



DINAS A SIR CAERDYDD
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

THURSDAY, 20 JULY 2023

GWYS Y CYNGOR

DYDD IAU, 20 GORFFENNAF 2023,

SUPPLEMENTAL PAPERS

Item	Description and Page Number(s)
8	Amendment to Report (<i>Pages 5 - 6</i>)
12	Motion 2 and Amendments (<i>Pages 7 - 18</i>)

Davina Fiore
Director of Governance & Legal Services

County Hall
Cardiff
CF10 4UW

Friday, 14 July 2023

This page is intentionally left blank

**CYNGOR CAERDYDD
CARDIFF COUNCIL**



COUNCIL

20 JULY 2023

**ITEM 8: Budget 2024/25 and the Medium-Term Financial Plan:
Update Report
AMENDMENT**

Proposed by: Councillor Joe Carter

Seconded by: Councillor Rodney Berman

To be inserted at the end of the Cabinet Proposal

“Council further requests that a report is presented for its consideration before the end of the calendar year which provides a more detailed analysis of the potential impact of continued high inflation and high interest rates on the council’s revenue budget and capital programme. This should consider the affordability of the capital programme (including the impact of the proposed council capital contribution of £27.3 million to progress the proposed new indoor arena on the availability of both capital and revenue funding for important core services), the risks to future revenue budgets if inflation, operational costs and/or pay awards are higher than current planning assumptions, and the risks posed by an economic downturn.”

This page is intentionally left blank

ITEM 12

MOTION AND AMENDMENT INFORMATION

MOTION 2

PROPOSED BY: Councillor Emma Reid-Jones

SECONDED BY: Councillor Oliver Owen

AMENDMENT 1 TO MOTION 2

PROPOSED BY: Councillor Chris Lay

SECONDED BY: Councillor Ed Stubbs

AMENDMENT 2 TO MOTION 2

PROPOSED BY: Councillor Rodney Berman

SECONDED BY: Councillor Ashley Wood

This page is intentionally left blank

COUNCIL

20 JULY 2023

MOTION 2

PROPOSED BY: Councillor Emma Reid-Jones
SECONDED BY: Councillor Oliver Owen

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, in particular those much needed services in the suburbs.
3. Bus services across Cardiff are already being cut with many others currently under review.
4. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts)

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. Bus services should be prioritised over other modes of active travel. Other than trains which are outside of our control, buses are the only accessible, affordable, and safe, mode of transport available to **ALL** Cardiff residents.
3. The potential removal of bus services in the suburbs will lead to communities, especially the elderly, being isolated from essential services.

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City.
2. Review the role of cycle lanes in increased road congestion and consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services.

3. Lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.
4. To stop all work on proposals for congestion/road user charging and to focus efforts on creating viable, inclusive, efficient and effective transport services for the people of Cardiff and to save the struggling City Centre. It must be accessible, affordable and safe for all its citizens, in support of the Councils own 15 minute City strategy.
5. Include Cardiff Bus's finances and operational ability in its policy impact assessments.

**COUNCIL
2023**

20 JULY

AMENDMENT 1 TO MOTION 2

Proposed by Councillor Chris Lay
Seconded by Councillor Ed Stubbs

Deletions are shown by being crossed out
Additions are shown in italics

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, *in particular those much needed services in the suburbs. and that Council officials have been working hard to allocate resources so as to allow continued access to the bus network across the entire city.*
- ~~3. Bus services across Cardiff are already being cut with many others currently under review.~~
3. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts)

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. ~~Bus services should be prioritised over other modes of active travel.~~ *Bus services are a key part of a sustainable transport system.* Other than trains which are outside of our control, buses are the only accessible, affordable, and safe, mode of transport available to **ALL** Cardiff residents.
3. *That since the deregulation of the bus industry in the 1980s, the Council does not have the powers to control, plan and manage the city's bus network efficiently.*
4. ~~The potential removal of bus services in the suburbs will lead to communities, especially the elderly, being isolated from essential services.~~ *Bus services are a vital tool in preventing people and communities, especially the elderly, being isolated from essential services.*

5. *That segregated cycle lanes also play a vital role in enabling low-cost, sustainable journeys across the city, and allows new and less confident cyclists to travel safely.*

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City.
2. ~~Review the role of cycle lanes in increased road congestion and~~ *To continue to consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services, as part of a balanced approach to enhancing the city's transport infrastructure.*
3. *To continue to lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.*
4. ~~To stop all work on proposals for congestion/road user charging and to focus efforts~~ *To continue the delivery of the Council's Transport Strategy which recognises that a potential Road User Payment scheme would deliver more frequent, more reliable, and more widespread bus services to every part of the city, as well as across the city region. The Strategy focuses on creating viable, inclusive, efficient and effective transport services, which is for the people of Cardiff and to save the struggling City Centre. It must be accessible, affordable, equitable and safe for all its citizens, in supporting the principles of a 15 minute city. of the Council's own 15 minute City strategy.*
5. ~~Include Cardiff Bus's finances and operational ability in its policy impact assessments.~~
5. *To outline a series of bus priority measures, such as smart corridors, in the forthcoming Bus Strategy to make the city as bus friendly as possible.*

Further, Council resolves:

1. *To thank and congratulate Cardiff Bus staff for their work in successfully transforming the company in recent years*
2. *To continue to support and cherish our municipally owned bus company – one of the few left in the UK – and to condemn any Councillor who wilfully undermines the company's reputation by sharing or inventing unfounded hearsay about its financial status.*

The Amended Motion would read as follows:

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, and that Council officials have been working hard to allocate resources so as to allow continued access to the bus network across the entire city.

3. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts).

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. Bus services are a key part of a sustainable transport system. Other than trains which are outside of our control, buses are the only accessible, affordable, and safe, mode of transport available to **ALL** Cardiff residents.
3. That since the deregulation of the bus industry in the 1980s, the Council does not have the powers to control, plan and manage the city's bus network efficiently.
4. Bus services are a vital tool in preventing people and communities, especially the elderly, being isolated from essential services.
5. That segregated cycle lanes also play a vital role in enabling low-cost, sustainable journeys across the city, and allows new and less confident cyclists to travel safely.

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City.
2. To continue to consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services, as part of a balanced approach to enhancing the city's transport infrastructure.
3. To continue to lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.
4. To continue the delivery of the Council's Transport Strategy which recognises that a potential Road User Payment scheme would deliver more frequent, more reliable, and more widespread bus services to every part of the city, as well as across the city region. The Strategy focuses on creating viable, inclusive, efficient and effective transport services, which is accessible, affordable, *equitable* and safe for all its citizens, supporting the principles of a 15 minute city.
5. To outline a series of bus priority measures, such as smart corridors, in the forthcoming Bus Strategy to make the city as bus friendly as possible.

Further, Council resolves:

1. To thank and congratulate Cardiff Bus staff for their work in successfully transforming the company in recent years
2. To continue to support and cherish our municipally owned bus company – one of the few left in the UK – and to condemn any Councillor who wilfully undermines the company's reputation by sharing or inventing unfounded hearsay about its financial status.

This page is intentionally left blank

COUNCIL

20 July 2023

AMENDMENT 2 TO MOTION 1

Proposer: Cllr Rodney Berman
Seconder: Cllr Ashley Wood

Deletions are shown by being crossed out
Additions are shown in italics

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus ~~operators~~ *operators'* income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, in particular those much needed services in the suburbs.
3. Bus services across Cardiff are already being cut with many others currently under review.
4. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts)

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. Bus services should be prioritised over ~~other~~ modes of active travel. ~~Other than trains which are outside of our control, busses are the only~~ less accessible, affordable, *environmentally-friendly* and safe, ~~mode of transport or~~ *cannot be made* available to ~~ALL~~ all Cardiff residents.
3. The potential removal of bus services in the suburbs will lead to communities, especially the elderly, being isolated from essential services.

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City *that is accessible to the vast majority.*
2. ~~Review~~ To review the role of cycle lanes in increased road congestion and consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services *to ensure a balanced transport strategy which promotes modal shift by recognising the need to make it easier to switch to active travel for those who are able to, as well as recognising the need to increase access to reliable bus services that can be used by all.*
3. ~~Lobby~~ To lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.
4. ~~To stop all work on proposals for congestion/road user charging and to~~ To focus efforts on creating viable, inclusive, efficient and effective transport services for the people of Cardiff ~~and to save the struggling City Centre~~ *that enable journeys to where people want to go, not just the city centre.* It must be accessible, affordable and safe for all its citizens, in support of the Councils own 15 minute City strategy.
5. ~~Include Cardiff Bus's finances and operational ability in its policy impact assessments.~~ *Given the administration's lack of a democratic mandate from its 2022 manifesto, commit to seek public support for its agreed plan to introduce a road user charging scheme through a city-wide referendum.*
6. *To include Cardiff Bus's finances and operational ability in its policy impact assessments.*

The amended motion would then read:

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators' income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, in particular those much needed services in the suburbs.
3. Bus services across Cardiff are already being cut with many others currently under review.
4. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts)

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. Bus services should be prioritised over modes of travel which are less accessible, affordable, environmentally-friendly and safe, or cannot be made available to all Cardiff residents.

3. The potential removal of bus services in the suburbs will lead to communities, especially the elderly, being isolated from essential services.

We call on the Cabinet:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, mode of transport around our City that is accessible to the vast majority.
2. To review the role of cycle lanes in increased road congestion and consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services to ensure a balanced transport strategy which promotes modal shift by recognising the need to make it easier to switch to active travel for those who are able to, as well as recognising the need to increase access to reliable bus services that can be used by all.
3. To lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.
4. To focus efforts on creating viable, inclusive, efficient and effective transport services for the people of Cardiff that enable journeys to where people want to go, not just the city centre. It must be accessible, affordable and safe for all its citizens, in support of the Councils own 15 minute City strategy.
5. Given the administration's lack of a democratic mandate from its 2022 manifesto, commit to seek public support for its agreed plan to introduce a road user charging scheme through a city-wide referendum.
6. To include Cardiff Bus's finances and operational ability in its policy impact assessments.

This page is intentionally left blank