

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 Council's 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.