
CARDIFF TRANSPORT WHITE PAPER – ONE YEAR UPDATE

Reason for the Report

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

Background

2. Cardiff's Environmental Scrutiny Committee received an item titled 'Cardiff's Transport White Paper' at a meeting on the 21st January 2020. This reviewed a draft paper titled 'Transport White Paper: Transport Vision 2030' that was presented for approval at the Cabinet meeting on Thursday 23rd January 2020. To provide background information, and to support this scrutiny the following documents from the January 2020 meeting have been attached as appendices to this report:

- **Appendix 1** – Environmental Scrutiny Committee – Transport White Paper – Cover Report
- **Appendix 2** – Cardiff's Transport White Paper: Transport Vision to 2030
- **Appendix 3** – Equality Impact Assessment: Transport White Paper

3. **Appendix 2** explored the reasons for changing Cardiff's approach to transport; discussed city growth; set out four key areas where change was required; linked the paper into the Cardiff Council Corporate Plan priority of 'A Capital City that works for Wales'; and provided a delivery / funding timeline. The document was structured in the following order:

- Why do we need to change the way we travel around Cardiff?
- City growth;
- The Cardiff Metro;

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

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

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

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

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

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

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

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

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

Way Forward

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

Legal Implications

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

Financial Implications

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

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

RECOMMENDATIONS

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

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29th December 2020