



Fy Nghyf / My Ref: CM40115

Dyddiad / Date: 29th August 2018

Councillor Ramesh Patel  
C/O Member Services  
County Hall  
Atlantic Wharf  
Cardiff  
CF10 4UW

Annwyl/Dear Ramesh

### **Letter From Environmental Scrutiny Committee - 3rd July 2018**

Thank you for your letter dated 1st August 2018 in relation to the Environmental Scrutiny Committee held on 3rd July 2018.

I am now able to respond to your comments and questions.

#### **Question**

During the meeting a Member asked how in practical terms the modal split performance indicator was measured and then calculated. The Director for Planning, Transport & Environment explained that this was done using a series of surveys that were carried out across the year and agreed to provide full details of what was measured; how this was recorded; when the details were collected and the formula of the actual calculation. I would be grateful if you could arrange for this information to be provided.

#### **Response**

The key performance indicator in the Corporate Plan – ‘Modal Split for All Journeys by 2026: Proportion of People Travelling to Work by Sustainable Transport Modes’ (LTPPI/011), is calculated based on responses received to the question asked each year in the annual Ask Cardiff Survey - “If currently in employment, how often do you travel by the following types of transport when commuting to or from work?”

#### **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 2631

#### **GWEITHIO DROS GAERDYDD, GWEITHIO DROSOCH CHI**

Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu'n ddwyieithog. Byddwn yn cyfathrebu â chi yn ôl eich dewis, dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

#### **WORKING FOR CARDIFF, WORKING FOR YOU**

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



The Ask Cardiff Survey is typically undertaken by the Cardiff Research Centre between August-September each year, and covers a large representative sample of residents from across the City. Further information on the methodology used in conducting this can be found online on the 'Ask Cardiff' website.

In calculating the mode-split, we take the main mode (i.e. used most frequently) as the measure for the indicator, with 'sustainable modes' taken to be the sum of those travelling by 'walking', 'cycling', 'bus', 'train', 'park & ride', 'taxi' and 'other'; i.e. this excludes car drivers and passengers

Furthermore, given the level of variance year-on-year, such as to provide a more robust overall trajectory of mode-split towards achieving our target 50:50 by 2026 (LDP KP8), a 5 year rolling average is taken.

Taking a rolling/moving average is a common function within statistics, such as to provide additional confidence in results by smoothing out unnecessary fluctuations in data. This is done by simply averaging the results over the past 5 years, i.e. the result reported for 2017 represents the average for the period 2013-2017, while 2016 represents 2012-2016, and so on.

A more detailed explanation of how the indicator is calculated is provided in the 'Local Performance Indicator Definition Form' and its associated 'Background Technical Note & Working Instructions'.

### **Question**

A Member asked if the introduction of the recently introduced Nextbike scheme had been a success. The Director for Planning, Transport & Environment explained that the launch had been a success with Cardiff outperforming most of the other cities that had introduced the Nextbike scheme. He explained that each bike was being used at least four times a day, which was a very promising start. The Committee welcome these positive comments and look forward to receiving future updates. In the meantime I would be grateful if you could provide Members with:

Full details of the scheme including the total number of bikes in operation; the number of people that have signed up to use the scheme; the number of times the bikes are used each day; the total revenue generated and the most popular location(s) for bike hire.

During the way forward a Member felt that we needed to know what the Council defined as 'the definition of success' for the scheme.

### **Response**

Please see tabled below information relating to your questions:

The total number of bikes in	250 bikes – rising to 500 by the end of
------------------------------	-----------------------------------------

operation;	August								
The number of people that have signed up to use the scheme;	Last statistic received (30/7/2018) was: <table border="1" data-bbox="687 203 1294 331"> <tr> <td>Registrations in Cardiff to Date</td> <td>16046</td> </tr> <tr> <td>Rentals in Cardiff to Date</td> <td>53139</td> </tr> </table>	Registrations in Cardiff to Date	16046	Rentals in Cardiff to Date	53139				
Registrations in Cardiff to Date	16046								
Rentals in Cardiff to Date	53139								
The total revenue generated and	Under the contract the revenue belongs to nextbike and the Council does not take any income from the scheme. This is therefore commercially sensitive information which we do not have.								
The most popular location(s) for bike hire.	The three most popular locations over the first quarter of operation were: <table border="1" data-bbox="668 723 1278 893"> <thead> <tr> <th>Stations</th> <th>Rentals</th> </tr> </thead> <tbody> <tr> <td>Cardiff Bay</td> <td>3901</td> </tr> <tr> <td>City Centre - St John Street</td> <td>2072</td> </tr> <tr> <td>Cardiff University Bute</td> <td>2088</td> </tr> </tbody> </table>	Stations	Rentals	Cardiff Bay	3901	City Centre - St John Street	2072	Cardiff University Bute	2088
Stations	Rentals								
Cardiff Bay	3901								
City Centre - St John Street	2072								
Cardiff University Bute	2088								
During the way forward a Member felt that we needed to know what the Council defined as 'the definition of success' for the scheme.	<p>Whilst no such definition has been made, the scheme is intended to contribute to improving the availability of cycling to the population of the city, and to contribute to raising the numbers of people choosing cycling as a mode of transport for either a part or the whole of their journey.</p> <p>From my own perspective it is also about building a cycling culture where bikes are highly visible around the city and a normal way of getting around.</p> <p>The operators advise that the Cardiff scheme is their best performing one and that ride statistics are close to those of the Santander (London) scheme.</p>								

### Question

The Planning, Transport & Environment Directorate Delivery Plan included the new air quality indicator titled 'CL/AIR/001 – *The amount of NO<sup>2</sup> measured annually across the city*'. This included a target level of 35ug/m<sup>3</sup> for 2018/19, but no actual values for 2016/17 and 2017/18. A Member felt that values need to be included for 2016/17 and 2017/18 given that the Council has been measuring air quality across the city for many years. I would be grateful if you could provide the Committee with the values and look to include them in the Planning, Transport & Environment Directorate Delivery Plan 2018/19.

## **Response**

Shared Regulatory Services (SRS) ensures that Cardiff Council complies with its statutory duty under Part IV of the Environment Act 1995 & Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 to ensure a programme of Local Air Quality Management (LAQM) is implemented. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not air quality objectives are likely to be achieved. The monitoring results are reported annually as part of the Annual Progress Report, and I attach a copy of last years (2017) report. The results of previous years monitoring (from 2012) is presented in Table 2.6 of the attached report. It should be noted that, PI CL/AIR/001, was only established for 18/19 and therefore there are no historic performance results to compare against, apart from the monitored values reported in the attached progress report.

## **Question**

The Planning, Transport & Environment Directorate Delivery Plan included two new performance indicators that relate to bringing private / empty properties back into use, these are:

*PAM/013 – Percentage of empty private sector properties brought back into use during the year through direct action by the local authority.*

*PAM/014 – Number of additional dwellings created as a result of bringing empty properties back into use.*

The targets for these were 2.8% and 20 respectively, however, both of these values were highlighted in yellow and followed by a question mark.

The Committee would like confirmation of the final target value for both of these and that the Planning, Transport & Environment Directorate Delivery Plan 2018/19 is updated to reflect these values.

## **Response**

I can confirm the final target values as follows:

PAM/013     2.8%

PAM/014     30

## **Question**

During the way forward a Member commented that the Planning, Transport & Environment Directorate Delivery Plan 2018/19 contained planning indicators that measured the percentage of affordable housing at completion stage provided in a development on brownfield and greenfield sites (PLA/011 & PLA/012), however, there was nothing explicit in the document to record the percentage of properties required as a result of the Local Development Plan to

be built to enable older people to remain in their own homes. I would be grateful if you could confirm if such an indicator exists.


**Response**

I can confirm there is no indicator relating to percentage of properties required as a result of the LDP to be built to enable older people to remain in their own homes.

The LDP make provision for a range of housing sizes and types over the plan period to meet the evidenced need for new homes due to population change and net migration. The LDP does not specifically seek to enable older people or other sections of the local community to remain in their homes as this is a matter of personal choice and individual circumstances.

I trust the above is of assistance. If you have any further queries, please do not hesitate to contact either myself or my officers directly.

Yn gywir / Yours sincerely

A handwritten signature in cursive script, appearing to read 'Caro Wild'.

**Cynghorydd / Councillor Caro Wild**  
**Aelod Cabinet dros Gynllunio Strategol a Thrafnidiaeth**  
**Cabinet Member for Strategic Planning & Transport**