

Response to *Cardiff: One Planet Vision* on behalf of Cardiff Cycling Campaign.

This very thin "high level" document lacks grounding in actual policies: its emperor-like claims have no clothes. *Cardiff: One Planet Vision* declares:

*"Getting transport right can help make Cardiff a safer, healthier, more prosperous, cleaner and greener city. To make this happen **we're changing the way transport works in the city**, with the aim of making it as easy as possible to leave your car at home with sustainable transport options that are accessible to everyone."*

This is fantasy, as was last year's claim to aim to become "the UK's most sustainable transport city by 2012" via upgrades to public transport and cycle lanes. (see <http://www.thefreshoutlook.com/?p=8756> 28 Dec.2011).

In reality - Cardiff has relatively low public transport use. There are also low levels of walking and lots of car-based commuting. Just one per cent of children cycle to school, as the independent report states (http://www.bettertransport.org.uk/files/car-dependency-scorecard_2.pdf)

The document spotlights "MAKING THE CARBON DIFFERENCE" but in respect of transport has only "*Cardiff Car Club so households can save money and carbon through getting rid of the second car*" which while welcome (a few Car Club on-street parking spaces) can be very marginal in terms of transport CO2. The carbon-lite target "*city-wide CO2 reduction target of 26% by 2020*" does not appear to cover transport. The Outcome Agreement of 2010 promised to establish "*a baseline of emissions across the city and developing and submitting a SEAP*" in 20011/12 and 2012/13. No progress has been reported and the *Carbon Lite Cardiff Action Plan* appears shelved.

Cardiff's 2013 target in the use of 'sustainable transport' modes aim at only 48% journey-to-work. *Ask Cardiff 2010* gave only 44% of travel-to-work trips (4-5 days/week) by the 'sustainable' modes – walk, cycle, bus, train. Reflecting this low value, the carbon footprint of transport is substantially higher in Cardiff than in cities such as Bristol and Newcastle (2.5tCO2 pa compared with 1.84/Bristol and 1.44/Newcastle: QUEST Euro-project: *Carbon-assessment of city transport*. - See <http://www.cardiff-cycling-campaign.co.uk/news>). The update of the 48% to "50% OF US WILL TRAVEL TO WORK SUSTAINABLY BY 2014" in this document is a trivial change.

The Carbon-footprint reflects Cardiff's bad performance re. private v. Public and sustainable transport. The council has no plans to address the basic policy failings.

Congestion Charge. Only the suggested 'congestion charge' on cars entering the city (from the new Cabinet) could switch transport towards 'sustainable' carbon and eco-footprints. The OnePlanet document does not include this - the need to change to one-planet footprints should be stated as a prime reason for introducing a Congestion Charge. The second prime reason is to raise revenue to enhance sustainable transport modes.

The expansion of public transport plus walking and cycling are critically important for de-carbonising our transport use, but Cardiff is doing badly and the promises on buses are just repeats of previous years, when in practice services worsened. Bus ridership has decreased due to raised fares, poor reliability and frequent disruption for road closures (buses are stopped for long periods, while cars suffer the minimum stoppage). Transport interchange in the centre between buses and with rail has worsened due to the infamous 'bus box'. Also there are no plans to remedy Cardiff's low numbers walking to work, by improving/widening pavements, stopping car-parking on them, and promoting routes with priority for pedestrians through junctions (scrapping cages and diversions). The Strategic Bus Corridors cannot progress while the Council fails to remove car parking spaces and stop unlawful vehicle parking (including in Bus Stop spaces).

Cyclists generally manage in bus-lanes, but increasing use of the lanes by taxis present a hazard. The Council's allowing taxis into central St Mary's Street, against the pedestrianisation objective, is also hazardous and deterring to cyclists. These steps were taken without consultation with cyclists. The Council's "crackdown on cyclists" campaign, picking out transgression of traffic regulations by cyclists while ignoring more serious transgressions by motorists, also showed the Council speaking with a forked tongue over encouraging cycling. All the document offers for cycling is:

With partners we're continuing to work in schools and workplaces across the city to promote cycling through the Bike It project and Cardiff Cycle Challenge, and have developed a strategic cycle network plan for the city!

Many cycle-lanes are substandard (<http://www.thefreshoutlook.com/?p=8756>); designated cycle lanes currently consist of redstripes which are painted at the side of the road. They are poorly maintained, often parked on, not linked up to form a continuous cycle network, and are narrower than 1m, the safe distance cyclists need to be from the pavement in order to stop drivers overtaking them dangerously. Other 'cycle lanes' consist of shared pavements that are not segregated and result in pedestrians and cyclists battling for space and lanes which end abruptly.

Cardiff's 'Sustainable Travel City' grants have been squandered without bringing cycle facilities up to standard; there is no indication that Cardiff will allocate the funds now needed to rectify past failures. Cycling funds will decrease and priority would go to selected Enfys 'strategic' routes. This won't achieve the necessary switch of short trips to shops etc. by current car-users to bikes. Cardiff has no plans to make cycle-lanes 'mandatory' and enforce no-parking on them, or to clamp down on parking in shopping centres.

Transport plans have to change to reflect the carbon targets and progress towards a OnePlanet footprint. Delivering the necessary modal change can only be achieved in small part by Cardiff's cycling strategies - including the Enfys cycle route network - which is still biased towards marginal and peripheral improvements without reducing road and parking capacities, nor empowering and resourcing enforcement actions.

Cardiff Cycling Campaign suggests there is no point in a 'vision' based on dreams and pretensions. If the new Council wants to proclaim a 2050 'vision', it has to recognise that previous transport policies and plans must be radically re-written – and agree to do this openly and honestly together with representatives of interest groups and communities. Whilst vision has its place, to be meaningful it has to lead to

- establishing current baselines (the CO2 footprint and assessment of deficiencies, above) instead of purely dreaming to become *renowned for sustainable thinking and doing*, while refusing to face our bad transport CO2 footprint and measures necessary for cutting it
- define 'turning the curve' performance measures – as under *Results Based Accountability* being adopted by Cardiff Council.

The Cycling Campaign as "key stakeholders" should be accorded proper status not only as informed and experienced advocates but also as monitors of policy implementation. Cardiff's claims to "partnership" have to extend beyond advisory groups and support of promotional / festival events into full involvement of community groups in decision-making.

----- 2nd September 2012 -----