



DINAS A SIR CAERDYDD
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

DYDD IAU, 27 EBRILL 2023

GWYS Y CYNGOR

THURSDAY, 27 APRIL 2023,

PAPURAU ATODOL

Eitem **Disgrifiad a Rhif (au) Tudalen**
3 Cynnig a 2 welliant (*Tudalennau 3 - 12*)

Davina Fiore
Cyfarwyddwr Llywodraethu a Gwasanaethau
Cyfreithiol

Neuadd y Sir
Caerdydd
CF10 4UW

Dydd Gwener, 21 Ebrill 2023

Mae'r dudalen hon yn wag yn fwriadol

ITEM 3

MOTION AND AMENDMENT INFORMATION

MOTION

PROPOSED BY: Councillor Joel Williams
SECONDED BY: Councillor Adrian Robson

AMENDMENT 1 TO MOTION

PROPOSED BY: Councillor Rodney Berman
SECONDED BY: Councillor Ashley Wood

AMENDMENT 2 TO MOTION

PROPOSED BY: Councillor Dan De'Ath
SECONDED BY: Councillor Jess Moultrie

Mae'r dudalen hon yn wag yn fwriadol

EXTRAORDINARY COUNCIL

27 APRIL 2023

MOTION

Motion submitted in accordance with Council Meeting Procedure Rule 4(b)(iv) on 18 April 2023.

PROPOSED BY: Councillor Joel Williams
SECONDED BY: Councillor Adrian Robson

Cllrs Cowan, Davies, Driscoll, Lancaster, Littlechild, Melbourne, Owen, Brown-Reckless, Reid-Jones

This Council notes the damaging impact of a congestion charge on Cardiff's economy, including its residents, business and tourist industry.

This Council calls upon Cardiff's Labour Cabinet to rule out a congestion charge in Cardiff.

Mae'r dudalen hon yn wag yn fwriadol

EXTRAORDINARY COUNCIL

27 APRIL 2023

AMENDMENT 1 TO MOTION

PROPOSED BY: Councillor Rodney Berman
SECONDED BY: Councillor Ashley Wood

In paragraph 1, delete all after “This Council notes the” and replace with:

“plans put forward by the Cabinet to agree in principle to introduce a Road User Charging scheme which will have implications for how the city’s economy will operate in future, including for residents, businesses and the tourist industry, and further notes that plans for a congestion charge were not explicit in the ruling party’s manifesto for the 2022 local elections.”

Insert the following new paragraph between the existing paragraphs 1 and 2:

“This Council regrets that the Cabinet is choosing to make such an in-principal decision ahead of undertaking any consultation with residents and businesses in the city.”

In final paragraph, delete all after “This Council calls upon Cardiff’s Labour Cabinet to” and insert:

“ensure any proposals for introducing a congestion charge are subject to a positive outcome in a referendum of the city’s residents before they are considered for introduction.

The amended motion would read:

This Council notes the plans put forward by the Cabinet to agree in principle to introduce a Road User Charging scheme which will have implications for how the city’s economy will operate in future, including for residents, businesses and the tourist industry, and further notes that plans for a congestion charge were not explicit in the ruling party’s manifesto for the 2022 local elections.

This Council regrets that the Cabinet is choosing to make such an in-principal decision ahead of undertaking any consultation with residents and businesses in the city.

This Council calls upon Cardiff's Labour Cabinet to ensure any proposals for introducing a congestion charge are subject to a positive outcome in a referendum of the city's residents before they are considered for introduction.

EXTRAORDINARY COUNCIL

27 APRIL 2023

AMENDMENT 2 TO MOTION

PROPOSED BY: Councillor Daniel De'Ath
SECONDED BY: Councillor Jess Moultrie

Delete all information after paragraph 1 and replace with the following:

This council also recognises the following:

- That traffic congestion cost the Cardiff economy £109 million in 2019, with drivers losing 143 hours stuck in traffic during peak times in 2018. Current daily traffic in Cardiff overall is back to pre-Covid (2019) levels
- Health data shows that air pollution affects us all and is associated with impacts on lung development in children, heart disease, stroke, cancer, exacerbation of asthma and increased mortality, among other ill-health effects.
- Currently, road transport is responsible for 40% of CO₂e emissions in Cardiff, having risen from 35.6% in 2015.
- That the modern, reliable and regular public transport system we want for the city cannot be delivered at the current level of funding, not least as a result of 13 years of public sector austerity.
- That Road User Payment schemes have become commonplace across cities in the UK, with no indication that these cities have suffered economically as a result.
- Further, that these Road User Payment schemes vary in type and scale, and that Cardiff Council is initiating a consultation around what type of scheme could work in Cardiff

The council further notes key information provided by the cabinet:

- That all proceeds from any payment would be ring-fenced for investment into transport improvements
- That widespread improvements in public transport services will be implemented before any charge takes effect

- That a range of discounts and exemptions would be considered as part of considering any payment levels
- That most schemes already in place include discounts for residents
- That any charging policy will likely take 3-5 years to come into effect

This Council resolves to:

- endorse the steps taken by the Cabinet to initiate a discussion with residents and businesses in Cardiff and the City Region to ensure that a full and thorough public engagement exercise is carried out with a wide range of stakeholders and members of the public around what form a Road User Payment system for the city could take.
- call upon the Cabinet to continue to take decisions that are in the best interests of the people of Cardiff, including children and future generations, ensuring the widest possible engagement in formulating any potential scheme
- further call on Cabinet to bring the matter back to Council for further discussion and debate at appropriate points in the process

The Amended Motion would read:

This Council notes the damaging impact that congestion has on Cardiff's economy, its residents, businesses, and tourist industry.

This council also recognises the following:

- That traffic congestion cost the Cardiff economy £109 million in 2019, with drivers losing 143 hours stuck in traffic during peak times in 2018. Current daily traffic in Cardiff overall is back to pre-Covid (2019) levels
- Health data shows that air pollution affects us all and is associated with impacts on lung development in children, heart disease, stroke, cancer, exacerbation of asthma and increased mortality, among other ill-health effects.
- Currently, road transport is responsible for 40% of CO2e emissions in Cardiff, having risen from 35.6% in 2015.
- That the modern, reliable and regular public transport system we want for the city cannot be delivered at the current level of funding, not least as a result of 13 years of public sector austerity.
- That Road User Payment schemes have become commonplace across cities in the UK, with no indication that these cities have suffered economically as a result.
- Further, that these Road User Payment schemes vary in type and scale, and that Cardiff Council is initiating a consultation around what type of scheme could work in Cardiff

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- further call on Cabinet to bring the matter back to Council for further discussion and debate at appropriate points in the process

Mae'r dudalen hon yn wag yn fwriadol