way people travel – how much they walk, cycle or use public transport and how dependent they are upon the private car – also has a significant impact upon people's health and the cleanliness, safety and sustainability of the local environment.
7. The latest Cardiff Liveable City report (October 2015) highlighted the contribution that sustainable transport can make to creating liveable places. In this context, the aim of this strategy is to align the Council's priorities for improving the city's transport system, in line with European best practice, with its wider efforts to realise its ambition for Cardiff to become Europe's Most Liveable Capital City.
8. Cardiff is set to grow significantly over the next twenty years. Cardiff's Local Development Plan (2006-2026) (LDP) identifies the need for substantial improvements to Cardiff's transport infrastructure in order to accommodate this expansion sustainably. Its policies seek to integrate new development with the provision of on-site and off-site transport infrastructure improvements in order to mitigate transport impacts and, by 2026, to achieve a 50:50 'modal split' between journeys by car and trips made by walking, cycling and public transport.
9. The Cardiff Local Transport Plan (LTP) was approved by Welsh Government in May 2015. The LTP identifies a five-year programme of transport infrastructure improvements between 2015 and 2020 and a programme of aspirational schemes between 2020 and 2030. These schemes will support the delivery of the LDP by complementing the infrastructure secured through the planning process.
10. Transport infrastructure is a central element of the £1.2 billion package of investment outlined in the Cardiff Capital Region City Deal agreement. This acknowledges that improving Cardiff's connectivity with surrounding settlements and other regions is essential to enable Cardiff to develop its function as the principal driver of economic growth across the wider city region which is home to nearly 1.5 million people.
11. The Council's transport strategy is firmly embedded in the LDP and the LTP and the technical evidence supporting these adopted plans. However, there is currently no single document outlining the main elements of the strategy, the challenges that need to be addressed or the rationale for specific interventions.

12. With the LDP now adopted and with transport set to play a central role in its implementation and the future of the wider City Region, it is important that the Council's transport strategy is communicated clearly to the public, businesses and the many organisations and stakeholders who use and rely on the city's transport system and who have a vested interest in its improvement.
13. To this end, the draft City of Cardiff Council Transport Strategy seeks to:
 - i. highlight the Council's ambitions to deliver world class transport infrastructure and placemaking in the city centre, Cardiff Bay and Cardiff's local neighbourhoods;
 - ii. provide an overview of the Council's plans to improve Cardiff's transport system;
 - iii. explain the relationship between the Council's transport and land use strategies;
 - iv. outline the main transport issues and challenges which the Council and its partners are working to address;
 - v. set out the Council's main priorities across the different transport modes.
14. The priorities for individual modes of travel and key proposals for improving the transport system featured in the strategy include:
 - Development of the Active Travel Network including a bold new plan to increase cycling
 - Bus Corridor and wider bus network enhancements
 - Improving the integration of public transport services
 - Development of a new bus and multi modal interchange as part of the Central Square redevelopment
 - Better management of the highway network to improve its operation and support sustainable travel
 - Supporting the development of the Cardiff Capital Region Metro
 - Expanding the application of Digital technology to support sustainable travel choices.
15. The content and presentation of the strategy have been designed to make it accessible to a wide audience: to Cardiff residents, businesses, the Council's partners and potential investors. It is intended that the document will be the principal reference for future communications and public engagement on transport matters.
16. The strategy will be a 'living' document that will be updated periodically to reflect progress on delivery or in response to developments in policy or other matters of strategic significance.

Creating a Liveable City/World Class Placemaking

17. The LDP was adopted in January 2016. Creating sustainable neighbourhoods is a key objective of the plan. Integral walking and cycling networks and high quality public transport connections will be

central features of these neighbourhoods, the city centre and Cardiff Bay areas, and a hallmark of the liveable city which Cardiff aspires to be.

18. The LDP includes a master planning framework and supporting policies which specify the on-site and off-site transport infrastructure which is essential to enable the development of the major LDP strategic sites to proceed. The Council will work closely with developers to embed this infrastructure provision within the detailed master plans for the LDP strategic sites and to secure its implementation through subsequent planning applications for particular phases of development.

Modal Shift

19. The LDP plan provides for 41,000 new homes and up to 40,000 new jobs by 2026. It is estimated that this expansion of the city will generate a 32% (net) increase in road traffic which will intensify pressure on the city's highway network. In order to accommodate growth on this scale, the overall share of daily journeys in Cardiff made by car must decrease and a greater proportion of trips need to be made by walking, cycling and public transport. To this end the LDP sets a target of 50% of all journeys to be made by sustainable transport by 2026, the end of the LDP plan period. This is referred to as the '50:50 modal split'.
20. To enable this 'modal shift' and to achieve a 50:50 modal split by 2026, policies in the LDP seek to secure significant improvements to the public transport and active travel networks in combination with new developments. Through the development management process, the Council will assess the transport impacts of development proposals and secure appropriate on-site and off-site measures to mitigate those impacts and to make developments acceptable in planning terms. Such measures could include the provision of integral walking and cycling networks as part of site layouts, off-site infrastructure such as cycle routes and bus lanes or financial support for additional bus services. These provisions will normally be secured through S106 or S278 agreements as part of planning permissions.

Higher Targets

21. Achieving the 50:50 target by 2026 would be sufficient for the purposes of delivering the LDP. However, in order to emulate other European cities noted for their liveability, the Council would like to set a more ambitious target and achieve a higher share of journeys in Cardiff by sustainable transport.
22. The Council would like to make quicker progress towards the 50:50 modal split and will work to secure the infrastructure improvements needed to achieve this target by 2021. In the following five years to 2026, efforts will focus on delivering further improvements in order to increase the proportion of all journeys in Cardiff by walking, cycling and public transport to 60% and achieve the aspirational target of a 60:40 modal split.

Delivery of Council-led schemes

23. Infrastructure secured through the planning process will be complemented by transport schemes delivered by the Council through its annual capital programme. The Council will focus on the delivery of strategically important transport schemes or elements of such schemes where it isn't possible to secure developer contributions through the planning process. The Council will bid annually to Welsh Government to secure the funding necessary to implement these schemes.
24. Implementation of Cardiff's LDP is not dependent upon the delivery of Cardiff Capital Region Metro (see below) and the potential rail-based rapid transit services which could be developed through the Metro initiative. Whilst such services would support Cardiff's growth in the longer term, within the LDP plan period (up to 2026) the focus will be on securing improvements to bus-based public transport and facilities for active travel. The Council will also ensure that future corridors that may be required for the Metro are safeguarded through the planning process as required by the LDP.

Cardiff Capital Region Metro

25. The Metro is a vision for an integrated public transport network connecting Cardiff and communities across South East Wales and the Cardiff Capital Region. Delivery of the Metro is being led by Welsh Government.
26. The Metro is likely to comprise a combination of rail-based and bus-based rapid transit routes linked via strategic and local interchanges and promoted through a common network brand and integrated ticketing systems.
27. Investment in Metro-related infrastructure has already taken place through a 'Phase 1' programme of rail, bus and active travel schemes led and managed by Welsh Government.
28. 'Phase 2' of the Metro will include the electrification of the Valley Lines network which is now scheduled for completion by 2023. Implementation of Metro 'Phase 2' represents a central component of the Cardiff Capital Region City Deal project. The Valley Lines network could potentially be converted from its existing heavy rail operation to a light rail mode and options for this are currently under investigation. Conversion to light rail would create the potential for future on-street running of light rail/trams services through parts of Cardiff city centre and the Cardiff Bay area. The feasibility of on-street running would be subject to further investigation work and additional funding beyond the delivery of the City Deal package of measures.
29. The Council is firmly committed to the implementation of the Cardiff Capital Region Metro light rail proposals and will continue to work closely with Welsh Government, neighbouring authorities and transport industry partners to progress this vitally important scheme.

Cross-boundary schemes

30. Around 80,000 commuters travel into Cardiff each day from neighbouring areas. Reducing the proportion of these trips that are made by car would greatly assist Cardiff's efforts to reduce the pressures on its road network and improve the efficiency of public transport. To this end the Council will continue to work closely with neighbouring local authorities to secure improvements to cross-boundary strategic bus corridors and to support the development of park and ride facilities on sites outside Cardiff in order to intercept traffic and enable transfer onto bus services beyond the city boundary.
31. The Council will also continue to collaborate with neighbouring authorities on the development of future rail-based Metro routes including the potential future corridor connecting Central Cardiff to Llantrisant / Talbot Green via north-west Cardiff.

Action Plan

32. An Action Plan identifying the actions for delivering the strategy priorities is included in Appendix 2 to this report.

Communications and Engagement

33. The strategy will be published along with a list of 'Frequently Asked Questions' with answers (Appendix 3). The views of the public and stakeholders regarding clarity of the document and future communications on transport matters will be sought following the publication of the strategy through the questionnaire contained in Appendix 4. Feedback will be invited over a four week period commencing at the beginning of November 2016.
34. Reaching the Council's modal split targets will require a change in travel behaviour across Cardiff so that a higher proportion of daily journeys are made by walking, cycling and public transport. Improvements to infrastructure and services to provide attractive alternatives to the private car will be crucial in order to achieve modal shift. However, better infrastructure is only part of the solution; in order to make the switch to sustainable travel modes, people who use and rely upon Cardiff's transport system need to be fully aware of the availability of alternatives to the car and confident of their practicality and reliability. To develop this awareness, the Council will carry out both proactive and reactive communications through various media, in parallel with the implementation of the Strategy. This will include regular updates on transport matters and progress with specific projects. It will also provide more information explaining the purpose and benefits of specific projects and how they contribute to the delivery of the modal split targets and achieving the wider objectives of the strategy.

Local Member engagement

35. Initial member consultation was carried out in August 2015 when a short briefing paper was circulated to all Ward Members prior to the development of strategy.
36. Member briefings on the strategy document were held in September 2016.
37. The Environmental Scrutiny Committee received a presentation and briefing from officers and the Cabinet Member for Transport, Planning and Sustainability on 14th June 2016. The letter from the Chair of the Environmental Scrutiny Committee (dated 21st July 2016) containing the Committee's feedback and the formal response from the Cabinet Member for Transport, Planning and Sustainability (dated 23rd August 2016) are included in Appendix 5 to this report.
38. There will be further opportunities for Ward Member input following the publication of the strategy in November.

Reason for Recommendations

39. Cabinet approval of the draft City of Cardiff Transport Strategy is required prior to its publication.

Financial Implications

40. As this report is recommending moving forward to the next stage there are no direct financial implications arising from this report. The detailed proposals that are included in the final Transport Strategy will however have significant financial implications for the Council. At the appropriate time when decisions to proceed with specific proposals are being considered these will need to be supported by robust financial analysis, including funding arrangements.

Legal Implications (including Equality Impact Assessment where appropriate)

41. This report recommends that the draft Cardiff Transport Strategy be approved for publication. Legal Services are instructed that the purpose of the document is, put simply, to set out in one document information on the essential transport elements of the approved LDP and approved LTP. That is, capture in one document matters relating to transport that have previously been approved. Legal advice was provided on the LDP and LTP at the time those plans were prepared. It is noted in respect of transport matters various pieces of legislation serve to impose duties on the Authority. Of particular relevance are the Active Travel (Wales) Act 2013 (and guidance issued) and The Well-being of Future Generations (Wales) Act 2015. These are referred to in the Strategy.
42. In respect of transport matters regard must be had to the Council's duties under the Equality Act 2010 and appropriate steps taken to ensure

compliance on an ongoing basis. Pursuant to the Council's duties under the Equality Act 2010 the Council must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a) age, (b) gender reassignment (c) sex (d) race – including ethnic or national origin, colour or nationality, (e) disability, (f) pregnancy and maternity, (g) marriage and civil partnership, (h) sexual orientation and (i) religion or belief – including lack of belief. It is noted that as part of the LDP process an EIA was provided.

RECOMMENDATIONS

Cabinet is recommended to:

1. Note that the draft City of Cardiff Council Transport Strategy captures the essential transport elements of the Council's LDP and LTP - which have already been approved - and outlines the Council's key transport vision, projects and priorities and how these will contribute to achieving the Council's aspirations for Cardiff to become 'Europe's Most Liveable Capital City'.
2. Approve the draft City of Cardiff Council Transport Strategy for publication to provide the basis for future communication and engagement with the public and transport stakeholders.
3. Authorise the Director, City Operations, to issue the questionnaire contained in Appendix 4 to this report in order to seek views of the public and stakeholders regarding the clarity of the document and method of future communications on transport matters and, thereafter, to review and update the City of Cardiff Council Transport Strategy as may be required from time to time.

ANDREW GREGORY

Director

7 October 2016

The following appendices are attached:

Appendix 1 - Draft City of Cardiff Transport Strategy

Appendix 2 – Transport Strategy Action Plan

Appendix 3 – Frequently Asked Questions

Appendix 4 – Questionnaire

Appendix 5 – Letter from Chair of Environmental Committee and response from Cabinet Member for Transport, Planning and Sustainability.

DRAFT

CARDIFF TRANSPORT STRATEGY

CITY OF CARDIFF COUNCIL



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1

THE COUNCIL'S VISION



INTRODUCTION

This is an exciting time of change for Cardiff. We are one of the most highly skilled and fastest growing cities in the UK. An additional 41,000 houses and 40,000 jobs are planned for Cardiff over the next decade. A Capital City, centre of government and major visitor destination, Cardiff hosts numerous national and international sporting and cultural events. We have also recently been named the 'UK's most liveable city'.

Cities are the focus of economic development and the drivers of growth. For Cardiff, this means we are the economic driver of a major city region of nearly 1.5 million people, half the population of Wales. Cardiff provides one third of regional employment. People make approximately 1.5 million trips every day travelling in and to and from Cardiff (over 25% of trips in the South East Wales Region). Large numbers of journeys come from the neighbouring local authorities such as the Vale of Glamorgan, Rhondda Cynon Taff and Caerphilly.¹

To support the city region and allow it to continue to grow, a transport system is needed which can bring people and jobs closer together and improve connectivity between businesses and their customers and suppliers. We've taken some important steps forward in recent years, but a number of challenges remain. We need to transform our transport infrastructure so that we, and the area around us, can grow and realise our ambition to become Europe's most liveable capital city.

The Cardiff Capital Region City Deal and the Welsh Government's Metro together provide a unique opportunity to achieve this transformation through the delivery of a new on-street city tram system that will be fully integrated with the wider city and regional transport networks.

"Successful city regions have high performing integrated transport systems that allow for the seamless and efficient flow of people and goods, feeding key hubs (employment, residential and recreational) effectively and supporting sustained economic growth".

(CARDIFF CAPITAL REGION, 'POWERING THE WELSH ECONOMY', 2015)

Up to now, our transport vision and priorities have not been outlined in an individual strategy document. However, with the Local Development Plan now adopted and transport set to play a central role in its implementation, we think it is essential that our Transport Strategy is presented in a single document which clearly explains:

- How our plans for improving Cardiff's transport system are needed to support the development of new sustainable communities envisaged within the Local Development Plan
- The main transport issues and challenges which we are working to address
- Our transport priorities and key proposals for improving the transport system.

This document will be the principal reference in our future communications and public engagement on transport matters. Our aim in publishing the strategy is to generate a stronger public awareness of the transport challenges we are seeking to address, demonstrating how the projects we are proposing will contribute to Cardiff realising its ambition to become Europe's most liveable capital city.

"Cardiff plays a unique role in Wales. Over the past decade it has been the main source of new jobs in the city-region, and over a third of the city's workforce commute in each day from surrounding areas."

(CARDIFF LIVEABLE CITY REPORT, OCTOBER 2015)

1

SOURCE: DATA FOR 2014 FROM THE NATIONAL TRIP END MODEL, DFT (TEMPRO V6.2) ADJUSTED USING STATSWALES PLANNING DATA

TRANSPORT & LIVEABILITY

As a 'Liveable City', Cardiff is striving to provide not only a thriving economy and excellent job opportunities, but also a high quality of life. Our public spaces, natural environment and culture, as well as education and learning, will all contribute to the vision for Cardiff to become Europe's most liveable capital city.

An excellent transport system is integral to achieving this vision. Transport has a major influence upon the factors which make cities liveable. Transport contributes to prosperity by providing access to jobs for people and to customers and markets for businesses. The way people travel – how much they walk, cycle or use public transport and how dependent they are upon the private car – can have a significant impact upon people's health and the cleanliness, safety and sustainability of the local environment.

On average, people spend around an hour travelling each day, so the ease and comfort of daily trips to work, school and shops can have a significant bearing on an individuals' quality of life.

Many of the world's cities most noted for their liveable qualities have been planned, or re-planned, around sustainable forms of transport. The relationship between transport and liveability is evident in a number of the cities which have featured near the top of liveable city rankings in recent years. For example:

63%

OF COPENHAGEN RESIDENTS CYCLE TO WORK OR EDUCATION EVERY DAY

(COPENHAGEN BICYCLE ACCOUNT 2014)

39%

OF VIENNA RESIDENTS USE PUBLIC TRANSPORT TO GET TO WORK OR EDUCATION EVERY DAY

(VIENNA WALKING, 2015)

2/3

OF ALL TRIPS IN MELBOURNE ARE ON FOOT AND OVER A THIRD ARE WORK RELATED

(VICTORIA STATE GOVERNMENT 2015)

54%

OF TORONTO RESIDENTS CYCLE, 25% FOR RECREATION AND 29% FOR TRANSPORTATION

(TORONTO CYCLING NETWORK PLAN, 2015)

Transport in some of the world's most liveable cities has a number of things in common:

- a wide choice of travel options, allowing most daily journeys to be made easily without a car
- streets and neighbourhoods where it is safe for people to walk and cycle and children to play
- extensive networks of safe and attractive routes for walking and cycling – to work, school, shops, local services and public transport stops
- a high quality public transport network which gets people to any part of the city quickly and without fuss
- a city centre which isn't dominated by cars and other traffic.

"Most of the world's most liveable cities have grown alongside the development of sustainable transport networks which allow people to travel freely by public transport, walking and cycling"

(CARDIFF LIVEABLE CITY REPORT, OCTOBER 2015)





TRANSPORT VISION & PRIORITIES

The link between transport and liveability is recognised in our vision for transport:

“An integrated transport system that offers safe, efficient and sustainable travel for all, where public transport, walking and cycling provide real and desirable alternatives to car travel, which contributes to making Cardiff Europe’s most liveable capital city.”

This vision has shaped the direction of our work on transport for a number of years. During this time our efforts have focussed on three main priorities:

1 WIDENING TRAVEL CHOICES

MAKING IT PRACTICAL FOR MOST DAILY TRIPS TO BE MADE BY ALTERNATIVES TO THE CAR, SUCH AS PUBLIC TRANSPORT, WALKING AND CYCLING

2 DEMAND MANAGEMENT

TAKING STEPS TO REDUCE THE DEMAND FOR TRAVEL OVERALL, AND PARTICULARLY BY CAR

3 NETWORK MANAGEMENT

USING TECHNOLOGY TO MAKE BEST USE OF THE EXISTING HIGHWAY NETWORK, RATHER THAN BUILDING NEW ROADS THAT WOULD GENERATE MORE TRAFFIC





Stop the Press
Our customers have rated
★★★★★ on google review

We have buyers waiting for Roath, Splat

618



KEY PLANS AND POLICIES

Our transport strategy is underpinned by two main plans – **the Local Development Plan (LDP) and Local Transport Plan (LTP)** – which are also the main tools for securing the transport improvements needed to help Cardiff grow and become a truly liveable city.

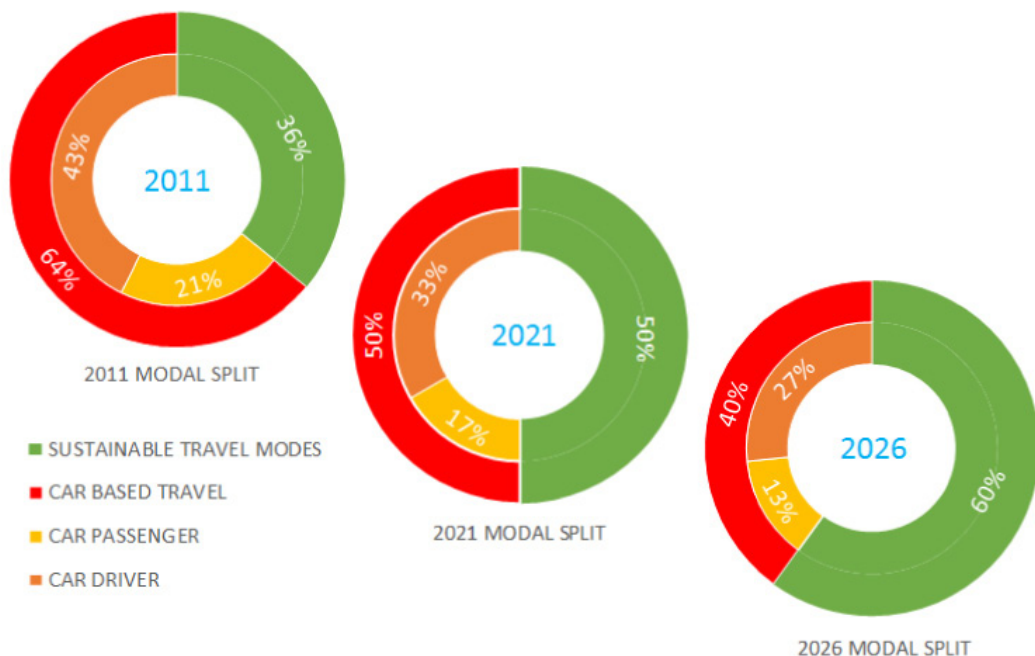
The **Cardiff Local Development Plan (2006-2026)** provides for 41,000 new homes and up to 40,000 new jobs up to 2026. The future development identified in the LDP will generate a 32% (net) increase in road traffic which will intensify pressure on the city's highway network. Modelling work carried out to support the LDP shows that in order to accommodate the future development identified in the LDP, the overall share of daily journeys made by car must decrease and a greater proportion of trips need to be made by walking, cycling and public transport. To enable this 'modal shift', policies in the LDP seek to secure significant improvements to the public transport and active travel networks in combination with new developments. The LDP includes the target of 50% of all journeys to be made by sustainable transport by 2026. This is referred to as the '50:50 modal split'.

Achieving the 50:50 target would be sufficient for the purposes of delivering the LDP. However, in order to emulate other European cities noted for their liveability we need to be more ambitious about the share of journeys in Cardiff that we want to be made by sustainable transport.

We would like to make quicker progress towards the 50:50 modal split and will work to secure the infrastructure improvements needed to achieve this target sooner - by 2021. In the following five years to 2026, efforts will focus on delivering further improvements in order to increase the proportion of all journeys in Cardiff by walking, cycling and public transport to 60% and achieve the aspirational target of a 60:40 modal split.

The **Local Transport Plan** was approved by the Welsh Government (WG) in May 2015 and sets out our main transport infrastructure proposals and aspirations for the period 2015-2030. This includes the period also covered by the LDP (2026). The LTP schemes will complement the transport infrastructure that we will negotiate and secure (with the backing of the LDP policies) from the developers of major sites through the planning process.

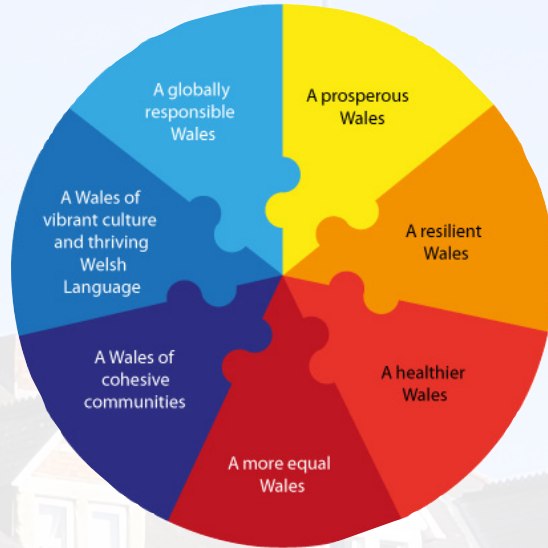
OUR TARGETS



THE WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Act puts in place seven well-being goals that will contribute to sustainable development. It places a duty on Local Authorities and other public bodies to set objectives that are designed to maximise their contribution to achieving each of the well-being goals.

Increasing use of sustainable transport and working towards the 50:50 modal split target can potentially make an important contribution to the delivery of our Wellbeing Duty.



ONE PLANET CARDIFF

If everyone in the world consumed natural resources and generated carbon dioxide at the rate we do in Cardiff, we would need three planets to support us. This is neither sustainable nor equitable to everyone we share our planet with.

Cardiff's aspiration is to be a one planet city by 2050. Shifting more daily journeys to sustainable modes will be essential in order to reduce Cardiff's energy consumption and greenhouse gas emissions.



2

CHALLENGES AND OPPORTUNITIES

OUR MAIN CHALLENGES

To achieve our 50:50 modal split target and realise our Transport Vision, we need to address a number of challenges

FUTURE GROWTH

Cardiff is set to grow over the next decade. The LDP provides for 41,000 (net) new homes and up to 40,000 jobs by 2026 which will significantly increase travel demand and intensify pressures on Cardiff's transport network. Addressing this impact and enabling Cardiff to expand will require a shift from daily car use to sustainable travel. Making this happen and achieving the LDP 50:50 target is the focus of our Transport Strategy.

PRESSURES FROM INBOUND COMMUTING

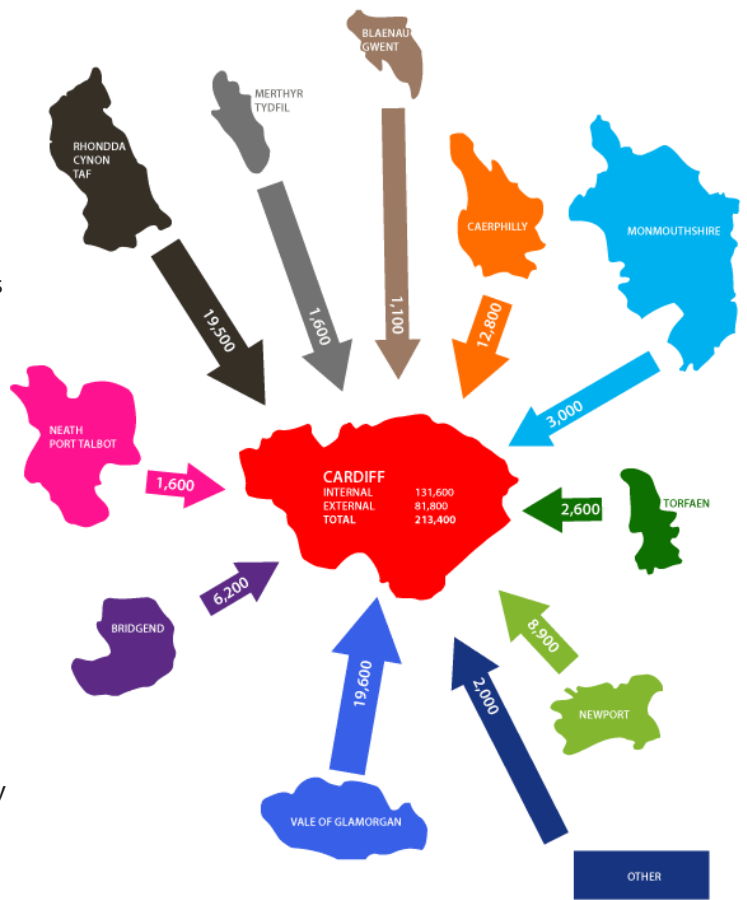
Cardiff is the centre of regional employment and every day, large numbers of commuters travel into the city. Most workers (between 76% and 84%) who make the daily trip into Cardiff from neighbouring local authority areas travel by car (*Census 2011*). Daily commuters from outside the city add pressure to the road network in the morning and evening peak hours. This inflow of traffic causes congestion, delays and results in longer journey times.

LEVELS OF CAR OWNERSHIP

Car ownership has gone down in some parts of Cardiff but it is rising in others. For example, in Butetown, car ownership more than doubled between 2001 and 2011. This is an indicator of continuing demand for car travel. More cars on the highway network add further to congestion problems unless alternative travel choices are attractive and convenient. Higher car ownership also results in greater demand on road space for parking, which can impact negatively on local residents and businesses, as well as reducing the space available for sustainable modes of travel.

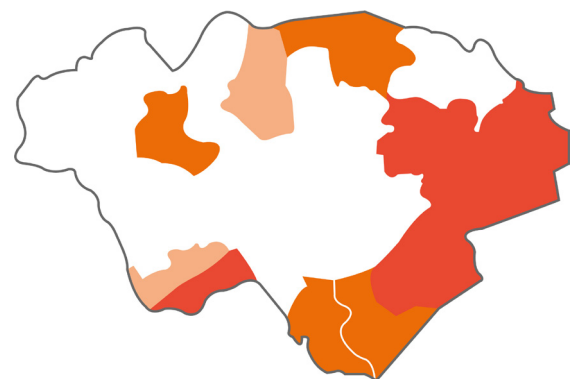
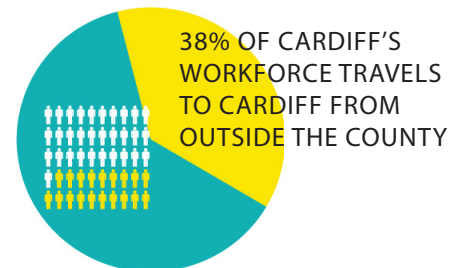
AREAS OF HIGH DEPENDENCY ON CAR TRAVEL

Use of sustainable transport has increased in areas of central Cardiff, but residents of parts of Cardiff's outer suburbs remain heavily reliant on the car for daily travel. Unsurprisingly, the areas where car use is highest include areas which are relatively poorly served by the bus and train networks. Car use for many people is a habit which is difficult to break. In order to make the switch, people require practical alternatives which compete with the perceived convenience of the car. Making these alternatives a reality is a central aim of our Transport Strategy.



10%

INCREASE IN DAILY COMMUTERS TRAVELLING TO CARDIFF FROM OUTSIDE THE AUTHORITY BETWEEN 2004 AND 2014



- INCREASED CAR OWNERSHIP
- NO CHANGE IN USE OF SUSTAINABLE MODES
- DECREASED USE OF SUSTAINABLE MODES

BARRIERS TO WALKING

Many daily trips are short, local and within easy walking distance. However, the quality of pedestrian infrastructure and facilities varies across the city and improvements are needed to make sure that roads and streets are pedestrian-friendly, with the needs of pedestrians considered first. Maintaining footways in good condition will become increasingly challenging with further reductions in Council budgets.

POOR CYCLING INFRASTRUCTURE

Cycling in Cardiff is growing. Over half of residents feel that overall Cardiff is a good place to cycle. However, the city's network of routes is very fragmented and conditions on many roads make them unattractive to ride on. This explains why 8 in 10 Cardiff residents think that safety for cycling needs to be improved (*Bike Life Cardiff Report 2015*).

HEALTH

There is a pressing need to encourage healthy and active lifestyles, as only 25% of Cardiff residents meet physical activity guidelines and 53% are obese or overweight (*Welsh Health Survey 2010 and 2011*). Dependency on the car is widely regarded as a key contributor to declining levels of physical activity across the UK.

The car is the dominant mode of travel for journeys in Cardiff; travel to work represents only 24% of all car trips in Cardiff and Penarth, with most personal travel by car being for leisure (28%), shopping and personal business (26%) or other purposes (22%) (*Sustrans Cymru/Socialdata Research 2011*). Many of these short journeys could be made by walking or cycling with safe and attractive routes in place. Road traffic is also a major source of pollution that harms both air quality and people's health, in addition to being a major contributor to climate change.

All local authorities across the UK have a duty to measure local air quality in order to reduce air pollution to protect people's health and the environment. As a result of this, Cardiff has identified a number of Air Quality Management Areas (AQMAs). Transport is one of a number of sources of local air pollution. In developing transport projects and considering planning applications, we will take opportunities to mitigate air quality impacts and improve air quality where this is feasible.

POOR PUBLIC TRANSPORT

Quality of the public transport network is a major challenge for Cardiff. Significant changes to the city's bus network, supported by substantial investment in bus infrastructure, will be necessary to make buses an attractive and practical alternative to the car for daily travel in Cardiff.

A regional rail-based rapid transit system integrated with local bus networks, as in the proposed Cardiff Capital Region Metro, would help change the negative images of public transport that keep many people locked into daily car use. There is growing recognition of the need to transform public transport in both the city of Cardiff and the wider region. The City Deal between the UK Government, Welsh Government and 10 local authorities in South East Wales provides an opportunity to work towards making this a reality.

4%

DECREASE IN
DAILY BUS USE
BETWEEN 2007
AND 2014

(ASK CARDIFF SURVEYS,
5 YEAR ROLLING
AVERAGES)

35%

OF RESIDENTS
SAY FREQUENCY
AND AVAILABILITY
OF PUBLIC
TRANSPORT IS
"MAIN PROBLEM"
WITH TRAFFIC
AND TRANSPORT
IN CARDIFF

(ASK CARDIFF SURVEYS)

TRAVELLING TO SCHOOL

There is growing evidence that promoting active and sustainable travel to school can have considerable benefits, including promoting physical activity, improved pupil learning, and contributing to a safer local environment by reducing congestion and problem parking around schools. Despite this, the proportion of journeys to school made by car remains high in many schools across the city.

There are several barriers to promoting sustainable travel to schools, such as concerns about safety and poor facilities as well as time pressures for parents and carers who are making other journeys after the school run. Encouraging children and young people to travel actively and sustainably is crucial if we are to achieve longer term modal shift.





OUR PROGRESS SO FAR

There is still a lot of work to do but we've taken some important steps forward in recent years. This will help us achieve the target in the LDP of 50% of all trips to be made by sustainable modes of transport by 2026.

MAKING PLACES MORE WALKABLE

We've introduced a number of improvements for pedestrians. These include measures to tackle speeding vehicles, new crossing facilities, and the re-design of major junctions to give pedestrians greater priority.

We have recently completed a two year pilot 20mph Limit in Roath/Cathays. We are working to introduce further 20mph limits in the Riverside and Canton areas by Spring 2017.

17%

OF PEOPLE IN
CARDIFF WALK
TO WORK

(2014 ASK CARDIFF
SURVEY, 5 YEAR
ROLLING AVERAGES)

PROVIDING BETTER ROUTES FOR CYCLING

We've significantly improved routes for cyclists as part of our delivery of the Enfy's Strategic Cycle Network Plan.

Cycling levels are continuing to increase and there is strong public support for further cycling investment in Cardiff.



56% OF PEOPLE SAY THEY WOULD LIKE TO BE ABLE TO RIDE A BIKE MORE



74% OF PEOPLE THINK THINGS WOULD BE BETTER IF PEOPLE RODE BIKES MORE



67% OF PEOPLE THINK THAT MORE PEOPLE RIDING BIKES WOULD MAKE CARDIFF A BETTER PLACE TO LIVE AND WORK

(BIKE LIFE SURVEY 2015)

49%

APPROXIMATE INCREASE IN DAILY CYCLE FLOWS IN THE CITY CENTRE BETWEEN 2004 AND 2014

(CARDIFF ANNUAL SURVEYS, 5 YEAR ROLLING AVERAGES)

28%

INCREASE IN CYCLING FROM 2013-2014

(BIKE LIFE SURVEY 2015)

4%

SHIFT TOWARDS CYCLING FOR DAILY JOURNEYS TO WORK BETWEEN 2007 & 2014

(ASK CARDIFF SURVEY 2010-2014)

8%

OF JOURNEYS TO WORK ARE MADE BY BICYCLE

(ASK CARDIFF SURVEY 2014)



OUR PROGRESS SO FAR

TACKLING CONGESTION

Although Cardiff's road network remains under pressure at peak travel times, daily traffic passing through the city centre has reduced significantly; between 2004 and 2014 flows decreased by 25% (*Cardiff Annual Surveys – 5 yr Rolling Averages*).

The decrease in through-traffic presents the opportunity to improve access to and through the city centre for sustainable modes of travel.

26%



DECREASE IN
CITY CENTRE
TRAFFIC
BETWEEN 2004
AND 2014

(CARDIFF ANNUAL
SURVEYS, 5 YEAR
ROLLING AVERAGES)

BUS LANES

Bus Lanes have been installed on a number of main roads into the city including the A470, A4119 and A48 – these are helping bus services beat the traffic queues and improve their reliability.

13.94km

TOTAL LENGTH OF BUS LANES IN CARDIFF.
400M OF BUS LANE CAN GIVE EACH BUS A
TIME ADVANTAGE OF 5 MINUTES OR MORE
OVER GENERAL TRAFFIC ON THE APPROACH TO
JUNCTIONS AND IMPROVE THE ABILITY OF BUS
DRIVERS TO MEET TIMETABLES

(CARDIFF 2014 REGIONAL BUS LANE SURVEYS)



100M OF BUS LANE CAN GIVE EACH BUS A 15
SECOND TIME ADVANTAGE

(CARDIFF 2014 REGIONAL BUS LANE SURVEYS)



1.34



PASSENGERS PER CAR PER TRIP AVERAGE

12.2



PASSENGERS PER BUS PER TRIP AVERAGE

NEW BUS INTERCHANGE

Plans are in place for an international quality public transport hub as part of a major redevelopment of land around Cardiff Central rail station.

The development in Central Square also includes plans for a bike hub, providing secure bike parking for commuters and visitors.



ARTIST'S INTERPRETATION OF HOW THE BUS INTERCHANGE MAY LOOK





CREU GWIR IN THESE STONES
FEL GWYDR HORIZONS
OF WRNAIS AWEN SING



OPPORTUNITIES

This exciting time of change for Cardiff brings opportunities as well as challenges

LIVEABLE CITY

Cardiff is one of the fastest growing and most highly skilled cities in the UK. It was recently named the 'UK's most liveable city' and the 6th most liveable capital city in Europe. Our ambition is to become number one.

The latest Cardiff Liveable City report (October 2015) highlighted the major contribution that sustainable transport can make to creating liveable places. This strategy seeks to align our priorities for improving the city's transport system, in line with European best practice, with our wider efforts to make Cardiff 'Europe's Most Liveable Capital City'.

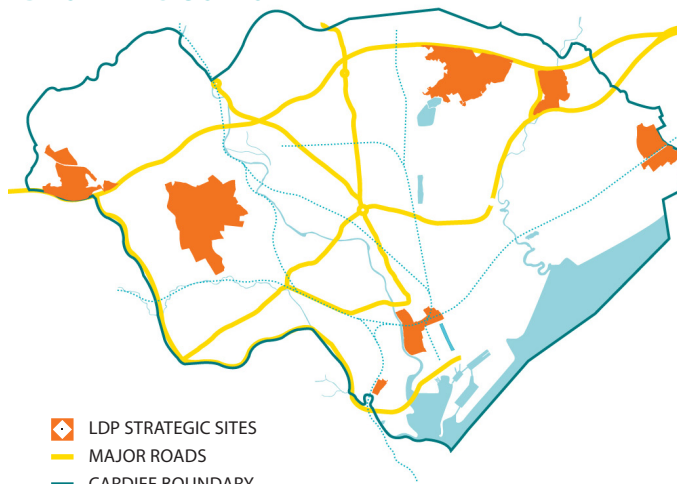
SCALE OF FUTURE GROWTH

The LDP presents Cardiff with its greatest transport challenge. Yet, because the large scale of the developments included in the plan require substantial supporting infrastructure, it also provides a unique opportunity to address Cardiff's transport problems.

Policies in the LDP require that major housing developments include a full range of essential community facilities (schools, shops, healthcare centres etc.) as well as safe walking and cycling routes and good public transport. This combination of infrastructure is essential in order to make sustainable travel a practical option and reduce people's dependency on the private car.

As well as the occupiers of new developments, these improvements will also benefit current residents and businesses in the city. This is important as achieving the LDP target of a 50:50 split will require a shift to sustainable travel to occur across all areas of Cardiff, not just in the new communities being planned.

LDP STRATEGIC SITES



WHAT ARE LDP STRATEGIC SITES?

THEY ARE THE 8 MAJOR DEVELOPMENT SITES THAT WILL ACCOMODATE MOST OF THE NEW HOMES AND JOBS THAT CARDIFF NEEDS UP TO 2026.

"Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles."

Local Development Plan

CARDIFF CAPITAL REGION METRO

Without exception, the world’s most successful and liveable cities have excellent public transport or ‘Metro’ systems. The connectivity provided by ‘Metro’-style networks can help attract economic investment and better, higher skilled jobs. Typically they feature:

- Fast and frequent services connecting the city centre with its suburbs and surrounding area
- Rail, Light Rail, or Tram-based services integrated with City bus networks
- Integrated timetables for all bus and rail-based services
- Seamless interchange between services
- Integrated ticketing systems and products
- Extensive promotion and marketing of services
- Accessible passenger information
- Distinctive ‘Metro’- style branding.

In March 2016, the UK Government, Welsh Government and the 10 South East Wales local authorities agreed a £1.2 billion City Deal for the Cardiff Capital Region. The City Deal Investment Fund will include substantial funding for the development of the Cardiff Capital Region Metro, an integrated public transport network that will connect Cardiff with key settlements across South East Wales.

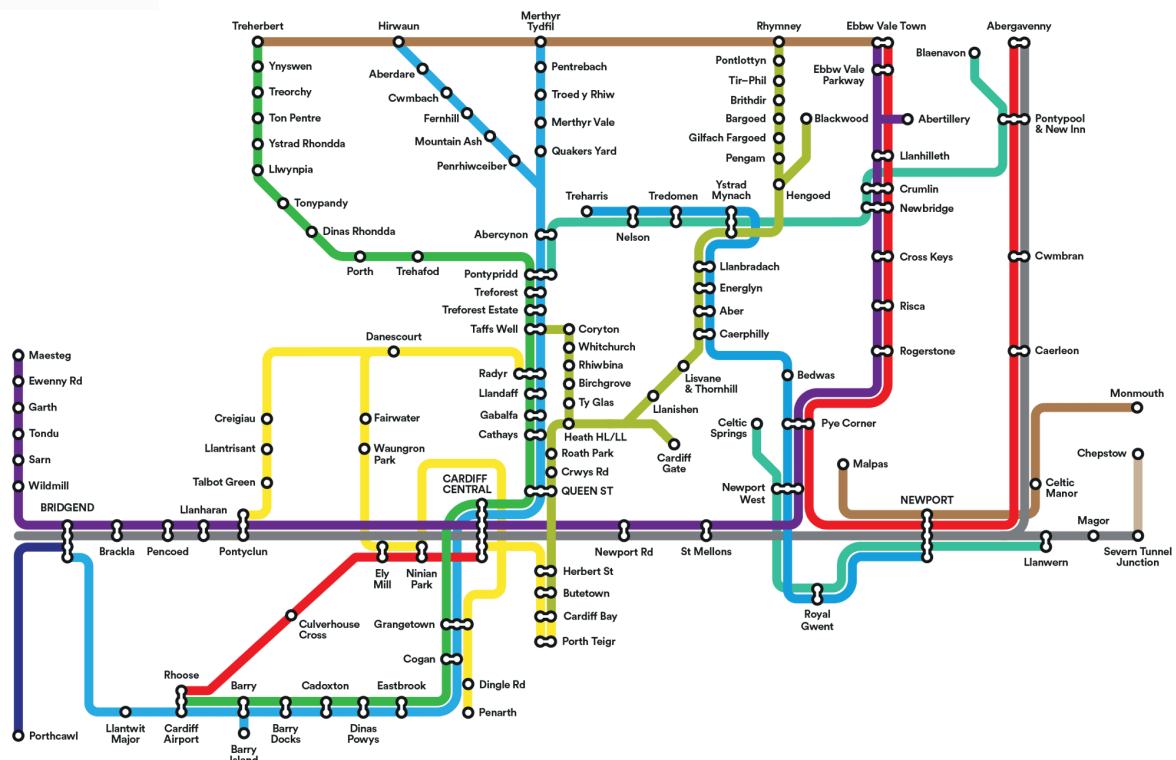
The City Deal and the Metro together create a once-in-a-lifetime opportunity to realise the city’s aspiration for an on-street city tram system that will be fully integrated with the wider city and regional transport networks.

The Metro is likely to comprise a combination of rail-based and bus-based rapid transit routes linked through interchanges and using the same network brand and integrated ticketing system. Investment in Metro-related infrastructure has already taken place through a ‘Phase 1’ programme of rail, bus and active travel schemes led and managed by Welsh Government.

The City Deal commits further investment to a second phase of the Metro which will focus on electrification of the Valley Lines rail network by 2023. The Valley Lines network could potentially be converted from its current heavy rail operation to a light rail mode and options for this are currently under investigation. Conversion to light rail would create the opportunity for future on-street running of light rail/trams services through parts of Cardiff city centre and the Cardiff Bay area. The feasibility of on-street running will need further investigation work and additional funding beyond the delivery of the main City Deal package.

We will work closely with Welsh Government and other partners to support delivery of the Valley Lines Electrification programme and the design of future extensions to the Metro network through new rail and bus-based routes and improved interchange facilities.

WELSH GOVERNMENT’S POTENTIAL METRO NETWORK



MAKING CARDIFF THE UK'S LEADING CYCLING CITY

More and more people are choosing to travel by bike in Cardiff. Between 2013 and 2014 trips by bike increased by 28%. Cycling now accounts for 8% of journeys to work in the city (*Ask Cardiff Survey, 2014*), and there has been a visible increase of cyclists on the city's main commuter routes during the morning and evening rush hours.

Large areas of central Cardiff are relatively flat and, together with the city's compact geography and wealth of public open space, this provides an excellent basis for developing a city-wide network of cycle routes. We know that 57% of Cardiff residents travel less than 5km to work, which is regarded as a realistic distance to travel by bike. People could switch to cycling for a great number of these trips if safe and attractive routes existed in addition to safe and secure cycle parking at key locations. Because of these factors, with the right infrastructure in place, we believe that Cardiff has the potential to become the UK's leading city for cycling.

Cardiff also has an opportunity to make this change happen; residents – both those who already cycle and those who don't currently cycle – strongly support this ambition. Because of this, along with the recent increases in levels of cycling, we believe there is the potential for a further significant shift to cycling as a mode of transport.

DIGITAL CITY & TECHNOLOGY

Advances in technology are already changing the way we travel and making it easier to manage the transport network more effectively. Developments which are being introduced to promote travel choices include:

- 'Smart Parking' app
- ANPR (Automatic Number Plate Recognition) cameras
- Pre-booking Park & Ride spaces for events
- Real time public transport information apps.

We will continue to support the use and innovation of digital technology for promoting and enabling sustainable travel, as well as investigating the advantages of new technology that will help us achieve our vision of becoming Europe's most liveable Capital city. In particular, the emergence of digital and mobile technology can potentially revolutionise journey planning and access to travel information.

Advances in technology can also bring greener, cleaner transport which will cut our reliance on non-renewable fossil fuels, reduce carbon emissions and bring lower levels of harmful air pollution. Developments in electric, hydrogen and even food and sewage waste powered vehicles are rapidly making alternative fuels more widely available.



76% LIKE TO SEE PEOPLE OUT AND ABOUT ON BIKES



74% THINK THINGS WOULD BE BETTER IF PEOPLE IN GENERAL RODE BIKES MORE



67% THINK MORE PEOPLE RIDING BIKES WOULD MAKE CARDIFF A BETTER PLACE TO LIVE AND WORK



62% THINK THINGS WOULD BE BETTER IF FRIENDS AND FAMILY WERE ABLE TO USE BIKES MORE



56% WOULD LIKE TO BE ABLE TO RIDE A BIKE MORE

(Bike Life Cardiff)

PARTNERSHIPS

Partnership working will be crucial to achieving the Council's transport ambitions. A wide range of organisations and groups are already working hard to improve Cardiff's transport system. The publication of this Strategy provides a great opportunity to strengthen our working relationship with these key bodies and harness their commitment and energy towards getting transport improvements in place. To this end we are committed to:

- Securing vital support from bus and coach companies in improvements such as the Central Interchange
- Working closely with train companies and Network Rail on the development of Cardiff Central Station as well as electrification
- Liaising with groups representing people who walk and cycle as well as charities like Living Streets and Sustrans
- Ensuring the accessibility of services and the transport network through regular liaison with partners representing disability groups
- Cooperation with the UK and Welsh governments, as well as our neighbouring Local Authorities to deliver local, regional and national priorities.



ACTIVE TRAVEL ACT (WALES) 2013

The Active Travel Act places a legal duty on Councils to build and continuously improve route networks for people travelling on foot and by bike. Cardiff has made good progress in advance of the Act through schemes to develop the city's Strategic Cycle Network and numerous pedestrian improvements. Recent increases in cycling trips demonstrate Cardiff's potential to become one of the UK's leading cycling cities.

"The bill aims to make it easier and safer for more people to walk and cycle and to make it possible for more children to cycle to school every day.

We want to make walking and cycling the most natural and normal way of getting about and to ensure that active travel is a viable mode of transport for shorter journeys. This will help make Wales a healthier and greener nation."

Carl Sargeant, AM



CITY CENTRE MOVEMENT STRATEGY

The employment, shopping, tourism and entertainment facilities in Cardiff City Centre attract hundreds of thousands of commuters and visitors each day from across the Cardiff City Region and further afield.

Traffic flows on main routes to and through the City Centre generate peak time congestion which causes delays to bus services and can make the area less attractive for pedestrians and cyclists.

Increasing sustainable travel to and through the city centre will be crucial in achieving the 50:50 modal split target in the Cardiff LDP.

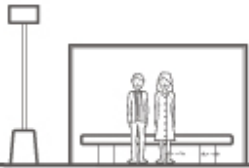
A movement strategy is being developed for the city centre. Building on the regeneration of Central Square and the development of the new bus station, the strategy will identify changes to bus routes which help to improve the efficiency of services and enhance convenience for passengers on arrival and departure. These measures will be combined with restrictions on the through-movement of general traffic which together will present the opportunity to improve access and way-marking for pedestrians and cyclists and to enhance the urban realm.

3

PRIORITIES

OUR PRIORITIES

In the short term we need to focus on the things that can make a difference quickly



BETTER ROUTES, SERVICES AND INTERCHANGES THAT MAKE IT POSSIBLE FOR CARDIFF RESIDENTS TO GET ANYWHERE IN THE CITY BY BUS

THE DEVELOPMENT OF A STRATEGIC CYCLE NETWORK WHICH SERVES ALL PARTS OF THE CITY WITH GOOD QUALITY ROUTES WHICH FEEL SAFE AND ARE EASY TO USE BY PEOPLE OF ALL AGES AND CYCLING ABILITIES



IMPROVEMENTS TO PEDESTRIAN ROUTES TO SCHOOLS, SHOPS, BUS STOPS, COMMUNITY CENTRES AND OTHER ESSENTIAL FACILITIES



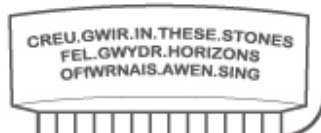
WORKING WITH DEVELOPERS OF MAJOR HOUSING AND EMPLOYMENT SITES TO SECURE THE TRANSPORT INFRASTRUCTURE REQUIRED TO MINIMISE THE IMPACT OF DEVELOPMENTS ON THE HIGHWAY NETWORK AND MAXIMISE PROVISION FOR SUSTAINABLE TRANSPORT



COMPLETE THE DEVELOPMENT OF AN INTERNATIONAL QUALITY PUBLIC TRANSPORT HUB AS PART OF A MAJOR REDEVELOPMENT OF LAND AROUND CARDIFF CENTRAL RAIL STATION



IN THE LONGER TERM, WE WILL CONTINUE TO WORK CLOSELY WITH WELSH GOVERNMENT AND OTHER PARTNERS TO INVESTIGATE OPPORTUNITIES FOR DEVELOPING LIGHT RAIL OR TRAM INFRASTRUCTURE AS PART OF THE CARDIFF CAPITAL REGION METRO.





PRIORITIES FOR

WALKING

REMOVING BARRIERS TO WALKING AND DESIGNING FOR JOURNEYS ON FOOT WILL BE AT THE HEART OF OUR EFFORTS. WE WANT TO MAKE WALKING THE TRANSPORT MODE OF CHOICE FOR ALL SHORT TRIPS. TO MAKE PROGRESS TOWARDS THIS TARGET, OUR PRIORITIES FOR WALKING ARE:

W1. DEVELOP A VISION FOR CARDIFF'S WALKING NETWORK

Publish a future walking network plan identifying key walking routes and high-level improvement proposals as part of the Integrated Network Map in line with Welsh Government's Active Travel Guidance.

W2. MAKE LOCAL STREETS AND NEIGHBOURHOODS MORE PEDESTRIAN FRIENDLY

Create safer and more attractive walking routes, connecting neighbourhoods workplaces, local centres and community facilities through delivering projects to be identified in a prioritised improvement plan.

W3. PLAN AND CREATE LIVEABLE, WALKABLE COMMUNITIES

Work with developers through the planning process to secure new developments which include permeable, legible and safe networks of high quality pedestrian routes and integral public spaces.

W4. MAKE THE CITY CENTRE AND CARDIFF BAY AREAS WALKABLE

Prioritise movements on foot by reducing through-traffic and creating a seamless network of high quality pedestrian thoroughfares and landmark public spaces throughout the City Centre and Cardiff Bay Areas.

W5. REDUCE TRAFFIC SPEEDS WHERE PEOPLE LIVE

Following the Cathays/Roath 20mph Pilot, roll out 20mph limits to other appropriate areas of the city and promote the use of 20mph zones in new residential areas through the implementation of Manual for Streets and Active Travel guidance.



AQUAFLEX

AVOCET
TOURING W

E-30

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PRIORITIES FOR

CYCLING

CYCLING WILL BE A CENTRAL FEATURE OF DAILY LIFE IN THE LIVEABLE CITY WE WANT CARDIFF TO BE. THE POPULARITY OF CYCLING CONTINUES TO GROW IN CARDIFF. AROUND 8% OF JOURNEYS TO WORK IN THE CITY ARE CURRENTLY MADE BY BICYCLE. BY 2026 WE WANT THIS FIGURE TO RISE TO 20%. TO ACHIEVE THIS ASPIRATION, OUR PRIORITIES ARE:

C1. DEVELOP A NEW VISION AND STRATEGY FOR CYCLING IN CARDIFF

Working closely with the public and cycling stakeholders, set out the City's vision and action plan for creating excellent cycling infrastructure and a thriving cycling culture to put Cardiff on a par with other European capital cities.

C2. DEVELOP A BOLD NEW PLAN FOR A CITY-WIDE CYCLING NETWORK

Following consultation with the public and cycling groups and a review of Cardiff's Cycling Network, publish a 15 year plan for the development of a city-wide network of cycle routes reflecting European best practice.

C3. WORK TO SECURE A STEP-CHANGE IN CYCLING INVESTMENT

Engage with Welsh Government to make the case for a substantial increase in funding for cycling, as will be required to enable Cardiff to become a cycling city on a par with European exemplars.

C4. DELIVERY OF A CENTRAL CYCLE PARKING HUB

Support cycle commuting and multi-modal journeys through integrating a secure cycle parking hub as part of the new bus station development as well as providing more safe, secure and sheltered parking at other locations.

C5. BUILD NEW CYCLE-FRIENDLY COMMUNITIES

Work with developers through the planning process to secure new developments which incorporate extensive networks of high quality cycling routes connecting to key services, local amenities and the wider strategic cycle network.

C6. MAKE CARDIFF'S EXISTING NEIGHBOURHOODS SAFER AND MORE CYCLE FRIENDLY

Produce a costed and prioritised programme of improvements such as cycle lanes, traffic calming, changes to junctions and better road crossings to make cycling safer and more attractive to more people. Review existing neighbourhood centres to identify where cycle parking and any other measures are needed to support access by bikes.

C7. DELIVERY OF A NEW ON-STREET CYCLE HIRE SCHEME

Secure private sponsorship to enable the introduction of a public, on-street cycle hire scheme with hire stations at key locations throughout the city, to promote Cardiff as a cycling city and enable widespread access to bikes.



ARRIVA

Trains Wales

Trenau Arriva Cymru

52323

PRIORITIES FOR

RAIL TRANSPORT

6% OF JOURNEYS TO WORK BY CARDIFF RESIDENTS ARE MADE BY RAIL AND A MUCH HIGHER PROPORTION OF COMMUTERS INTO CARDIFF FROM OUTSIDE THE CITY RELY ON THE RAIL NETWORK EACH DAY. PASSENGER NUMBERS HAVE GROWN CONSIDERABLY OVER THE LAST DECADE.

ELECTRIFICATION OF THE GREAT WESTERN MAIN LINE AND THE VALLEY LINES TOGETHER WITH THE NEW ALL-WALES FRANCHISE (BETWEEN 2019 AND 2024) WILL HELP TO MEET GROWING PASSENGER DEMAND BY PROVIDING ADDITIONAL SERVICES AND TRAINS. IT WILL ALSO PROVIDE THE FOUNDATION FOR THE DEVELOPMENT OF THE CARDIFF CAPITAL REGION METRO THROUGH THE CARDIFF CITY DEAL. WE WILL CONTINUE TO WORK WITH KEY PARTNERS, INCLUDING NETWORK RAIL, OPERATORS AND WELSH GOVERNMENT. OUR PRIORITIES ARE:

RN1. REDEVELOPMENT OF CARDIFF CENTRAL STATION

Collaborate with Network Rail, Welsh Government, Rail Operators and developers to bring forward proposals for the redevelopment and extension of Cardiff Central Station integrated with the new city bus interchange, to provide a multi-modal, regional transport hub.

RN2. DELIVERY OF ELECTRIFICATION

Support the electrification programme by helping with local consultation on electrification-based engineering works and managing closures and temporary diversions of highway routes to facilitate works to bridges where required.

RN3. DEVELOPMENT OF NEW RAIL STATIONS

Work with the rail industry to bring forward proposals for new stations where there is a clear business case and available funding and support the provision of stations in conjunction with new developments such as the LDP strategic site south of St Mellons Business Park.

RN4. IMPROVING WALKING AND CYCLING ACCESS TO LOCAL RAIL STATIONS

Working with Network Rail and Rail operators to identify opportunities to develop safe, waymarked walking and cycling routes to stations and improved on-station passenger facilities including secure cycle parking.

RN5. SUPPORT STATION ACCESS IMPROVEMENTS FOR DISABLED PEOPLE

Work with Network Rail and Rail operators to support the implementation of measures to enable disabled people to easily access rail stations and services.

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EL. GWYDR. HORIZ
FWRNAIS. AWENSA

city dinas | bay bae

bwyta
siopa
gwerthio
byw

baycar

PRIORITIES FOR

BUS TRANSPORT

A LIVEABLE CITY NEEDS A MODERN PUBLIC TRANSPORT SYSTEM. THE CARDIFF CITY REGION METRO OFFERS THE PROSPECT OF AN INTEGRATED RAPID TRANSIT NETWORK IN THE MEDIUM TO LONG TERM. AS WELL AS SUPPORTING WELSH GOVERNMENT TO PROGRESS THE METRO IN THE SHORTER TERM, TRANSFORMING BUS TRAVEL IN THE CITY WILL BE A MAJOR PRIORITY FOR THE COUNCIL. OUR PRIORITIES TO ACHIEVE THIS ARE:

B1. DELIVER A NEW INTERNATIONAL QUALITY PUBLIC TRANSPORT HUB

Develop a new bus interchange as part of the major redevelopment of Central Square.

B2. DEVELOP A NEW CITY BUS NETWORK

Work with bus operators to identify and develop an expanded city bus network, including new cross-city and local routes, higher frequency services and more opportunities for new interchanges at Heath Hospital, Cardiff Bay, Cardiff West and East to make all parts of the city accessible by bus.

B3. DEVELOP NEW BUS PARK AND RIDE FACILITIES

Work with the developers of the strategic site north of M4 Junction 33 to secure a new purpose-built park and ride facility as part of the new housing and commercial development. Support Park and Ride facilities in other appropriate locations in Cardiff and neighbouring areas.

B4: DEVELOP NEW CARDIFF WEST BUS AND RAIL INTERCHANGE AT WAUNGRON PARK

Re-develop the former household waste site to provide a new strategic public transport facility to enable easy interchange between bus services and between bus and rail services.

B5. MAKE BUS SERVICES FASTER AND MORE RELIABLE

Develop bus priority measures on strategic bus corridors to help reduce bus journey times, improve journey time reliability and make bus travel a more attractive alternative to the car for a greater range of journeys.

B6. GREEN BUSES

Investigate opportunities for the development of a green technologies bus fleet.

B7 ENSURE THAT NEW COMMUNITIES ARE WELL-SERVED BY BUS

Secure bus route and service improvements as part of development site master planning and permissions for new developments.

B8 DEVELOP CROSS-BORDER BUS ROUTES

Work with bus operators and neighbouring authorities to develop cross boundary routes and services to encourage bus commuting into Cardiff from areas outside the city boundary.

B9 SUPPORTING THE DEVELOPMENT OF INTEGRATED TICKETING INITIATIVES

Work with Welsh Government and key partners to develop integrated ticketing systems that make a single ticket valid for trips on bus and rail services operated by different companies.





the heart of Cardiff



and fares visit www.valleylines.co.uk Valley Lines



44 St. Mellons via Newport Road.

DHL Tradeteam MAN

KR58 TXL

CK59 OHL

PRIORITIES FOR

HIGHWAY NETWORK MANAGEMENT

TRAFFIC CONGESTION DELAYS JOURNEYS AND CAN DAMAGE THE ENVIRONMENT AND LIVEABILITY OF THE CITY AND ITS NEIGHBOURHOODS. DESPITE A REDUCTION IN CASUALTIES, ROAD TRAFFIC CONTINUES TO POSE A RISK TO THE SAFETY OF PEDESTRIANS AND CYCLISTS WHILST CONGESTION CAN CAUSE DELAYS TO JOURNEYS AND DAMAGE AIR QUALITY. OUR STRATEGY SEEKS TO ADDRESS THE CAUSES OF CONGESTION AND MAKE ITS MANAGEMENT MORE EFFECTIVE. TO ACHIEVE THESE OBJECTIVES, OUR PRIORITIES ARE:

HN1. PROVIDE FOR SUSTAINABLE TRAVEL CHOICES

Reduce car use by providing alternative travel choices through investing in public transport and active travel infrastructure through the implementation of Manual for Streets and Active Travel guidance.

HN2. MAKE THE NETWORK SAFER

Continue to support casualty reduction by ensuring all new highway works undergo a Road Safety Investigation so that road safety improvement opportunities for all road users can be identified. Review the design and operation of key junctions and road crossings and introduce improvements to make them safer and easier to use by pedestrians and cyclists, particularly by identifying and addressing community severance.

HN3. MANAGE CARDIFF'S HIGHWAY NETWORK MORE EFFECTIVELY

Improve the city's traffic network management systems and make best use of highway and junction capacity in a way which enhances access by sustainable modes whilst maintaining the functional operation of the network.

HN4. IMPROVE CITY CENTRE NETWORK

Carry out a major review of movement patterns across the city centre and seek to redirect through traffic in order to improve access by bus, walking and cycling and enhance the quality of streets, public spaces and key destinations.

HN5. INVEST IN BUS CORRIDORS

Introduce bus lanes and other priority measures on strategic corridors and at key junctions on the highway network.

HN6. USE NEW ENFORCEMENT POWERS TO KEEP THE NETWORK MOVING

Continue to use Civil Parking Enforcement powers and to enforce against Moving Traffic Offences to keep the highway network functioning and support sustainable travel by tackling issues such as problem parking, driving in bus lanes and blocking yellow box junctions.

HN7. DEVELOP AND IMPLEMENT AN ASSET MANAGEMENT STRATEGY

Develop a strategy for making best use of limited budgets to effectively maintain the fabric and operation of highway network to the best possible standards.

HN8. MONITOR AND IMPROVE AIR QUALITY

Continue to monitor air quality and work collectively with partners to tackle problem areas through the management of the highway network and increasing use of non-motorised and sustainable forms of transport.





PRIORITIES FOR

CONNECTIVITY WITH THE WIDER CITY REGION

FOR CARDIFF TO REALISE ITS GROWTH ASPIRATIONS, IT REQUIRES FAST, EFFICIENT AND SUSTAINABLE CONNECTIONS WITH ALL PARTS OF THE CARDIFF CITY REGION. THESE LINKS ARE ESSENTIAL FOR MAXIMISING ACCESS TO JOBS AND SERVICES IN THE CITY AND PROVIDING THE CONNECTIVITY THAT LOCAL BUSINESSES NEED WITH THEIR PARTNERS, SUPPLIERS, CUSTOMERS AND WORKFORCE. THE CAPITAL CITY REGION METRO AND CITY DEAL PROVIDE A UNIQUE OPPORTUNITY TO ACHIEVE THIS ENHANCED CONNECTIVITY THROUGH THE DEVELOPMENT OF AN ON-STREET TRAM SYSTEM LINKING CARDIFF CITY CENTRE AND THE BAY TO THE WIDER REGIONAL TRANSPORT NETWORK. TO SECURE THE INFRASTRUCTURE IMPROVEMENTS TO MAKE THIS POSSIBLE, OUR PRIORITIES ARE:

CR.1 DELIVERY OF A NEW TRAM SYSTEM FOR CARDIFF AS PART OF THE CAPITAL CITY REGION METRO

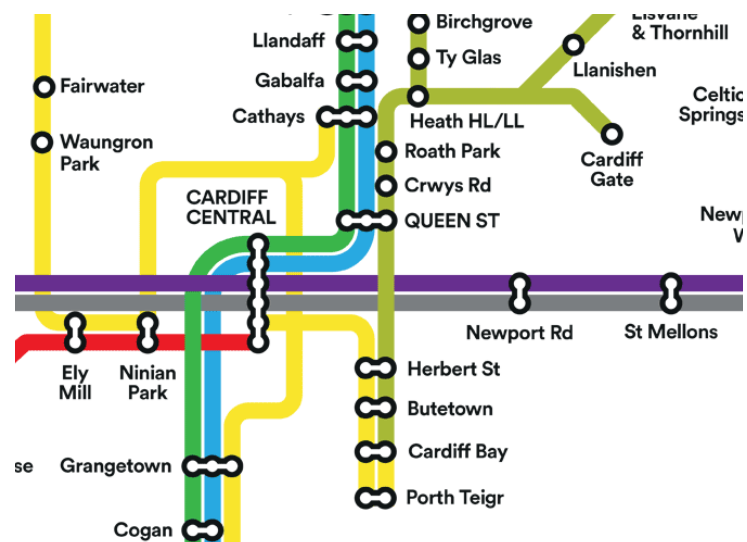
Work closely with Welsh Government and our public and private sector partners to utilise funding secured through the Cardiff City Deal to progress the development of a new tram system for Cardiff with connections to the wider South Wales region.

CR2. PROGRESS THE DEVELOPMENT OF A METRO CORRIDOR THROUGH NORTH WEST CARDIFF

Collaborate with Welsh Government, Rhondda Cynon Taff Council, transport industry partners and developers to establish the feasibility and alignment of a potential rail-based rapid transit route along the North West Cardiff Corridor connecting central Cardiff and Rhondda Cynon Taff.

CR3. DELIVER STRATEGIC BUS CORRIDOR IMPROVEMENTS

Co-ordinate the implementation of strategic bus corridor improvements on key routes across the city through our own transport infrastructure programme, including enhancements secured as part of planning permissions.





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PRIORITIES FOR

TECHNOLOGY AND INNOVATION

THE RAPID RATE OF CHANGE IN DIGITAL TECHNOLOGY AND INNOVATION IS CREATING NEW OPPORTUNITIES TO PROMOTE SUSTAINABLE TRAVEL CHOICES AND MAKE JOURNEY PLANNING EASIER. OUR TECHNOLOGY AND INNOVATION PRIORITIES ARE:

TI1. DEVELOP A SMART PARKING PILOT

Implement and review a Smart Parking pilot project and investigate further opportunities to deploy new technology to manage on-street parking.

TI2. PROMOTE CAR CLUBS

Encourage the developments of car clubs, both on-street and in new developments.

TI3. SUPPORT THE DEVELOPMENT OF INTEGRATED TICKETING

Continue to work with Welsh Government, neighbouring local authorities and public transport operators to develop integrated ticketing systems that make a single ticket valid for trips across multiple bus and rail services and public transport operators.

TI4. DEVELOP CASHLESS PAYMENT SYSTEMS

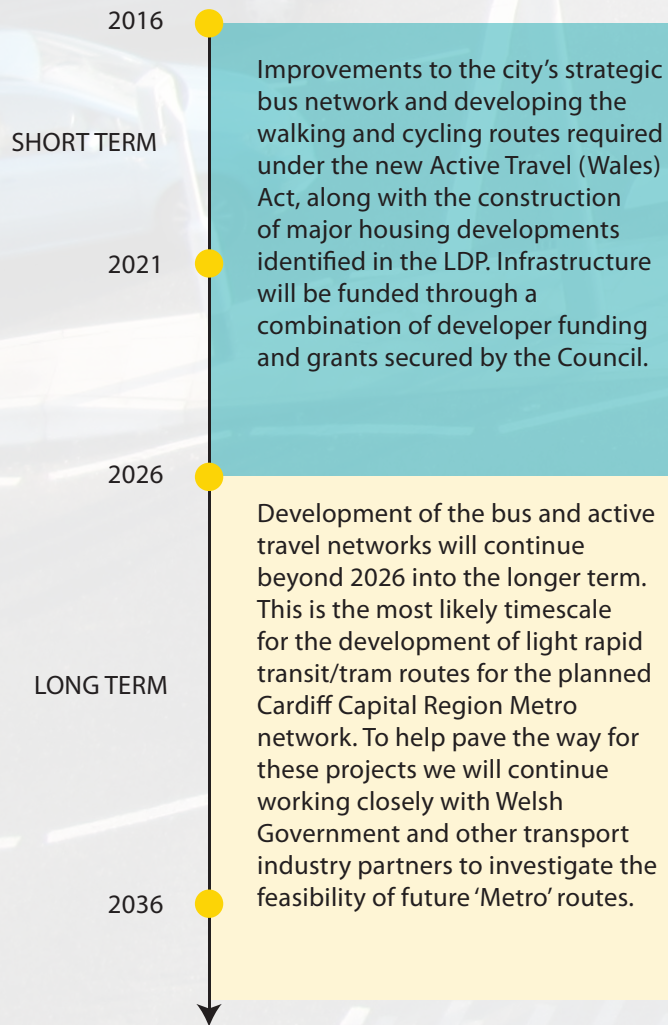
Pursue the development of cashless payments systems for parking such as payment by mobile phone and contactless 'wave and pay' facilities.

TI5. PROMOTE TRAVEL INFORMATION THROUGH SMART TECHNOLOGY

Support use of new technology including Smart phone apps to extend access travel information and promote sustainable travel choices. Continue to support partners such as Traveline Cymru in the development and promotion of their travel information services.

STRATEGY TIMEFRAME

The Strategy covers a 20 year period:





HOW WE WILL DELIVER OUR PRIORITIES

Cardiff's transport network will be improved through a combination of:

- transport infrastructure that will be provided alongside new developments; and,
- transport infrastructure schemes which we will deliver.

TRANSPORT INFRASTRUCTURE FOR NEW DEVELOPMENTS

Much of Cardiff's growth over the next 15 years will result from the development of major greenfield sites in the North West and North East of the city for housing. The communities created through these developments will generate additional demand for travel. To achieve our 50:50 modal split target, it is essential that residents of the new neighbourhoods are not wholly reliant upon their cars and can choose to walk, cycle and use public transport to make their daily journeys. As the local planning authority, the Council has powers to ensure that any development which goes ahead provides the facilities and infrastructure which are required to make a development acceptable in planning terms. Where planning applications are made for large new developments, the planning process provides a means to:

- Negotiate the provision of essential community and social facilities such as schools, shops, and community centres within major housing proposals. This will help to minimise the need for residents to travel away from the site and avoid adding to traffic pressures on the existing highway network.
- Work with developers to ensure that the layout of developments, including the design of streets and the network of off-road pathways and public spaces, make it convenient and attractive for people to safely walk or cycle for short journeys.
- Make sure that development layouts include bus routes and bus passenger facilities with frequent and reliable bus services that have priority over general traffic.
- Secure transport improvements which are not on the new development sites but provide essential supporting infrastructure off-site, such as new bus lanes on existing highway routes serving the developments so bus services can operate efficiently and reliably. These improvements will also contribute to the wider transport network and can bring benefits for existing residents.

The timing of infrastructure provided with new developments will depend partly upon the timetable for the overall construction of the site. Large sites will take a number of years to be fully built out. So, the planning permissions for those sites will need to specify at what stages of the development infrastructure needs to be provided.

COUNCIL-LED TRANSPORT IMPROVEMENTS

Our LTP sets out a 15 year programme of investment in infrastructure schemes which we will deliver. These schemes will be co-ordinated with the work taking place on new developments to deliver improvements across the city. We will continue to bid annually to Welsh Government for Capital Grants and identify funding from other sources to implement transport schemes. Making improvements for individual modes will bring improvements to the transport network as a whole. Some of the improvements which will help to meet the 50:50 target include:

- Bus corridors on key strategic routes in the city which will use bus lanes and other bus priority measures to help make bus journey times shorter and more reliable, to help encourage more people to use buses more often. These will tie in with the sections of bus corridor delivered by new developments to form attractive and reliable routes.
- Changes in the city centre, including the new bus station and making facilities for pedestrians and cyclists safer and more attractive, will help to increase sustainable travel to and through the city centre.
- Expanding and improving Cardiff's cycling network will help to encourage more trips to be made by bicycle.

WORKING WITH PARTNERS

We will co-ordinate the implementation of our schemes and those secured through the planning process with transport projects undertaken by Welsh Government and bodies such as Network Rail, including rail station upgrades, projects to electrify the Great Western main railway line and the Valley Lines rail network and any future projects developed as part of the Cardiff Capital Region Metro.

In delivering the transport priorities highlighted in this strategy will the Council will work closely with a range of partner organisations including developers, public transport operators, Cardiff's business community, neighbouring local authorities, Welsh Government, the health sector and other key public bodies. In line with our obligations under the Wellbeing of Future Generations Act, Cardiff's statutory Public Services Board will also provide an invaluable forum for partnership working.



CONSULTATION AND COMMUNICATIONS

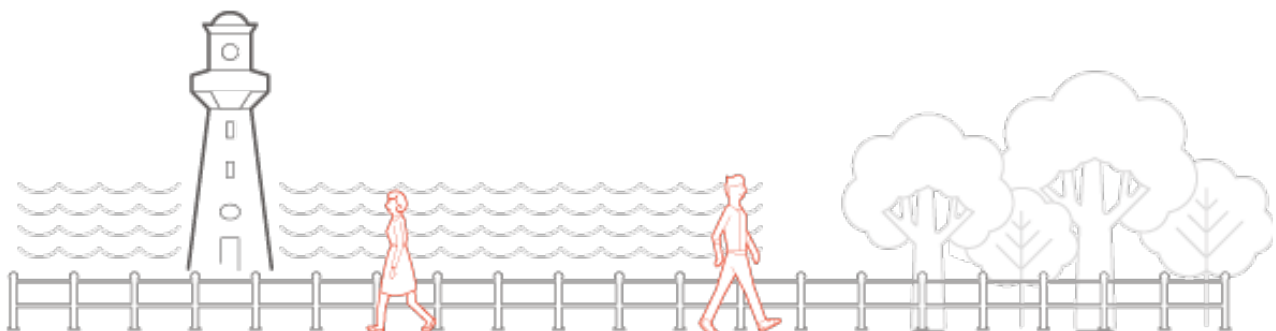
CONSULTATION

Delivering the priorities featured in the Transport Strategy will involve the development of numerous individual projects. All such projects will be subject to full public consultation which will help to inform the design of schemes and how they are delivered. The Strategy will also provide the basis for the development of other individual strategies, such as the Cycling Strategy which will outline the Council's specific priorities and proposals for developing the future cycle network and promoting bicycle travel. Cardiff residents, transport stakeholders and the Council's other partners will be fully engaged in the production of the Cycling Strategy and other supporting strategies which emerge.

COMMUNICATIONS AND REPORTING ON PROGRESS

The strategy will be a 'living' document that will be updated to reflect progress on delivery or in response to developments in policy or other matters of strategic significance.

We will develop a programme of communication and engagement which will run alongside the implementation of the strategy. This programme will include regular updates on transport matters and progress with specific projects. It will also provide more information explaining the purpose and benefits of specific projects and how they contribute to the delivery of our targets and achieving the wider objectives of the strategy.



GLOSSARY AND ABBREVIATIONS

LDP – Local Development Plan

LTP – Local Transport Plan

WG – Welsh Government

20mph limits

Areas where the speed limit has been reduced to 20mph without any physical changes to roads to reduce vehicle speeds. 20mph speed limit repeater signs are used to highlight the limit.

50:50 modal split

The target set in Cardiff's LDP. It refers to 50% of journeys being made by sustainable modes (e.g. walking, cycling, public transport) and 50% by car. This is the modal split which needs to be achieved in order to accommodate the growth set out in the LDP.

Active Travel (Wales) Act (2013)

An Act which legislates for the provision of routes designed for cycling and walking. It "places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use [and] require new road schemes to consider the needs of pedestrians and cyclists at design stage" (National Assembly for Wales).

Ask Cardiff Survey

'Ask Cardiff' is an annual survey offering the public the opportunity to share their views on a wide range of Council delivered services including transport; for example, how people travel to work and what improvements they would like to see to transport in Cardiff.

Asset Management Strategy

A strategy which will set out how the highway network can be most effectively maintained to the best possible standards using the limited resources available.

Bus lanes

Lanes which only buses and other permitted vehicles (for example, taxis, emergency vehicles on a call) are allowed to drive in.

Bus priority measures

Facilities (for example, bus lanes, bus gates, priority at traffic signals) which help give bus services lower journey times and improved reliability by allowing them to bypass queuing traffic and congestion.

Car clubs

Car clubs provide members with short term, on-street car hire and can offer a flexible alternative to car ownership.

Cardiff Annual Surveys, 5 year rolling averages

Cardiff Council have traditionally undertaken annual surveys of road traffic, car occupancy, bus patronage, rail patronage and park & ride usage at key strategic sites within Cardiff. These are usually carried out on one day only around the same time each year. Travel patterns can vary significantly from day-to-day, so a 5 year rolling average is used when reporting long-term trends. This is calculated by averaging the current and preceding 4 years' worth of data, to provide a more statistically reliable measure of how trends may be shifting with time.

Cardiff Capital Region Metro

Proposals for a public transport system which will connect key towns and cities in South East Wales to support the development of the city region.

Capital Grants

Grants from Capital budgets awarded to the Council by WG and other funding bodies for the physical development or improvement of capital assets such as roads, cycle routes, busways. Capital grants cannot be used for the ongoing maintenance of existing capital assets. In public sector organisations, maintenance is normally funded from 'Revenue' budgets.

City Region

A city region is defined by WG as "A core city, or network of urban communities, linked by functional economic and social ties to a hinterland", but it also highlights that the definition is continuing to evolve (City Regions Task & Finish Group, 2012). The Cardiff City Region area includes the economy of the Cardiff and neighbouring local authorities.

Civil Parking Enforcement

The City of Cardiff Council has the responsibility to enforce certain parking restrictions using Civil Parking Enforcement powers.

Enfys Strategic Cycle Network Plan

The plan which identifies a main network of routes for Cardiff and the work needed to create them. The network is called 'Enfys', the Welsh word for rainbow.

Existing Routes Map

To meet their duty under the Active Travel Act, local authorities must publish an Existing Routes Map showing routes which are suitable for walking or cycling and which meet the standards set out in the Welsh Government's Active Travel Design Guidance. The Existing Routes Map will be of use for people who wish to plan their walking and cycling journeys.

Integrated Network Map

To meet their duty under the Active Travel Act, local authorities must publish an Integrated Network Map which will set out their plans for walking and cycling over a 15 year period.

Integrated ticketing systems

Tickets which can be used on the services of more than one transport operator (for example, different bus companies such as Cardiff Bus and Stagecoach) and/or between different modes of travel (for example, on buses and trains).

(Deposit) Local Development Plan (2006 – 2026)

The legal framework for the development and use of land within Cardiff for the period up to 2026, used as the context for determining local planning applications.

LDP strategic sites

The 8 major development sites that will accommodate most of the new homes and jobs that Cardiff needs up to 2026.

Liveability

An assessment of what a place is like to live in, considering factors like safety, healthcare, educational resources, infrastructure and environment.

Local Transport Plan (2015 – 2020)

The Council has a Local Transport Plan (LTP) which has been approved by the Welsh Government. The LTP identifies the key transport issues relevant to Cardiff, the improvements which are required to address these issues and a prioritised five-year programme of schemes which outlines the infrastructure schemes to be delivered within each financial year. The proposed programme outlined in the LTP includes walking and cycling infrastructure, bus network and junction improvements, 20mph limits and road safety schemes.

Modal split

The proportion of journeys made by different types (modes) of transport including walking, cycling, bus, train, car passenger and car driver.

Moving Traffic Offences

The City of Cardiff Council has powers to issue fines to drivers who commit moving traffic offences, including driving in bus lanes, blocking yellow box junctions and parking on zig zag lines outside schools.

National Transport Finance Plan

Plan setting out the Welsh Government's investment for transport infrastructure and services.

SCOOT

SCOOT (Split Cycle Offset Optimisation Technique) is a tool for managing traffic signals by responding automatically to traffic flows using on-street detectors.

Strategic Bus Corridor

Bus Routes along major highways including 'A' roads that connect Cardiff City Centre with the city's outer suburbs and neighbouring settlements beyond the county boundary. Corridors are defined in revised Policy T2 of the LDP as:

- i. City Centre Bus Routes;
- ii. Eastern Bus Corridor (A48, A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road);
- iii. Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road/A470 Trunk Road to the County Boundary); and
- iv. Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road; A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to Junction 33 of the M4 Motorway)
- v. Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).

Traffic network management systems

The network of traffic signals, CCTV and other information technology equipment which is used to manage and monitor traffic flows across the city network at different times of the day and to respond to changing conditions.

Transport interchanges

Site with one of more different public transport where passengers can change from one service or mode to another.

Variable message signs

Variable message signs (VMS) are signs which provide information which can be altered, for example, to show up to date information about traffic conditions or big events which may affect traffic conditions.



CARDIFF

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APPENDIX 2

WALKING PRIORITIES

W1. DEVELOP A VISION FOR CARDIFF'S WALKING NETWORK

Publish a future walking network plan identifying key walking routes and high-level improvement proposals as part of the Integrated Network Map in line with Welsh Government's Active Travel Guidance.

W2. MAKE LOCAL STREETS AND NEIGHBOURHOODS MORE PEDESTRIAN FRIENDLY

Create safer and more attractive walking routes, connecting neighbourhoods workplaces, local centres and community facilities through delivering projects to be identified in a prioritised improvement plan.

W3. PLAN AND CREATE LIVEABLE, WALKABLE COMMUNITIES

Work with developers through the planning process to secure new developments which include permeable, legible and safe networks of high quality pedestrian routes and integral public spaces.

W4. MAKE THE CITY CENTRE AND CARDIFF BAY AREAS WALKABLE Prioritise movements on foot by reducing through-traffic and creating a seamless network of high quality pedestrian thoroughfares and landmark public spaces throughout the City Centre and Cardiff Bay Areas.

W5. REDUCE TRAFFIC SPEEDS WHERE PEOPLE LIVE Following the Cathays/Roath 20mph Pilot, roll out 20mph limits to other appropriate areas of the city and promote the use of 20mph zones in new residential areas through the implementation of Manual for Streets and Active Travel guidance.

WALKING ACTIONS

Walking Actions	Responsibility	Indicative Timescale	Walking Priorities Delivered
Publish and consult on future walking network proposals as part of Active Travel	Transport Team	<ul style="list-style-type: none"> Draft walking network plan published as part of Active Travel Integrated Network Map for consultation in autumn 2016 Final Integrated Network Map to be submitted to Welsh Government by September 2017 	W1, W2
Evaluate the Roath/Cathays 20 mph Limit	Transport Team	<ul style="list-style-type: none"> Publish evaluation report in autumn 2016 	W5
Implement further 20mph limits in conjunction with extended residents' parking areas in Riverside and Canton	Transport Team	<ul style="list-style-type: none"> New 20mph limits/extended residents' parking areas in place by spring 2017 	W5
Continue efforts to secure high quality pedestrian routes and facilities in new developments through site master planning and assessment of planning applications	Development Management Team Transport Team	<ul style="list-style-type: none"> Ongoing 	W3
Deliver pedestrian improvements as part of annual programme of infrastructure schemes	Transport Projects/Design Teams	<ul style="list-style-type: none"> Ongoing: Rolling programme of schemes delivered each financial year 	W2

CYCLING PRIORITIES

C1. DEVELOP A NEW VISION AND STRATEGY FOR CYCLING IN CARDIFF

Working closely with the public and cycling stakeholders, set out the City's vision and action plan for creating excellent cycling infrastructure and a thriving cycling culture to put Cardiff on a par with other European capital cities.

C2. DEVELOP A BOLD NEW PLAN FOR A CITY-WIDE CYCLING NETWORK

Following consultation with the public and cycling groups and a review of Cardiff's Cycling Network, publish a 15 year plan for the development of a city-wide network of cycle routes reflecting European best practice.

C3. WORK TO SECURE A STEP-CHANGE IN CYCLING INVESTMENT

Engage with Welsh Government to make the case for a substantial increase in funding for cycling, as will be required to enable Cardiff to become a cycling city on a par with European exemplars.

C4. DELIVERY OF A CENTRAL CYCLE PARKING HUB

Support cycle commuting and multi-modal journeys through integrating a secure cycle parking hub as part of the new bus station development as well as providing more safe, secure and sheltered parking at other locations.

C5. BUILD NEW CYCLE-FRIENDLY COMMUNITIES

Work with developers through the planning process to secure new developments which incorporate extensive networks of high quality cycling routes connecting to key services, local amenities and the wider strategic cycle network.

C6. MAKE CARDIFF'S EXISTING NEIGHBOURHOODS SAFER AND MORE CYCLE FRIENDLY

Produce a costed and prioritised programme of improvements such as cycle lanes, traffic calming, changes to junctions and better road crossings to make cycling safer and more attractive to more people. Review existing neighbourhood centres to identify where cycling parking and any other measures are needed to support access by bikes.

C7. DELIVERY OF A NEW ON-STREET CYCLE HIRE SCHEME

Secure private sponsorship to enable the introduction of a public, on-street cycle hire scheme with hire stations at key locations throughout the city, to promote Cardiff as a cycling city and enable widespread access to bikes.

CYCLING ACTIONS

Cycling Actions	Responsibility	Indicative Timescale	Cycling Priorities Delivered
Publish and consult on a new Cycling Strategy for Cardiff	Transport Team	<ul style="list-style-type: none"> • Draft Cycling Strategy considered by Cabinet in autumn 2016 • 6 week public consultation and engagement • Final Cycling Strategy considered by Cabinet in spring 2017 	C1
Publish and consult on future cycling network proposals as part of the Active Travel Integrated Network Plan	Transport Team	<ul style="list-style-type: none"> • Draft cycling network plan published as part of Active Travel Integrated Network Map for consultation in autumn 2016 • Final Integrated Network Map to be submitted to Welsh Government by September 2017 	C2
Meet with Welsh Ministers to outline the case for increasing Welsh Government investment in the delivery of Cardiff's Cycling Strategy and Strategic Cycle Network	Cabinet Member for Transport, Planning & Sustainability	<ul style="list-style-type: none"> • Autumn/winter 2016 	C3
Continue to engage with developers of bus interchange to secure the provision of the cycle parking hub within the proposals for the new interchange	Development Management Team Transport Team	<ul style="list-style-type: none"> • Ongoing – planning application for new interchange scheduled for submission in autumn 2016 	C4
Continue engagement with developers of LDP strategic sites on the development of master plans and continue to secure cycling infrastructure through the planning process	Transport Team Placemaking/Development Management Teams	<ul style="list-style-type: none"> • Ongoing 	C5
Continue the implementation of annual programme of cycling infrastructure	Transport Team; Transport Projects/Design Teams	<ul style="list-style-type: none"> • Ongoing 	C6

Cycling Actions	Responsibility	Indicative Timescale	Cycling Priorities Delivered
improvements			
Complete tendering for cycle hire scheme operators and potential sponsors and decide way forward following the assessment of tender submissions	Transport & Procurement Teams	<ul style="list-style-type: none"> • Tendering assessment completed by early August 2016 • Subject to sponsorship being in place, scheme implemented by summer 2017 	C7

RAIL NETWORK PRIORITIES

RN1. REDEVELOPMENT OF CARDIFF CENTRAL STATION

Collaborate with Network Rail, Welsh Government, Rail Operators and developers to bring forward proposals for the redevelopment and extension of Cardiff Central Station integrated with the new city bus interchange, to provide a multi-modal, regional transport hub.

RN2. DELIVERY OF ELECTRIFICATION

Support the electrification programme by helping with local consultation on electrification-based engineering works and managing closures and temporary diversions of highway routes to facilitate works to bridges where required.

RN3. DEVELOPMENT OF NEW RAIL STATIONS

Work with the rail industry to bring forward proposals for new stations where there is a clear business case and available funding and support the provision of stations in conjunction with new developments such as the LDP strategic site south of St Mellons Business Park.

RN4. IMPROVING WALKING AND CYCLING ACCESS TO LOCAL RAIL STATIONS

Working with Network Rail and Rail operators to identify opportunities to develop safe, waymarked walking and cycling routes to stations and improved on-station passenger facilities including secure cycle parking.

RN5. SUPPORT STATION ACCESS IMPROVEMENTS FOR DISABLED PEOPLE

Work with Network Rail and Rail operators to support the implementation of measures to enable disabled people to easily access rail stations and services.

RAIL NETWORK ACTIONS

Rail Network Actions	Responsibility	Indicative Timescale	Rail Priorities Delivered
Continue discussions with Network Rail, land owners and developers on emerging plans and proposals for the redevelopment/extension of Cardiff Central Interchange	Economic Development, Transport, Development Management and Legal Teams	<ul style="list-style-type: none"> Ongoing 	RN1
Continue engagement with Network Rail to support delivery of rail electrification works	Transport, Development Management and Legal Teams	<ul style="list-style-type: none"> Ongoing 	RN2
Work with rail industry partners and developers to support proposals for new stations, where opportunities arise	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	RN3
Work with rail industry partners to identify opportunities for/deliver station access improvements, where opportunities arise	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	RN4
Work with rail industry partners to identify opportunities for/deliver station access improvements for disabled people, where opportunities arise	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	RN5

BUS NETWORK PRIORITIES

B1. DELIVER A NEW INTERNATIONAL QUALITY PUBLIC TRANSPORT HUB

Develop a new bus interchange as part of the major redevelopment of Central Square.

B2. DEVELOP A NEW CITY BUS NETWORK

Work with bus operators to identify and develop an expanded city bus network, including new cross-city and local routes, higher frequency services and more opportunities for new interchanges at Heath Hospital, Cardiff Bay, Cardiff West and East to make all parts of the city accessible by bus.

B3. DEVELOP NEW BUS PARK AND RIDE FACILITIES

Work with the developers of the strategic site north of M4 Junction 33 to secure a new purpose-built park and ride facility as part of the new housing and commercial development. Support Park and Ride facilities in other appropriate locations in Cardiff and neighbouring areas.

B4: DEVELOP NEW BUS AND RAIL CARDIFF WEST INTERCHANGE AT WAUNGRON PARK

Re-develop the former household waste site to provide a new strategic public transport facility to enable easy interchange between bus services and between bus and rail services.

B5. MAKE BUS SERVICES FASTER AND MORE RELIABLE

Develop bus priority measures on strategic bus corridors to help reduce bus journey times, improve journey time reliability and make bus travel a more attractive alternative to the car for a greater range of journeys.

B6. GREEN BUSES

Investigate opportunities for the development of a green technologies bus fleet.

B7 ENSURE THAT NEW COMMUNITIES ARE WELL-SERVED BY BUS

Secure bus route and service improvements as part of development site master planning and permissions for new developments.

B8 DEVELOP CROSS-BORDER BUS ROUTES

Work with bus operators and neighbouring authorities to develop cross boundary routes and services to encourage bus commuting into Cardiff from areas outside the city boundary.

B9 SUPPORTING THE DEVELOPMENT OF INTEGRATED TICKETING INITIATIVES

Work with Welsh Government and key partners to develop integrated ticketing systems that make a single ticket valid for trips on bus and rail services operated by different companies.

BUS NETWORK ACTIONS

Bus Network Actions	Responsibility	Indicative Timescale	Bus Priorities Delivered
Continue to work with developers to deliver the new bus interchange	Economic Development, Transport, Development Management and Legal Teams	<ul style="list-style-type: none"> Ongoing – planning application for new interchange scheduled for submission in autumn 2016 	B1
Continue dialogue with bus operators and work jointly to identify opportunities for and support the delivery of new routes	Transport Team	<ul style="list-style-type: none"> Ongoing 	B2
Work in partnership with local bus operators to secure funding to progress the implementation of the new Cardiff West bus interchange	Transport and Development Management Teams	<ul style="list-style-type: none"> Cardiff West Interchange to be delivered by Summer 2017 	B2, B4
Secure new park and ride facility through the planning application for the LDP strategic site north of M4 Junction 33	Transport and Development Management Teams	<ul style="list-style-type: none"> Revised planning application to be considered in autumn 2016 Implementation of park and ride to be agreed through planning process 	B3
Continue to deliver bus priority measures on key corridors through Council led-schemes and measures secured through the planning process	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	B5, B7
Continue to engage with neighbouring local authorities to develop cross boundary routes and services	Transport Team	<ul style="list-style-type: none"> Ongoing 	B8
Continue to engage with Welsh Government and key partners to develop integrated ticketing systems	Transport Team	<ul style="list-style-type: none"> Ongoing 	B9
Continue to investigate opportunities for the development of a green technologies	Transport Team	<ul style="list-style-type: none"> Ongoing 	B6

Bus Network Actions	Responsibility	Indicative Timescale	Bus Priorities Delivered
bus fleet			

HIGHWAY NETWORK MANAGEMENT PRIORITIES

HN1. PROVIDE FOR SUSTAINABLE TRAVEL CHOICES

Reduce car use by providing alternative travel choices through investing in public transport and active travel infrastructure through the implementation of Manual for Streets and Active Travel guidance.

HN2. MAKE THE NETWORK SAFER

Continue to support casualty reduction by ensuring all new highway works undergo a Road Safety Investigation so that road safety improvement opportunities for all road users can be identified. Review the design and operation of key junctions and road crossings and introduce improvements to make them safer and easier to use by pedestrians and cyclists, particularly by identifying and addressing community severance.

HN3. MANAGE CARDIFF'S HIGHWAY NETWORK MORE EFFECTIVELY

Improve the city's traffic network management systems and make best use of highway and junction capacity in a way which enhances access by sustainable modes whilst maintaining the functional operation of the network.

HN4. IMPROVE CITY CENTRE NETWORK

Carry out a major review of movement patterns across the city centre and seek to redirect through traffic in order to improve access by bus, walking and cycling and enhance the quality of streets, public spaces and key destinations.

HN5. INVEST IN BUS CORRIDORS

Introduce bus lanes and other priority measures on strategic corridors and at key junctions on the highway network.

HN6. USE NEW ENFORCEMENT POWERS TO KEEP THE NETWORK MOVING

Continue to use Civil Parking Enforcement powers and to enforce against Moving Traffic Offences to keep the highway network functioning and support sustainable travel by tackling issues such as problem parking, driving in bus lanes and blocking yellow box junctions.

HN7. IMPLEMENT THE HIGHWAY ASSET INVESTMENT STRATEGY

Implement the Highway Asset Investment strategy for making best use of limited budgets to effectively maintain the fabric and operation of highway network to the best possible standards.

HN8 Monitor and Improve Air Quality

Continue to monitor air quality and work collectively with partners to tackle problem areas through the management of the highway network and increasing use of non-motorised and sustainable forms of transport.

HIGHWAY NETWORK MANAGEMENT ACTIONS

Highway Network Management Actions	Responsibility	Indicative Timescale	Highway Network Management Priorities Delivered
Continue to undertake infrastructure improvements to improve road safety and support sustainable transport modes	Transport and Highways Teams	<ul style="list-style-type: none"> Ongoing 	HN2
Develop specification for upgrading highway network management systems and seek funding for system renewal	Transport and Highways Teams	<ul style="list-style-type: none"> Ongoing 	HN3
Develop and seek funding for proposals to support sustainable transport movements to and through the city centre in conjunction with the implementation of the new bus interchange development	Transport Team	<ul style="list-style-type: none"> Ongoing work to develop programme of costed proposals for changes to routes and corridors Ongoing feasibility and design work 	HN4
Implement the Highway Asset Investment Strategy	Highways Team	<ul style="list-style-type: none"> Commence implementation in spring 2017 – dependent on funding availability 	HN7
Support modal shift through continued investment in bus corridor measures and other sustainable transport infrastructure and using Civil Parking and Moving Traffic Offences enforcement powers	Transport Team	<ul style="list-style-type: none"> Ongoing 	HN5, HN6, HN7
Continue to monitor air quality and act collectively with partners to tackle problem areas		<ul style="list-style-type: none"> Ongoing 	HN8

CITY REGION CONNECTIVITY PRIORITIES

CR.1 DELIVERY OF A NEW TRAM SYSTEM FOR CARDIFF AS PART OF THE CAPITAL CITY REGION METRO

Work closely with Welsh Government and our public and private sector partners to utilise funding secured through the Cardiff City Deal to progress the development of a new tram system for Cardiff with connections to the wider South Wales region.

CR2. PROGRESS THE DEVELOPMENT OF A METRO CORRIDOR THROUGH NORTH WEST CARDIFF

Collaborate with Welsh Government, Rhondda Cynon Taff Council, transport industry partners and developers to establish the feasibility and alignment of a potential rail-based rapid transit route along the North West Cardiff Corridor connecting central Cardiff and Rhondda Cynon Taff.

CR3. DELIVER STRATEGIC BUS CORRIDOR IMPROVEMENTS

Co-ordinate the implementation of strategic bus corridor improvements across the city through our own transport infrastructure programme, including enhancements secured as part of planning permissions.

CITY REGION CONNECTIVITY ACTIONS

City Region Connectivity Actions	Responsibility	Indicative Timescale	City Region Connectivity Priorities Delivered
Continue to work with City Region Partners and Welsh Government to support planning, design and development of Metro infrastructure through the City Deal	Economic Development Transport, Development Management and Legal Teams	<ul style="list-style-type: none"> Welsh Government Invitation to tendering for new Wales Borders and Metro franchise – anticipated October 2016 	CR1
Continue to collaborate with Welsh Government, Rhondda Cynon Taff Council, transport industry partners and developers to establish the feasibility and alignment of a potential rail-based rapid transit route along the North West Cardiff Corridor connecting central Cardiff and Rhondda Cynon Taff	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	CR2
Continue to implement strategic bus corridor improvements across the city through the Council's transport infrastructure programme and measures secured through planning permissions	Transport and Development Management Teams	<ul style="list-style-type: none"> Ongoing 	CR3

TECHNOLOGY AND INNOVATION PRIORITIES

TI1. DEVELOP A SMART PARKING PILOT

Implement and review Smart Parking pilot project and investigate further opportunities to deploy new technology to manage on-street parking.

TI2. PROMOTE CAR CLUBS

Encourage the developments of car clubs, both on-street and in new developments.

TI3. SUPPORT THE DEVELOPMENT OF INTEGRATED TICKETING

Continue to work with Welsh Government, neighbouring local authorities and public transport operators to develop integrated ticketing systems that make a single ticket valid for trips across multiple bus and rail services and public transport operators.

TI4. DEVELOP CASHLESS PAYMENT SYSTEMS

Pursue the development of cashless payments systems for parking such as payment by mobile phone and contactless 'wave and pay' facilities.

TI5. PROMOTE TRAVEL INFORMATION THROUGH SMART TECHNOLOGY

Support use of new technology including Smart phone apps to extend access travel information and promote sustainable travel choices. Continue to support partners such as Traveline Cymru in the development and promotion of their travel information services.

TECHNOLOGY AND INNOVATION ACTIONS

Technology and Innovation Actions	Responsibility	Indicative Timescale	Technology and Innovation Priorities Delivered
Review the outcomes of the Smart Parking pilot project	Economic Development, Transport, Development Management and Legal Teams	<ul style="list-style-type: none"> • Summer 2016 	T11
Support the development of Car Clubs both on-street and in new developments	Transport and Development Management Teams	<ul style="list-style-type: none"> • Ongoing 	T12
Continue to engage with Welsh Government and key partners to develop integrated ticketing systems	Transport Team	<ul style="list-style-type: none"> • Ongoing 	T13
Investigate potential for the development of cashless payments systems for parking	Transport Team	<ul style="list-style-type: none"> • Ongoing 	T14
Continue to support use of new technology including Smart phone apps to extend access travel information and support partners such as Traveline Cymru in the development and promotion of their travel information services	Transport Team	<ul style="list-style-type: none"> • Ongoing 	T15

Cardiff's Transport Strategy – Your questions answered

Question 1: Why is Cardiff Council publishing a Transport Strategy?

Answer: Cardiff's adopted Local Development Plan (LDP) provides for significant urban growth over the next decade. To accommodate this expansion, major improvements to Cardiff's transport system are required.

The transport strategy to secure these improvements is written into the LDP and its policy framework. However, there is currently no single document outlining the main elements of the strategy, the challenges that need to be addressed or the rationale for specific interventions.

With the LDP now adopted and with transport set to play a central role in its implementation and the future of the wider City Region, it is important that the Council's transport strategy is communicated clearly to the public, businesses and the many organisations and stakeholders who use and rely on the city's transport system – everyone who has a vested interest in its improvement.

This is the purpose of this new publication which also explains how the Council's priorities for transport will contribute to fulfilling the Council's ambition for Cardiff to become 'Europe's most liveable capital city'.

Question 2: Is it a new Transport Strategy?

Answer: No. The Council's transport strategy has actually been developed over a number of years when we have focussed on measures to increase travel by walking, cycling and public transport.

The strategy is written into the LDP and its policy framework. It has been subject to extensive public consultation and technical scrutiny through the different stages of the LDP process, including the public examination in 2015. However, the strategy has yet to be set out in a single document which clearly explains the Council's transport proposals and why they are necessary. This is the purpose of this new publication - it is a new document, but it is not a new strategy.

Question 3: What is the '50:50 Modal Split'?

Answer: 'Modal Split' is the technical term which refers to the percentage share of journeys made for different purposes (e.g. trips to work, school shops) by different modes of transport – walking, cycling, bus, train, car etc.

The LDP sets a target for 2026 (the end of the LDP plan period) for 50% of all journeys to be made by car and 50% of journeys to be made by sustainable modes of travel – walking, cycling, bus, rail. This is the '50:50 modal split'.

The target is based on the results of modelling and assessment work carried out by the Council in the course of preparing the LDP. This showed that in order for the transport network to accommodate the additional journeys that would be generated by new development, and to avoid unsustainable expansion of the road network, it

would be necessary for 50% of daily journeys to be made by sustainable modes of transport.

In 2011, 64% of work and non-work journeys were made by car, whilst 36% were made by other modes.

Question 4: What is 'Modal Shift'?

Answer: 'Modal Shift' is the technical term which refers to any change in the share of journeys made by car and non-car modes of travel. So, a 'modal shift' would occur when the overall percentage share of daily journeys made by car decreased while the overall share of trips made by other, sustainable, modes of travel increased.

Question 5: Why does the Council want to increase travel by public transport, walking and cycling?

Answer: Cardiff's population is projected to grow by over 40% over the next 15 years. To facilitate and manage this growth, the LDP makes provision for 41,415 new homes and 40,000 new jobs between 2006 and 2026. Analysis carried out during the preparation of the LDP shows that in order to accommodate the development proposed in the LDP, the proportion of daily travel in the city by non-car modes of transport must increase, whilst the percentage share of travel by car needs to decrease. This 'modal shift' will be necessary to manage congestion and avoid the need to expand road capacity, which would be costly, unsustainable and contrary to Welsh Government policy.

Increasing use of sustainable transport can also have many wider benefits – to people's health by promoting physical activity and better air quality; to the local environment; and by improving access to employment and essential services.

Question 6: The sustainable alternatives to car use in Cardiff aren't very good. How realistic is it to achieve the 50:50 target?

Answer: The Transport Strategy recognises the limitations of Cardiff's existing transport infrastructure and that improvements to Cardiff's sustainable transport infrastructure will be required in order to enable more people to travel by sustainable modes, more regularly. To this end it seeks to prioritise investment in a range of transport improvements including:

- Measures to make the city centre and local neighbourhoods more walkable;
- A city-wide network of high quality cycling routes;
- A more extensive bus network with faster and more reliable services connecting all parts of the city;
- A multi-modal transport interchange in conjunction with the redevelopment of land around Cardiff Central rail station;
- Improved access to the rail network;
- Better management of highway network;
- Use of Smart Technology to support sustainable travel and make best use of existing road capacity;
- Supporting the future development of the Metro.

Evidence indicates that people are already changing their travel behaviour. For example, the Cardiff *Bike Life* survey reported a 28% increase in cycling journeys between 2013 and 2014.

As infrastructure improves, then the numbers of people switching from their cars is likely to increase.

Achieving the 50:50 target would be sufficient for the purposes of delivering the Local Development Plan. However, in order to emulate other European cities noted for their liveability, the Council would like to set a more ambitious target and achieve a higher share of journeys in Cardiff by sustainable transport.

The Council would like to make quicker progress towards the 50:50 modal split and will work to secure the infrastructure improvements needed to achieve this target by 2021. In the following five years to 2026, efforts will focus on delivering further improvements in order to increase the proportion of all journeys in Cardiff by walking, cycling and public transport to 60% and achieve the aspirational target of 60:40 modal split.

Question 7: What will the benefits of the strategy be for Cardiff residents?

Improvements to infrastructure for walking, cycling and public transport will make travel by those modes more attractive and more practical for a wider range of journeys.

By having a greater choice of alternatives, people will become far less dependent on their cars for daily travel.

More people travelling by sustainable modes will help to ease congestion, reduce delays, make journeys quicker and increase journey time reliability. Fewer delays is good for commuters and businesses.

The provision of safe and attractive walking and cycling routes will make it easier for people to make shorter, local trips by bicycle and on foot. Increasing active travel will have significant health benefits.

Question 8: What is The Metro?

Answer: The Welsh Government, which is leading the development of the Cardiff Capital Region Metro has provided the following description of the project:

“Metro is a new transport system that will transform the way we travel around the Cardiff Capital Region. It will provide faster, more frequent and joined-up services using trains, buses and light rail.

Metro will run at least four services an hour across the whole network when needed and even more on busy sections. This gives a 'turn up and go' experience for passengers using vehicles designed for speed and capacity.

Metro combines heavy rail, light rail and buses to deliver a seamless network. With just one ticket, people will be able to move quickly and easily across the region. It also links with active travel – cycling and walking – to create a completely integrated network.

Metro is designed so it can grow to make it even more accessible. New stations, new routes, increased frequencies – in future, the network can bring better public transport to more communities and economic centres.

Metro will deliver better passenger facilities and community focal points around key stations, and stimulate opportunities for more strategic development and regeneration across the region”.

Question 9: Does Cardiff need the Metro in order to achieve the 50:50 Modal Split target?

Answer: No. Reaching the 50:50 modal split target by 2026 is not dependent upon the Metro being developed. It can be achieved through a combination of investment in the bus and active travel networks and ensuring that major new development sites incorporate appropriate community infrastructure such as schools and shops.

The Metro is a longer term project which is likely to be delivered beyond 2016. Nevertheless, its completion will complement the shorter term investment featured in the Transport Strategy by further extending the range of sustainable travel choices available.

Question 10: What are the main infrastructure schemes that will be undertaken to deliver the Transport Strategy priorities?

Answer: The main projects are listed in the Infrastructure Plan that has been developed to support the Local Development Plan. The Infrastructure Plan is a ‘living’ document which will be reviewed and updated periodically as transport schemes are progressed and implemented.

The Council’s five-year programme of infrastructure schemes and its longer term proposals are featured in the Cardiff Local Transport Plan 2015-2020 (LTP). The LTP includes a prioritised list of infrastructure schemes and an indicative timetable for delivery of the schemes which is kept under review, as the actual timing of schemes often depends on funding being available.

YOUR VIEWS ON THE STRATEGY

Before reading the Draft Transport Strategy, how clear was your understanding of the Council's priorities for transport?

- Very clear
- Clear
- Not at all clear

How clearly does the Draft Transport Strategy explain the main transport issues in Cardiff?

- Very clearly
- Clearly
- Further information required - Please describe what information would help in explaining the transport issues

How clearly does the Draft Transport Strategy explain the main transport priorities in Cardiff?

- Very clearly
- Clearly
- Further information needed - Please describe what information would help in explaining the transport priorities

Would you like to be kept up to date on transport issues in Cardiff, including progress with particular projects?

Yes/No

If yes, how would you like to be kept updated?

- Annual progress report published on the Council's website
- Regular articles/features and bulletins via email/social media
- Other - please describe

How would you like to be engaged on particular projects before they are undertaken?

- Reading scheme details and plans on the Council's website
- Other – please describe

Ref: RDB/PM/RP/14.06.16

21 July 2016

Councillor Ramesh Patel
Cabinet Member for Transport, Planning & Sustainability
County Hall
Atlantic Wharf
Cardiff CF10 4UW



Dear Councillor Patel

Environmental Scrutiny Committee – 14 June 2016

On behalf of the Environmental Scrutiny Committee I would like to thank you and the officers for attending the Committee meeting on Tuesday 14 June 2016. As you are aware the meeting considered items titled 'Cardiff's Transport Strategy' and 'Street Lighting – Member Briefing'. The comments and observations made by Members following these items are set out in this letter.

Cardiff's Transport Strategy

- During the way forward Members discussed a range of potential stakeholder groups which they felt should be involved in the consultation exercise for Cardiff's Transport Strategy. In particular they felt that the Wales Tourist Board and other tourism bodies should be involved in the exercise as transport is a critical factor in bringing a substantial number of tourists and other visitors into the city each year. In addition to this the Committee would like to see clear linkages between Cardiff's Transport Strategy and Cardiff's Student Strategy as student numbers have increased substantially in recent years.
- The Committee would like to see a commitment to establishing a 'circle line' around Cardiff as a part of the South Wales Metro proposals. In particular they feel that developing a link between Coryton and Radyr would be a logical step which would help complete a natural circle route

for the city. Members, therefore, feel that when the Council is asked to submit its proposals and priorities for the South Wales Metro to the Welsh Government then this particular option should feature.

- At the meeting I stressed the importance of securing any pieces of land which are vital for protecting any heavy and / or light alignment points; this approach should make the longer term development of the South Wales Metro much easier and cheaper. In addition to this I would again stress the importance of establishing a suitable land purchase compensation scheme at the first possible opportunity; this would provide much needed assurance for people living on the potential routes and avoid unnecessary worry and property devaluation.
- The Committee as a whole has yet take a view on the preferred transport options for the South Wales Metro – this is something that I would like to consider further during 2016/17. On a personal note, and given my transport background, I would prefer to see a light rail option being applied across the South Wales Metro; it is far more cost effective and flexible than options like heavy rail.
- During the meeting a Member stressed the importance of properly maintaining highway routes leading to key transport sites, for example, railway stations and park & ride facilities. Having well maintained highways in these areas would provide cyclists looking to access rail travel with confidence which in turn would encourage modal transfer. I would be grateful if you could look into the feasibility of prioritising highway maintenance work in these areas and provide the Committee with feedback on your findings.
- Members agree with the idea of implementing 20 mph zones, however, are concerned that in some areas there appears to be a lack of enforcement and signage to support the new schemes. They feel that without any clear enforcement initiatives and appropriate signage motorists will simply ignore the lower speed limits. The Committee, therefore, asks that you liaise with key agencies like South Wales Police to

ensure that proper measures are put in place for existing and new schemes.

- The presentation included a graph titled 'Our Target – 50:50 Modal Split'; this covered the period 2011 to 2026. Discussion on the graph caused some confusion as it was not clear if it illustrated journeys to work in Cardiff or all journeys in Cardiff. I would be grateful if you could confirm if the graph represented journeys to work or all journeys in Cardiff.
- During the meeting a Member explained that residents in two new housing developments in Pontprennau and Pentrebanne had received bus travel subsidies on the day that they moved into their new property. The Committee felt that this was a good idea as it helped promote good travel habits from residents of the new housing developments. I would ask you to look into the practicality of extending this approach to all new housing developments in future, particularly for those on the new strategic sites which will need to be developed around the 50:50 modal split principle.

Street Lighting – Member Briefing

- Overall Members were supportive of the work being undertaken by the Council to procure 13,608 LED lanterns for Cardiff's strategic routes. They felt that the anticipated energy, carbon and financial reductions were a positive thing, however, they were concerned that only the highways lighting stock were within the scope of the tender exercise while the street lighting controlled by housing and parks was excluded. The Committee feel that this is a negative example of 'silo' working and that if the benefits of the LED lanterns are clear for the highways lighting stock then naturally these same benefits would apply to all other parts of the Council. As a consequence I would ask that you revisit the proposal to review if it is possible for housing and parks street lighting to be included in the LED scheme; either now or in the near future.
- During the meeting Members asked for confirmation of the anticipated financial savings to be delivered through the LED street lighting scheme.

There was some confusion around the actual value; therefore, I would be grateful if you could provide the Committee with a detailed breakdown of all savings and costs associated with the new scheme.

- Members are aware that the implementation of LED street lighting can potentially result in a reduction in light pollution. I would, therefore, be grateful if you could provide the Committee with any information that you currently hold on how LED lighting reduces such light pollution and ultimately results in night sky improvements.

I would be grateful if you would consider the above comments and provide a response to the requests made in this letter.

Regards,

A handwritten signature in black ink that reads "P. D. Mitchell". The signature is written in a cursive, slightly slanted style.

Councillor Paul Mitchell
Chairperson Environmental Scrutiny Committee

Cc:

Andrew Gregory, Director for City Operations
Tara King, Assistant Director for City Operations
Matthew Wakelam – Operational Manager, Infrastructure & Operations
Gary Brown – Operational Manager, Assets, Engineering & Operations
Matthew Price – Section Leader – Transport Vision, Policy & Strategy
Paul Carter – Head of Transport
Paul Keeping – Operational Manager, Scrutiny Services
David Marr – Interim Monitoring Officer
Members of the Environmental Scrutiny Committee



Fy Nghyf / My Ref: CM35315

Dyddiad / Date: 23rd August 2016

Councillor Paul Mitchell
Cardiff Council
County Hall
Atlantic Wharf
Butetown
Cardiff
CF10 4UW

Annwyl/Dear Councillor Mitchell

Environmental Scrutiny Committee - 14th June 2016

Thank you for your letter dated 21st July 2016. I am able to advise as follows.

Cardiff's Transport Strategy

Comment

During the way forward, Members discussed a range of potential stakeholder groups which they felt should be involved in the consultation exercise for Cardiff's Transport Strategy. In particular they felt that the Wales Tourist Board and other tourism bodies should be involved in the exercise as transport is a critical factor in bringing a substantial number of tourists and other visitors into the city each year. In addition to this the Committee would like to see clear linkages between Cardiff's Transport Strategy and Cardiff's Student Strategy as student numbers have increased substantially in recent years.

Response

I welcome the suggestion of potential stakeholder groups which should be included in the Transport Strategy consultation. Transport Officers will liaise with Economic Development regarding corporate links with Visit Wales and we will

ATEBWCH I / PLEASE REPLY TO :

Swyddfa Cymorth Y Cabinet / Cabinet Support Office, Ystafell / Room 518, Neuadd y Sir / County Hall
Glanfa'r Iwerydd / Atlantic Wharf , Caerdydd/Cardiff, CF10 4UW
Ffon / Tel: (029) 2087 2598

Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg a Saesneg a byddwn yn sicrhau ein bod yn cyfathrebu â chi yn eich dewis iaith boed yn Gymraeg, yn Saesneg neu'n ddwyieithog dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn creu unrhyw oedi.

The Council welcomes correspondence in English and Welsh and we will ensure that we communicate with you in the language of your choice, whether that's English, Welsh or bilingual as long as you let us know which you prefer. Corresponding in Welsh will not lead to any delay.



ensure that there is ongoing engagement with them on transport issues. There is also an opportunity for engagement with Visit Wales on the forthcoming Cycling Strategy development consultation.

Cardiff's Universities are key partners and major trip attractors. As such, regular liaison takes place between Officers and University stakeholders and we will ensure that consultation takes place with university staff and students. We will also work closely with the Student Liaison Officers to ensure that a clear link is established and maintained between the Student Strategy and Transport Strategy.

Comment

The Committee would like to see a commitment to establishing a 'circle line' around Cardiff as a part of the South Wales Metro proposals. In particular they feel that developing a link between Coryton and Radyr would be a logical step which would help complete a natural circle route for the city. Members, therefore, feel that when the Council is asked to submit its proposals and priorities for the South Wales Metro to the Welsh Government then this particular option should feature.

Response

The Cardiff Capital Region Metro project is being led by Welsh Government. Extensive investigation and feasibility work will be required to determine the exact configuration of the Metro network, the priorities for investment and develop detailed proposals. The following website link provides further information on the Metro:

<http://gov.wales/topics/transport/public/metro/>

Figure 7 of the information brochure on the website shows possible future Metro extensions. It shows a possible future extension between Coryton and Taffs Well. Page 12 of the Metro Intervention Appraisal Report suggests that a City Circle Loop Scheme "...has some benefits and is to be included into the relevant package as a long term intervention." Therefore, it is expected that the feasibility and benefits of a potential loop would be considered as part of the ongoing work.

Comment

At the meeting I stressed the importance of securing any pieces of land which are vital for protecting any heavy and / or light alignment points; this approach should make the longer term development of the South Wales Metro much easier and cheaper. In addition to this I would again stress the importance of establishing a suitable land purchase compensation scheme at the first possible opportunity; this would provide much needed assurance for people living on the potential routes and avoid unnecessary worry and property devaluation.

Response

All matters relating to land purchase and compensation would be a matter for Welsh Government to address in the course of developing Metro proposals.

Comment

The Committee as a whole has yet take a view on the preferred transport options for the South Wales Metro – this is something that I would like to consider further during 2016/17. On a personal note, and given my transport background, I would prefer to see a light rail option being applied across the South Wales Metro; it is far more cost effective and flexible than options like heavy rail.

Response

The mode of operation for the Metro has yet to be determined. Welsh Government will shortly commence the bidding process for the renewal of the Wales and Borders rail franchise which will include the South Wales Valleys network. The Welsh Government's requirements regarding the mode of operation on the South Wales Valleys network will become apparent when bids are invited.

Comment

During the meeting a Member stressed the importance of properly maintaining highway routes leading to key transport sites, for example, railway stations and park & ride facilities. Having well maintained highways in these areas would provide cyclists looking to access rail travel with confidence which in turn would encourage modal transfer. I would be grateful if you could look into the feasibility of prioritising highway maintenance work in these areas and provide the Committee with feedback on your findings.

Response

The selection process for the highway improvement programme takes into account a number of elements of information. The key consideration is asset condition data which is gathered via a number sources. Requests highlighted by the public, Councillors, highway safety inspectors are all factored into the decision making process and assist in determining the most suitable roads for inclusion in the relevant programme. The prioritisation process also considers cycle and bus routes, schools, shopping zones and areas that have a high amenity value.

Despite the good work that is done to prioritise the limited maintenance funding available, there is a clear need for an additional ring-fenced maintenance funding for cycle routes. The most important cycle routes are not necessarily on the highway or may not have high volumes of motor traffic. I will pursue this additional funding through the Council's annual budget approval process.

Comment

Members agree with the idea of implementing 20 mph zones, however, are concerned that in some areas there appears to be a lack of enforcement and signage to support the new schemes. They feel that without any clear enforcement initiatives and appropriate signage motorists will simply ignore the lower speed limits. The Committee, therefore, asks that you liaise with key

agencies like South Wales Police to ensure that proper measures are put in place for existing and new schemes.

Response

It is intended to set out a clear policy on 20mph areas in the light of recent pilot. This policy will guide future decisions on selecting 20mph areas, designing measures and monitoring and enforcement. Liaison with the South Wales Police and other stakeholders will be a key element in the development of this policy.

Comment

The presentation included a graph titled 'Our Target – 50:50 Modal Split'; this covered the period 2011 to 2026. Discussion on the graph caused some confusion as it was not clear if it illustrated journeys to work in Cardiff or all journeys in Cardiff. I would be grateful if you could confirm if the graph represented journeys to work or all journeys in Cardiff.

Response

The existing 2011 figure presented was for all journeys by sustainable transport, and came from the 'Personalised Travel Planning' project which was conducted in Cardiff during 2011 – 2013.

The target set out in the LDP was for 50% of all journeys (work included) to be made by sustainable modes by 2026.

Comment

During the meeting a member explained that residents in two new housing developments in Pontprennau and Pentrebanne had received bus travel subsidies on the day that they moved into their new property. The Committee felt that this was a good idea as it helped promote good travel habits from residents of the new housing developments. I would ask you to look into the practicality of extending this approach to all new housing developments in future, particularly for those on the new strategic sites which will need to be developed around the 50:50 modal split principle.

Response

I can confirm that this approach will be taken and that contributions will be sought where they can be justified by the assessment of transport impacts of development proposals.

Street Lighting – Member Briefing

Comment

Overall Members were supportive of the work being undertaken by the Council to procure 13,608 LED lanterns for Cardiff's strategic routes. They felt that the anticipated energy, carbon and financial reductions were a positive thing, however, they were concerned that only the highways lighting stock were within the scope of the tender exercise while the street lighting controlled by housing and parks was excluded. The Committee feel that this is a negative example of

'silo' working and that if the benefits of the LED lanterns are clear for the highways lighting stock then naturally these same benefits would apply to all other parts of the Council. As a consequence I would ask that you revisit the proposal to review if it is possible for housing and parks street lighting to be included in the LED scheme; either now or in the near future.

During the meeting Members asked for confirmation of the anticipated financial savings to be delivered through the LED street lighting scheme.

There was some confusion around the actual value; therefore, I would be grateful if you could provide the Committee with a detailed breakdown of all savings and costs associated with the new scheme.

Members are aware that the implementation of LED street lighting can potentially result in a reduction in light pollution. I would, therefore, be grateful if you could provide the Committee with any information that you currently hold on how LED lighting reduces such light pollution and ultimately results in night sky improvements.

Response

I am disappointed with the comments with regards 'silo' working as my Officers in Assets & Engineering are promoting a 'One Council' approach for asset management. Discussions have taken place with Parks and Housing with regards their assets. It should be recognised that both Parks and Housing have limited or no asset information with regards their assets and therefore the process to review all of the lighting would have delayed the LED contract significantly. As the energy savings from the project will be £791,416 per annum this equates to £65,951 savings that would be delayed each month from not delivering the project.

My Officers are working with Parks and Housing to promote the 'One Council' approach but there is a need for these asset owners to support the process as work would be required to reassign assets and budgets to maintain each asset group. The collection of data on each asset is the first step that needs to be addressed and Matthew Wakelam, Head of Infrastructure and Operations, will be having further discussions with Sarah McGill and Jon Maidment to please some impetus on doing this. Any information captured would be added to the Asset Management system, AMX, which it is intended will hold information on all our infrastructure assets (not buildings).

The savings can be split into two areas; those that we be realised immediately and those that will require further work to realise the savings. Energy savings from the installation of new LED street lighting is the only immediate saving. This is a significant saving of £791,416 per annum. The contract is estimated to be £4.858M and as no capital funding has been provided to implement the scheme some of the £791,416 savings will need to be utilised to payback the capital cost over the next 12 years. This means that the savings shown in the Medium Term Financial Plan are £150k in 16/17, £100k in 17/18 and £50k in 18/19. A final saving of £491,416 will be realised at the end of the 12 year payback period but this would not be shown on any Medium Term Financial Plan due to it being so far in the future.

Other savings identified but not included in payback are Carbon reduction commitment £63,100, reduction in maintenance costs £35,000, faults and failure prediction £20,000, option of trimming £26,600, option of dimming £47,900. This totals a potential further £192,600 savings per annum. All of these aspects are not immediate and will need some work to ensure they are realised. The Carbon Reduction commitment is included in this area as this is centrally controlled and may not represent a saving to City Operations, albeit the work undertaken by City Operations has achieved the saving. Maintenance cost and fault failure prediction would only be realised if other income generating work was undertaken in its place or resource was reallocated. Trimming and Dimming would require further internal discussions in terms of our policy on lighting and how lighting is managed at night on our main roads.

There are differing views on as to whether the introduction of LED lighting results in night sky improvements. As long as LEDs are shielded, light spill and glare are relatively well-controlled, but light reflected from the ground also goes up into space to light the sky. The Officers have spent a significant amount of time reviewing the specification and engaging with stakeholders relating to night sky concerns to ensure that what is implemented balances the energy improvements and meeting the required lumen levels for our roads with the type of lighting implemented. The City of Cardiff Council is the first Local Authority to utilise 3000 Kelvin lighting in comparison to 5000 Kelvin lighting and although this has reduced energy savings the decision has been based on what is best for the City and the citizens of Cardiff. There are a significant number of interested stakeholders interested in how the City of Cardiff Council has managed the delivery of this project as there is recognition that Officers have truly understood issues associated with street lighting.

I trust the above is of assistance.

Yn gywir
Yours sincerely



Y Cyngorydd/Councillor Ramesh Patel
Aelod Cabinet dros Drafnidiaeth, Cynllunio a Chynladwyedd
Cabinet Member for Transport, Planning & Sustainability