
CARDIFF CENTRAL TRANSPORT INTERCHANGE

REPORT OF DIRECTOR OF ECONOMIC DEVELOPMENT

AGENDA ITEM: 8

**PORTFOLIO: TRANSPORT, PLANNING AND SUSTAINABILITY
(COUNCILLOR RAMESH PATEL)**

Appendices 3 – 6 of this report are exempt from publication because they contain information of the kind described in paragraphs 14 and 21 of parts 4 and 5 of Schedule 12A to the Local Government Act 1972.

Reason for this Report

1. To provide Cabinet with an update on the Central Transport Interchange project and to confirm the delivery timetable including the anticipated timing of key decisions.
2. To provide Cabinet with an update on the Central Square regeneration scheme following the signing of an Agreement to Lease by BBC Wales for a new headquarters building at Central Square.
3. To provide an update on the public realm delivery strategy and other enabling works related to the Central Square Masterplan Agreement and to seek the necessary budget approvals to support the development of the new Central Transport Interchange.
4. To provide Cabinet with feedback on the public engagement exercise carried out in July on the proposals for a new Central Transport Interchange.
5. To provide Cabinet with high-level indicative costs of the new Central Transport Interchange (shell and core) and to gain authority to explore in detail various funding approaches and to come back to a future Cabinet meeting with recommendations.

Background

6. The Council's Corporate Plan 2015-17 contains a commitment to work with key partners to design and deliver a new transport interchange - including a new bus station - as part of a high quality gateway into the

city by December 2017. Work is now well underway to deliver against this objective.

7. In September 2013 Cabinet provided authority for the Council to acquire a number of sites in the vicinity of Central Square to enable the regeneration of the area and to unlock delivery of a new modern integrated transport hub. The Council has subsequently worked with Rightacres Property Ltd to take forward the redevelopment which is progress well. The first 100,000 sq ft of grade A offices is close to completion and is due for occupation from the end of January 2016.
8. In July 2015 Cabinet approved the closure of Central Bus Station from 1 August 2015 to enable works to begin in preparation for a new 150,000 sq ft headquarters building for BBC Wales. At the same meeting concept schemes for a new transport interchange were presented and Cabinet endorsed the preferred scheme designed by Foster + Partners. It was also agreed that a further report would come back to Cabinet to provide more detail on costs and to outline options for funding the new facility.
9. In October 2015 Legal & General announced a £400m funding deal with Rightacres Property Ltd to support the development of Central Square. This represents one of the largest commercial property deals outside of London in recent years and one of the largest ever achieved in Wales.
10. On 16 November 2015 BBC Wales announced the signing of an Agreement to Lease which now legally commits them to relocate from their current site operational in Llandaff to purpose built modern headquarters in Central Square. Following the announcement in November construction work has now begun at the former bus station site.
11. There has also been good progress over recent months by Network Rail on developing exciting new plans for the modernisation of Cardiff Central Train Station. Images of the concept scheme have been included as Appendix 2. Since the release of these plans in October Foster + Partners have begun to work with Network Rail's architects Powell Dobson to design integration between the two adjacent schemes. This work, in due course, will form an important part of the detailed design that will be submitted for planning.

Issues

12. Significant progress has been made since the last update to Cabinet in July. The Central Square regeneration scheme and the Central Transport Interchange project are now heading firmly into the delivery phase. To assist with delivery the following issues need to be considered.

Delivery Timeline

13. Since the closure of the bus station on the 1 August 2015, there has been some speculation that the programme for delivery of the new Central Transport Interchange has slipped. This is not the case. The bus station was closed on the 1 August 2015 to assist with the delivery of the new BBC headquarters development and was not directly related to the delivery programme for the new interchange. At the time it was anticipated that the Agreement to Lease would be signed by the BBC by mid-September and there was a need to make the site available for 6 weeks of preliminary works to get the site ready for development. It was also felt to be the opportune time from a transport perspective during the holiday period to manage the transition to new temporary bus pick-up and drop-off arrangements. As we now know the signing of the Agreement to Lease was delayed by approximately 6 weeks due to final contract negotiations.
14. The programme for construction of the new Central Transport Interchange has always been dictated by the earliest date at which the existing Marland House tenancies can be terminated to enable the building to be demolished. This was end of March 2016 when the Council acquired the building, and remains end of March 2016 in the programme.
15. It was intended to bring forward a detailed planning application for the new development by December 2015. This was initially to enable the developer to be in a position to progress the development as soon as Marland House is demolished. However, following discussions with the Local Planning Authority it is now intended to split the planning application into two parts. The first part, which will still be submitted in December, will deal with the demolition of the buildings and the excavation of the site in preparation for the construction of underground car-parking. The second part will be for the detailed design of the new building which will now come later in the programme as outlined below.
16. It was also intended to begin demolition of the Wood Street NCP car park in January in advance of the demolition of Marland House in April. However, following advice from the appointed demolition contractors it has now been agreed to demolish both buildings at the same time. This will have no impact on the delivery programme as it will take place over the same 2 -3 months from April through to June that was programmed for the demolition of Marland House. This decision was taken to minimise unnecessary disruption in the city centre and to minimise the Health & Safety implications and consequent costs of demolishing the NCP car park whilst Marland House remains occupied and in use.
17. Once both buildings have been demolished there will be a period of approximately 6 months to excavate the site including site set-up and piling. Ground works and construction will then commence from January 2017. Normally a building of this nature will take 18 – 24 months for full completion. The Council is exploring with the developer

the potential for opening the bus interchange in advance of full completion with the aim of being operational by the end of 2017.

18. Work has now begun on the detailed design of the scheme in preparation for the submission of a detailed planning application. In terms of the delivery programme, planning permission is not needed to be in place until December 2016. However, it is anticipated that an application will be submitted by May 2016. This will assist with formal negotiations on the costs and funding approach which will be progressed in parallel and need to be concluded before construction can commence. It is therefore intended that a report to seek authority to commit funds to the delivery of the project will be presented back to Cabinet in the autumn of 2016.

Public Engagement

19. Ahead of the Bus Station closure on 1 August 2015 an extensive public consultation and information exercise was undertaken over a 4 weeks period. The aim was to prepare bus users for changes to bus routes following the closure of the bus station and to inform the public about the proposals for the new Central Transport Interchange and to seek feedback on proposals for the new facility.
20. The engagement activity included a leaflet showing new arrangements for bus departures and concept designs for the new Central Transport Interchange. There was also extensive use of digital media including websites, social media and radio advertising. A mobile exhibition stand with video images and 3D model was positioned outside the train station and at other locations across the city centre to assist the public with enquiries.
21. Almost 5,600 people engaged with staff at the mobile exhibition during the 4 weeks period. The key suggestions to arise from the public were as follows:
 - The new interchange should include a Tourism Information Centre; Luggage Storage facilities; a Transport Information Desk; public toilets; and plenty of seating in waiting areas.
 - There was strong support for high quality cycling facilities including cycle storage; cycle maintenance; changing facilities and lockers.
22. A series of workshops will now take place with key stakeholders such as the Cardiff Council Access Focus Group, Bus Users Cymru, Sustrans, transport operators and Network Rail. The first workshop took place on Tuesday 17 November with Sustrans to discuss the proposed Cycle Hub facility. In addition there will be an Access Focus Group meeting on the 4 December to discuss the Central Transport Interchange.

23. Engagement with key stakeholders will be an on-going process throughout the preparation of detailed design leading to a detailed planning application. This will include a broad range of interested parties including representative groups such as Cardiff Royal Institute for the Blind and interest groups such as the Civic Society.

Public Realm Improvements and Other Enabling Works

24. In July 2014 Cabinet approved a public realm delivery strategy for Central Square and delegated authority to the Director of Economic Development in consultation with named Cabinet Members and officers to enter into contractual arrangements to deliver the necessary public realm improvements. The delivery strategy provided an illustration of the areas of public realm that would be required to be delivered, a phasing plan, a high-level estimate of costs and a schedule of capital receipts and Section 106 contributions that would provide the required funding.
25. In the absence of a detailed scheme the cost estimate was based on a pro-rata calculation per square meter of costs associated with the delivery of the public realm scheme in the Hayes for the St David's 2 Shopping Centre development. Confidential Appendix 3 includes details and the approved spend and a rationale which aimed to cover the cost of the Council contribution through land sales in the immediate vicinity and Section 106 contributions relating to associated development in Central Square. The development appraisal attached to the original decision including independent valuation of land receipts is presented in confidential Appendix 5.
26. A detailed scheme has now been developed and was approved by the Local Planning Authority in May 2015. The necessary ground investigation works have also been completed which allows a more informed assessment of the potential cost of delivering the scheme. The specification of the approved scheme has now been fully costed and the investigation works have revealed the need for additional substructure costs. The revised cost associated with delivering the public realm improvements have been costed by an independent cost consultant and are detailed within confidential Appendix 3.
27. In addition to public realm, the Council has now estimated the cost of other enabling works related to the Central Square Masterplan Agreement to support delivery of the new Central Transport Interchange. Details of these estimated costs are contained within confidential Appendix 3 and have been produced by an independent cost consultant.
28. The costs outlined above will be subject to normal competitive tender and funded through anticipated receipts and Section 106 contributions relating to the Central Transport Interchange development. It is also proposed to cash-flow spend for the delivery of public realm and other works in line with receipts from land disposals and Section 106 contributions, and therefore there should be no implication of these

works for the Council's budget. If for any reason spend is required to fall outside of this framework a further report will be presented back to Cabinet to seek specific approvals.

Estimated Costs Transport Interchange – ‘Shell and Core’

29. At the Cabinet meeting of 2 July 2015 Cabinet approved the concept design presented by Foster + Partners for a new Central Transport Interchange. Since that decision, Rightacres Property Ltd has been working with Foster + Partners to further develop these proposals to provide the basis for developing a detailed cost estimate for a ‘shell and core’ scheme (i.e. fit-out not included). This work is based on tender proposals submitted by 3 major construction companies. An overview of the estimated costs and the initial developer apportionment of costs towards the bus station element of the building are presented in confidential Appendix 4. These costs will remain estimated until the detailed design for the building is fully completed and signed off. Until then detailed negotiation will take place with the developer regarding the apportionment of costs within the building. The developer will also continue to drive down the costs through managing the specification and through negotiation with the chosen construction partner.
30. It is the Council's intention at the appropriate time in the process and before any formal decision is made by Cabinet that commits the Council financially, to have the final agreed costs independently reviewed by cost consultants to ensure they are affordable and represent value for money.
31. In addition to the shell and core costs there will be additional costs associated with fit-out of the bus station. These will largely be dictated by the level of fit-out specification. There will also be a requirement for adaptations to the highways network to facilitate access and egress to the new facility. The Council will seek to source external funding for the fit-out element of the bus station and for associated highways works and has begun this process.
32. Delivery of the new Central Transport Interchange will inevitably result in a financial implication for the Council. The intention has always been to identify a funding approach which maximises recovery of capital receipts (to off-set the investment made in land assembly) and to minimise the costs of construction, whilst delivering a premium quality scheme.
33. Over recent years the Council has developed a good understanding of the costs associated with delivering a stand-alone bus station having developed a number of concept designs with associated cost schedules. Examples of these schemes have been attached to recent Cabinet reports. Given that the optimum location for the new transport facility is on the site of the Wood Street NCP car park and Marland House, there is a significant land cost implication for the project, as both buildings were going concerns when the leasehold interests were

acquired. A stand-alone bus station would need to bear the full costs of this land investment. This has led the Council to explore a mixed use development to help realise capital receipts and to potentially identify new income streams to assist with affordability and deliverability.

34. The high-level development appraisal previously commissioned by the Council in respect of its investments in Central Square (see confidential Appendix 5) suggests that there should be sufficient investment value remaining to meet the estimated costs for a new bus station (as outlined in confidential Appendix 4 and including fit-out and highways alterations costs if contributions are not forthcoming from other sources). However, this funding strategy is reliant on future capital receipts and developer contributions being received as costs become due and therefore there may be a cash-flow implication that will need to be resolved with the developer, particularly relating to capital receipts for land north of Wood St. Before a formal decision needs to be made on the cost and funding approach for the new transport interchange the Council will work with the developer to establish a detailed programme of receipts, based on the current pipeline of projects, to understand if any cash-flow implications exist and to agree a solution.
35. At the same time officers would like to further explore and negotiate lease based financial approaches to the delivery of the interchange building which seek to take advantage of the Council's strong financial covenant to reduce the cost of the new interchange building. This could involve the Council taking a head lease on all or part of the building and subletting areas within its leasehold interest to generate income to offset the cost of the lease.
36. It is important to note, that whilst a mixed use development should help the Council to recover its capital investment in land and would deliver a much more attractive gateway development, it will only proceed if the overall scheme is fundable. It is therefore important for the Council to fully consider the implications and benefits of a lease based approach. Further to this, and for clarity, it is important to note that whilst the financial agreement struck between the developer and Legal & General puts in place a significant facility that could potentially fund the whole development of Central Square, at this stage there is no agreement in place with the Council regarding the funding of the bus interchange or any obligation on the Council.

Project Management Arrangements

37. To date the Central Transport Interchange project has been managed by the Director of Economic Development and the Director of City Operations reporting to the Cabinet Member for Transport, Planning and Sustainability. This has been effective in the early stage development of the project to ensure the specification of the new facility meets the city's needs. The project is now entering a delivery stage and therefore to ensure proper separation between development and regulatory roles, the project will now be managed by the Director of Economic Development with the Director of City Operations managing

the regulatory consideration of the scheme. The project will continue to report through to the Cabinet Member for Transport, Planning and Sustainability until its final delivery.

Reason for Recommendations

38. To provide Cabinet with an update on the Central Transport Interchange project and to gain the relevant authorities to proceed with public realm and associated works in Central Square.

Financial Implications

39. The attached report provides an update on progress made on the Central Square regeneration scheme and seeks the approval of additional resources to support the Council's commitment to deliver a range of public realm improvements and other enabling works associated with the Masterplan Agreement. As matters contained in Appendices 3, 4 & 5 are commercially confidential, an additional set of confidential Financial Implications have been set-out at Appendix 6, which should be considered in conjunction with this report.
40. The current capital programme include an allocation in respect of public realm improvements at Central Square and has earmarked resources from a combination of s106 contributions and capital receipts associated with sites 1, 2 & 3 to fund the works, based on high-level costs previously reported to Cabinet (July 2014). Since then a detailed scheme has been approved as part of the planning application for the BBC headquarters building. The planning approval also documented those areas of public realm area that are to be delivered as part of this phase of the redevelopment of Central Square. The specification for the approved scheme has been costed and site investigation works have also been carried out, which have identified the need for additional substructure works.
41. An independent cost consultant has estimated the level of resources required to deliver the public realm improvements and these detailed at confidential Appendix 3. The actual cost of the scheme will be determined once the works have gone through a competitive tendering exercise and a final cost is agreed by the council. In addition, confidential Appendix 3 outlines other enabling works that the council agreed to deliver as part of the Masterplan Agreement to support the delivery of the new Central Transport Interchange.
42. In order or to the fund the additional costs highlighted above, the report seeks Cabinet approval to earmark further council resources invested in Central Square that will become available as proposals for the redevelopment of Marland House and the NCP car park (sites 9-12) are brought forward. Cabinet should note that the level of resources generated by future phases of redevelopment are subject to development appraisals brought forward by the developer for consideration and approval by the Council. Development appraisals

are informed by the proposed mix and use of sites and the associated costs and revenue streams. Therefore, the actual level of resources that may be realised from sites 9-12 will be very much dependent on economic conditions and market interest in the proposed scheme.

43. Confidential Appendix 5 provides details of Council land holdings at Central Square together with a table estimating the level of receipts and section 106 contributions that may be realised from future developments. This table was included within a Project Overview report prepared by the council's valuer back in July 2014 and was based on a range of developments being considered and the economic conditions at that time.
44. The current timetable outlined in the report suggests that the majority of the costs will be incurred during the financial year 2017/18. However, if there is a delay between cost being incurred and the earmarked resources being realised, (as described above), then the Council will need to meet the interest costs associated with cash-flowing the scheme in advance of receipts being received.
45. Confidential Appendix 4 outlines indicative costs for the shell and core element of the proposed Cardiff Central Transport Interchange. This is based on the high-level of design of the wider scheme prepared by the developer at this time. Therefore cost will need to be updated and refined as the detailed design is progressed. In addition to the shell and core costs identified there will be further, significant costs in respect of the fit-out specification and the adaptations required to the highway's network. The cost for this aspect of the development is yet to be determined as is the associated funding streams.
46. Furthermore the report highlights the design work being progressed by Network Rail in relation to the modernisation of Cardiff Central Train Station and the synergies that may be brought about through the integration of the two schemes. This adjacent development could represent both a cost and an opportunity in relation to the Council's future transportation aspirations. The cost implications of all these component parts (as well as any VAT, SDLT and wider taxation matters) will need to be considered in totality as detailed designs on both schemes are progressed and a final scheme is brought forward for approval.
47. The reports seeks approval to explore further a range of funding options predicated on the use of a leased based scheme i.e. where the council takes a head lease and is required to service debt over the term of the lease, usually by utilising income streams associated with the scheme itself. The inherent risk of funding options of this type is the level of robustness attached to the costs and income levels identified in advance of delivering the scheme. In addition (and as outlined above), to a large extent future income streams will be influenced by economic conditions which will vary over the repayment period (typically over 30-40 years) of the scheme. Therefore, a financial strategy for managing

any reductions in income levels will need to be clearly considered as part of any decision to approve a funding option.

48. The current capital programme includes an allocation of £14 million for a transport interchange funded by future capital receipts associated with Central Square. The adequacy of this allocation will need to be reviewed as scheme costs and funding strategy becomes clearer, along with the affordability of the capital programme itself in future years given the range of schemes the Council may wish to progress over the medium term. The full financial implications of any proposal would need to be considered further in a future report as part of the final decision making process. The budget implications arising will need to be factored into the wider Capital Programme for future years, which is being progressed on the basis that any new commitments are self-funded.

Legal Implications

49. In its dealings with property, the Council has to be mindful of its fiduciary duty to its council tax payers and the need to demonstrate value for money. In disposing of property, the Council has a specific duty to secure the best consideration reasonably obtainable, whether in cash or otherwise, pursuant to section 123 of the Local Government Act 1972.
50. The Council's Procedure Rules for the acquisition or disposal of interests in property provide that the Council's decision makers will have proper regard to professional advice from a qualified valuer at all relevant stages during the process. The intention is that due probity and accountability can be demonstrated and value for money achieved. Value for money also has to be demonstrated in regard to the cost of carrying out of works.
51. In the case of commercial properties, disposal and acquisition prices are impacted upon by considerations such as achievable rental income, service charges and holding costs, the costs and values of redevelopment, funding costs, the tenancing of new accommodation and the cost obtaining vacant possession from sitting tenants. In the current economic climate, this kind of consideration can impact significantly upon residual valuations for the premiums attached to the granting and taking of commercial leases, and upon the viable level of Section 106 contributions.

RECOMENDATIONS

Cabinet is recommended to:

- (1) Note the recent progress made with the Central Square regeneration scheme

- (2) Note the indicative timetable for the construction of the new Central Transport Interchange building as presented in paragraphs 13-18 of the report.
- (3) Approve the costs outlined for the delivery of public realm improvements and other enabling costs related to the Masterplan Agreement to support the delivery of the new Central Transport Interchange building as detailed in confidential Appendix 3.
- (4) Delegate authority to the Director of Economic Development, in consultation with the Leader of the Council, the Cabinet Member for Corporate Services and Performance, the Cabinet Member for Transport, Planning and Sustainability, the Section 151 Officer and the Director of Legal and Governance to consider in detail options for funding the new Central Transport Interchange and to return to Cabinet with a final recommendation.

NEIL HANRATTY

Director

27 November 2015

The following Appendices are attached:

Appendix 1: Network Rail Scheme for Central Station

Appendix 2: Results of the Public Engagement Exercise

Appendix 3: (Confidential) Enabling Works Costs & Schedule

Appendix 4: (Confidential) Costs for new Bus Interchange Development

Appendix 5: (Confidential) Independent Valuation

Appendix 6: (Confidential) Financial Implications

Appendix 1

Concept Design illustrations for the redevelopment of Cardiff Central Train Station





Bus Station Closure On-Street Public Consultation

Number of Visitors to Information Station

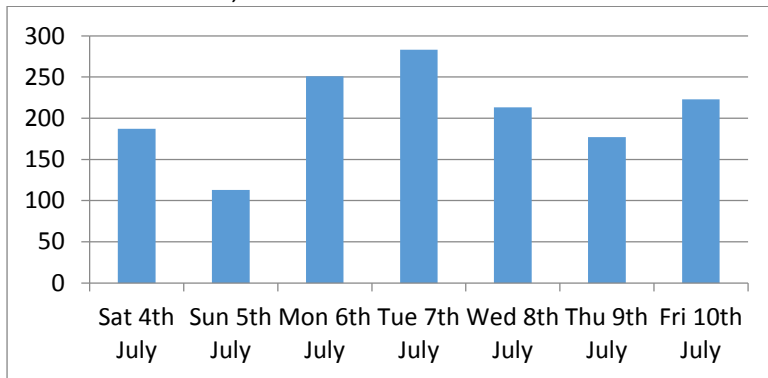
Week 1

Location: Stand A – Central Bus Station

Date: Sat 4th July 2015 – Fri 10th July 2015

Total Number: 1,447 Interviews

Number of Visitors, Week 1 – Stand A Central Bus Station



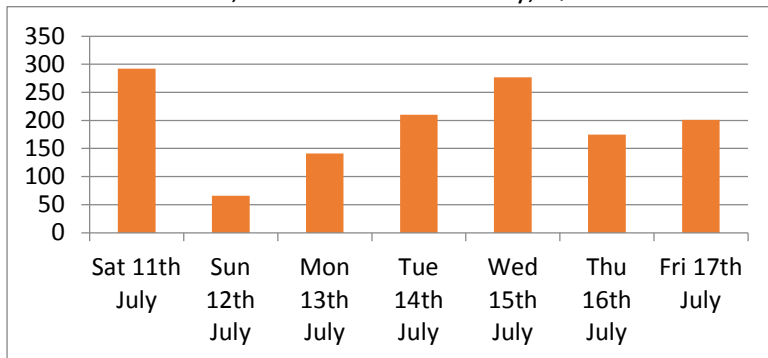
Week 2

Location: Churchill Way, Queen Street

Date: Sat 11th July 2015 – Fri 17th July 2015

Total Number: 1,362

Number of Visitors, Week 2 – Churchill Way, Queen Street



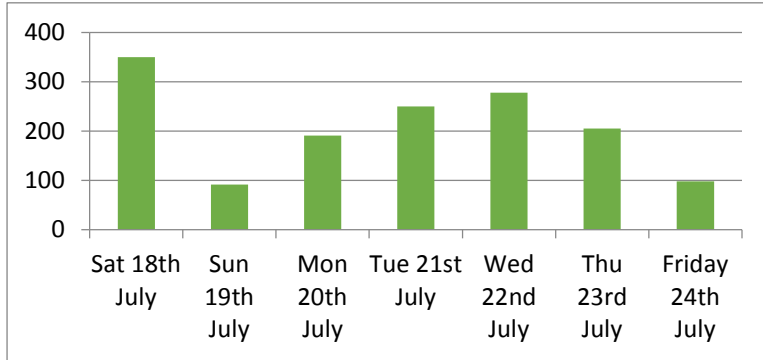
Week 3

Location: The Hayes

Date: Sat 18th July 2015 – Fri 24th July 2015

Total Number: 1,464

Number of Visitors, Week 3 – The Hayes



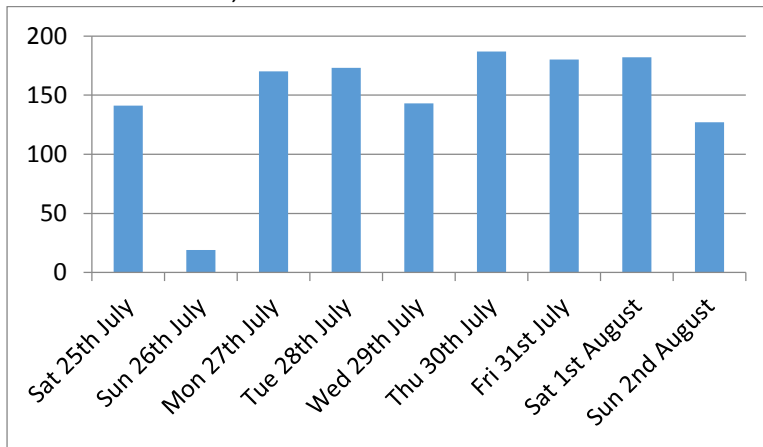
Week 4

Location: Stand A – Central Bus Station

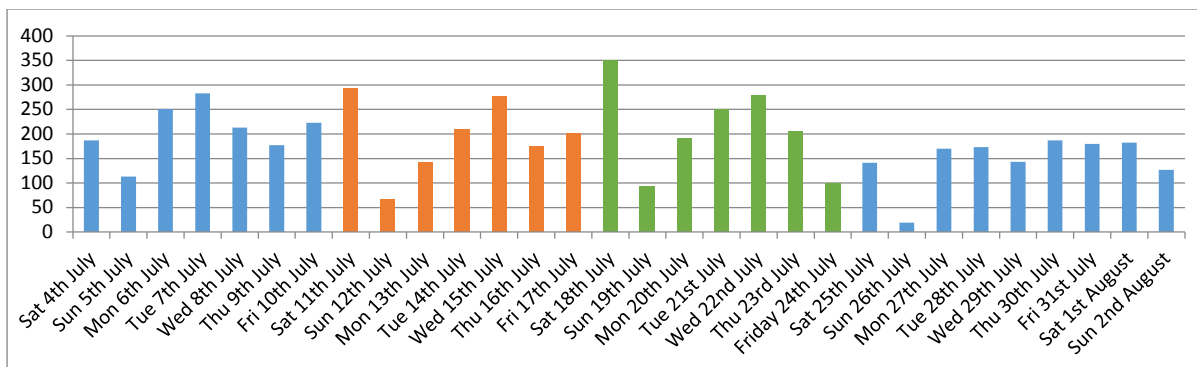
Date: Sat 25th July 2015 – Sun 2nd August 2015

Total Number: 1,322

Number of Visitors, Week 4 – Stand A – Central Bus Station



Total Number of Visitors, Week 1-4



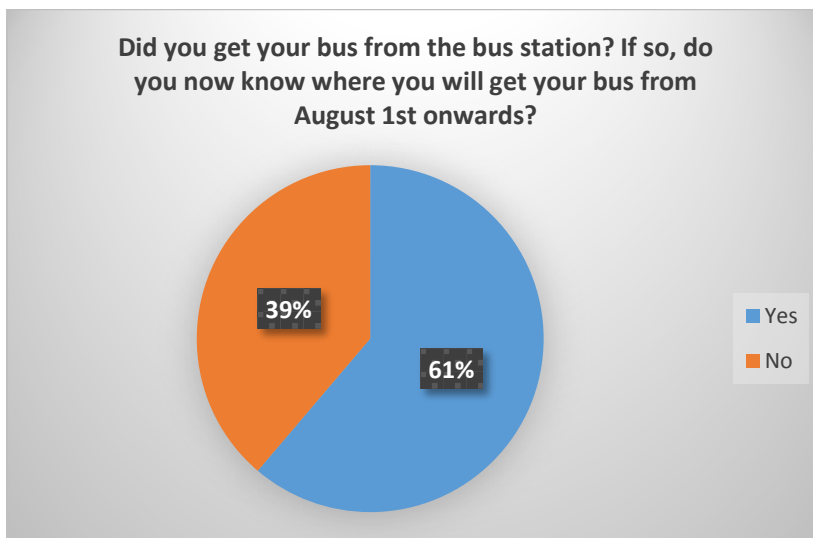
Total Number: 5,595

Feedback Forms from Information Station

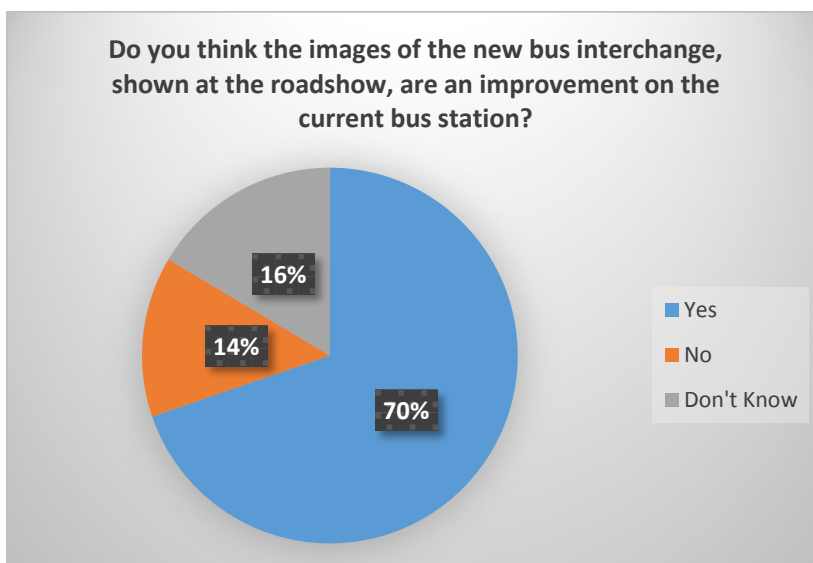
Information Station Feedback Answers

	Question	Yes	No	Don't Know
1.0	Did you get your bus from the bus station? If so, do you now know where you will get your bus from August 1st onwards?	90	57	N/A
2.0	Do you think the images of the new bus interchange, shown at the roadshow, are an improvement on the current bus station?	106	21	25
3.0	Do you have access to the internet?	129	24	1
4.0	Would you prefer to see a system introduced where one ticket allows you to travel on both bus and train services?	114	10	17
5.0	Would you like to be added to a stakeholder database to receive updates on the project, as the development continues?	84	53	N/A

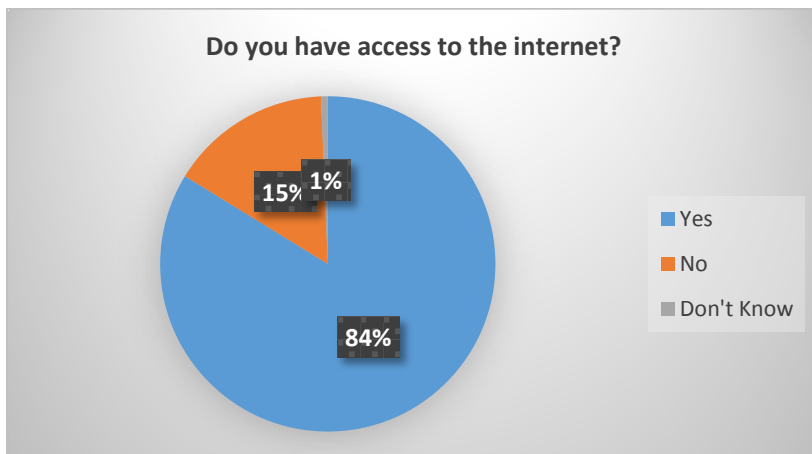
Feedback Form Q1



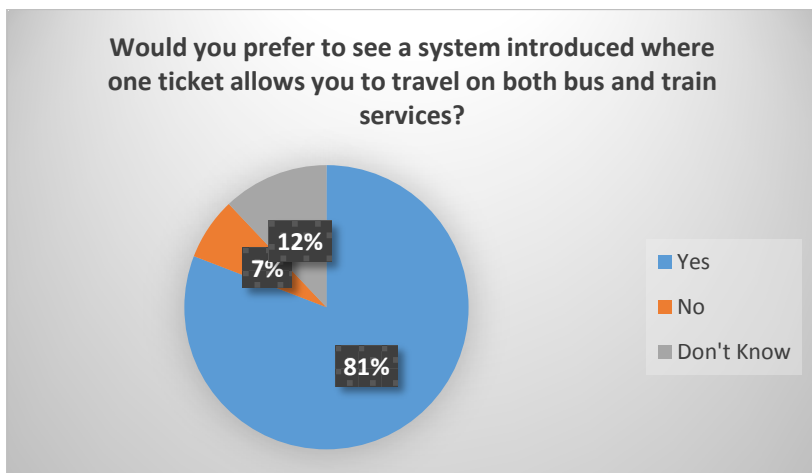
Feedback Form Q2



Feedback Form Q3



Feedback Form Q4



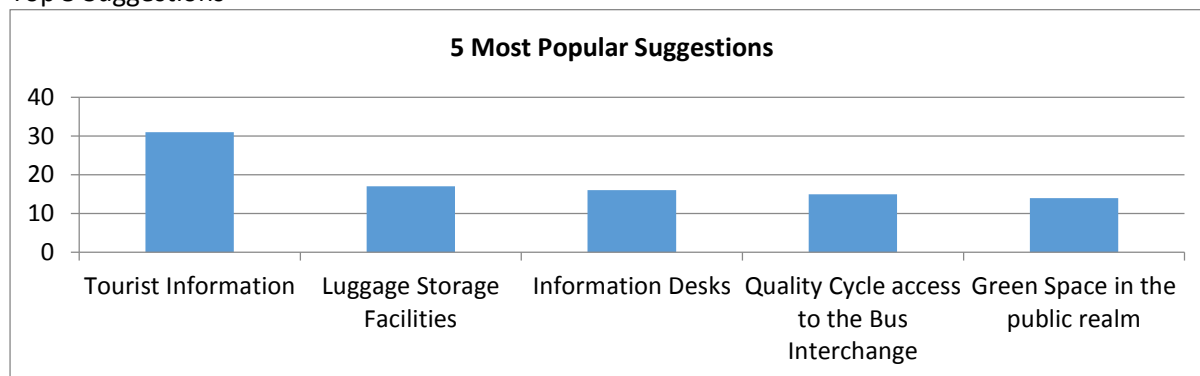
Feedback Form Q5



Public Feedback: Suggestions

Question Asked: 'There are plans to deliver a bus interchange which is under cover, with toilet facilities, real time information displays, a bike and storage hub, places to get something to eat or drink, retail opportunities and a public concourse. In addition to this specification, what other facilities would you like to see at the new bus interchange?'

Top 5 Suggestions



All Suggestions

Suggestions	Number of people
Information	
Tourist Information Centre	31
Information Desks for Buses (all operators) and Trains	16
Information Boards for Bus, Rail and General use	7
Connect2Cardiff presence	1
Large signage	1
Other amenities inside the Bus Interchange	
Bag/ Luggage storage facility	17
Free Toilets	12
Plenty of seating	10
Security	8
Free WIFI	5
Creative Space and Art Gallery	3
Independent traders	3
Paid toilet facilities (to ensure cleanliness)	3
Sufficient bins	3
Children's area	2
Phone charging points	2
First Aid Centre	2
Toilet cubicles large enough for suitcases to fit in	2
Space for Community Groups to meet	2
Contactless Payment	2
Water drinking fountains	2
Music Area for 'street musicians' to perform	2
Public use Piano in the Station Concourse	1

Skate Park	1
Police Station	1
Area for mums to breast feed	1
Driver's Quarters	1
Library	1
Public Telephone	1
Mobility scooter hire	1
Airport-style luggage trolleys available	1
Low-cost housing	1
Operates 24 hours	1
Discount shops	1
Booking desk for Hotels in Cardiff	1
Bureau de Change	1
Accessibility inside the Bus Interchange	
Indoor access between bus station and railway station	7
Disability/ Pushchair friendly	6
Internal Transport (ie: buggy system inside the bus station)	1
Common concourse for bus and rail	1
Queuing system for passengers boarding buses	1
Environment inside the Bus Interchange	
Clean environment	3
Prevent bird access	3
Spacious interior	2
No alcohol	2
Well lit at all hours	1
Cycling	
Quality cycle access to the bus station (eg: dedicated cycle lanes)	15
Free Bike storage	8
Bike hire	5
Shower facilities for cyclists	5
Security monitoring the bike storage	3
Bike gutters alongside stairways	1
Bike storage operational for long hours	1
Bike hub given prominent location	1
Cycle link to Taff Trail	1
No cyclists in area	1
Cycle storage to accommodate 3 wheeled bikes	1
Public Realm	
Trees, plants, fountains (green spaces) etc.	14
Seating	5
No Trees/ green space	1
Avoid wind tunnels	1

Welsh History and Culture	
Promote Cardiff/ Welsh history, culture and heritage	6
No bilingual signage	1
Old St Mary's Church and Priory Plaque	1
Showcase the Architect's work in Wales	1
'Green' suggestions	
Zero-carbon build	1
Electric Bus recharging points	1
Adequate ventilation to remove fumes	1
A 'Green Roof'	1
Sustainable features	1
Transport	
Plenty of pick-up/ drop-off points	7
National Express	6
All bus routes to use the bus interchange	6
Easy access to a taxi rank	5
Sufficient car-parking (short and long stay)	3
Megabus	1
Access to City Car Club vehicles	1
Bus operating hours extended	1
Dedicated Taxi waiting area	1
T9 Airport Bus	1
Check-in point for Cardiff Airport	1
Red Routes around the Bus Interchange	1

Future engagement

A series of workshops will take place with key stakeholders such as the Cardiff Council Access Focus Group, Bus Users Cymru, Sustrans, transport operators, Network Rail and the Millennium Stadium. These are scheduled to take place between January and June 2016 and will run alongside the Transport Assessment that will take place during this time period.

The public's priorities on what facilities they would like to have at the new bus station will be considered as the detailed design of the new bus station continues. The feedback from the public is detailed between paragraphs 19 and 23 of the report. Public and stakeholder engagement will continue throughout the development of the project.