

**WELSH GOVERNMENT CONSULTATION ON 'LLWYBR
NEWYDD – A NEW WALES TRANSPORT STRATEGY'**

**STRATEGIC PLANNING & TRANSPORT (COUNCILLOR CARO
WILD)**

AGENDA ITEM: 10

Reason for this Report

1. To enable the Council's response to the Welsh Government consultation on 'Llwybr Newydd – A New Wales Transport Strategy' to be approved formally by the Cabinet.

Background

2. The Welsh Government published a draft strategy, entitled 'Llwybr Newydd – A New Wales Transport Strategy' on 17 November 2020, which sets out the Welsh Government policy framework for the future of transport in Wales. The consultation closed on 25 January 2021.

3. The consultation draft of the Wales Transport Strategy outlines the Welsh Government's vision of "*an accessible, sustainable transport system*" in Wales, together with the following 20-year ambitions:

"An accessible, sustainable transport system is one that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015".

4. Cardiff Council has clearly articulated a transport vision in the ambition of Transport White Paper, together with the goals of One Planet Cardiff. Working with every level of Government will be fundamental to achieving the transformative change to Cardiff's transport system which the Council is committed to achieving. The Council's response to the consultation on the new Wales Transport Strategy has been considered in this context.

Issues

5. Decisions on responses to Welsh Government consultations on strategic policy matters are reserved to the Cabinet under the Council's Constitution. Due to the timing of the consultation and exceptional circumstances as a result of the ongoing Covid-19 pandemic, it was not possible for officers to formulate a draft response in time for it to be considered formally by Cabinet prior to the end of the consultation period.
6. The Council's draft response to the consultation on the new Wales Transport Strategy was submitted to Welsh Government in line with the consultation deadline; however, it was confirmed to Welsh Government officials that this was subject to formal approval by the Cabinet. A briefing on the draft consultation response was also provided to the Cabinet Member for Strategic Planning & Transport. A copy of the draft consultation response is attached as **Appendix A** to this report.
7. The Council's consultation response is largely supportive of the new Wales Transport Strategy; however, there are several issues which are of key interest to the Council:

I: Connectivity between the Cardiff Transport White Paper and the proposed Strategy

8. The Council's response highlights the importance of recognising 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.
9. Whilst the key issues for individual modes identified in the draft strategy broadly reflect those outlined in the Transport White Paper, the response highlights critical areas in which further detail is required:
 - i. The delivery of the wider South Wales Metro and, critically, new lines within Cardiff, will give residents the options they need to change the way they travel in the city. 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.
 - ii. The response also underlines the need for a financial and policy commitments from Welsh Government to move this agenda forward. This strategic support is fundamental for achieving the scale and pace of change which is required.

II: Investing sustainably – longer term funding arrangements

10. 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 vision set out in the new Wales Transport Strategy. As key partners, local authorities should also be given the opportunity to participate, at the earliest opportunity, in the development of the detailed 5-year National Transport Delivery Plan (NTDP). This would ensure that the NTDP provides for the delivery of both national and local priorities.
11. 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 would move into a recovery phase. Without this support, it is likely that existing economic, environmental 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.

III: Responding to the Covid Crisis and Recovery

12. The current Covid crisis has had a significant impact upon the transport and network systems over the last 12 months and this is likely to continue for the long-term. In particular, public transport has been significantly challenged. At the same time, active travel use and walking have increased. Meanwhile, private car has become for many essential to enable safe access to the essential work environment. In this context, it is critical that the new strategy and Welsh Government policy recognises the need to address these issues, developing a raft of initiatives, policies and funding mechanisms – in addition to the welcome BES initiative – to support public transport and mitigate the wider impacts on accessibility. Arguably, the new transport strategy would be an appropriate location to identify this opportunity and the next steps to support this essential recovery.

IV: Transport governance and delivery

13. A response on the issue of governance was considered as part of the recent report and responses to the Welsh Government consultations on Corporate Joint Committees and Strategic Development Plans Regulations, which were approved by the Cabinet on 17 December 2020. The Council's response to the Wales Transport Strategy

consultation accords with the points raised in the previous Cabinet report and states that:

“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”.

14. This will ensure that the local authority retains the ability to deal directly with UK & Welsh Governments and Transport for Wales, or partnerships such as the Western Gateway, in dealing with investment issues in its area as appropriate. This includes working directly on issues identified within the Council’s Transport White Paper, such as specific Metro schemes within Cardiff.
15. The consultation response articulates critical positioning in respect of the potential implications of the Wales Transport Strategy for the Council's strategic transport agenda. For example, in the context of the proposals for regional governance of transport delivery that are set out in the Wales Transport Strategy, it underlines the critical need for the Council to retain autonomy over developing and delivering its own Local Transport Plan as opposed to delivering solely through a Regional Transport Plan.

V: Ensuring Equity and wider benefits of Road User Charging

16. The Council’s Transport White Paper underlined an interest in the principle of road user charging. However, the Council has been keen to highlight the fact that the potential charging mechanism would need to protect social equity of Cardiff residents, as well as deliver a number of wider benefits, including tackling emissions, improving air quality, reducing congestion, whilst supporting key strategic transport initiatives.

Reason for Recommendations

17. To approve the Council’s response to the Welsh Government consultation on ‘Llwybr Newydd – A New Wales Transport Strategy’.

Financial Implications

18. There are no direct financial implications arising from this report. The funding implications that may arise from the implementation of initiatives from the Welsh Government Transport Strategy, as well as the

development of the Council's own Local Transport Plan will need to be considered when detailed proposals are available.

Legal Implications

19. The decision in respect of the recommendation must be made in the context of the Council's public sector duties namely:-

20. Equality duties:

The Council has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils 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. 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.

21. Well-being:

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 wellbeing 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.

The wellbeing duty also requires the Council to act in accordance with '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 comprising 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 integrates 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

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>

22. Welsh Language:

The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

All decisions taken by or on behalf of the Council must (a) be within the legal power 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. standing orders and financial regulations; (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.

HR Implications

23. There are no HR implications arising from this report

Property Implications

24. There are no property implications arising from this report

RECOMMENDATION

Cabinet is recommend to approve the response by Cardiff Council to the Welsh Government consultation on 'Llwybr Newydd – A New Wales Transport Strategy', which is attached as Appendix A to this report.

SENIOR RESPONSIBLE OFFICER	ANDREW GREGORY Director Planning, Transport & Environment
	19 February 2021

The following appendix is attached:

Appendix A: Cardiff Council Response to the Welsh Government Consultation on 'Llwybr Newydd – A New Wales Transport Strategy'

The following background papers have been taken into account:

[Llwybr Newydd – A New Wales Transport Strategy Consultation Document](#)

Cardiff Transport White Paper

One Planet Cardiff

Cabinet Report 10 Dec 2020 - WG Consultation on CJC and SDP Regulations

Cabinet Report 19 Nov 2020 - Llanrumney Development Strategy - Next Steps