

**CABINET MEETING: 23 JANUARY 2019**

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**TRANSPORT WHITE PAPER: CARDIFF TRANSPORT VISION - 2030**

**STRATEGIC PLANNING AND TRANSPORT (COUNCILLOR CARO WILD)  
SOCIAL CARE, HEALTH AND WELL-BEING (COUNCILLOR SUSAN ELSMORE)  
CLEAN STREETS, RECYCLING AND ENVIRONMENT (COUNCILLOR MICHAEL MICHAEL)**

**AGENDA ITEM: 15**

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**Reason for this Report**

1. This report is to enable Cabinet Members to consider the Transport White Paper: Transport Vision 2030 and options for funding the delivery of the proposed infrastructure.

**Background**

2. The Transport and Clean Air Green Paper recognised the central importance of transport in creating a capital city which is healthier and more accessible, sustainable and prosperous for future generations. The extensive consultation and engagement on the Green Paper, which ran from 26<sup>th</sup> March to the 1<sup>st</sup> July 2018, generated over 3,500 individual responses as well as a number of collective responses from organisations. The high number of responses and what they told us shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long-standing problems with the city's transport infrastructure.
3. The Green Paper acknowledged the need for a transformative approach to transport in Cardiff and proposed 18 'big ideas' to achieve this, including the potential introduction of mechanisms to raise funds for investment in the transport system.
4. Cardiff has already taken major steps forward in achieving sustainable patterns of modal shift. Travel to work data for Cardiff (Ask Cardiff survey) demonstrates a clear trend of modal shift to active and sustainable modes. For example, there has been a significant increase in cycling, with journeys

to work made by cycling growing from 7.6% in 2011 to 13% in 2018. Car use has experienced a decline, reducing from 56.7% in 2011 to 49% in 2018. This is a positive trend, but more action is needed to ensure that Cardiff continues to thrive and grow as a successful city.

5. Already, an ambitious transport programme is being delivered which includes major investment in segregated cycleways, 20mph limits and a package of clean air measures. Funding has also been secured to deliver major improvements to air quality in the city centre, with significant enhancements to bus routes, cycle lanes and the pedestrian environment at Castle Street and Westgate Street. Positive discussions are also underway regarding the development of the Metro. Although this existing programme represents a significant level of investment and will deliver key interventions in areas of the city, it is recognised that it will not provide the scale of change necessary to improve public transport, tackle congestion, improve air quality and de-carbonise the city.
6. The White Paper therefore outlines a package of key projects that will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth. It will focus on making Cardiff a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. It will also reduce dependency on private cars whilst adopting challenging modal split targets for active travel and public transport through investment in transformative transport projects.
7. Building on the work of the Green Paper, the Transport Vision sets out the priorities over the next ten years to fundamentally transform the way people move around the city with a focus on four major schemes:
  - **Cardiff Crossrail Tram Line:** Cardiff Crossrail would connect the city's newest communities (e.g. Plasdŵr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example new housing developments in Rhondda Cynon Taff.
  - **Cardiff Circle Line:** The Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr to complete a city centre orbital route and improve cross-city connectivity. It would also include new park and ride opportunities from Junction 32 of the M4 and allow for more frequent services on the Coryton and City lines.
  - **Rapid Bus Transport:** Major improvements to the city's bus offer would see cleaner, greener vehicles offering improved journey times on dedicated bus corridors with smart network management giving buses priority over other vehicles. A new central bus station will also be completed by 2022 with new park and ride facilities delivered to connect the city with the wider region including, for example at Junction 33.
  - **Active Travel:** A serious programme of investment and support for active travel would enable more people to walk and cycle for more

journeys, making Cardiff safer, cleaner and quieter. Investment in five fully segregated cycleways, a network of supporting routes and interventions in high-quality facilities for walking will help to deliver the ambitious target for active travel.

8. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and refurbished stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a ‘Healthy Streets’ programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date Real- Time Passenger Information system.
9. Delivering this vision would position Cardiff as a front-ranking European city with sustainable transport underpinning our wider ambitions. Realising our transport vision will de-carbonise the city, delivering air quality improvements, public health improvements and broader environment benefits, as well as providing a positive business environment.

## **Issues**

10. How people move around Cardiff is fundamental to how our city works and has a significant impact on how successfully the economy operates, the quality of our environment, how safe our communities are and social equity. The proposals within the White Paper will seek to address the inadequacies of a transport infrastructure that can no longer accommodate the needs of a rapidly growing city which serves as a regional employment centre and national destination for culture, sports and tourism. More fundamentally, it will signal a decisive move away from the incrementalism that has characterised the development of mass public transport infrastructure in the region for many years and is inadequate if the Welsh capital is to address the Climate Emergency.

## **Climate Change and Clean Air**

11. Climate change and air quality are two of the most pressing issues facing the city, requiring urgent action and radical solutions. On 28<sup>th</sup> March 2019, Cardiff Council approved a motion to declare a Climate Emergency. The Welsh Government also declared a Climate Emergency on 29<sup>th</sup> April 2019, the day after the Scottish Government, followed by the UK Government on 1<sup>st</sup> May. Over 70 Councils in the UK have now declared a Climate Emergency with the majority including targets to be achieved by 2030. As part of this, the Council has agreed to support the implementation of the Welsh Government’s Low Carbon Delivery Plan, which aims to secure a carbon-neutral public sector in Wales by 2030. This includes the commitment for the Council to progress a wide range of projects in support

of the existing Carbon Reduction Strategy and to further reduce carbon emissions from the Council's operations.

12. Poor air quality impacts significantly on health, child development and environmental quality. Whilst air pollution affects everyone, it can disproportionately affect vulnerable population groups such as "children, older people, those with underlying disease, and those exposed to higher concentrations because of living or commuting in urban or deprived locations" (Public Health Wales 2018). The Council's Clean Air Plan has to achieve compliance with EU Limit Values for NO<sub>2</sub> pollution in the shortest possible time and was approved by the Welsh Minister in December 2019. Whilst this Plan is ambitious in terms of improving NO<sub>2</sub> concentrations, the Council recognises that there is no safe limit for air pollutants and that further measures will be necessary to ensure that pollution levels are continually improved to reduce exposure as far as reasonably practicable.

### **Supporting City Growth**

13. Cardiff is a rapidly growing city with investment in transport infrastructure failing to keep pace with the level of growth. In effect, Cardiff's transport network was built to serve only half the predicted population of 400,000 people. Managing this growth in a sustainable way is critical for the success of Cardiff and the wider city region. Cardiff's Local Development Plan (2006-2026) (LDP) makes clear 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 the impacts of transport and by 2026, to achieve a 50:50 'modal split' between journeys by car and trips made by walking, cycling and public transport. For example, the new park and ride site and bus services at Junction 33 are being delivered by the developer and Section 106 Contributions have been secured towards supporting bus services. Additional revenue funding for the operation of the services will be sought, however without major transport improvements, the current transport network is not fit to meet the needs of a growing 21<sup>st</sup> century city.

### **Tackling Congestion**

14. Congestion has significant economic, environmental and social impacts. It is consistently cited as a key area of concern for Cardiff residents. For example, 64.1% of respondents to the 2017 Ask Cardiff survey rated reduced congestion as the transport improvement they would most like to see. Around 100,000 people commute in and out of Cardiff each day, 80,000 by car, many of which are single occupancy vehicles. Together with trips by car made by Cardiff residents and the expected growth of the city, this is an unsustainable pressure on the road network. Reducing the proportion of these trips made by car would greatly assist Cardiff's efforts to reduce the pressures on its road network, tackle poor air quality and improve the efficiency of its public transport.

### **Supporting Business**

15. Cardiff has been transformed by a programme of major urban regeneration projects which have contributed to the city's position as a front-ranking capital city. Investment in the city's business infrastructure and new jobs, together with new housing communities and further new employment and leisure opportunities, highlight the need for excellent transport links which support every part of the city.
16. Realising our Transport Vision will significantly improve access to jobs and opportunities for disadvantaged communities currently poorly served by public transport, both within Cardiff and the wider region, and help reduce the inequality that remains a prominent feature of South East Wales. It will lead to a reduction in the levels of congestion in Cardiff, which are currently amongst the worst in the UK and see drivers spend an average of 19 working days a year caught in peak-time traffic. Equally as significant, it will deliver major productivity gains which will positively impact the fiscal bottom line.

### **Creating Safe and Healthy Communities**

17. Transport can help to make our communities safer and healthier. Ensuring we have streets and neighbourhoods where it is safe for people to walk and cycle, and children to play will help to deliver Cardiff's well-being objectives, for example, 'Cardiff is a great place to grow up' and 'Safe, confident and empowered communities'. Reducing traffic and congestion helps create cleaner, quieter communities which are better places to live, while improving active travel facilities provides more opportunities for physical activity, tackling sedentary behaviour and obesity which can contribute to ill health. Air and noise pollution as well as road traffic collisions often have the greatest impact on our most deprived communities. For example, research shows that child pedestrians from the lowest socio-economic groups are over four times more likely to be killed or seriously injured on the roads (Road Safety Framework Wales 2013). Department for Transport research also indicates that the largest group of killed and seriously injured casualties (69%) are child pedestrians. Of this group, 82 per cent of all child casualties were pedestrians travelling before or after school on a school day (DfT, 2015).

### **Context within National Policy**

18. Welsh Government is currently consulting on a Clean Air Plan for Wales (December 2019)<sup>1</sup>, which includes reference to Workplace Parking Levies, as a means to 'encourage commuters to find alternative means of travel by applying a direct charge on employees for using employer-provided parking' (p.60). Similarly, the consultation document highlights that 'Reduced car journeys and road congestion can deliver reductions in polluting emissions and revenue generated by such a scheme may be used to support improvements in local transport provision' (p.60). The commitments and actions outlined in the plan include 'Continue to review the role of vehicle access restriction under the Clean Air Framework, including whether road-

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<sup>1</sup> <https://gov.wales/clean-air-plan-wales>

user charging and banning of the most polluting vehicles has a role to play in reducing roadside levels of air pollution' (p.75).

## **Delivering the White Paper: Review of Transformative Funding Options**

19. Delivering the major initiatives included within the Transport Vision has been estimated at between £1 and £2 billion. It is therefore clear that delivering such a transformative package of projects – which will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth – requires a radical departure from the incremental funding model which has for too long constrained ambition. Consequently, the Council must explore a more radical approach to meet the investment level required if it is to deliver its Transport Vision and achieve the associated benefits.
  
20. As an immediate step, the Council will work with Welsh Government to develop a comprehensive investment plan to support the delivery of this agenda. This will include detailed consideration of the range of funding mechanisms to achieve the modernisation of local infrastructure. Development of the strategy will need to consider the extent to which existing assets and sources of capital might be mobilised to address current investment needs. New sources of funding may also be available, including the new Shared Prosperity Fund that will replace existing regional development funding. However given the scale of the ambition set out in this Paper, more radical funding options must be considered. The Council will therefore review a range of mechanisms that have supported infrastructure development in major global cities, and may include:
  - **A Cardiff Bond:** A debt-based investment model where money is loaned to a public entity in return for an agreed rate of interest.
  
  - **Tax Increment Financing (TIF):** The UK TIF model is based on re-investing a proportion of future business rates from an area back into infrastructure related to the development of that area. It applies where the sources of funding available for a scheme to deliver economic growth and renewal cannot cover the cost of infrastructure required by the scheme.
  
  - **Work Place Parking Levy:** A type of congestion management scheme that is placed on employers who provide workplace parking. Employers and businesses would pay an annual levy to their local council for every parking space provided to their employees and employers would determine whether to subsidise their payments by asking employees to pay a charge for using their spaces. In the UK such a scheme has been introduced in Nottingham. Since 2012 Nottingham City Council has been able to raise around £9m per annum, enabling the extension of the tram network, re-development of the railway station and the creation of the UK's first all-electric park and ride. A number of authorities across the UK including Birmingham, Leicester, Oxford, Reading, Edinburgh and a number of London Boroughs are considering such schemes and developing appropriate business cases.

- **Road User Charging:** Urban road user charging – also called congestion charging or road pricing –charge drivers for the use of the roads they drive on, and can potentially vary the charges according to location, time and type of vehicle. One example could be a city-wide scheme to introduce a universal minimal level of charging (e.g. £2 per day) for all vehicles crossing into the charging area. Appropriate exemptions for local residents, emergency vehicles, motorcycles and registered blue badge holders for people with disabilities could form part of any scheme
- **Low Emission Zones (LEZ) or Clean Air Zones (CAZ):** These schemes are defined areas where access by some polluting vehicles is restricted (charged) or banned with the aim of improving air quality.

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

### **Key Principles: Delivering a Scheme that Works for Cardiff**

22. Any potential funding option would need to meet the cost and accelerate the delivery of the transformative package of projects in the White Paper whilst being consistent with a number of underlying principles. The Council would therefore ensure that any funding option would:

- Address the Climate Emergency by reducing vehicle emissions;
- Facilitate wider improvements in air quality to protect and improve public health and the environment;
- Reduce congestion and improve travel times and reliability, and;
- Deliver improvements in public transport and active travel to support modal shift.

23. The cost of negative externalities associated with high volumes of commuting traffic from outside Cardiff – which include additional congestion, air pollution, and road maintenance requirements – are currently borne by the city's residents. The Council's preferred option would therefore include an exemption for Cardiff residents if a charging option was deemed desirable. However as part of a robust decision- making process, a full list of options will need to be initially assessed in order for the Council to identify an option that could best deliver our desired objectives. No scheme will be taken forward unless we are satisfied that such a scheme will work for our residents.

24. In developing the business case for any such scheme, the Council would, as appropriate, undertake detailed assessments and adopt in full any

relevant Welsh Government guidance (such as the WelTAG guidance). Whilst the Council appreciates the need to assess a full range of options as part of any process to unlock infrastructure funding, we are clear about the fundamental principles which would underpin the approach and the Cabinet's preferred approach. This would include:

- No Displacement of Existing Funds (Additionality). Any additional funding generated by a potential charging scheme should not be a basis for displacing Welsh Government revenue or capital funding which is currently, or may be in the future, allocated to Cardiff.
  - Ring-fenced investment for core objectives (Hypothecation). Any additional funding will be used to reduce congestion into Cardiff, improve public transport, increase the range and choice of sustainable travel choices, and make public transport more affordable.
25. Whilst these principles would not pre-determine the outcome of any business case, they would ensure that work to identify and introduce a sustainable transport funding mechanism would be underpinned by fairness and transparency of purpose.

### **Detailed Technical Analysis**

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

### **Ongoing Delivery Capacity and Risks**

27. The Transport Strategy Team are currently progressing a number of key transport projects in Cardiff through funding secured from Local Transport Fund, Active Travel Fund and City Deal Funding Allocations. This includes transformative projects in the city centre.
28. The delivery of these projects has already placed significant pressures on the team, and it is obvious that to continue to deliver these existing projects and the wider projects in the White Paper, including the development of any charging scheme, will require a significant uplift in resources for the team.
29. The Director of Planning, Transport & Environment and the Head of Transport will therefore need to undertake a review of staffing resources and assess the workforce requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered.



## Well-being of Future Generations

30. The Well-Being of Future Generations (Wales) Act 2015 places a 'well-being duty' on public bodies aimed at achieving seven national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
31. In discharging its duties under the 2015 Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Delivering Capital Ambition: Cardiff's Corporate Plan 2019-22 <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx>
32. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that decision makers should consider how any proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
33. The well-being duty also requires the Council to act in accordance with the 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
  - Look to the long term;
  - Focus on prevention by understanding the root causes of problems;
  - Deliver an integrated approach to achieving the seven national well-being goals;
  - Work in collaboration with others to find shared sustainable solutions, and;
  - Involve people from all sections of the community in the decisions which affect them.
34. The extensive engagement carried out on the Transport and Clean Air Green Paper has directly informed the development of the White Paper. In addition to the consultation responses, engagement was also held with children and young people through the Cardiff Youth Council. A city-wide survey completed by over 2,400 young people across Cardiff highlighted a number of concerns. For example, 32% think transport problems in Cardiff are serious or very serious and more than 50% of young people use bus services at least once a week.

## Local Member consultation

35. Consultation with local members was held as part of the Green Paper consultation and engagement. A package of appropriate member engagement will be implemented, together with consultation and

engagement around the delivery of each scheme outlined in the White Paper, including cycleways, strategic bus infrastructure schemes, the development of smart corridors and the next phase of modal filters.

### **Scrutiny Consideration**

36. The Environment Scrutiny Committee is due to consider this report on 21 January 2020. Any comments received will be reported to the Cabinet meeting.

### **Reason for Recommendations**

37. To publish the Transport White Paper and to enable Cardiff Council to identify potential funding mechanisms in order to enable the delivery of transformative transport infrastructure detailed in the White Paper.

### **Financial implications**

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

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

### **Legal Implications**

43. When considering this matter Cabinet should have regard to the general legal advice set out below.

### **General Legal Implications**

#### **Legal Implications**

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

#### **Equalities Impact Assessment/public duties:**

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

and civil partnership • Sexual orientation • Religion or belief – including lack of belief.

- Consideration should be given to the Equality Impact Assessments ('EIA') attached to this report so that the decision maker may understand the potential impacts of the proposals in terms of equality. This will assist the decision maker to ensure that it is making proportionate and rational decisions having due regard to the public sector equality duty.
- Where a decision is likely to result in a detrimental impact on any group sharing a Protected Characteristic, consideration must be given to possible ways to mitigate the harm. If the harm cannot be avoided, the decision maker must balance the detrimental impact against the strength of the legitimate public need to pursue the recommended approach. The decision maker must be satisfied that having regard to all the relevant circumstances and the PSED, the proposals can be justified, and that all reasonable efforts have been made to mitigate the harm.

### **Well-Being of Future Generations (Wales) Act 2015:**

- The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
- In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2019-22. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
- The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
  - Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrated approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions

- Involve people from all sections of the community in the decisions which affect them
48. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

### **HR Implications**

49. As detailed in paragraphs 27 to 29, there are resource requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered. Any resource requirements will be undertaken using corporately agreed policies and full consultation will take place with Trade Unions.

### **Property Implications**

50. The white paper does not refer to specific property projects and there are no issues identified at this stage that raise concerns from a property perspective.
51. Any resultant land transactions, negotiations or valuations to deliver these proposals should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.
52. The report highlights the environmental benefits resulting from the implementation of the transport strategy with the ambition to "de-carbonise" the city by 2030. In response to the Climate Emergency declared by Cardiff Council in 2019, the Council is developing a One Planet Cardiff Strategy which includes shared responsibility across the Council with the property estate making a significant contribution to the Carbon Neutral Public Sector aspect of this strategy.

## **RECOMMENDATIONS**

Cabinet is recommended to:

1. Approve the White Paper – Cardiff Transport Vision - 2030 attached at Appendix 1.
2. Note the Director of Planning Transport and Environment in consultation with the Cabinet Member will undertake a review of staffing and resources and assess the workforce requirements to ensure the White Paper Projects and the development of the delivery option Business Case can be adequately delivered.
3. Approve the development of strategic and outline Business Cases on Delivery Options and delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member Strategic

Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services, to deal with all aspects of the procurement process (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement.

4. Agree to receive a further report on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.
5. Delegate authority to the Director of Planning, Transport and Environment in consultation with the Leader and Cabinet Member for Strategic Planning and Transport, to engage with the Regional Transport Authority and other partners/stakeholders on the White Paper and delivery option Business Cases.

<b>SENIOR RESPONSIBLE OFFICER</b>	<b>ANDREW GREGORY</b> Director of Planning, Transport & Environment
	17 January 2020

*The following appendices are attached:*

Appendix 1: Transport White Paper

Appendix 2: Equality Impact Assessment - Transport White Paper

*The following Background Papers have been taken into account:*

Clean Air Plan

Transport and Clean Air Green Paper

Transport and Clean Air Green Paper consultation report