

Consultation Response Form

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Q1: Do you agree with our long-term vision?

Strongly agree Agree Neither agree nor disagree
Disagree Strongly disagree Don't know
No opinion

Please provide your comments:

Overall, Cardiff Council's response is fundamentally supportive of the vision, ambition and priorities which are set out within the Wales Transport Strategy.

However, it is important to recognise that Cardiff Council's own 10 year transport vision, set out in the Transport White Paper, not only reflects these priorities but also provides a Wales and UK-wide exemplar of best practice in terms of delivery and development. This is particularly so in terms of the major programmes moving forward in regard to active travel infrastructure, public transport, safer, mass transit systems, and network transformation all proactively encouraging mode shift, delivering the wholesale change required to make Cardiff a truly sustainable, equitable, accessible and prosperous capital city. A commitment from Welsh Government to policy positions which push this agenda forward would be warmly welcomed, and is regarded as fundamental in achieving the scale and pace of change which is required. For example, it is notable that although the strategy outlines the need for an integrated transport system, it contains very little with regard to the Metro concept specifically, which is central to Cardiff's transport vision.

As such, the Council is keen to work with the Welsh Government to identify how our strategy and delivery programmes can be supported with long term funding, enabling it to effectively exemplify and deliver on the ground the Llwybr Newydd vision. As key partners, local authorities should also be given the opportunity to participate, at the earliest opportunity, in the development of the detailed five-year National Transport Delivery Plan (NTDP). This would ensure that the NTDP provides for the delivery of both national and local priorities. Given the loss of EU funding, it is essential that Welsh Government pursues opportunities through UK Government to leverage funding, for example, through the Shared Prosperity fund.

Support for cities and local communities is vital to prevent long-term impacts and poor economic outcomes from the response to Covid-19 as we move into a recovery phase. Without this support, it is likely that the existing economic and social challenges and inequalities which hamper progress in our city will become further entrenched and intractable. In view of this, the Council would particularly welcome additional detail which sets out how public transport will be supported as part of the five year priorities within the strategy. The recovery from Covid-19 must be central to this, with a Welsh Government led review, focusing on the restructuring of the public transport system, critical at this time.

Q2: Do you agree with our 20-year ambitions?

Strongly agree Agree Neither agree nor disagree
Disagree Strongly disagree Don't know
No opinion

Please provide your comments:

As outlined above, Cardiff Council's response is fundamentally supportive, however, the Council stresses the need for a strong commitment to the policy positions which would ensure the delivery of the ambitions outlined in the strategy.

Q3A: Do you agree with our 5-year priorities?

Strongly agree Agree Neither agree nor disagree
Disagree Strongly disagree Don't know
No opinion

Please provide your comments:

We agree with all five year priorities. However, we would suggest that the wording of priority 3 needs to be reviewed as the *underlined section (below)* referring to walking and cycling is unclear.

Priority 3: safe, accessible, well-maintained and managed transport infrastructure that is also future-proofed to support public transport and electrification especially walking and cycling

Q3B: Do you think that we have the right number of priorities or should these be further refined? If so, do you agree with the following three priorities:

1. We will reduce the need to travel.
2. We will encourage modal shift – when people need to travel we will encourage them to take fewer car journeys and use sustainable forms instead through supply of better services, and stimulating demand for them through behaviour change measures.
3. We will adapt out infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Please provide your comments:

The five priorities are appropriate. Having the additional detail (for example, incorporating references to reducing emissions and more local services) is valuable context which will support the development and delivery of the priorities.

The experience of lockdown during the Covid 19 pandemic has forced a significant shift to homeworking. Homeworking can help reduce the need to travel and alleviate network pressures created by peak-time commuting. With more parents of school-aged children homeworking, potentially fewer children will need to be driven to school by car as part of a linked trip to a workplace. This presents opportunities for more children to walk and cycle to school.

Reducing the priority to reduce the need to travel, we think that this needs to be nuanced and that there should be a particular focus upon reducing the need to travel at peak times and increasing the shift to sustainable modes for journeys during both peak and off peak periods. This will ensure that parts of the economy – particularly businesses in urban centres - which are dependent on trade associated with a commuting workforce continue to be supported as the economy recovers from the Covid19 pandemic.

Q4: We have identified high level measures to aid us to capture our overall progress. Are these the right measures?

Yes No

Can you suggest others?

We warmly welcome the proposal to develop a National Travel Survey, which would be a very positive development.

Q5: Do you think we should include specific targets for more people to travel by sustainable transport?

Yes No

Do you have any suggestions for how we should do this?

It is imperative for more people to travel by sustainable transport. However, specific targets would be most appropriately set at a local level on an evidential basis.

Q6: We have identified a set of actions to deliver the draft strategy. Are they the right actions?

Yes No

Are there others that you can suggest?

Investing Sustainably – longer term funding commitments

Providing local authorities with longer term commitments for larger scale schemes is essential for delivering the transformative infrastructure which will be required to achieve the vision of the Strategy. Funding allocations for a single financial year mitigate against the development and delivery of major infrastructure schemes which may run across a number of years e.g. segregated cycleways. This is alluded to under 'Statement of Funds available' but only in relation to Transport for Wales. It is also essential for local authorities. Funding allocations for at least three financial years on major projects would be a significant step forward. As outlined above, additional support is urgently needed in the context of the ongoing Covid-19 recovery and the loss of EU funding.

Delivery and action plans - Transport governance and delivery

It is critical that Local Transport Plans are retained as a key delivery mechanism. Cardiff is fully committed to working with the region to pursue an evidence led approach to project identification, prioritisation and delivery that supports intra-regional transport movements. It is important however, given the scale of Cardiff and volume of transport movements within the city, that the Capital retains the ability to develop its own local transport plan that is recognised as a key enabler of wider success and to ensure democratic accountability. This must include Cardiff retaining control of some major transport projects within the city and the ability to maintain a strategic partnership and direct conversations with Welsh Government and Transport for Wales. Equally, it is essential that Cardiff maintains control over its local transport network, including the determination of local bus routes.

This will ensure that the local authority retains the ability to deal directly with UK and Welsh Government and Transport for Wales, or partnerships such as the Great Western Gateway, in dealing with investment issues in its area as appropriate. This includes working directly on issues identified within the Transport White Paper, such as specific Metro schemes within Cardiff.

Q7: We have set out mini plans for each transport mode and sector. Have we identified the key issues for each of these?

Yes No

Do you have any comments on these?

Active travel – is there wording missing from the vision (see underlined below)?
“For people in Wales, we want walking and cycling to become the preferred way of getting around over shorter distances. By 2030 we want Wales to move from over-reliance on private car use to an active travel nation, improving our health.”

Bus and rail – As outlined above, it is essential that further detail is provided on how public transport will be supported during the recovery from Covid-19, given that impacts on the industry and ongoing uncertainty are likely to continue for a prolonged period. In addition, survey and consultation data demonstrates that integrated ticketing is a key concern for public, for example, 75% of responses to a consultation on Cardiff’s Transport Green Paper supported being able to use the same ticket across the South Wales metro, the bus network and Nextbike.

Rail – whilst it is encouraging that developing the Metro is included as a priority, a commitment to Metro beyond the initial five years is vital, due to the long term nature of the delivery for Metro. The delivery of the wider South Wales Metro and, critically, new lines within Cardiff, will give thousands of people the options they need to change the way they travel in the city.

Q8: We have shown how transport will use the 5 ways of working set out in the Well-being of Future Generations (Wales) Act 2015. Do you agree with this approach?

Yes No

Do you have any comments?

We strongly support the five ways of working. Particular focus is needed to ensure the integration of transport with land use planning, as recognized on p.20, p.61 and across the ‘mini plans’ for transport. Similarly, involving key partners such as local authorities and embedding collaboration on the development and delivery of key projects will be essential in achieving the vision and ambition of the strategy.

Q9: If charges for road use were to be introduced to help meet goals for cleaner air, a safe climate and better health, how can this be done in a way that’s fair to everyone?

Reviewing the role of alternative ways of improving air quality and achieving modal shift, such as charges for road use, is a positive step. Cardiff Council has stated that we are supportive of the principle of road user charging and we are exploring potential charging mechanisms which could help deliver:

1. tackle climate change
2. reduce congestion

3. improve air quality
4. ring fenced funding to invest in much-needed public transport initiatives

Although no decision has been made at this stage, one option that we believe could work would be a road user charging scheme with a minimal, flat rate charge for vehicles coming into Cardiff, rather than a vehicle/emissions based charge. This would allow for recognition of different forms of journeys and for where any charge would be applicable. For example, differentiating between unsustainable commuter journeys made by private car which could be replaced with sustainable modes, where these alternatives are available, and everyday essential journeys which could not be made by alternative modes.

This could also be supplemented by complementary schemes, such as scrappage schemes, including options for mobility credits to support modal shift.

Question on the Integrated Sustainability Appraisal

We have also published an Integrated Sustainability Appraisal (ISA). The aim of this is to ensure that the Wales transport strategy has considered the impact of transport on the environment, health, equalities, Welsh Language, rural issues, children and young people, economic development as well as wider sustainability issues, within the context of the national well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Q10A: Do you think the Integrated Sustainability Appraisal Report identifies the most important sustainability effects for transport?

Yes No

Q10B: Are there any gaps?

No.

Q10C: Do you have any comments on the findings of the report?

No.

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects that draft strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No comment.

Question B: Please also explain how you believe the draft strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No comment.

Question C: We have a duty to consider the impact of our policies on people or groups who share protected characteristics.

Do you think this draft strategy will deliver positive benefits for people who share protected characteristics? If so, which are the most important?

Delivering greater inclusion in the design and development of the transport system by creating opportunities for a more diverse range of people/groups to participate in this in meaningful ways. This will help to deliver a more inclusive transport system overall.

Question D: Do you think the draft strategy could have a negative impact on some people or groups who share protected characteristics? If so, what are they and how can we prevent those?

No comment.

Question E: Are there any further comments that you would like to make on Llwybr Newydd: a new Wales transport strategy?

Please enter here:

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here: