



DINAS A SIR CAERDYDD  
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

THURSDAY, 21 SEPTEMBER 2023

GWYS Y CYNGOR

DYDD IAU, 21 MEDI 2023

## SUPPLEMENTAL PAPERS

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**Davina Fiore**  
Director of Governance & Legal Services

County Hall  
Cardiff  
CF10 4UW  
Friday, 15 September 2023

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**CYNGOR CAERDYDD  
CARDIFF COUNCIL**



**COUNCIL**

**21 SEPTEMBER 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.”

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**CYNGOR CAERDYDD  
CARDIFF COUNCIL**



**COUNCIL**

**21 SEPTEMBER 2023**

**ITEM 10: Appointment of Director of Governance and Legal  
Services and Monitoring Officer**

**AMENDMENT**

Proposed by: Councillor Rodney Berman

Seconded by: Councillor Joe Carter

After "That the Council", delete existing recommendations 1-5 and replace with:

1. notes the forthcoming departure of the Director of Governance and Legal Services who is also the Council's designated Monitoring Officer;
2. notes that, as stated in paragraph 11, the Council will need to designate an Interim Monitoring Officer for a period of time;

Renumber existing recommendations 6 and 7 as recommendations 3 and 4, respectively

Add the following new recommendations at end:

5. recognising the current financial constraints faced by the Council, authorises the Corporate Director Resources to use the opportunity of the forthcoming departure of the Director of Governance and Legal Services to consider the potential for a restructure of the Council's senior management team that could generate future revenue savings and then draw up options for such a restructure to present to a future Council meeting for Members' consideration.

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## **ITEM 13**

### **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 Rodney Berman

SECONDED BY: Councillor Robert Hopkins

#### **AMENDMENT 2 TO MOTION 2**

PROPOSED BY: Councillor Ed Stubbs

SECONDED BY: Councillor Irene Humphries

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**COUNCIL**

**21 SEPTEMBER 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 24<sup>th</sup> 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**

**21 SEPTEMBER 2023**

**AMENDMENT 1 TO MOTION 2**

Proposer: Cllr Rodney Berman  
Seconder: Cllr Robert Hopkins

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.

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**COUNCIL**

**21 SEPTEMBER 2023**

**AMENDMENT 2 TO MOTION 2**

Proposed by Councillor Ed Stubbs  
Seconded by Councillor Irene Humphires

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 24<sup>th</sup> 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 b~~ *Bus services are a vital tool in preventing people and communities, in the suburbs will lead to 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 unfound 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 24<sup>th</sup> 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.

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## **ITEM 14**

### **MOTION AND AMENDMENT INFORMATION**

#### **MOTION 3**

PROPOSED BY: Councillor Rodney Berman

SECONDED BY: Councillor Joe Carter

#### **AMENDMENT TO MOTION 3**

PROPOSED BY: Councillor Michael Michael

SECONDED BY: Councillor Helen Gunter

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**COUNCIL**

**21 SEPTEMBER 2023**

**MOTION 3**

PROPOSED BY: Councillor Rodney Berman

SECONDED BY: Councillor Joseph Carter

The Council notes that:

1. many residents and communities within Cardiff do not currently feel the local authority consults them appropriately prior to making key decisions that impact on their lives and on services they use and depend upon.
2. council consultations are often not advertised effectively to residents who may be affected by decisions, in part due to an over-reliance on consultations predominantly being promoted on digital platforms.

This council believes that:

1. whilst consultation should not be seen simply as a veto, good and appropriate use of consultation undoubtedly leads to better decision-making.
2. for consultation to be seen as meaningful, it should as far as possible be carried out prior to decisions being taken, including when decisions are taken in-principle.
3. there should be an assumption that consultation will be carried out prior to all key decisions which impact on residents and communities.

This council therefore calls on the Cabinet to put the principles outlined above firmly into practice and to revise the council's participation strategy accordingly in order to give Cardiff's residents more confidence that their views will be taken into account when future decisions are made by the council's administration.

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COUNCIL

21 SEPTEMBER 2023

### AMENDMENT TO MOTION 3

Proposer: Cllr Michael Michael  
Seconder: Cllr Helen Gunter

Original Lib Dem text in yellow, with deletions struck through. Labour amendments in Red.

*This council notes that:*

- ~~many residents and communities within Cardiff do not currently feel the local authority consults them appropriately prior to making key decisions that impact on their lives and on services they use and depend upon.~~
- ~~council consultations are often not advertised effectively to residents who may be affected by decisions, in part due to an over-reliance on consultations predominantly being promoted on digital platforms.~~
- The reach and breadth of Cardiff Council's consultation and engagement is greater than ever before. Evidence for this includes:**
  - The 62,000 responses to consultations and surveys in 2021/22 – a 40% increase since 2019**
  - The almost 4,000 response to the 2022 Ask Cardiff Survey, and almost 6,000 responses to the 2023/24 Budget Proposals, compared with the 2012 Budget consultation consisting of a single electronic survey that garnered just 237 responses.**
  - A Citizens Panel, established to support engagement, with over 5,000 active members, reported 63% of members believing engagement to be Very Good/Good, compared with 3% reporting a poor/very poor experience.**

**The Council further notes that despite the above, there is further room for improvement, given that some areas of the city, and some demographics are under-represented in responses to Consultation. The Council's new Participation Strategy seeks to improve this.**  
**In view of this, this council believes that:**

*This council believes that:*

1. ~~Consultations are not referenda, and Councillors are elected by the people to take decisions in the best interests of the whole city. On occasion, the best interest of the City may be in conflict with the wishes of special interests groups with a narrow focus.~~
2. ~~whilst consultation should not be seen simply as a veto, good and appropriate use of consultation undoubtedly leads to~~ **helps inform** ~~better decision-making.~~
3. ~~for consultation to be seen as meaningful, it should as far as possible be carried out prior to decisions being taken, including when decisions are taken in-principle. at a formative stage of proposals whilst also recognising both the legitimacy of a political mandate for the delivery of policies, and the constraints of budget.~~
4. ~~there should be an assumption that consultation will be carried out prior to all key decisions which impact on residents and communities.~~ Consultation will be carried out in line with the National Principles for Public Engagement in Wales, the Gunning Principles and the Well-being of Future Generations Act.

~~This council therefore calls on the Cabinet to put the principles outlined above firmly into practice and calls on all Councillors to encourage responses to the Participation Strategy which is currently being consulted on.~~

~~to revise the council's participation strategy accordingly in order to give Cardiff's residents more confidence that their views will be taken into account when future decisions are made by the council's administration~~

The Motion as amended would read:

*This council notes that:*

1. *The reach and breadth of Cardiff Council's consultation and engagement is greater than ever before. Evidence for this includes:*
  1. The 62,000 responses to consultations and surveys in 2021/22 – a 40% increase since 2019
  2. The almost 4,000 response to the 2022 Ask Cardiff Survey, and almost 6,000 responses to the 2023/24 Budget Proposals, compared with the 2012 Budget consultation consisting of a single electronic survey that garnered just 237 responses.
  3. A Citizens Panel, established to support engagement, with over 5,000 active members, reported 63% of members believing engagement to be Very Good/Good, compared with 3% reporting a poor/very poor experience.

*The Council further notes that despite the above, there is further room for improvement, given that some areas of the city, and some demographics are under-represented in responses to Consultation. The Council's new Participation Strategy seeks to improve this.*

*In view of this, this council believes that:*



1. *Consultations are not referenda, and Councillors are elected by the people to take decisions in the best interests of the whole city. On occasion, the best interest of the City may be in conflict with the wishes of special interests groups with a narrow focus.*
2. *good and appropriate use of consultation undoubtedly helps inform better decision-making.*
3. *for consultation to be seen as meaningful, it should as far as possible be carried out at a formative stage of proposals whilst also recognising both the legitimacy of a political mandate for the delivery of policies, and the constraints of budget.*
4. *consultation will be carried out in line with the National Principles for Public Engagement in Wales, the Gunning Principles and the Well-being of Future Generations Act.*

*This council therefore calls on the Cabinet to put the principles outlined above firmly into practice, and calls on all Councillors to encourage responses to the Participation Strategy which is currently being consulted on.*

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