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AGENDA

Pwyllgor PWYLLGOR CRAFFU'R ECONOMI A DIWYLLIANT

Dyddiad ac amser y cyfarfod DYDD MERCHER, 18 IONAWR 2023, 4.30 PM

Lleoliad YB 4, NEUADD Y SIR, CYFARFOD AML-LEOLIAD

Aelodaeth Cynghorydd Wong (Cadeirydd)
Y Cynghorwyr Berman, Brown-Reckless, Cunnah, Henshaw, Jenkins,
Lloyd Jones, Naughton a/ac Thomson

Tua
Amser.

1 Ymddiheuriadau am Absenoldeb

Derbyn ymddiheuriadau am absenoldeb.

2 Datgan Buddiannau

I'w wneud ar ddechrau'r eitem agenda dan sylw, yn unol â Chod Ymddygiad yr Aelodau.

3 Pentref Chwaraeon Rhyngwladol (*Tudalennau 5 - 502*)

4.30 pm

Gwaith craffu cyn penderfynu ar adroddiad i'r Cabinet.

Nid yw Atodiadau 2-3 a 5-13 yr adroddiad hwn i'w cyhoeddi gan eu bod yn cynnwys gwybodaeth eithriedig o'r disgrifiad a gynhwysir ym mharagraffau 14, 16 a 21 o Atodlen 12A i Ddeddf Llywodraeth Leol 1972.

4 Llundio Adferiad Economaidd Caerdydd ar ôl y Pandemig (*Tudalennau 503 - 650*)

6.00 pm

Adroddiad Ymchwiliad drafft - i'w drafod, diwygio a chymeradwyo cyn ei gyflwyno i'r Cabinet.

- | | | |
|---|--|---------|
| 5 | Bargen Ddinesig Prifddinas-Ranbarth Caerdydd - Trosolwg a Chraffu ar y Cyd - Adroddiad Diweddar (<i>Tudalennau 651 - 656</i>) | 6.15 pm |
| 6 | Diweddariad Gohebu (<i>Tudalennau 657 - 660</i>) | 6.20 pm |
| 7 | Eitemau Brys (os oes rhai) | |
| 8 | Y Ffordd Ymlaen | 6.25 pm |
| 9 | Dyddiad y cyfarfod nesaf | |

28/02/23 am 2.00pm – Craffu ar y Gyllideb - I'w gadarnhau

Davina Fiore

Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol

Dyddiad: Dydd Iau, 12 Ionawr 2023

Cyswllt: Andrea Redmond, 02920 872434, a.redmond@caerdydd.gov.uk

GWE-DARLLEDU

Caiff y cyfarfod hwn ei ffilmio i'w ddarlledu'n fyw a/neu yn olynol trwy wefan y Cyngor. Caiff yr holl gyfarfod ei ffilmio, heblaw am eitemau eithriedig neu gyfrinachol, a bydd y ffilm ar gael ar y wefan am 12 mis. Cedwir copi o'r recordiad yn unol â pholisi cadw data'r Cyngor.

Gall aelodau'r cyhoedd hefyd ffilmio neu recordio'r cyfarfod hwn

Ar ddechrau'r cyfarfod, bydd y Cadeirydd yn cadarnhau a gaiff y cyfarfod cyfan neu ran ohono ei ffilmio. Fel rheol, ni chaiff ardaloedd y cyhoedd eu ffilmio. Fodd bynnag, wrth fynd i'r ystafell gyfarfod a defnyddio'r ardal gyhoeddus, mae aelodau'r cyhoedd yn cydsynio i gael eu ffilmio ac y defnyddir y lluniau a recordiadau sain hynny o bosibl at ddibenion gwe-ddarlledu a/neu hyfforddi.

Os oes gennych gwestiynau ynghylch gwe-ddarlledu cyfarfodydd, cysylltwch â'r Gwasanaethau Pwyllgorau ac Aelodau ar 02920 872020 neu e-bost [Gwasanethau Democrataidd](#)

Mae'r dudalen hon yn wag yn fwriadol

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ECONOMY & CULTURE SCRUTINY COMMITTEE

18 JANUARY 2023

INTERNATIONAL SPORTS VILLAGE: PRE-DECISION SCRUTINY

Appendices 2-3 and 5-13 of the Cabinet Report are not for publication as they contain exempt information of the description contained in paragraphs 14 and 16 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972. It is viewed that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Purpose of the Report

1. To provide background information to Members to aid their scrutiny of the draft report to Cabinet titled *International Sports Village*, which is due to be considered by Cabinet at their meeting on 19 January 2023.
2. Members should note that **Appendices 2-3 and 5-13** of the Cabinet report are exempt from publication. Members are requested to keep this information confidential, in line with their responsibilities as set out in the Members Code of Conduct.

Scope of Scrutiny

3. At their meeting on 19 January 2023, the Cabinet will consider a report that provides an update on the International Sports Village (ISV) development. The report asks Cabinet to:
 - i. Approve the disposal strategy, with detailed heads of terms to be approved at a future meeting of Cabinet
 - ii. Approve the preferred operator for the proposed new Velodrome
 - iii. Approve the preferred operator for the Ice Arena, including proposed new family attraction
 - iv. Note the Strategic Outline Case for the Energy Strategy for the ISV
 - v. Approve in principle the proposal to establish a single management organisation for the leisure destination at ISV

- vi. Agree in principle to the introduction of an appropriate charging regime for parking
- vii. Authorise the development of a Full Business Case for the whole leisure destination, including associated infrastructure
- viii. Approve the development of Outline Business Cases for:
 - a) Energy Strategy
 - b) Single Management Organisation
 - c) Multi Storey Car Park delivery options
- ix. Approve the budgetary spend to enable the development of the various Business Cases proposed in the report and enable the submission of planning applications as required.

4. During this scrutiny, Members have the opportunity to:

- i. Explore the proposed disposal strategy for the residential and commercial development opportunities at ISV
- ii. Consider the updates provided and proposals regarding the Velodrome, Outline Business Case – Leisure Destination, Energy Strategy, and Park and Ride/ Multi Storey Car Park
- iii. Consider the updates provided regarding the Operator Strategy, including proposals regarding the Ice Arena, a Management Organisation, and use of a universal booking system, Internal Repairing Leases and service charges
- iv. Test the financial, legal, and property implications
- v. Test whether there are any risks to the Council
- vi. Gain an understanding of the next steps and timelines involved and
- vii. Test the recommendations to Cabinet.

Structure of the meeting

5. The Chair will move that this item be considered in two parts: an open session, where Members will be able to ask questions on the issues and papers that are in the public domain; and a closed session, where members of the public will be excluded, where Members can ask questions that pertain to **Appendices 2-3 and 5-13.**

6. Members will hear from Councillor Goodway (Cabinet Member – Investment and Development), Neil Hanratty (Director of Economic Development), Chris Barnett (OM Major Projects) and Jo-Anne Phillips (Project Manager). There will be a presentation taking Members through the proposals and recommendations to Cabinet, followed by Members' questions.
7. Members will then be able to decide what comments, observations or recommendations they wish to pass on to the Cabinet for their consideration prior to making their decisions

Background

8. In 2001, the administration's 'Ambitions for Cardiff' strategy document contained a commitment to "*progress the development of the £240m International Sports Village as the centre piece of Cardiff's plans to become a regional capital of sporting excellence*". The commitment to this project was reiterated in the Ambitions for Cardiff 2002-03 as "*progress the development of the International Sports Village as the centrepiece of Cardiff's plans to become a European Sports/Leisure destination*".
9. As part of the regeneration project, the Council acquired ownership of tranches of land on the ISV site, which remain in Council ownership. Since then, a mixture of public and private sector investment has resulted in the following developments:
 - i. Cardiff International Swimming Pool
 - ii. Cardiff International White-Water Centre
 - iii. Ice Arena Wales
 - iv. Residential and Retail developments
 - v. Pont y Werin Bridge.
10. In 2012, the Council signed a Development Agreement with Greenbank Partnership Ltd (GPL)¹ to construct a new Ice Arena and undertake work to

¹ GPL are the owners and developers of the adjacent Cardiff Pointe site and signed a Development Agreement with Cardiff Council, in 2012, to construct a new Ice Arena and undertake work to secure a Snow Dome or equivalent alternative leisure facility

secure a Snow Dome or equivalent alternative leisure facility, with the release of the Council-owned Waterfront site for mixed-use development.

11. In July 2017, the Council's new Administration set out a policy programme and associated delivery commitments in the Capital Ambition five-year plan. This contains a commitment to '*Set a refreshed vision for Cardiff Bay as a leisure destination, by securing a new visitor attraction, with the possible creation of a permanent "beach style" facility and revitalising the strategy for the International Sports Village.*'
12. In March 2018, Cabinet provided authority for the Council to acquire 4.32 acres of land on the former Toys'R'Us retail building including a large service yard and circa 300 car parking spaces. The rationale for the acquisition was to improve the development potential of the Council's adjoining land holding known as Retail 3.
13. In March 2021, Cabinet approved a new masterplan for the leisure component of the ISV, including in principle approval for a velodrome. In July 2021, Cabinet gave approval to proceed to detailed design of the velodrome, procurement of a contractor and submission of a planning application and agreed in principle to the allocation of the budget required to deliver the velodrome.
14. In September 2021, Cabinet authorised the acquisition of assets owned by GPL, including the Ice Arena, to enable the development agreement to be terminated; acquisition was to be completed by 31 December 2022.
15. In March 2022, Cabinet approved an updated masterplan and gave authority for soft marketing to develop a disposal strategy for residential and commercial land and extending the Full Business Case for the velodrome to include a Closed Loop Circuit, with associated infrastructure and public realm works.
16. The draft report to Cabinet entitled '*International Sports Village*' is attached at **Appendix A** and has **fourteen** appendices:
 - **Appendix 1** – ISV Masterplan
 - **Confidential Appendix 2** - Disposal Strategy (Interim Report)

- **Confidential Appendix 3** - Watermark Consortium – Vision Statement
- **Appendix 4** - Marketing Brochure (Disposal Strategy)
- **Confidential Appendix 5** - Operator Report
- **Confidential Appendix 6** - Ice Arena Proposal
- **Confidential Appendix 7** - Booking System - Options Appraisal
- **Confidential Appendix 8** - Booking System Proposal
- **Confidential Appendix 9** - Review of the Closed Loop Circuit Proposal
- **Confidential Appendix 10** - Outline Business Case – Leisure Destination
- **Confidential Appendix 11** - Parkwood Energy Projections
- **Confidential Appendix 12** - ISV Energy Strategy (Strategic Outline Case)
- **Confidential Appendix 13** - Funding Proposal for Business Case Development
- **Appendix 14** - Equality Impact Assessment

Issues identified in the Cabinet Report

17. The report to Cabinet, at Appendix A, contains the following sections:

- i. Disposal Strategy – points 11- 15
- ii. Velodrome Update – points 16 – 19
- iii. Operator Strategy – points 20-32
- iv. Outline Business Case – Leisure Destination – points 33 – 36
- v. Energy Strategy – points 37 – 40
- vi. Park and Ride – points 41 – 43
- vii. Consultation – points 44 – 47.

18. The main points to note are:

Disposal Strategy

- i. A disposal strategy is proposed to ensure the ISV development is brought forward in a coherent manner to deliver a high-quality neighbourhood
- ii. The soft marketing exercise resulted in several expressions of interest and offers both for individual plots and for the role of master developer as set out in Confidential Appendix 2
- iii. The Council’s appointed agents recommend the appointment of a master developer whilst also seeking to capture the best offers for individual plots (hybrid approach)
- iv. The Watermark Consortium is the preferred bidder; it includes Orion Land, the original developer of the ISV site. An overview of their offer is at

Confidential Appendix 3. This offer would secure an early start on site and early capital receipts for the Council.

- v. The target is to negotiate terms of an agreement and to return to Cabinet for final approval in March 2023.

Velodrome Update

- vi. The Full Business Case (FBC) will be presented to Cabinet once the land arrangements relating to the Cathays High School site are progressed.
- vii. Detailed design work to inform the FBC continues, with a track design specialist appointed and engagement via the technical working group represented by track cycling specialists and users.
- viii. Proposing to deliver a Central Performance Hub that will support the development of athletes across several sports. The Hub is proposed to be allocated approximately 9,000 sq ft within the Toys R Us building (which totals 40,000 sq ft).

Operator Strategy

- ix. The market exercise to seek operator offers resulted in 4 bids. The Council's appointed independent agents are recommending to progress dialogue with a preferred operator for the Ice Arena and a preferred operator for the proposed new Velodrome
- x. The preferred bid for the **Ice Arena** seeks to meet the current operating costs by making better commercial use of the second ice pad, by providing a family leisure attraction, including a bespoke '*clip & climb*' facility aimed at attracting children and young people to the ISV. More details are at point 24 and Confidential Appendix 6.
- xi. Confidential Appendix 5 recommends that the Council establishes a **Management Organisation** to ensure sport and leisure facilities and the general environment of the ISV are well maintained and fit for purpose by securing income from each sport and leisure facility based on visitor numbers and using these monies for external maintenance and repairs of properties and site maintenance. This would require a universal booking system, a service charge and use of 'Internal Repairing' Leases. The exact nature and constitution of this organization is yet to be determined and will require further due diligence.

- xii. Research on booking systems is at Confidential Appendix 7, with the recommended platform shown in Confidential Appendix 8.

Outline Business Case – Leisure Destination

- xiii. Confidential Appendix 9 presents an independent review of the Closed Loop Circuit proposal
- xiv. Confidential Appendix 10 presents the OBC, with a breakdown of costs, capital and revenue opportunities for infrastructure, Closed Loop Circuit and its public realm and container-based retail opportunities. It demonstrates the viability of proposals.
- xv. The Council's intention is to bring forward a single Full Business Case covering all of the investment required to complete the leisure destination, including the new Velodrome proposal, and to enable the disposal strategy.

Energy Strategy

- xvi. Confidential Appendix 8 presents a Strategic Outline Case for an energy solution for the ISV site
- xvii. Confidential Appendix 12 sets out an Energy Strategy to ensure the ISV development meets the Council's ambitions and also provides an affordable and sustainable long-term energy solution for both residents, businesses and the major leisure attraction located on site.
- xviii. It is anticipated that the Council will need to require each of the various developments brought forward through the disposal strategy to be linked-in to a single joined up plan.
- xix. The Council now needs to develop an Outline Business Case to consider the investment options for delivering the strategy.

Park and Ride

- xx. The delivery of a new Park & Ride facility providing quick access to the city centre and Cardiff Bay is an important feature of the new ISV masterplan.
- xxi. The Park & Ride facility will help to address local residents and businesses' long-standing concerns, providing provision to deal with ISV event peaks and removing surface car parks that can result in additional issues such as littering and anti-social behaviour, freeing up land for development

- xxii. The proposal is to deliver a 1,000-space multi-storey car park (MSCP), on Plot 9, and provide regular and quick bus services to the city centre and Inner Harbour.
- xxiii. There will be a need to introduce parking charges to fund delivery of a new MSCP. Consideration of the options for a charging regime will be a key part of the work in preparing an Outline Business Case, including consideration of the specific requirements of leisure users particularly where users make multiple visits per week to a facility or are required to park for extended periods of time.

19. Points 44 – 47 set out the various **consultation** activities undertaken re the ISV, including formal consultation on the ISV Masterplan, ongoing engagement with local residents, and the inclusion of sports bodies on the Council's technical working group for the Velodrome and wider site.

20. **Financial Implications** are at **points 49-58**, and highlight:

- i. Cabinet should satisfy themselves the current business cases are likely to be deliverable before agreeing to incur further costs to progress to the next stages – costs are shown in Confidential Appendix 13.
- ii. The onus is to progress land disposals strategy quickly. The capital receipts associated with these land disposals are required to fund the delivery of other facilities within the approved International Sports Village masterplan.
- iii. The proposed move from '*fully insured and repairing*' leases to '*internal repairing*' leases would transfer the risk and liability for external fabric of building and public realm to a new Management Organisation, with tenants paying this a service charge.
- iv. The new Management Organisation is likely to be run by the Council initially. It will be important for the Council to ensure a fair and suitable balance is struck when negotiating future service charges with tenants to ensure the Council can fully cover its costs. This will be considered through an Outline Business Case to be presented back to a future meeting of Cabinet.

- v. More detailed financial implications will be provided on the Multi Storey Car Park charging strategy once more detailed proposals are brought forward for consideration.
- vi. The requirement for the Ice Arena to operate with no form of financial subsidy from the Council will be assisted by the proposals to make better commercial use of the second ice pad
- vii. Careful consideration will need to be given to the VAT implications of proposals due to the tax status of the International Sports Village sites. The Council opted to tax this land as part of the original International Sports Village development, with specific VAT advice provided at the time setting out a range of potential uses and categories of suitable partner organisations for these sites, as well as some-+ restrictions to protect the Council's VAT partial exemption position. Further detailed VAT advice will be required on specific proposals for the future operation of these facilities as they are brought forward to Cabinet.
- viii. More detailed financial implications will be provided as and when detailed proposals are brought forward, with clear funding strategies needing to be identified to implement these proposals.

21. **Legal Implications** are at **points 59-66** and highlight:

- i. The legal basis for disposal of Council-owned land
- ii. The need for the decision maker to consider its duties with regard to the Equality Act 2010, the Public Sector Equality Duties, the Well- Being of Future Generations (Wales) Act 2015, and the Welsh Language (Wales) Measure 2011 and Welsh Language Standards

22. Point 67 states that there are no **HR implications** for the Council arising from this report.

23. **Property Implications** are at **point 68**, stating property implications are described within the report.

Proposed Recommendations to Cabinet

24. The report to Cabinet contains the following recommendations:

- 1) *Approve the disposal strategy as set out in this report in line with the independent advice attached at Confidential Appendix 2 and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to develop detailed heads of terms to be approved at a future meeting of Cabinet.*
- 2) *Approve the preferred operator for the proposed new Velodrome facility at the International Sports Village as set out in Confidential Appendix 5 subject to the detailed due diligence set out in this report and authorise the development of a Full Business Case for the whole leisure destination including associated infrastructure in line with the costs set out in Confidential Appendix 10 and as part of this provide authority to identify an appropriate operator for the Closed Loop Circuit.*
- 3) *Approve the preferred operator for the Ice Arena as set out in Confidential Appendix 5 including the proposal for the family attraction as set out in this report and illustrated in Confidential Appendix 6, and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to conclude suitable legal and commercial terms in line with the criteria set out in this report.*
- 4) *Note the Strategic Outline Case for the Energy Strategy for the International Sports Village attached as Confidential Appendix 12 and approve the development of an Outline Business Case to be presented back to a future meeting of Cabinet.*
- 5) *Approve in principle the proposal to establish a single management organisation for the leisure destination at the International Sports Village and authorise the preparation of an Outline Business Case in line with the strategy set out in this report and Confidential Appendices 5, 7 and 8.*
- 6) *Approve the development of an Outline Business Case to consider the options for delivery of the proposed Multi Storey Car Park including an agreement in principle to the introduction of an appropriate charging regime to be approved as part of a Full Business Case to be presented to a future meeting of Cabinet.*
- 7) *Approve the budgetary spend set out at Confidential Appendix 13 to enable the development of the various Business Cases proposed in this report and to enable the submission of planning applications as required.*

Previous Scrutiny

25. This Committee has undertaken numerous scrutinies of the International Sports Village, including scrutinies of the proposals for a Velodrome and the Multi Storey Car Park. Since 2021, this scrutiny has included:

- i. March 2021 – Velodrome and ISV Development Strategy
- ii. July 2021 – Velodrome: International Sports Village
- iii. September 2021 – ISV Update and Development Strategy
- iv. March 2022 – Cardiff Bay Regeneration Update – including updated ISV masterplan and cycling facilities.

26. Much of the information considered in the above scrutinies has been confidential and therefore Members comments, observations and recommendations on this information cannot be included here. Regarding the information in the public domain, Members have made the following points:

Velodrome – July 2021²

- i. Members request that you provide details of the plans to achieve improvements to active travel routes to the ISV site, including access from Cogan Station, the Ely trail, routes around the Cardiff Bay Retail Park and routes within the ISV site and Cardiff Bay. We are seeking reassurance that active travel is being planned into the overall improvement of the ISV site.

ISV – September 2021³

- ii. Members took the opportunity to raise again our wish for the Bay edge walkway to be both continuous and wide enough to facilitate enjoyable and safe access for the public to the water's edge. We have set out in previous correspondence our expectations and the reasons for these. Members thank officers for reiterating that it is their aspiration to provide a continuous walkway of sufficient width but that the width will depend on market conditions and site viabilities.
- iii. Regarding the Velodrome, Members acknowledge that this is not within the remit of this report. However, Committee Members have received an email from the Save Maindy velodrome campaign setting out various concerns with existing proposals. I have requested that Scrutiny Services forward this email to you and to the officers copied into this letter. Members request that, in your reply to this letter, you provide responses to the issues raised in the email.
- iv. Members note that reports on Outline Business Cases for the Closed Loop Circuit and the relocation of Motocross will be taken to Cabinet in future months.

Cardiff Bay Regeneration – March 2022⁴

² Public Letter to Cllr Goodway, dated 14 July 2021, re Velodrome

³ Public Letter to Cllr Goodway, dated 22 September 2021, re ISV

⁴ Public Letter to Cllr Goodway, dated 10 March 2022, re Cardiff Bay Regeneration Update

- i. Members are delighted that it has been possible to ensure public access around the water's edge and note the officer's assurance that this would be 15-20 metres at its narrowest. This is crucial to ensuring that residents and visitors to Cardiff Bay benefit fully and enjoy its waterfront.
- ii. Members wish to highlight the need to ensure that free facilities are promoted in Cardiff Bay, for walking, running, cycling, and swimming. Whilst we need the employment and economic benefits that flow from events and adventure tourism, we must ensure that residents and visitors are not 'priced out' of enjoying Cardiff Bay for recreational use.

Way Forward

27. Councillor Russell Goodway (Cabinet Member – Investment and Development) will be invited to make a statement. Neil Hanratty (Director of Economic Development), Chris Barnett (Operational Manager – Major Projects), and Jo-Anne Phillips (Project Manager) will attend to give a presentation and all witnesses will be available to answer Members' questions.

28. All Members are reminded of the need to maintain confidentiality regarding the information provided in **Appendices 2-3 and 5-13**. Members will be invited to agree the meeting go into closed session to enable discussion of this information.

Legal Implications

29. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with

the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

30. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- i) Consider the information in this report, its appendices and the information presented at the meeting
- ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter in time for its meeting on 19 January 2023, and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

12 January 2023

Mae'r dudalen hon yn wag yn fwriadol

CABINET MEETING:

January 2023

INTERNATIONAL SPORTS VILLAGE

INVESTMENT & DEVELOPMENT (CLLR RUSSELL GOODWAY)

AGENDA ITEM:

PORTFOLIO: INVESTMENT & DEVELOPMENT

Appendices 2-3 & 5-13 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

1. To provide an update on the International Sports Village development.
2. To approve in principle the proposed disposal strategy for the residential and commercial development opportunities at the International Sports Village.
3. To approve the Outline Business Case for completion of the sport and leisure attraction and associated infrastructure at the International Sports Village.

Background

4. In March 2021, the Council published a new vision for the completion of the International Sports Village (ISV) setting out a renewed commitment to deliver a vibrant waterfront residential district and a consolidated sports and leisure destination of outstanding quality to support the Council's ambition to establish Cardiff Bay as a leading UK urban visitor destination (see Appendix 1).
5. The new masterplan has reframed the proposed land use allocation across the site placing high value residential and commercial uses along the Bay and river frontages with the proposed new leisure uses clustered around the existing leisure facilities away from the water's edge. As part of this new vision, authority was granted for the Council to acquire the Greenbank Partnership Ltd land holdings to establish full control of the whole International Sports Village development site.
6. Implementation of the new strategy for the ISV has required several sequential steps to be taken, authorised by successive Cabinet decisions, as follows:
 - March 2021 - Cabinet approved in principle plans to deliver a new purpose-built Velodrome at the ISV. Authority was granted to complete a business

case for the Velodrome including the appointment of professional advisors, procurement of a contractor and the development of a planning application. Authority was granted to undertake a soft market testing exercise for the delivery of a car parking solution for the site and to secure tenants for a refurbished Toys 'R' Us building. Cabinet also considered the future operation of the site and gave authority for an Outline Business Case to be developed.

- July 2021 - Cabinet approved the Outline Business Case for the new Velodrome and allocated the budget required to complete its delivery, subject to final approval of a Full Business Case. A contractor was subsequently appointed to assist with the development of detailed designs and cost as part of the work to prepare a Full Business Case.
- September 2021 - Cabinet authorised the acquisition of assets owned by Greenbank Partnership Ltd including the Ice Arena to enable the development agreement with Greenbank Partnership Ltd to be terminated. The assets were to be acquired in 2 phases with full completion by 31st December 2022.
- March 2022 - Cabinet approved a further iteration to the development masterplan to include the land being acquired from Greenbank Partnership Ltd. Authority was also granted to undertake a soft marketing exercise to develop a disposal strategy for the residential and commercial land. Cabinet also provided authority to extend the scope of the Full Business Case for the proposed new velodrome to include the proposed Closed Loop circuit, public realm and associated infrastructure works'

7. The Planning Application for the proposed new Velodrome was approved in March 2022.

Issues

8. The International Sports Village development has been plagued by delays and this has created significant uncertainty for potential investors and for local residents. The Council has now provided a clear plan for the completion of the development and has secured control of all of the required land. It is now essential that the development progresses in a timely manner to provide confidence to potential investors and certainty to local residents. This report seeks a number of approvals from Cabinet to enable the recent momentum to be maintained.
9. The Council has recently completed the acquisition of the Greenbank Partnership Ltd assets including the Ice Arena. The acquisition of these assets has required the Council to enter a short-term borrowing arrangement on the basis that the capital outlay would be recovered quickly through the subsequent disposal of plots for development. The Council's strategy was to acquire these assets in two phases. This would provide an opportunity for receipts to be earmarked before the second installment was paid. To avoid a fire-sale of land and to ensure that the ISV development is brought forward in a coherent way that can deliver a high-quality neighbourhood, the Council is now proposing a more coordinated disposals strategy as set out in this report. It will mean the recovery of capital receipts will be delayed, and the project will

therefore continue to incur costs associated with short-term borrowing until such a time as the disposals are completed and the capital receipts recovered. The onus is therefore on the Council to progress the development quickly to reduce cost and maximise the amount of capital available to be invested back into the site.

10. The Velodrome proposal forms a key part of the plan to complete the leisure destination. The Council has secured planning permission for the development and is part way through the completion of a Full Business Case. The development however relies on a capital contribution from the Council's Education Department linked to the delivery of an expanded Cathays High School. The new Velodrome project will progress once the land arrangements relating to the delivery of the high school are concluded.

Disposal Strategy

11. The Council has appointed property agents to undertake a soft marketing exercise to establish investor interest in the site. The exercise sought interest in the acquisition of individual plots as well as interest to bring forward development through a more holistic approach. The disposal of individual plots would enable a quick recovery of capital, whereas the development of the site through a master developer approach would oversee the disposal of plots in a coordinated way to ensure the wider site infrastructure such as public realm, energy solutions, highways requirements and public open space is delivered in a coherent and deliverable manner alongside a requirement for capital receipts.
12. The formal marketing of the development opportunities on the ISV site commenced in September 2022 and concluded with bids received in early December 2022. The Council received several expressions of interest and offers both for individual plots and for the role of master developer as set out in Confidential Appendix 2.
13. Confidential Appendix 2 sets out 3 key strategies for disposal based on the response to the market exercise as follows:
 - (1) Appointment of individual bidders for plots 1-4 based on 6 bids received.
 - (2) Appointment of a master developer based on 2 full bids received.
 - (3) A hybrid of the above - appointment of a master developer whilst also seeking to capture the best offers for individual plots.
14. The Council's appointed agents recommend the hybrid approach (set out as (3) above) and have recommended The Watermark Consortium as the preferred bidder based on their substantial vision for the site, their knowledge and history of the site, their commitment to achieving the Council's capital receipt requirements including their willingness to work to secure the best bids for individual plots and their strong commitment to achieving the Council's One Planet, carbon zero goals. The Watermark Consortium is formed of a number of entities which includes Orion Land. Orion Land were appointed as the original developer of the ISV site and were responsible for delivering the original remediation and infrastructure strategy including the revetment walls

and a number of the existing developments on site including the International Pool and the Morrisons development. Their involvement in the consortium provides significant in-depth knowledge of the site and its associated constraints. An overview of the offer from The Watermark Consortium is attached at Confidential Appendix 3.

15. The hybrid approach provides the best opportunity to ensure a coherent and co-ordinated delivery strategy, whilst also securing an early start on site and early capital receipts for the Council. The offers requiring further consideration relate to the following plots illustrated in the marketing brochure attached at Appendix 4 and detailed in the agent's report at Confidential Appendix 2.
 - a. Plot 1 - retirement living.
 - b. Plots 2-4 - low-rise residential.
 - c. Plot 9 – Park & Ride facility

If this disposal strategy is accepted by Cabinet, the target will be to negotiate terms of an agreement and to return to Cabinet for final approval in March 2023.

Velodrome Update

16. Following the award of planning permission in March 2022 work has continued to develop the Full Business Case. The scope of the business case now incorporates the proposals for a Closed Loop Circuit and the wider infrastructure required to deliver a destination as approved by Cabinet in March 2022. The Full Business Case will be presented to Cabinet once the land arrangements relating to the Cathays High School site are progressed.
17. In the meantime, the Council continues to work to develop the detailed design of the proposed new facility to inform the Full Business Case. A track design specialist has been appointed and engagement continues through the technical working group represented by track cycling specialists and users. Work has been undertaken to consider the design features at a range of outdoor velodromes across the UK and abroad to inform the final designs.
18. A full review of the development strategy for the proposed new Velodrome was completed in June 2022. This presented an opportunity to enhance the ancillary provision that was originally planned to be specific to the Velodrome and instead will now align to the wider range of sporting facilities available and proposed for the ISV. The result is a proposal to deliver a Central Performance Hub that will support the development of athletes across several sports. The Hub is proposed to be allocated approximately 9,000 sq ft within the Toys R Us building (which totals 40,000 sq ft).
19. The proposal to locate the Central Performance Hub within the Toys R Us building rather than building a new bespoke building required a minor planning amendment via Section 73. An application was submitted in August 2022 and was approved in December 2022.

Operator Strategy

20. In March 2021, Cabinet recognized the importance of securing appropriate organisations to operate the various proposed new sport and leisure facilities for the ISV and provided authority to develop an operator strategy. Securing operators is an important step in the development of a Full Business Case as it provides certainty of costs and income for the Council, committed through lease agreements.
21. To develop an Operator Strategy a PIN Notice was issued in September 2021 with the aim of identifying any parties interested in engaging with the Council. Extensive due diligence regarding proposed operating models was undertaken and subsequently reported to Cabinet in March 2022.
22. In September 2022, the Council undertook a market exercise to seek offers from organisations interested in operating the facilities proposed for the ISV to provide assurance of the future operation model, in particular the Ice Arena and the proposed new Velodrome. Four bids were received in writing.
23. These bids have been the subject of a robust evaluation and clarification process administered by appointed independent agents. The Council has received a recommendation to progress dialogue with a preferred operator for the Ice Arena (Wales) and a preferred operator for the proposed new Velodrome, as set out in Confidential Appendix 5. Further negotiations are required with these parties to refine and agree the detailed terms of lease agreements. As part of this, the Council will need to confirm arrangements relating to the proposed new universal booking system (set out below) and the introduction of a new service charge arrangement covering all facilities at the ISV (also set out below).
24. The Ice Arena is now in the full ownership of the Council. It is therefore proposed to move quickly towards the completion of a lease agreement with the preferred bidder to establish a sustainable future for the facility. The preferred bid for the Ice Arena seeks to support the long-term operation of the Ice Rink by making better commercial use of the area that was previously set aside for a second ice pad. This area has not been used consistently as a second pad for some years due to the significant energy costs associated with keeping an ice pad properly chilled. The recent energy crisis has exacerbated this issue making the prospect of re-establishing a second ice pad commercially unrealistic. The proposal is for the area to be converted into an alternative family leisure attraction including a bespoke '*clip & climb*' facility aimed at attracting children and young people to the ISV. The intention is for the area to be sub-let to a specialist operator to establish certainty of income. The proposal for the 2nd pad will have the dual effect of reducing operating cost and increasing income and thereby meeting the Council's clear criteria of the Ice Arena having to operate without any requirement for subsidy from the Council. Details of the proposed new family attraction are attached at Confidential Appendix 6.

Management Organisation

25. The work to develop an Operator Strategy as set out in Confidential Appendix 5 recommends that the Council establishes a Management Organisation (MO)

to ensure that the sport and leisure facilities and the general environment of the ISV are well maintained and fit for purpose.

26. The exact nature and constitution of this organization is yet to be determined and will require further due diligence through the development of an Outline Business Case. It could simply be managed from within the Council, or via an arm's length vehicle owned by the Council. The pros and cons including VAT implications and the rates implications of the various approaches will need to be considered. The principle however is that the Management Organisation will secure income from each sport and leisure facility based on visitor numbers. This income will be used to fund a range of landlord responsibilities taking these responsibilities away from the operators of individual facilities. The system will be implemented through a new universal booking system across all facilities and a service charge applied based on visits to a facility (as set out below).
27. This proposed approach will requires a different lease approach to the norm. It will require a move away from Full Repairing and Insuring Leases (FRI) to Internal Repairing Leases where the operator only has responsibility for the internal up-keep of the property and facilities. The Management Organisation would assume landlord responsibility for all external maintenance and repairs. The Management Organsiation would also take on responsibility for site cleaning and maintenance, site security, site management and marketing and promotion of the whole venue etc.

Maintenance and Service Charge

28. To ensure the financial sustainability of the various facilities operating at the ISV a maintenance programme reflecting the unique nature of each facility and the differing maintenance and lifecycle costs will be put in place. The responsibilities for each operator will be set out in the Internal Repairing Lease arrangements and the Management Organisation will prioritise works to the external parts of the buildings and for the public open space (see Confidential Appendix 5).
29. A service charge will be implemented at each facility to cover the external maintenance costs and will be secured through a centralised booking system. The advantage of this approach is that the fee drawn down by the MO will reflect variations in operational peak times, range of events, periods of popularity and growth. Equally, each facility will have different running costs and lifecycle demand and this approach will create a service charge that works for each facility and that is fair across the entire site.
30. The key function of the Service Charge and Management Organisation is to cover all costs associated with the maintenance and management of the sporting and leisure infrastructure within the ISV including the public realm and to maintain a high standard. This is to ensure that the facilities are well maintained and operate together as a destination, optimising use for events, to ensure the ISV becomes a significant leisure destination in its own right.

Booking System

31. As part of the due diligence undertaken relating to the implementation of a Management Organisation the requirement for an overarching booking system was identified to enable a coordinated, cohesive approach to delivering a top quality destination. The booking system is the financial and management tool required to enable the effective implementation of the service charge approach on the individual facilities of the ISV including the Cardiff International Pool, CIWW, Ice Arena, Velodrome, Closed Loop the revamped Toy R Us Leisure Box and any subsequent sporting, leisure and retail developments.
32. Research has been undertaken into a broad range of systems and a suitable platform has been identified. Details of the research and the associated options appraisal is attached at Confidential Appendix 7. The recommended platform has the capability to support an omni-channel system so that all the specialist venues across the ISV can retain their individuality whilst benefiting from a cohesive, supportive system that assists with the monitoring and maintenance of the facilities as well as the wide range of booking functions that are required across the site (see Confidential Appendix 8).

Outline Business Case - Leisure Destination

33. Further to the Cabinet decision in March 2022, a review of the Closed Loop Circuit proposal has been prepared by independent advisors, attached at Confidential Appendix 9. The review outlines the revenue opportunities relating to the proposal and its associated infrastructure.
34. Confidential Appendix 10 presents an Outline Business Case for the completion of the leisure destination, including related infrastructure, but not including the new Velodrome proposal as this has already been considered up to the OBC stage. This OBC contains a breakdown of the costs and capital and revenue opportunities for the following:
 - a. Infrastructure requirements to enable the completion of the leisure destination and to optimize the disposal strategy to maximise land receipts.
 - b. The Closed Loop Circuit and the public realm enclosed within for sporting and leisure users.
 - c. Container based retail opportunities associated with the Closed Loop Circuit.
35. The OBC demonstrates the viability of the proposals and their importance to delivering the Council's broader vision for the site. The Council's intention is to bring forward a single Full Business Case covering all of the investment required to complete the leisure destination, including the new Velodrome proposal, and to enable the disposal strategy.
36. Bringing forward the development of the leisure destination as a whole will deliver economies of scale for the Council and should have the effect of accelerating the regeneration of the wider area including the residential and

commercial development by providing strong confidence to the market that the development will be fully completed in a reasonable timescale.

Energy Strategy

37. The Council is committed to delivering a high quality development that helps to promote and deliver the Council's One Planet Cardiff strategy commitments. The approved masterplan for the ISV presents a unique opportunity for a holistic approach to energy provision across the site based on new green renewable energy sources. The current service infrastructure on site is in need of comprehensive upgrading to support the significant increase in development capacity proposed on the site. The large format leisure assets such as the International Pool, the Ice Arena and CIWW are also feeling the current energy crisis more acutely than other businesses given their scale and the nature of their operation and all have faced significant increases in energy costs over recent months. An illustration of the projected increase in energy costs associated with the International Pool is provided at Confidential Appendix 11. Similar projections can be applied to each of the major leisure assets. A new 'green' sustainable approach to energy provision across the ISV will not only provide an environmentally responsible development but could also be of huge financial benefit to both the proposed residential and commercial development and the leisure facilities.
38. The Council has worked with specialist consultants to consider an exciting Energy Strategy to ensure the ISV development meets the Council's ambitions and also provides an affordable and sustainable long-term energy solution for both residents, businesses and the major leisure attraction located on site. The strategy considers a range of solution including solar, wind and heat recovery from air, ground or water and is set out in Confidential Appendix 12.
39. It is anticipated, for the Energy Strategy to be deliverable and sustainable over the long term the Council will need to require each of the various developments brought forward through the disposal strategy to be linked-in to a single joined up plan.
40. The report attached at Confidential Appendix 8 represents a Strategic Outline Case for an energy solution for the site. The Council now needs to develop an Outline Business Case to consider the investment options for delivering the strategy. This will consider options for Council investment against options for private investment and/or a combination of both. As part of this the Council will continue recent discussions with Welsh Government to determine eligibility for capital funding to support implementation of the plan.

Park & Ride

41. The delivery of a new Park & Ride facility providing quick access to the city centre and Cardiff Bay is an important feature of the new ISV masterplan. The proposal is to deliver a multi-storey car park (MSCP) to consolidate the extensive surface car parking currently available on-site, to free up land for development, and at the same time providing regular and quick bus services to the city centre and the Inner Harbour. The ISV site lends itself to a Park & Ride facility given its proximity to the city centre and the Inner Harbour as it can provide sustainable travel options such as cycling and walking in addition

to improved public transport connections. In more practical terms, the Park & Ride facility will also help to address some of the long-standing concerns of existing local residents and businesses seeking a managed parking provision that deals with the typical peaks seen at the ISV for events, and also removing the ability for the current free surface car parks to be used as public open space, which results in additional issues such as littering and anti-social behavior.

42. There is currently provision for circa 600 surface spaces between the Ice Arena (license) and the International Pool car park (lease) with an additional circa 400 spaces provided at the Toys R Us site. At present there are no charges for parking at the ISV except for occasions when events are held on-site, such as Cardiff Devil Ice Hockey matches. The Council has undertaken a soft market testing exercise to consider the market appetite and commercial feasibility of delivering a new MSCP on Plot 9. The proposed new provision would consolidate the current circa 1000 spaces into a multi storey car park providing for the whole ISV site including the proposed new leisure facilities, the proposed food and beverage facilities, and the Park & Ride facility. However, there will be a need to introduce parking charges to fund delivery of a new MSCP.
43. The next step will be to prepare an Outline Business Case. This will consider the delivery method, i.e. whether it should be Council funded or privately funded, the cost of construction, and the income required to fund the development. Consideration of the options for a charging regime will therefore be a key part of this work. Initial engagement has also confirmed that further consideration must be given to the specific requirements of leisure users particularly where users make multiple visits per week to a facility or are required to park for extended periods of time. For clarity, there are no plans to introduce charges to the current surface car parking arrangements.

Consultation

44. A formal consultation on the ISV Masterplan was undertaken in December 2021/January 2022 and the results were presented to Cabinet in March 2022.
45. There has been ongoing engagement with local residents of Cardiff Pointe and as the disposal strategy progresses, they will be invited to engage further. Local residents have also engaged through the planning process and have shown particular interest in the public open space proposals and the principle of developing the area as a neighbourhood.
46. With regards to the proposals for new sport and leisure facilities, a range of sports have been represented on the Council's technical working group for both the new Velodrome and the development of the wider site, including the Closed Loop. In addition to this, several stakeholder meetings and site visits have taken place to update and inform stakeholders of progress and feedback and to inform the design process of the wider site.
47. As the development strategy has expanded, the project has sought to broaden the representation on the technical working group to ensure the best possible engagement in the development of the sports facilities. This has been done in

collaboration with the Governing Bodies, who have been able to assist in reaching out to all the associated sports clubs across Wales.

Reasons for Recommendation

48. To enable the International Sports Village development to move to the next phase.

Financial Implications

49. Cabinet previously approved an updated masterplan for the International Sports Village in March 2022, including providing Cabinet authority for the development of a Full Business Case and submission of a planning application for the combined cycling facilities including Velodrome and Closed Road Circuit. Estimated costs of proposed works required to progress to next stage of developments covered within this report, including any further business case and/or due diligence works required before Cabinet can take final decisions on each scheme, are set out in Confidential Appendix 13, as well as the various funding sources for these. Cabinet should satisfy themselves the current business cases are likely to be deliverable before agreeing to incur further costs to progress to the next stages.
50. This report seeks approval of the proposed ISV disposals strategy in line with the independent advice attached as Confidential Appendix 2, as well as delegated authority to develop detailed Heads of Terms with the master developer to be approved at a future Cabinet meeting. As set out in paragraph 9 of this report, the timing of land disposals will be an important factor for the Council to consider, with the capital receipts associated with these land disposals required to fund the delivery of other facilities within the approved International Sports Village masterplan.
51. The onus therefore remains with the Council to progress the land disposals strategy quickly, balancing the issue of continued holding costs of the site against the optimisation of capital receipts and certainty of delivery to achieve Council objectives. The recommended hybrid approach set out within this report and Confidential Appendix 2 is intended to support realisation of some initial capital receipts during 2023/24 financial year, which if achieved would help manage cashflows and unlock funding for the wider site development proposals, including some of the schemes set out within this report.
52. This report is seeking approval in principle for a new operating strategy that would require a fundamental change to the way in which Council leases its assets at ISV. As set out in paragraph 27, this would involve a move away from the fully insured and repairing leases currently in place with existing tenant leases, which essentially pass all the repair and maintenance liabilities for a building to the tenants, towards an internal repairing lease arrangement whereby the tenant only has responsibility for the internal upkeep of the property and facilities, and would essentially be transferring the risk and liability for external fabric of building and public realm to a new Management Organisation.
53. In exchange for the reduced level of repair and maintenance responsibilities, tenants will instead agree to pay a service charge to a new Management

Organisation who would then assume control and responsibility for external building repairs and maintenance, as well as maintaining the public realm areas around ISV, all expected to be funded via new service charges. It will be important for the Council to ensure a fair and suitable balance is struck when negotiating future service charges with tenants to cover the legitimate risks and cost liabilities being incorporated into the new Management Organisation, which is likely to be run by the Council initially, to ensure the Council can fully cover its costs. This will be considered through an Outline Business Case to be presented back to a future meeting of Cabinet.

54. Agreement in principle to introduce a charging strategy for the potential Multi-Storey Car Park is set out within the recommendations to this report, with the commercial feasibility of this approach to be further tested as part of the development of an Outline Business Case, approval for which is also being sought as part of this report. More detailed financial implications will be provided on this, as well as any evaluation of potential delivery options for the proposed car park, once more detailed proposals are brought forward for consideration.
55. The Council has recently completed the acquisition of the Greenbank Partnership Ltd assets including the Ice Arena, with the existing lease arrangement remaining in place with the existing tenant to continue operating the Ice Arena in the short-term. A new long-term lease is currently being negotiated, with this report recommending the appointment of a preferred long-term operator for the Ice Arena as set out in Confidential Appendix 5, although this appointment remains subject to completion of suitable legal agreements, as well as suitable commercial terms, including a requirement that the Ice Arena will operate with no form of financial subsidy by the Council. This objective will be assisted by the proposals to make better commercial use of the second ice pad, details of which are set out within this report and in Confidential Appendix 6.
56. Approval of the preferred operator for the Velodrome must remain subject to detailed and complete financial, legal and procurement due diligence taking place. This will include a review of a business plan from the preferred operator, as well as the commercial and legal terms of the proposed lease. Final terms will be included within a Full Business Case to be presented back to a future Cabinet meeting and will include details of both the preferred operator's for the Velodrome and proposed Closed Loop Circuit, as well as the necessary sporting infrastructure required to develop these facilities. More detailed financial implications will be provided once these more comprehensive proposals are brought forward for consideration within a solidified business case at a future Cabinet meeting.
57. Careful consideration will need to be given to the VAT implications of these proposals due to the tax status of the International Sports Village sites. The Council opted to tax this land as part of the original International Sports Village development, with specific VAT advice provided at the time setting out a range of potential uses and categories of suitable partner organisations for these sites, as well as some restrictions in order to protect the Council's VAT partial exemption position. Further detailed VAT advice will be required on specific proposals for the future operation of these facilities as they are brought forward

to Cabinet which must be taken into account in a timely manner during the decision-making process.

58. A business case led approach will be utilised with more detailed individual scheme proposals expected to be brought forward to Cabinet for review and approval in due course. More detailed financial implications will be provided as and when these detailed proposals are brought forward, with clear funding strategies needing to be identified to implement these proposals.

Legal Implications

59. In connection with property matters Section 123 of the Local Government Act 1972 enables the Council to dispose of land "in any manner they wish", provided that best consideration is obtained. The Council's Acquisition and Disposal of Property Procedure Rules require the Council to have regard to the Council's valuer.
60. The Cabinet must also make its decision having due regard to the Council's public sector equality duties pursuant to the Equality Act 2010 (including specific Welsh public sector duties). This requires the Council, in the exercise of its functions, to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The protected characteristics are: age, gender reassignment, sex, race - including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief. If the recommendations in this report are accepted and when any alternative options are considered, the Council will have to consider further the equalities implication and an Equality Impact Assessment may need to be completed.
61. An Equalities Impact Assessment has been undertaken and is appended to this report and will be updated as the proposals described within this report, are developed.
62. The Well-Being of Future Generations (Wales) Act 2015 ("the Act") places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
63. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2022-25.
64. The well-being duty also requires the Council to act in accordance with the 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- Look to the long term;
- Focus on prevention by understanding the root causes of problems;
- Deliver an integrates approach to achieving the 7 national well-being goals;
- Work in collaboration with others to find shared sustainable solutions; and
- Involve people from all sections of the community in the decisions which affect them.

65. The Cabinet must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible here:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

66. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language.

HR Implications

67. There are no direct HR implications for the Council arising from the recommendations in this report.

Property Implications

68. All property implications are described within the report. Where there are property transactions or valuations required to deliver any proposals, they will be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas, as well as supported by appropriate professional advice.

RECOMMENDATION

Cabinet is recommended to:

- 1) Approve the disposal strategy as set out in this report in line with the independent advice attached at Confidential Appendix 2 and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to develop detailed heads of terms to be approved at a future meeting of Cabinet.
- 2) Approve the preferred operator for the proposed new Velodrome facility at the International Sports Village as set out in Confidential Appendix 5 subject to the detailed due diligence set out in this report and authorise the development of a Full Business Case for the whole leisure destination including associated infrastructure in line with the costs set out in Confidential Appendix 10 and as part of this provide authority to identify an appropriate operator for the Closed Loop Circuit.

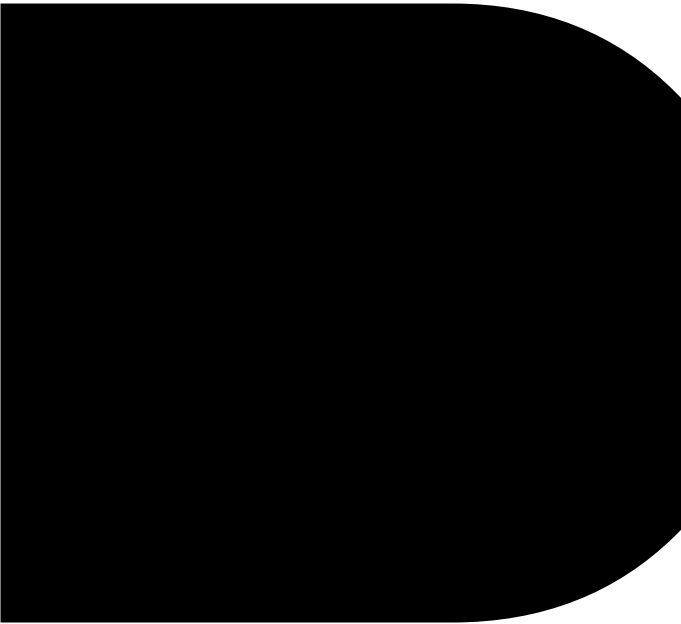
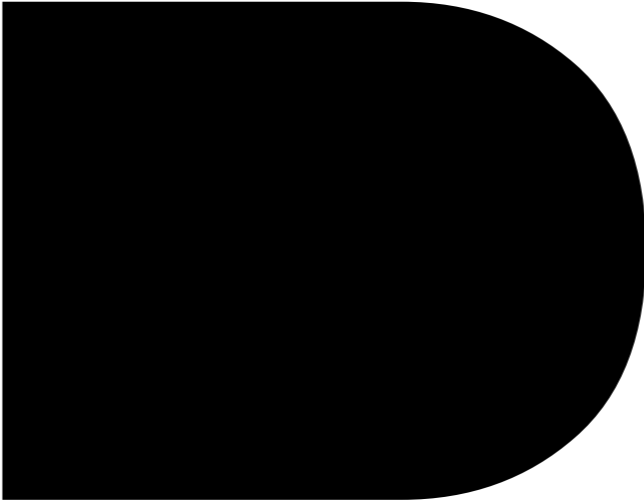
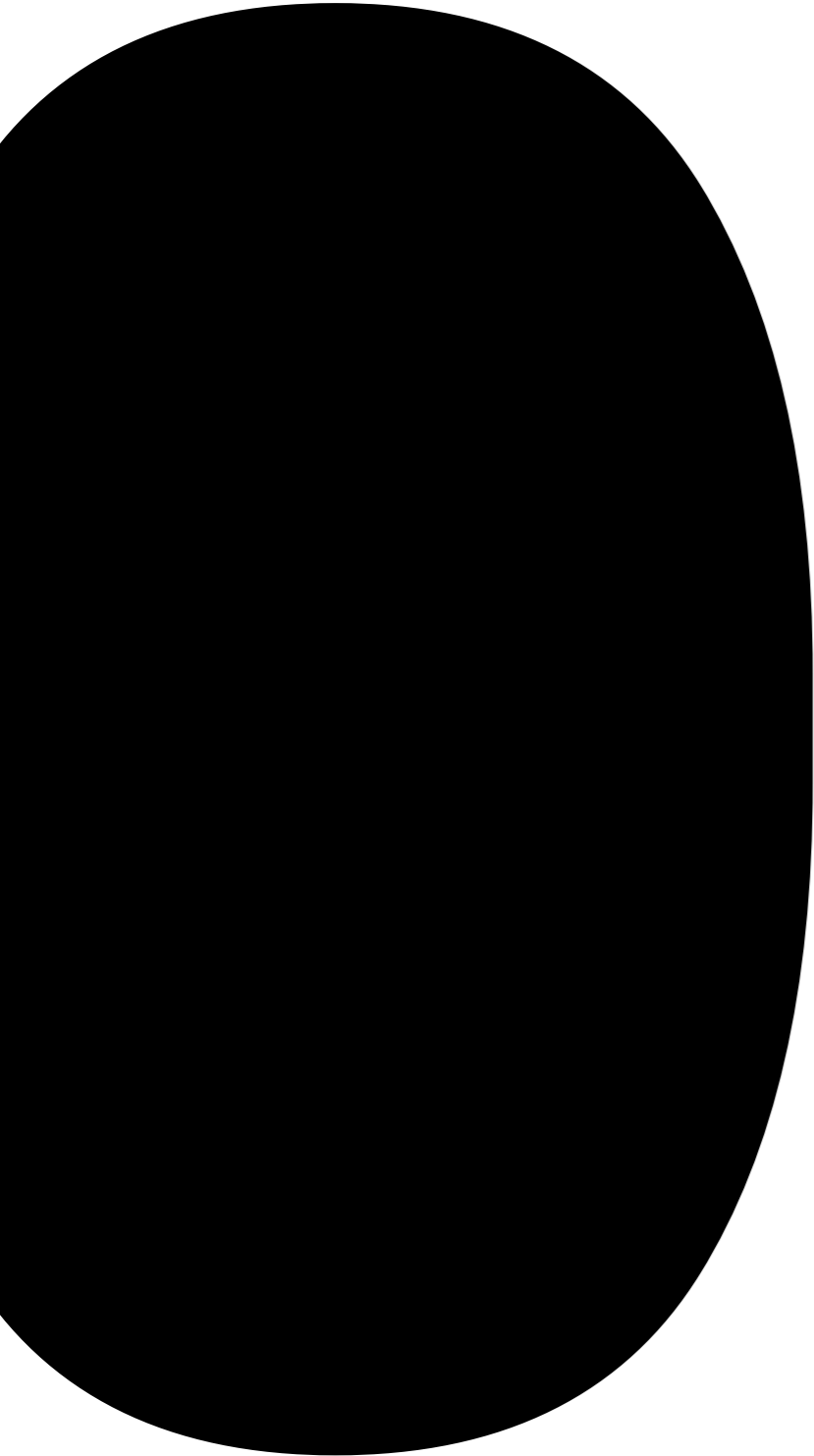
- 3) Approve the preferred operator for the Ice Arena as set out in Confidential Appendix 5 including the proposal for the family attraction as set out in this report and illustrated in Confidential Appendix 6, and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to conclude suitable legal and commercial terms in line with the criteria set out in this report.
- 4) Note the Strategic Outline Case for the Energy Strategy for the International Sports Village attached as Confidential Appendix 12 and approve the development of an Outline Business Case to be presented back to a future meeting of Cabinet.
- 5) Approve in principle the proposal to establish a single management organisation for the leisure destination at the International Sports Village and authorise the preparation of an Outline Business Case in line with the strategy set out in this report and Confidential Appendices 5, 7 and 8.
- 6) Approve the development of an Outline Business Case to consider the options for delivery of the proposed Multi Storey Car Park including an agreement in principle to the introduction of an appropriate charging regime to be approved as part of a Full Business Case to be presented to a future meeting of Cabinet.
- 7) Approve the budgetary spend set out at Confidential Appendix 13 to enable the development of the various Business Cases proposed in this report and to enable the submission of planning applications as required.

SENIOR RESPONSIBLE OFFICER	Neil Hanratty Director of Economic Development
	Date

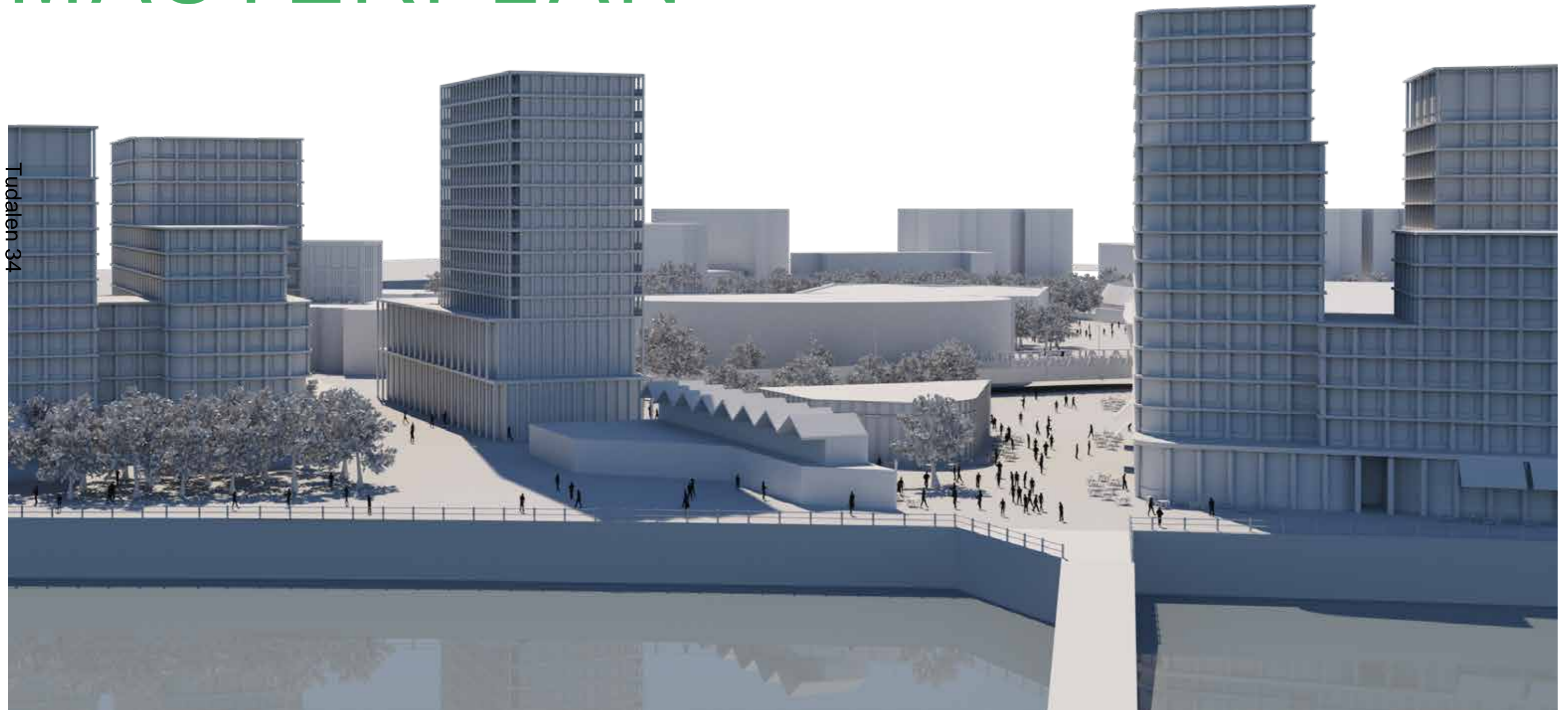
The following appendices are attached:

Appendices

Appendix 1 – ISV Masterplan
Confidential Appendix 2 - Disposal Strategy (Interim Report)
Confidential Appendix 3 - Watermark Consortium – Vision Statement
Appendix 4 - Marketing Brochure (Disposal Strategy)
Confidential Appendix 5 - Operator Report
Confidential Appendix 6 - Ice Arena Proposal
Confidential Appendix 7 - Booking System - Options Appraisal
Confidential Appendix 8 - Booking System Proposal
Confidential Appendix 9 - Review of the Closed Loop Circuit Proposal
Confidential Appendix 10 - Outline Business Case – Leisure Destination
Confidential Appendix 11 - Parkwood Energy Projections
Confidential Appendix 12 - ISV Energy Strategy (Strategic Outline Case)
Confidential Appendix 13 - Funding Proposal for Business Case Development
Appendix 14 - Equality Impact Assessment



CARDIFF BAY MASTERPLAN



Tudalen 34



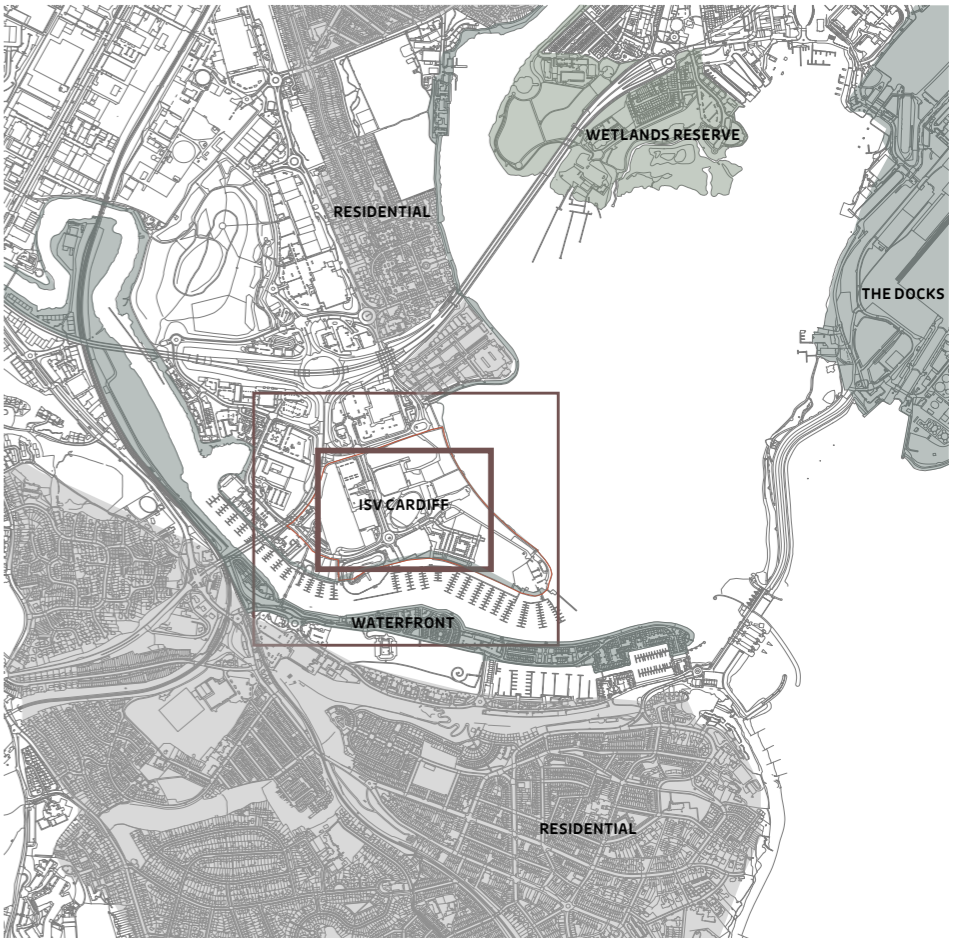
Tudalen 35

Cardiff Bay aerial view

CARDIFF BAY FROM INDUSTRY TO SPORTS HUB

OVERVIEW

Creating spaces that are rich in character and distinct in identity, the project has evolved in the context of the redevelopment of the Cardiff Bay site and promotes a more holistic view of socially driven and environmentally responsive post-industrial regeneration at Cardiff Bay's waterfront.



Cardiff Bay zonal diagram + study areas



Strava - Activity Overlay



Strava - Cycling



Strava - Running



Strava - Watersports

AMENITY + RECREATION

LEISURE AND WELLBEING

The Strava activity map overlay opposite illustrates activity cycles and flow maps across the city based upon cycling and running routes. This indicates the road directly through the site is an intensely active route and the Cardiff Bay Link Road that accesses Pont y Werin Bridge. Conversely, the edge of the bay and waterfront has a low intensity use due to its lack of connection to the wider routes.



Key movement corridor



Tudalen 37

Cardiff - Landscape / amenity setting

AMENITY + RECREATION

BAY LOOP

The map opposite illustrates the vast extent of parkscape, riverside and seaside within Cardiff, alongside the context of the Cardiff ISV site. However, the connectivity of amenity spaces across the city requires optimisation.

There is potential to unlock a new route around a new vibrant and engaging waterside neighbourhood.



Cardiff Bay Marina



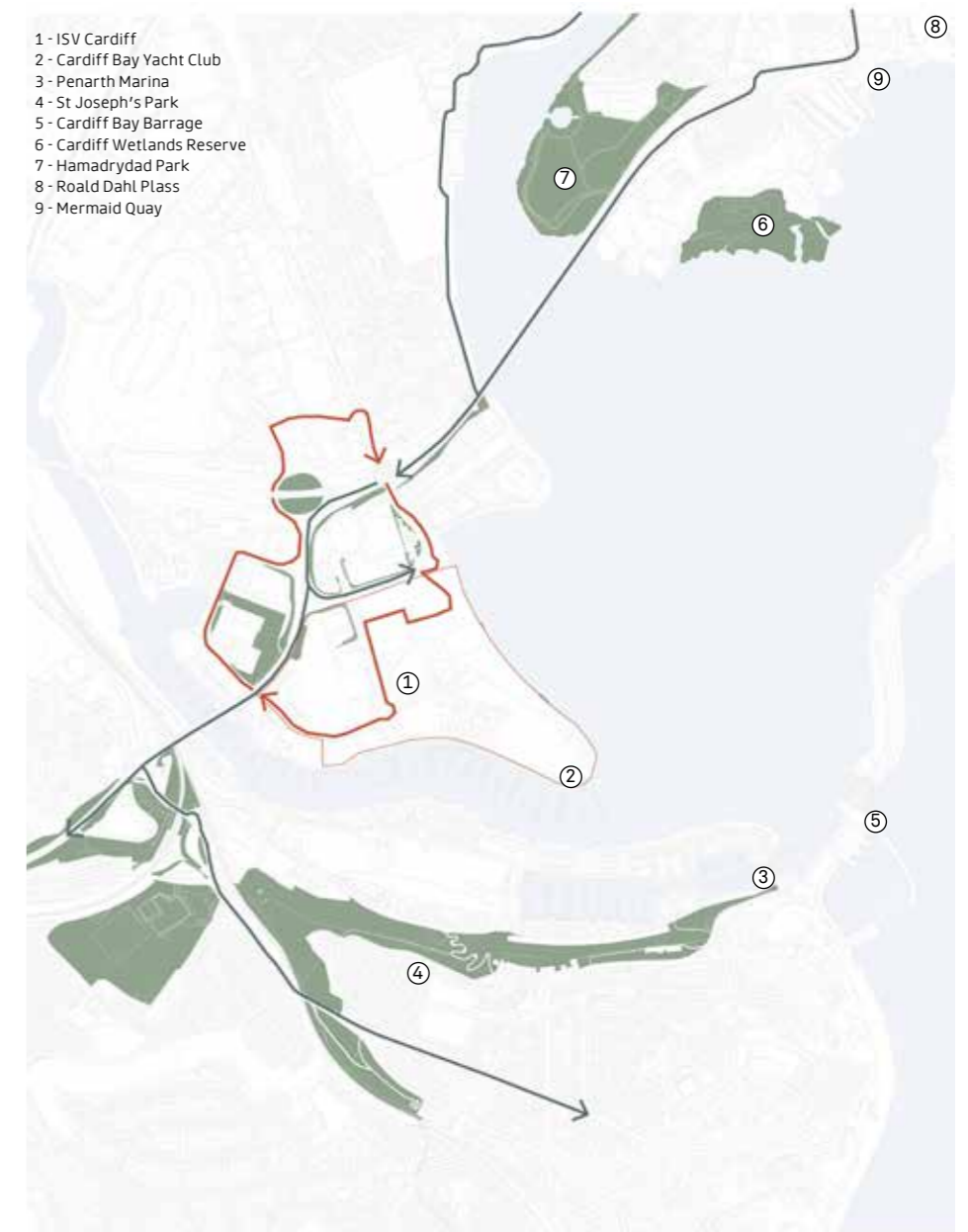
Cardiff - Landscape / amenity setting

AMENITY + RECREATION

OPPORTUNITY

We have developed a future Strava map which illustrates an indicative heat map based upon the introduction of a new bay loop route around the ISV.

This illustrates a natural increase in intensity of activity around the ISV and facilities - a result of a new vehicle route and the provision of a new pedestrian landscaping across the site. Linking the waterfront will create a sustainable and active amenity destination for all.



Opportunity - Connecting the green ribbon via the riverside



Cardiff - Landscape / amenity setting

AMENITY + RECREATION

BAY LOOP

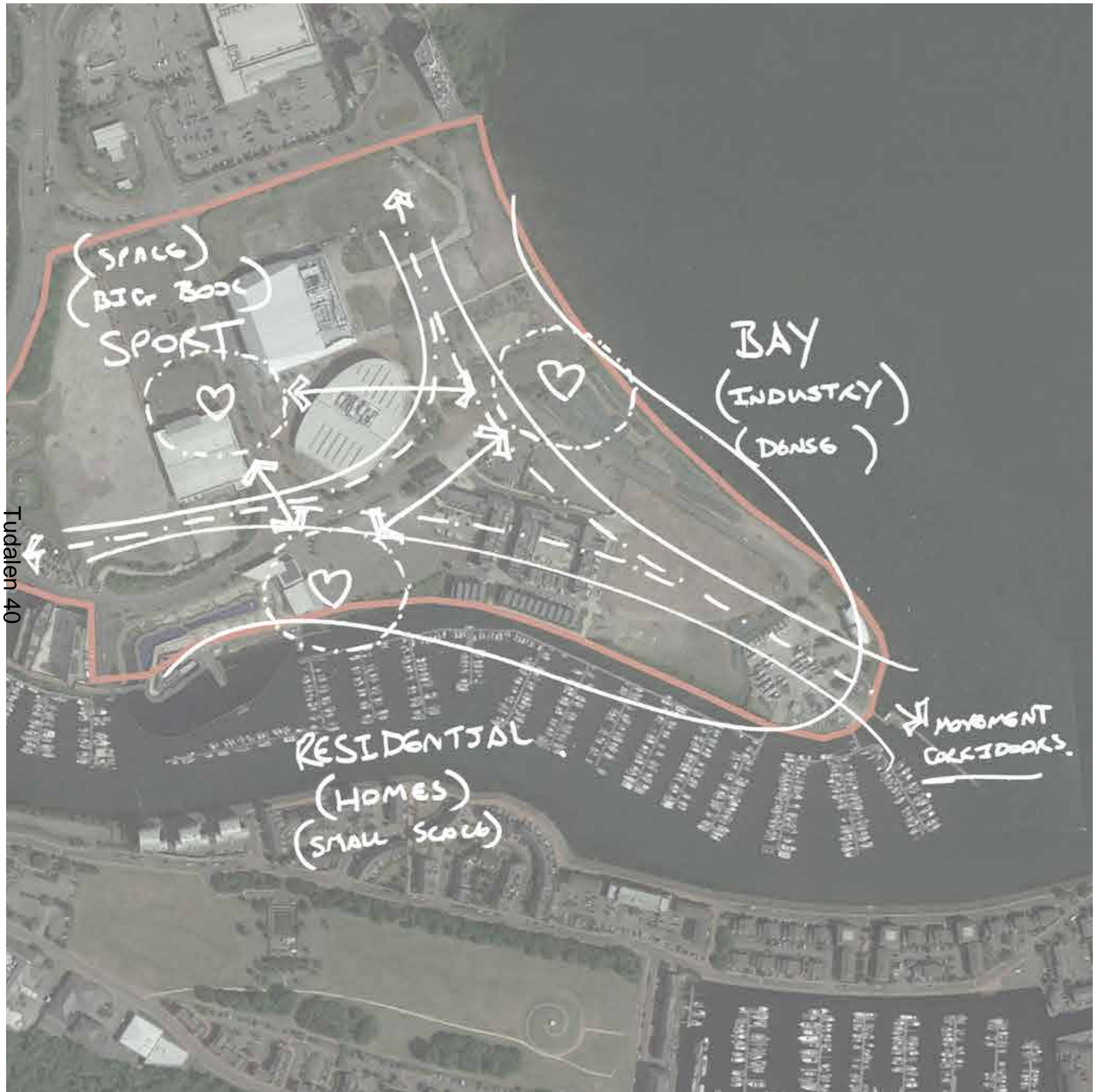
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There is potential to unlock a new route around a new vibrant and engaging waterside neighbourhood.



Cardiff - Amenity routes and connections

MASTERPLAN CONCEPT



TRIPARTITE ZONING

The peninsula has the complex nature of a triple aspect. Each aspect slightly different to the other, each with its own developed language and each with its own strengths.

The concept embraces this and applies a zoning strategy based around the context of the site.

MASTERPLAN CONCEPT

ZONE ONE - SPORTS VILLAGE

Zone one responds to the larger format "box" typology of sports infrastructure.





MASTERPLAN CONCEPT

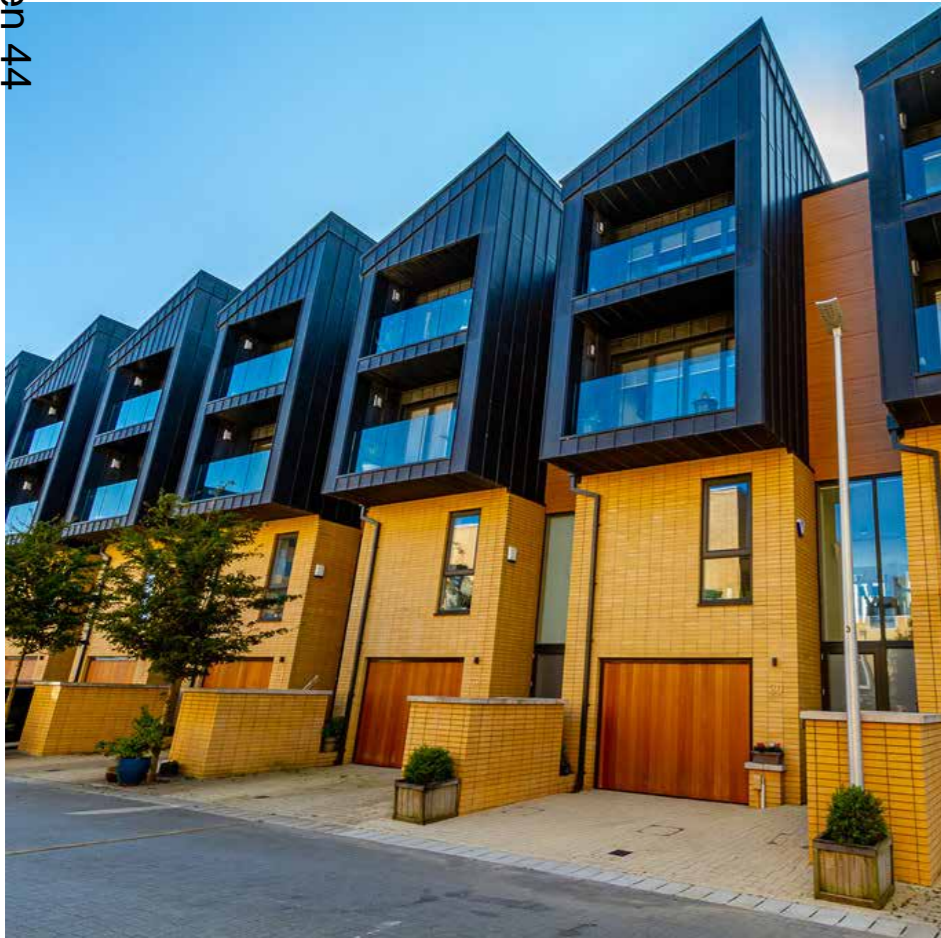
ZONE TWO - SMALL SCALE RESIDENTIAL

Zone two responds to Penarth and the River Ely, smaller in scale, this zone responds to a more human scale, a series of front doors and a language of historic terraces.





Tudalen 44



MASTERPLAN CONCEPT

ZONE THREE - LARGE SCALE NEW RESIDENTIAL

Zone three responds to the wider bay, and existing developments on adjacent land that informs a larger more significant architecture.





Judalen 46

MASTERPLAN CONCEPT

TRIPARTITE ZONING - OPPORTUNITY

Each zone offers a new opportunity to deliver a uniquely individual central space, that will reinforce the destination of the peninsula.



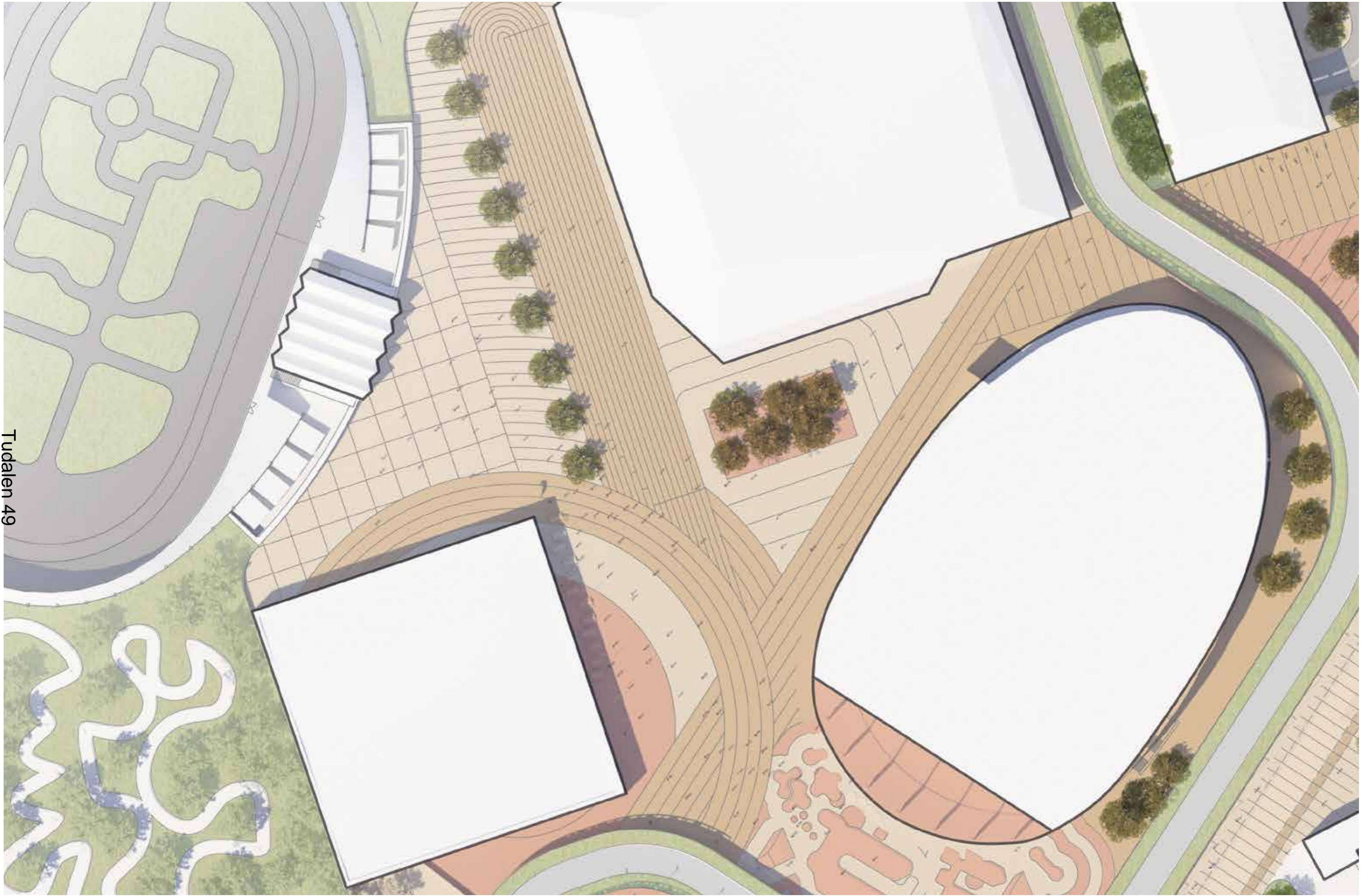
MASTERPLAN CONCEPT

Tudalen 48



SPACE ONE

The first spaces offers room and space for exercise, activity and wellness. Driven by the surrounding architecture the space reinforces an active lifestyle driven by active landscape. The space offers a one off sports destination for the city.



Tudalen 49



Tudalen 50



MASTERPLAN CONCEPT



SPACE TWO

The second space offers a flexible independent destination, driven by pop up food markets, start up companies, independent breweries, street performers and artists. The flexibility of the space drives a seasonal and evolving destination that can flex and bend to accommodate a constant liveliness and vibrancy.



Tudalen 52



Tudalen 53



MASTERPLAN CONCEPT

SPACE THREE

The third spaces offers a retail and leisure led destination, driven by independent coffee shops, cafes, restaurants, local start up companies and residential lobbies which drive an active waterside destination into the heart of the new masterplan.





Tudalen 55



Tudalen 56



MASTERPLAN CONCEPT

HEART SPACES

We have developed an attitude towards the masterplan driven by spaces and places that people from different user groups can identify with.

The aspiration is that these differing spaces will drive activity and programme at different times of day and ultimately contribute to the liveliness and activation of the new masterplan helping to create a successful new destination in the bay.



MASTERPLAN CONCEPT

MOVEMENT OPPORTUNITY

Between these identified zones and spaces we have the opportunity to stitch the three aspects together using a series of improved movement corridors.

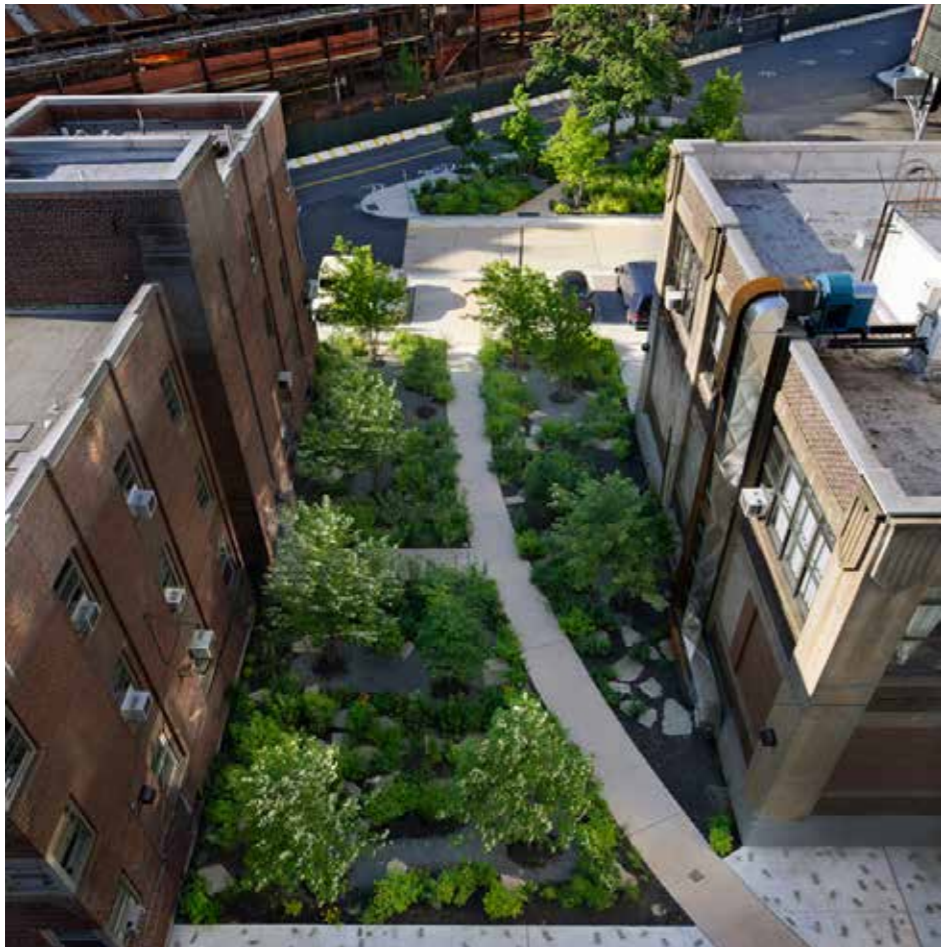
These movement corridors will increase the accessibility of the site, encouraging movement and increasing wellness.

The emphasis will be on shared space, active movement and a slower more relaxed way of life.









Tudalen 01



CONCEPT MASTERPLAN

ROUTES

The concept masterplan has evolved around parameters derived from both historical analysis and the investigation of existing amenity / recreation use patterns.

Conceptually the idea is to create an arc of public realm that completes the bay loop but also brings together the aspiration to have residential and sports and leisure uses across the ISV. This arc will be activated through the use of active public realm, leisure destinations such as cafes, bars and restaurants and open and inviting spaces both internal and external.



Concept Masterplan routes



ISV Cardiff concept sketch



Localen 68

CONCEPT MASTERPLAN

ROUTES - ROUTE A

The concept masterplan has evolved around parameters derived from both historical analysis and the investigation of existing amenity / recreation use patterns.

Conceptually the idea is to create an arc of public realm that completes the bay loop but also brings together the aspiration to have residential and sports and leisure uses across the ISV. This arc will be activated through the use of active public realm, leisure destinations such as cafes, bars and restaurants and open and inviting spaces both internal and external.



Concept Masterplan routes



Tudalen 64



Tudalen 65



Tudalen 66

CONCEPT MASTERPLAN

ROUTES - ROUTE B

The concept masterplan has evolved around parameters derived from both historical analysis and the investigation of existing amenity / recreation use patterns.

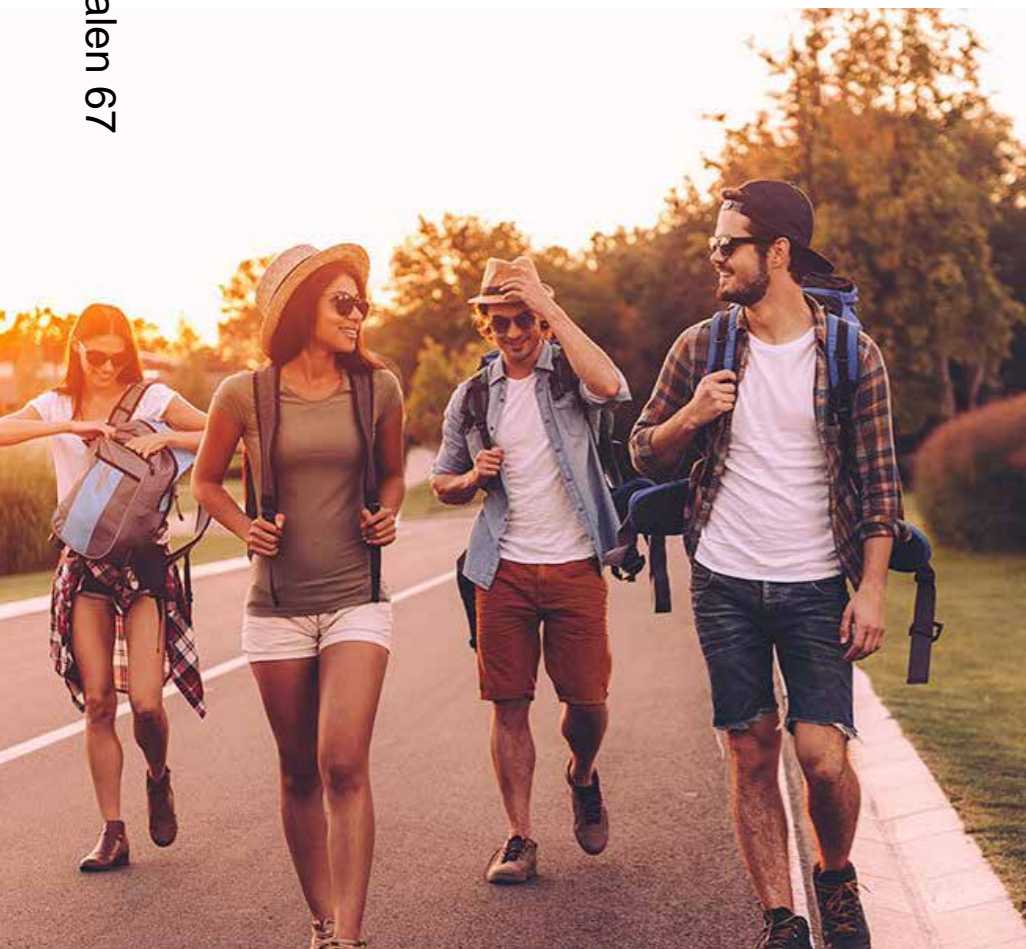
Conceptually the idea is to create an arc of public realm that completes the bay loop but also brings together the aspiration to have residential and sports and leisure uses across the ISV. This arc will be activated through the use of active public realm, leisure destinations such as cafes, bars and restaurants and open and inviting spaces both internal and external.



Concept Masterplan routes



Tudalen 67





Tudalen 68



CONCEPT MASTERPLAN

ROUTES - ROUTE C

The concept masterplan has evolved around parameters derived from both historical analysis and the investigation of existing amenity / recreation use patterns.

Conceptually the idea is to create an arc of public realm that completes the bay loop but also brings together the aspiration to have residential and sports and leisure uses across the ISV. This arc will be activated through the use of active public realm, leisure destinations such as cafes, bars and restaurants and open and inviting spaces both internal and external.

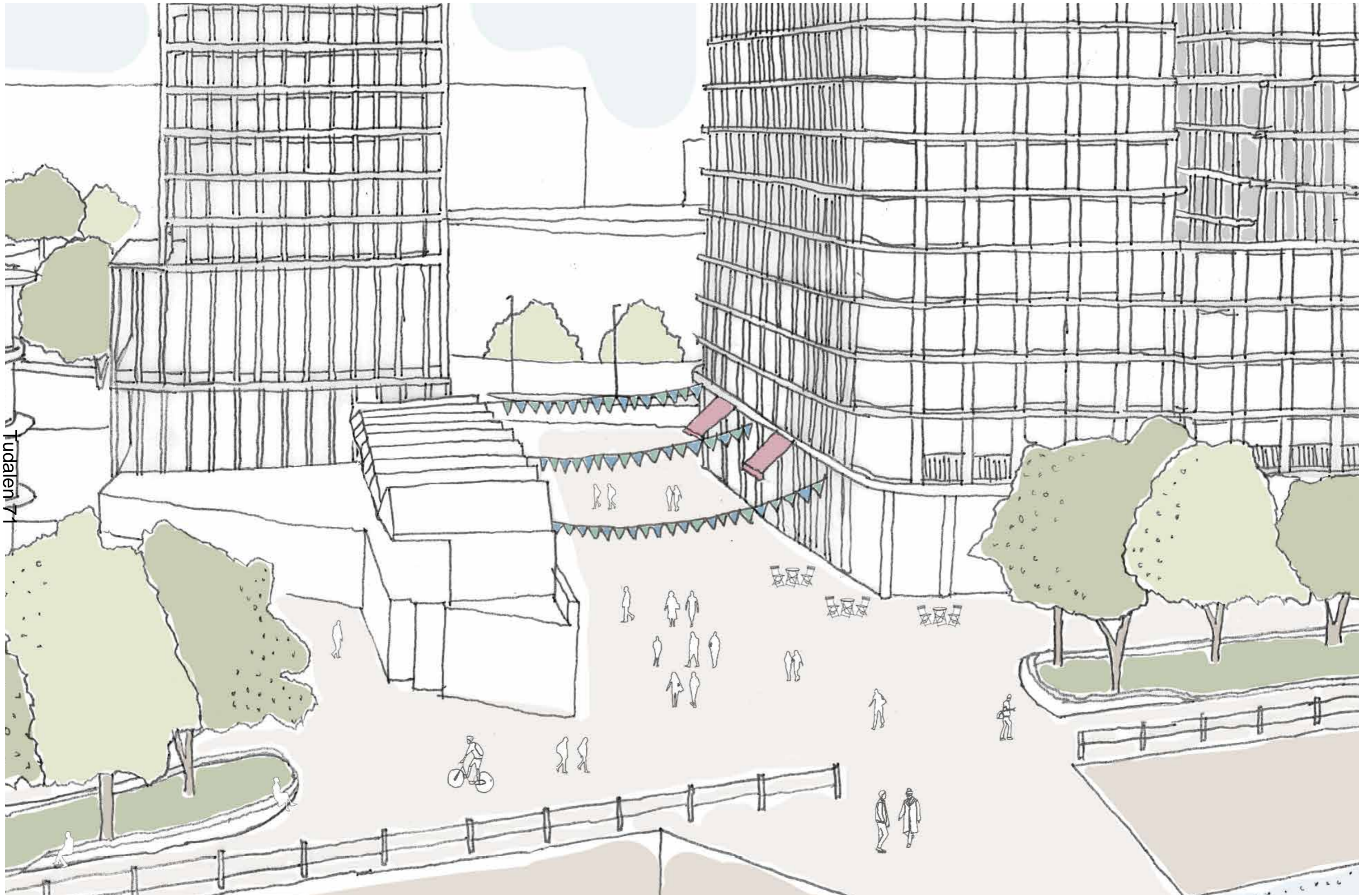


Concept Masterplan routes



Tudalen 70

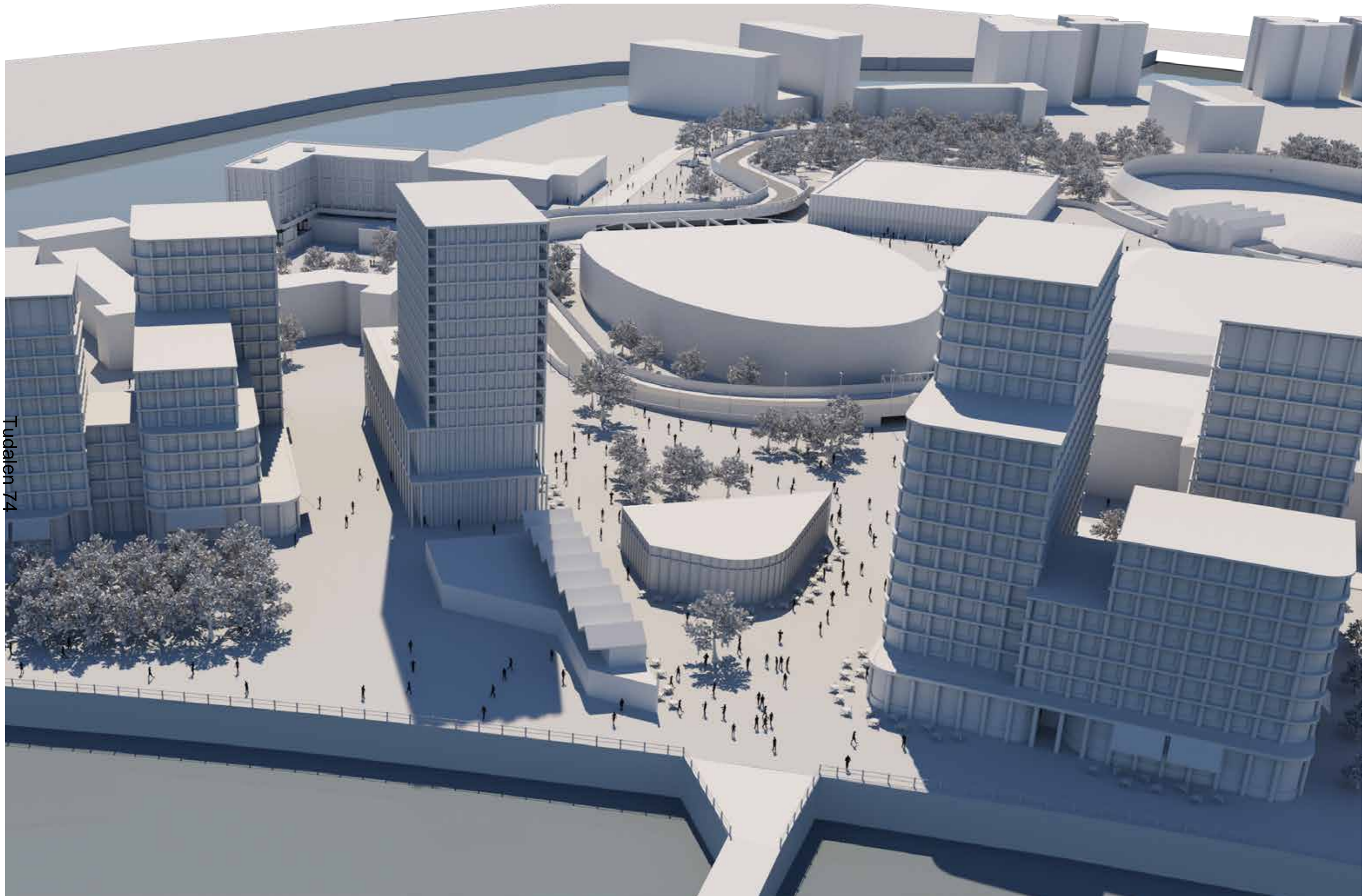




Tudalen 71







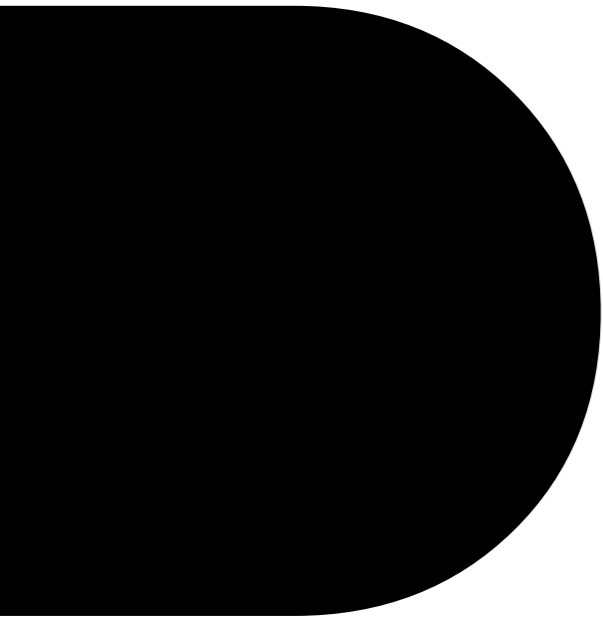
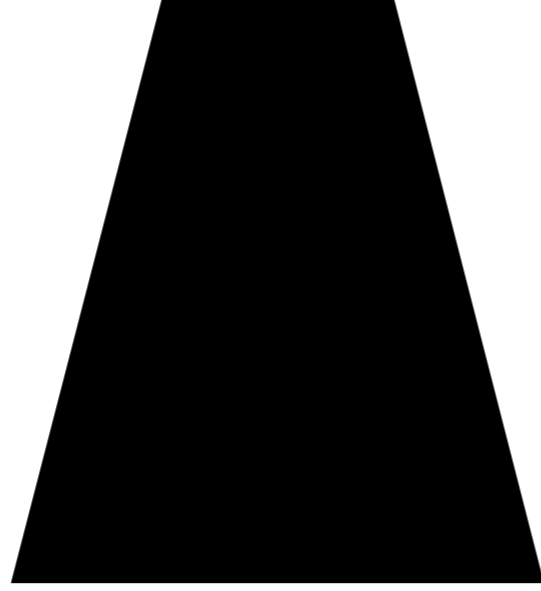
Tudalen 74

Tudalen 75





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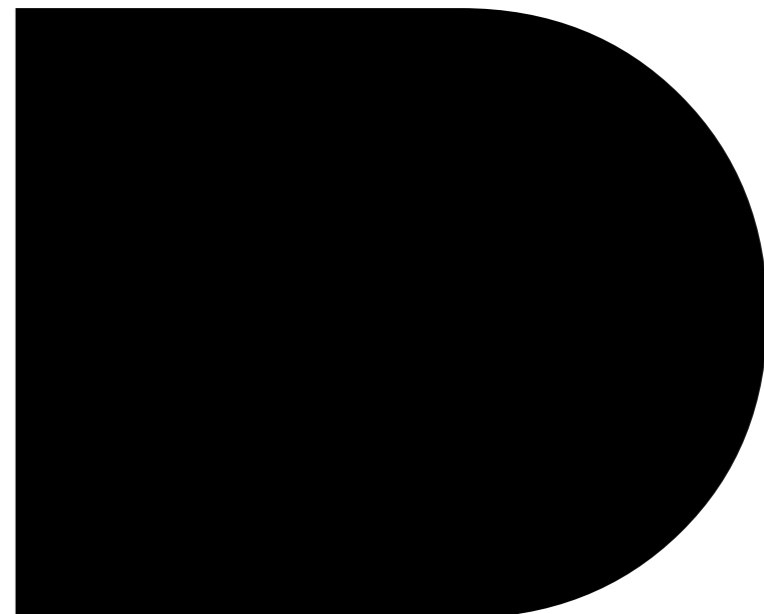


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Mae'r dudalen hon yn wag yn fwriadol

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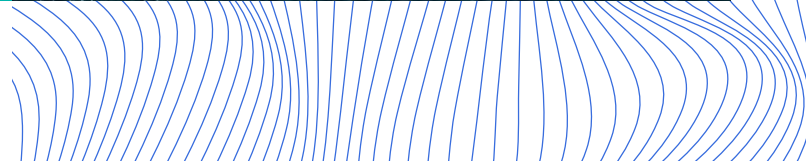
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Mae'r dudalen hon yn wag yn fwriadol

Mixed Use
Development
Opportunity

Tudalen 153

CARDIFF BAY PENINSULA





The Opportunity

Cardiff Council is seeking a delivery partner/s to bring forward the next phase of development at the International Sports Village.

Situated in Cardiff Bay, the International Sports Village is home to Cardiff International White Water, Ice Arena Wales, Cardiff International Pool and is the location of the proposed Velodrome. The area offers an array of fantastic activities both on and off the water.

This exciting opportunity will deliver a new waterfront community on this expansive peninsula creating a new neighbourhood within the Bay, energised by local culture and waterside activity.

18
acres

Total Development Area

1,000+

Indicative Number of Units

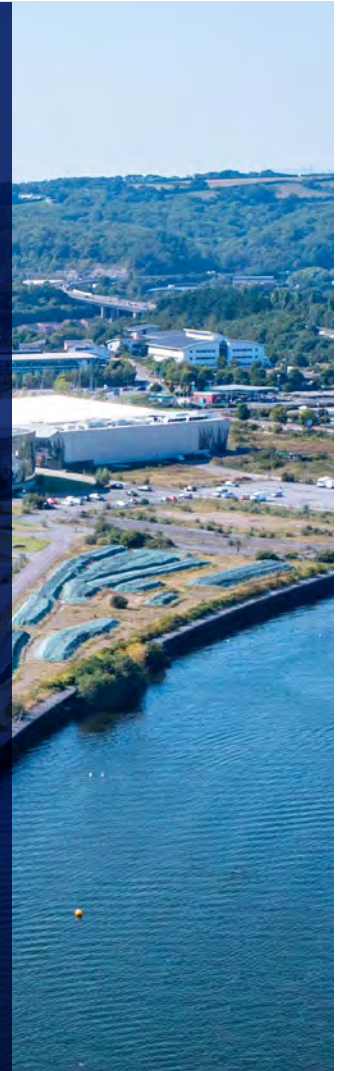
8-10
plots

Residential | Mixed Use
Development Plots

199
year

Long Leasehold Interest

Interest is sought from experienced developers with a proven track record of delivering high quality residential and mixed use developments.





Tudalen 155

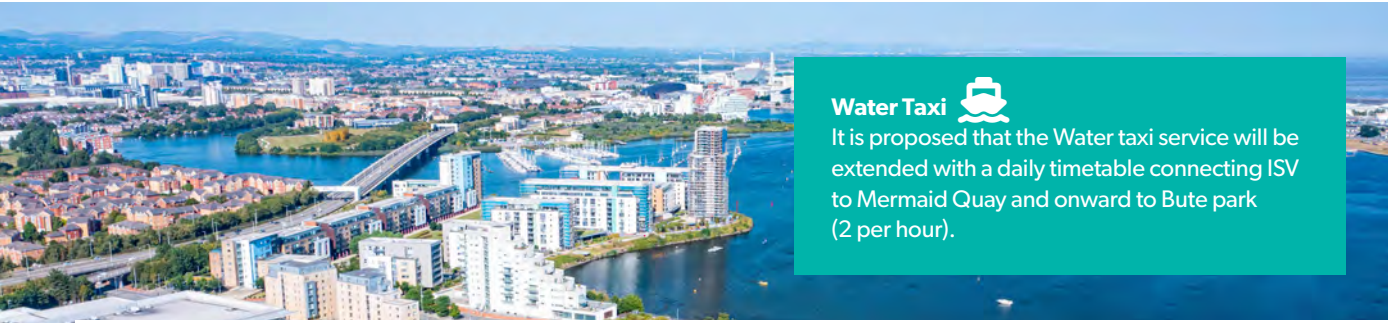
Location


Cardiff is the capital city of Wales and provides the principal retailing and commercial centre for the South Wales region.

The city is located approximately 150 miles west of London, 44 miles west of Bristol and 42 miles east of Swansea. The city is situated 28 miles from the Prince of Wales Bridge, linking the city to Bristol and the South West of England.

The International Sports Village is situated approximately four miles south of the city centre via the A4232 dual carriageway, approximately 0.9 miles south west of Mermaid Quay, which is a prime leisure destination within the heart of Cardiff Bay and approximately 1.3 miles northwest of Penarth.





Water Taxi 
 It is proposed that the Water taxi service will be extended with a daily timetable connecting ISV to Mermaid Quay and onward to Bute park (2 per hour).

Tudalen 156

Excellent Connectivity

The city is well served by an extensive road network, lying adjacent to the M4 motorway, with access to the north east of the city via the A48(M), which leads directly to Junction 29, and via the A48 to the west of the city providing access to Junction 32. The M4 motorway intersects with the M5 motorway north of Bristol, providing fast access to the Midlands and the South West of England.

The two busiest railway stations in Wales are Cardiff Central and Queen Street which serve almost 14 million passengers a year. There are regular direct trains to London Paddington (1 hour 48 minutes) and Birmingham New Street (2 hours).

Electrification of the line between London and Cardiff was completed in 2019, speeding up travel times and improving Cardiff's connectivity further.

Cardiff benefits from excellent connectivity, both domestically and internationally.

Cardiff Queen Street underwent substantial redevelopment in 2013 and provides local/commuter services to the Vale of Glamorgan, Bridgend and the South Wales Valleys. Cogan Railway station is located 0.6 miles (13 minute walk) to the south and is accessible via Pont y Werin Bridge, a pedestrian and cycle bridge over the River Ely that links Cardiff Bay with Penarth. There are regular trains from Cogan to Cardiff Central and Queen Street, with journey times of 12 minutes and 21 minutes, respectively.

Cardiff Airport is located 11 miles south west of the city centre and provides scheduled flights to an ever-expanding array of global destinations. Prior to COVID-19 passenger growth had reached over 50% since the Airport came under public ownership in 2013.



Journey

Cogan Railway Station

Duration

13 mins

Distance

0.6 miles



Journey

Cogan to Central
 Cogan to Queen Street

Duration

12 mins
 21 mins

Frequency

66 Trains per day
 55 Trains per day



Journey – To City Centre

Service 5 Canal Street
 Service 7 Canal Street
 Service 9 Westgate Street
 Service 304 Custom House Street
 Service 89B

Duration

17 mins
 27 mins
 22 mins
 13 mins
 18 mins

Frequency

1 per hour
 1 per hour
 2 per hour
 1 per hour
 5 per day

Economy & Demographics

The Cardiff Capital Region has a population of 1.5m across 10 local authorities and has seen significant regeneration and investment. The region is the economic powerhouse of Wales, accounting for approximately 50% of the total economic output of the Welsh economy. In addition to its anchor manufacturing businesses in aerospace, defence and automotive industries it has a growing diversity in its business base with emerging business clusters in areas such as cyber, compound semi-conductors, life sciences and the creative industries.

Cardiff had a retail expenditure of £4,421 billion in 2020, again ranking it 10th out of all PROMIS centres. It is an affluent area with 55% of the population in the most affluent ABC1 social groups, higher than the 51% PMA centre average.

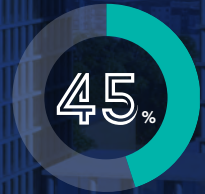
The city has a high proportion of young adults aged 15-24, partly down to its three major Universities: Cardiff University, Cardiff Metropolitan University and the University of Wales. As such the city is home to over 75,000 students. The city is also regularly ranked number one for quality of life and is the closest European capital city to London.

NO. 1

UK City for quality of life

Safest city to live in the UK

Highest earnings growth of the UK core cities over the past year



Of students plan to stay in Cardiff after their studies

5G

One of few cities selected to trial 5G networks

A £5billion 'Metro' rail infrastructure project planned



Projected growth over the next 20 years, making Cardiff the UK's fastest growing city

1.5M

Catchment of 1.5m people



75,000 Students in full or part time education

200,000



people work in financial and professional services

> 6,000



people are employed in the Creative Hub sector



Cardiff Regeneration & Investment

Cardiff has been the subject of major regeneration and investment over the past decade, with many further large-scale projects planned.

The Cardiff Capital Region City Deal is an agreement between the UK government and Welsh Government. £1.1 billion has been committed to the deal, supported by an additional £120 million from the 10 local authority partners over the next 20 years. The deal will help boost economic growth by improving transport links, creating 25,000 new jobs and leveraging £4 billion in private sector investment.

Inward Investment within Cardiff Bay

Cardiff Council have completed a number of acquisitions within the Sports Village. In 2019, the Council acquired the building previously known as Toys'R'Us which consists of a circa 37,000sqft retail box located within circa 3.2 acres of land. In 2022 the Council completed the acquisition of the residential quarter at ISV and have agreed terms to acquire the Ice Arena and the current pool car park by the end of 2022.

Over the last 2 years the Council has brought forward a coherent master-plan to simplify delivery of the wider International Sports Village and ensure the peninsula becomes an attractive destination to live, work, play or visit. In March 2022, the Council approved vision for the site and now aims to deliver the sports, leisure and energy infrastructure and to look for a partner or partners to deliver the residential and mixed use development.

Notable regeneration projects include:

- | | | | |
|---|----------------|---|-----------------|
| 1 | Central Square | 4 | Central Quay |
| 2 | Canal Quarter | 5 | Merchants Place |
| 3 | Atlantic Wharf | 6 | Embankment |



1



4



2



5



3



6

Masterplan Vision

Plot	Indicative Density (No Units*)	Indicative Heights (Floors)	Use	Plot Size Acres (approx.)
1	80	4	Residential / Mixed Use	2.07
2	120	7	Residential / Mixed Use	3.00
3	130	11	Residential/Mixed Use	1.26
4	280	8	Residential/Parking	2.48
5	370	13	Mixed	2.17
6	340	30	Retail	2.98
7	280	17	Residential/Retail	1.33
8	235	11	Residential/Retail	1.68
9	-	-	1,000 space MSCP	1.03

*Based on an indicative average unit size of 80m2



Tudalen 159

Planning & Design Requirements

Planning Status

The site has an extant planning permission for comprehensive redevelopment under planning permission 12/00937/DCI providing for the erection of 561 no. dwellings and 982 sq m A1 Retail/D1 non residential institution floorspace.

Planning Obligations

There is no specific package of planning obligations sought for the delivery of the development. Developers should allow for policy compliant on and offsite contributions.

Design

The placemaking and landscape of development proposals brought forward should deliver on the commitment to better places and spaces. Developers will be expected to drive quality of design to the heart of any proposed scheme.

Conceptually the idea is to create an arc of public realm that completes the bay loop but also brings together the aspiration to have green residential spaces and public gardens across the masterplan. The new masterplan has a significant green places and spaces strategy, the greening of the masterplan will be key to the wellness and enjoyment of the new neighbourhoods we create.

From private roof gardens to semi-private garden parks through to full accessible public spaces the new masterplan offers opportunity for the landscape to be utilised as an extension of the residential and retail offer that is being proposed across the site.

Cardiff ISV acknowledges the importance of green and external space and strives to deliver a more holistic destination focused on wellness and resident retention.

Carbon Neutral

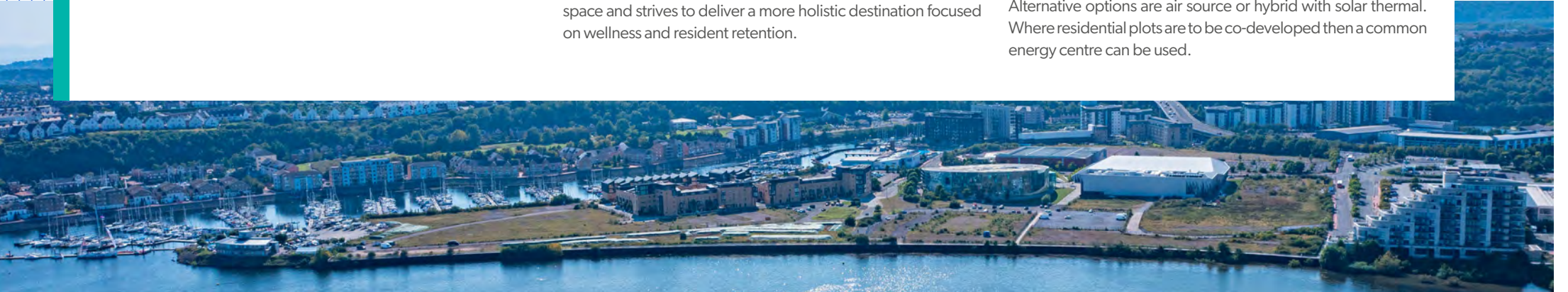
Developers would be obligated to support Cardiff Council's strategic response to the climate emergency as set out "One Planet Cardiff."

Developers will set out a pathway to net zero for ISV, as an exemplar of the One Planet Cardiff vision, providing a strategic framework for development that provides for low carbon energy infrastructure across the development and takes advantage of the opportunity for local renewable generation and the complementary energy demands across the development.

District Heating Network

For new residential development a 5th generation heat network with distributed heat pumps at plot level (utilising available environmental heat) should be adopted unless alternative proposals can be shown to offer a faster trajectory to net zero.

Alternative options are air source or hybrid with solar thermal. Where residential plots are to be co-developed then a common energy centre can be used.



Delivery Requirements

Delivery

The council is committed to accelerating delivery of development at Cardiff Bay Peninsula, as such parties will be expected to align their programme to accommodate this requirement;

- The successful bidder/s will be obligated to submit a planning application within 6-9 months of exchange of contracts on a minimum of 5 acres of development land.
- Construction of the proposed development will commence within 12-15 months of exchange of contracts.
- Practical completion of the proposed development will be delivered within 60 months of commencement on site.



Request for Proposals

Proposals are sought on a conditional (subject to planning) basis for the Long Leasehold interest in the individual plot/s.

Interested parties are invited to submit an expression of interest, following which a formal proposal will be invited requesting the information contained in points 1-10.



1. Proposed Purchase Price – including details of ‘gross’ and ‘net’ assumptions (if appropriate).
 2. A non refundable deposit of no less than 5%.
 3. Purchasing Entity – including contracting party and individual responsible for leading the purchase
 4. Conditionality of Proposal – set out all pre-exchange and pre-completion conditions.
 5. Clarify any internal and / or external approvals - required to commit to the purchase (including timescales)
 6. Funding: source of equity and debt – including proof of funding.
 7. Timescales & Programme - for undertaking technical, planning and legal due diligence prior to exchange through to legal completion.
 8. Track Record – Successful delivery of at least 2 similar schemes within the last 5 years, with examples of sales, marketing and disposal of completed developments.
 9. Supporting information - provide relevant scheme information / plans / proposals / professional team / legal advisors / key assumptions etc.
 10. A copy of your development appraisal, for your proposed development, setting out key assumptions and indicative cashflow.
- The intention is that a shortlist of bidders will be invited to interview with a view to exploring how each bidder (and their professional team) would work with Cardiff Council to identify a preferred design solution, secure a quality planning permission and successfully implement and deliver the scheme.



Additional Information

TENURE

The development plots will be sold on a long leasehold basis for a term of 199 years. The leaseholder will be responsible for contributing to a wider estates charge for the maintenance and upkeep of the public realm associated with the development.

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DATA ROOM

The following documents are available within the data room www.cardiffbaypeninsula.com

- Legal
- Technical
- Architectural
- Scoring Criteria

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Mae'r dudalen hon yn wag yn twriadol

Yn rhinwedd paragraff (au) 14, 16, 21 Rhan (nau) 4 a 5 o Atodlen 12A
o Ddeddf Llywodraeth Leol 1972.

Mae'r ddogfen yn gyfyngedig

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Mae'r dudalen hon yn wag yn fwriadol

Equality Impact Assessment
Corporate Assessment Template

Mae'r ddogfen hon ar gael yn Gymraeg / This document is available in Welsh

Project: International Sports Village
New/Existing/Updating/Amending: Updating

Who is responsible for developing and implementing the Project?	
Name: Jo Phillips	Job Title: Project Manager
Service Team: Strategic Projects	Service Area: Economic Development
Assessment Date: Updated November 2022	

1. What are the objectives of the Project?

The Capital Ambition sets out a commitment to “Write a new chapter in the regeneration of Cardiff Bay”, which this project aims to contribute towards. This project involves the return of the International Sports Village site to Council control and in doing so facilitate the regeneration of the Sports Village and contribute to the general regeneration programme for the Waterfront. This project aims to facilitate the development of a mixed-use sport and leisure site and aims to provide economic, social, and wellbeing benefits, as well as commercial, leisure, and retail opportunities.

Since the original impact assessment that was carried out in April 2020, the scope of the project has expanded and now includes the following work streams:

- The new Velodrome
- Urban Bike Park
- Closed Road Circuit (Loop)
- All associated public space
- Highways infrastructure
- Car Park

There is also a link to the wider site development, which includes:

- The disposal and development of the land on the Waterfront and Ely Riverfront sites
- The revised boundary to the Cardiff Bay Yacht Club and the new proposed adjoining Boat Yard.

To truly assess and manage the impact of all of these workstreams, they need to be considered as a whole. This is because all the accessibility and inclusivity requirements are linked and there is potential, if considered in isolation, that a conflict in design may have additional, unnecessary impacts. (for example, considering access to the new velodrome building without considering the public space will result in 2 very different outcomes). So it is agreed that there will be one EIA record for all workstreams within the ISV project.

CARDIFF COUNCIL

**Equality Impact Assessment
Corporate Assessment Template**

2. Please provide background information on the Project and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

Update to original assessment conducted 3rd April 2020:

The acquisition by the Council of the land and assets at ISV are scheduled to conclude in December 2022 and progress is underway for all identified workstreams within the ISV project.

In March 22, planning was determined for the new velodrome and Cabinet also approved the progression of an Outline Business Case and planning application for the wider sport and leisure infrastructure, which includes:

- Closed Road Circuit (Loop)
- Urban Bike Park
- Public Space
- Highways infrastructure

This would result in all the sport/leisure infrastructure to be brought in line with the same level of approval and allow the Full Business Case to combine all components to be presented back to Cabinet at the same time.

The original impact assessment was initiated under the scope of the reversion of the land and the new velodrome development, but this update brings all of the ISV components together and reassesses the differential impacts based on the broader scope.

In December 21, Cabinet approved the disposal strategy for the land on the Waterfront and River Ely sites in order to progress the development of the wider site and complete the ISV as a destination. Work has progressed with the disposal strategy so that the outcome of the marketing can align to the completion of the acquisition and the relevant Cabinet decision making timelines.

Research has also been conducted into the 2011 census of the ward in which the International Sports Village sits to provide information regarding the demographics of the area. Consideration has been taken into the age of the census and the potential changes likely to have occurred within the area in the following years, including the impacts considered as a result of the Corona Virus Pandemic.

A further review considered changes recorded in the 2021 Census and the 2019 Welsh Index of Multiple Deprivation.

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Project have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	X		
18 - 65 years	X		
Over 65 years	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and on residents of and visitors to the area, regardless of age.

The regeneration aims to provide a place where people can visit to engage in a range of sport and leisure activities or to engage in informal and social activity irrespective of their age. The facilities at ISV are required to provide inclusive and engaging programmes that are accessible to all ages, and the environment will be designed to encourage all ages to want to and be able to spend time there.

Due to the new development in the sports village and in the development of the neighbouring community, there will be increased employment opportunities, greater access to activities provided by the International Sports Village, as well as greater leisure and retail opportunities.

The regeneration has the potential for a positive impact on people of working age (18-65) due to business development and associated employment and work experience opportunities, as well as providing an improved environment for social interaction and active leisure.

The Sports facilities are required to promote programmes of activity for all ages and engage with education in support of the active development of young people.

The facilities also engage with sports clubs and groups, enabling them to deliver access to their sports to their young members and encourage more young people to get involved so that the sports can grow. This has an additional positive impact on social interaction, inclusivity, and mental health.

The same can also be said for people over the age of 65, the Sports Village provides a social inclusivity that ensures people can stay active and engaged with the community after retirement. The wider environment is planned to be conducive to social and active leisure for all ages.

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

Transport Accessibility

In terms of accessibility for all ages, the site already has reasonably good transport links, which means that people are able to travel to the ISV via car for those who are of driving age and who will transport younger people via car, bus or train. There are already 6 bus routes that reach the site and Cogan Spur train station is only 400m from the site for those who choose to travel via public transport. The project scope will ensure that these public transport links are at least retained, but also enhanced to ensure those who do not drive have accessible options to travel to the site.

In addition, the project aims to introduce an additional water taxi stop at the site, which will be suitable for all ages.

What action(s) can you take to address the differential impact?

The Council, working with all respective partners and stakeholders will ensure that when considering the development of the ISV, the requirements of people of all ages are taken into consideration ensure that accessibility and inclusivity is a focus of all stages of the project- this includes the accessibility of the transport links that are already servicing the area.

3.2 Disability

Will this Project have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	X		
Physical Impairment	X		
Visual Impairment	X		
Learning Disability	X		
Long-Standing Illness or Health Condition	X		
Mental Health	X		
Substance Misuse	X		
Other	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village site will have a positive impact on all Cardiff residents and visitors to the area, regardless of ability or disability. The project has the potential to provide state of the art facilities and provide activities and a physical, social environment which are accessible and inclusive to people of all abilities and disabilities. The project will need to consider accessibility and way-finding as a key part of the design process to ensure those with physical, visual, hearing and learning impairments are able to navigate around the facility.

Regarding mental health, it is acknowledged that for some, having a place to go and be with people and take part in activity can help with mental health.

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Equality Impact Assessment Corporate Assessment Template

The project aims to provide an environment at the ISV that offers everyone a comfortable and pleasant place to be, with opportunities to take part in sport and active leisure as well as social activities.

Following the pandemic, many people are using outdoor space differently and so the project aims to help facilitate this.

Transport accessibility

For those with disabilities, it is important that they are also able to travel to the ISV. Where this project is not responsible for the accessibility of public transport, it is committed to ensure that where transport modes link to the site, that there is a straightforward and safe link from the car park and bus stops that those with disabilities can easily navigate into the Sports Village and all its facilities.

What action(s) can you take to address the differential impact?

As each workstream of the project progresses, any design work or programming should consider accessibility and way finding for all people, including those with disabilities or impairment or who may face other challenges in accessing similar opportunities.

3.3 Gender Reassignment

Will this Project have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area. It is not expected that this project will have a differential impact on transgender people or those undergoing transition.

What action(s) can you take to address the differential impact?

In line with the Council's Stonewall submission, any plans to develop new buildings or facilities will incorporate the need for gender neutral welfare, providing a choice for those undergoing or having undergoing transition.

3.4. Marriage and Civil Partnership

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Will this Project have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage		x	
Civil Partnership		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area, regardless of marital or partnership status. It is not expected that this project will have a differential impact on people whether they are or are not in a marriage or civil partnership.

What action(s) can you take to address the differential impact?

N/A

3.5 Pregnancy and Maternity

Will this Project have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy		x	
Maternity		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area. It is not expected that this project will have a differential impact on pregnancy or maternity.

Consideration will always be given in the designing and planning of all facilities to ensure suitable welfare facilities are included that may be beneficial to everyone, including the potential addition needs of those who are pregnant or nursing/caring for young babies and children.

What action(s) can you take to address the differential impact?

N/A

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**Equality Impact Assessment
Corporate Assessment Template**

3.6 Race

Will this Project have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	X		
Mixed / Multiple Ethnic Groups	X		
Asian / Asian British	X		
Black / African / Caribbean / Black British	X		
Other Ethnic Groups	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area, regardless of race as it is designed to be a destination for all. It will also present improved opportunities for social inclusion, sport and active leisure and employment for all communities in the area as well as visitors to the area.

However, according to the 2011 census, the area in which the International Sports Village sits has a higher than average number of BAME* residents (38.1%), compared to the overall Cardiff population (15.3%) and so this project has the potential to impact these groups a bit more.

The process of regeneration may be disruptive due to, for example, building works, however, the Sports Village area itself is not currently highly residential and so the impact is likely to be low. The overall objectives of this project will have a positive impact on all Cardiff residents through improving the economy, providing greater employment opportunities, and making the area a more appealing place to live.

*BAME Breakdown

	Local Area %	Cardiff Overall %
Mixed/Multiple Ethnic Groups	4.5	2.9
Black/African/Caribbean/Black British	8.5	2.4
Asian/Asian British	20.9	8.0
Other	4.2	2.0

The 2021 census shows that the local area is represented by a majority Asian and White British population, with the remainder of those residing represent Black and Mixed Ethnicity.

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**Equality Impact Assessment
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What action(s) can you take to address the differential impact?

The Council and relevant partners will ensure communication with local communities is maintained throughout the process, engaging with existing residents to gain an insight into local needs and ensure they are considered in the planning and design and in the programme of delivery.

3.7 Religion, Belief or Non-Belief

Will this Project have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		x	
Christian		x	
Hindu	x		
Humanist		x	
Jewish		x	
Muslim	x		
Sikh		x	
Other		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area.
According to the 2011 census, the area in which the International Sports Village sits has a higher than average number of Hindu (4.1%) and Muslim (23%) residents, compared to the overall Cardiff average (1.4% and 6.8% respectively) and so this project will likely have a differential impact on these groups.
The 2021 census also shows that the majority of the local population represents either Hindu, Christian, Muslim or no religion.

The regeneration project may be disruptive for a period of time due to, for example, building works, however, the overall objectives of this project will have a positive impact on all Cardiff residents through improving the economy, providing greater employment opportunities, and making the area a more appealing place to live.

What action(s) can you take to address the differential impact?

The Council and relevant partners will ensure communication with local communities is maintained throughout the process, engaging with existing residents to gain an insight into local needs and ensure they are considered in the planning and design and in the programme of delivery.

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**Equality Impact Assessment
Corporate Assessment Template**

3.8 Sex

Will this Project have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	x		
Women	x		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area. It is not expected that this project will have a differential impact on people of a specific gender.

However, feedback from some stakeholders has identified that the Sports Village may provide additional reassurances to females accessing sport, for example, the ability to run on a traffic free, floodlit circuit will help them feel safer than running elsewhere in the evening. This could also be translated into the overall Sports Village as a destination providing a lit, traffic free space for people to go to.

What action(s) can you take to address the differential impact?

Consideration throughout all design processes to be given to the feedback from stakeholders on the overall environment across the Village and the travel connections to and from there.

3.9 Sexual Orientation

Will this Project have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		X	
Gay Men		X	
Gay Women/Lesbians		X	
Heterosexual/Straight		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village will have a positive impact on all Cardiff residents and visitors to the area, regardless of sexual orientation. This project is not expected to have a differential impact on any person due to their sexuality.

The overall aim is to provide an environment conducive for all, so it could be translated that members of the LBGQTQ community should have a positive experience in and around the Sports Village.

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**Equality Impact Assessment
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What action(s) can you take to address the differential impact?

Ensure that designs and programmes promote inclusivity and do not tolerate exclusion or discrimination and do not discourage any specific community groups from the ISV.

3.10 Socio-economic Duty

Will this Project have a **differential impact [positive/negative]** on the Socio-economic Duty?

	Yes	No	N/A
Socio Economic Groups	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Socio economic duty requires public bodies to adopt transparent and effective measures to address the inequalities that result from differences in occupation, education, place of residence or social class.

The aim of the ISV project is to deliver an accessible and inclusive destination that provides an enriched environment for everyone to be able to access, irrespective of their social class, education, occupation or where they live.

As with any destination across the City, there are costs associated with travel to and from the site, and these costs may vary depending on the starting point of the journey, how far and the mode of transport being used. Those local to any facility will always benefit from lower transport costs. The project cannot control the cost of using buses and trains, nor can it manage the cost of fuel and using the road. However, the project is committed to ensuring that the car park operating model and the overall operating model of the ISV considers the accessibility of sport and leisure activities and balancing that with an operating model that supports the delivery of sport and leisure at a reasonable cost, whilst assisting operators in the management of maintenance and mitigation of risk. Operators will be required to provide an inclusive programme of activity that is accessible by all socio-economic groups.

Equally, the project is not responsible for the suitability of the cycle pathways across the City, but it is committed to ensuring safe and secure facilities at the ISV for those who choose to travel by bicycle and wish to park at ISV.

The overall masterplan of the ISV includes a range of social, sport and leisure activities, some of which will require an access charge, but there will also be a range of activities that are open and free to use by members of the public. The development of the sports village will provide employment and volunteer opportunities as well as broaden opportunities for sports to grow participation. The 2019 Welsh index of Multiple Deprivation shows some of the localities to the ISV accommodate some of the most deprived communities in Cardiff.

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Equality Impact Assessment Corporate Assessment Template

The Sports Village development will provide opportunities that could have an additional, differential positive impact on these local communities.

What action(s) can you take to address the differential impact?

The project will need to ensure that throughout the operational strategy delivers inclusive and accessible programmes of activities for all socio-economic groups. Also, ensure that there is a reasonable balance of chargeable and free to access activity and the public space is conducive for social and leisure interaction for all.

3.11 Welsh Language

Will this Project have a **differential impact (positive/negative)** on the Welsh Language?

	Yes	No	N/A
Welsh Language		X	

Please give details/ consequences of the differential impact, and provide supporting evidence, if any.

The regeneration of the International Sports Village a positive impact on all Cardiff residents and visitors to the area. It is not expected that this project will have a differential impact on the Welsh language or Welsh language speakers of any level.

What action(s) can you take to address the differential impact?

Ensure that all facilities comply with the Welsh Language Act and that all visitors to the Sports Village have the choice of accessing services in both Welsh and English.

During the project development, ensure all obligations regarding Welsh Language are met.

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

Initial consultation and engagement commenced with known stakeholder groups, these groups included representatives of people of different ages and also representative of different social and sporting communities, including from around the ISV area and users of the existing Velodrome at Maindy. It also included representation of people with different sporting abilities and professional NGB organisations across the UK who have an interest in accessible and inclusive sport.

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As the project is progressing, the stakeholder representation is reviewed, and additional groups of people are engaged.
There has been some initial communication with the Council's Equality Team that has increased as the project has progressed. Feedback has been invited and received and actions to date and further engagement will continue as the project workstreams progress.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	The Council, working with all respective partners and stakeholders will ensure that when considering the development of the ISV, the requirements of people of all ages are taken into consideration ensure that accessibility and inclusivity is a focus of all stages of the project
Disability	As each workstream of the project progresses, any design work or programming should consider accessibility for people with impairments or who may face challenges in accessing similar opportunities.
Gender Reassignment	In line with the Council's Stonewall submission, any plans to develop new buildings or facilities will incorporate the need for gender neutral welfare, providing a choice for those undergoing or having undergoing transition
Marriage & Civil Partnership	N/A
Pregnancy & Maternity	N/A
Race	The Council and relevant partners will ensure communication with local communities is maintained throughout the process, engaging with existing residents to gain an insight into local needs and ensure they are considered in the planning and design and in the programme of delivery.
Religion/Belief	The Council and relevant partners will ensure communication with local communities is maintained throughout the process, engaging with existing residents to gain an insight into local needs and ensure they are considered in the planning and design and in the programme of delivery.
Sex	Consideration throughout all design processes to be given to the feedback from stakeholders on the overall environment across the Village and the travel connections to and from there. This is in relation to

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

	positive feedback in relation to female safety.
Sexual Orientation	Ensure that designs and programmes promote inclusivity and do not tolerate exclusion or discrimination and do not discourage any specific community groups from the ISV.
Socio-economic Duty	The project will need to ensure that throughout the operational strategy delivers inclusive and accessible programmes of activities for all socio-economic groups. Also, ensure that there is a reasonable balance of chargeable and free to access activity and the public space is conducive for social and leisure interaction for all.
Welsh Language	Ensure that all facilities comply with the Welsh Language Act and that all visitors to the sports Village have the choice of accessing services in both Welsh and English. During the project development, ensure all obligations regarding Welsh Language are met
Generic Over-Arching [applicable to all the above groups]	The Council and its relevant partners must ensure that all workstreams of the project continue to consider any potential impact on any group or groups and take reasonable steps to mitigate and address any such risk to provide an inclusive and accessible destination

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By: J Phillips	Date:09:11:22
Designation: Project Manager	
Approved By:	
Designation:	
Service Area:	

7.1 On completion of this Assessment, please ensure that the form is submitted to the Equality Team mailbox so that there is a record of all assessments undertaken in the Council- equalityteam@cardiff.gov.uk.

For further information or assistance, please contact the Equality Team- equalityteam@cardiff.gov.uk

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Mae'r dudalen hon yn wag yn fwriadol

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ECONOMY & CULTURE SCRUTINY COMMITTEE

18 JANUARY 2023

**‘SHAPING CARDIFF’S POST PANDEMICE ECONOMIC RECOVERY’
INQUIRY - REPORT**

Reason for Report

1. To provide Members with the ‘*Shaping Cardiff’s Post Pandemic Economic Recovery*’ Inquiry draft report, attached at **Appendix A**, for discussion, amendment, and approval, prior to presentation to the Cabinet for consideration.

Shaping Cardiff’s Post Pandemic Economic Recovery Inquiry

2. During discussions to inform the Committee’s work programme for the municipal year 2022-23, several Committee Members suggested exploring the Council’s role in assisting various aspects of Cardiff’s economic recovery post pandemic. Following initial scoping meetings, Members agreed the following terms of reference:

- *To explore with key stakeholders what the Council’s role should be in assisting Cardiff’s economy to recover post-pandemic, in the context of limited funding, looking in particular at:*
 - *Remote and co-working needs and requirements*
 - *Support for small businesses and independent artists*
 - *Role of Local and District Centres*
 - *Role of City Centre*
 - *15-minute city model*
 - *Broadband provision*
- *To reference good practice from other cities that have adopted the 15-minute city model, identifying key lessons that are applicable to Cardiff*

- *To utilise the findings from the above to make informed recommendations to all relevant parties on the most appropriate approaches to take in Cardiff.*
3. The Committee agreed the following membership for this task group:
 - Councillor Wong
 - Councillor Berman
 - Councillor Henshaw
 - Councillor Jenkins
 - Councillor Lloyd Jones.
 4. The task group heard evidence from several internal and external witnesses, including relevant Cabinet Members, senior officers, Creative Economy Unit/ Creative Cardiff, Cwrt Co-Working, FSB Cymru, For Cardiff, Local and District Centre traders, Royal Town Planning Institute Cymru, Town Square, Stiwdio – University of South Wales, and Welsh Government.
 5. Scrutiny Services paid for questions relevant to this Inquiry to be included in the Council's Ask Cardiff survey, available to all residents to complete. Scrutiny Research also undertook a bespoke survey targeting remote workers, small businesses, and city centre, local and district centre traders.
 6. Desk based research was undertaken to inform briefing reports provided ahead of Inquiry meetings.
 7. The task group used the evidence gathered by the Inquiry to identify suitable key findings and recommendations.
 8. Attached at **Appendix A** is the draft report of the task group, which details the key findings and recommendations and summarises the evidence received at task group meetings. The Scrutiny Research report is provided at Appendix 6. The responses received to the questions in Ask Cardiff are provided in Appendix 7.

Way Forward

11. During their meeting, Members may wish to discuss and agree any amendments required to the Task Group report '*Shaping Cardiff's Post Pandemic Economic Recovery*', attached at **Appendix A**.

Legal Implications

12. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

13. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

The Committee is recommended to consider the '*Shaping Cardiff's Post Pandemic Economic Recovery*' task group report, attached at **Appendix A**, and endorse the report, subject to any amendments the Committee wish to make, for submission to the Cabinet.

Davina Fiore

Director - Governance and Legal Services

12 January 2023



An Inquiry Report of the:
Economy & Culture Scrutiny Committee

SHAPING CARDIFF'S POST-PANDEMIC ECONOMIC RECOVERY

January 2023



Cardiff Council

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FOREWORD

To be completed



Councillor Peter Wong
Chair, Economy & Culture Scrutiny Committee
January 2023

DRAFT

TERMS OF REFERENCE

- To explore with key stakeholders what the Council's role should be in assisting Cardiff's economy to recover post-pandemic, in the context of limited funding, looking in particular at:
 - Remote and co-working needs & requirements
 - Support for small businesses and independent artists
 - Role of Local and District Centres
 - Role of City Centre
 - 15-minute city model
 - Broadband provision.
- To reference good practice from other cities that have adopted the 15-minute city model, identifying key lessons that are applicable to Cardiff.
- To utilise the findings from the above to make informed recommendations to all relevant parties on the most appropriate approaches to take in Cardiff.

KEY FINDINGS

In line with this Inquiry's terms of reference, the key findings focus on the role of the Council in shaping Cardiff's economy post-pandemic, in a time of limited funding, including how best to implement a 15-minute city, which is a key commitment of the current Administration.

Leadership

KF1. Politicians and senior officers need to provide leadership and ensure a vision for Cardiff's economy, post pandemic; these are contained in the Corporate Plan, Recovery and Renewal Plan and City Centre Recovery Action Plan. There is now a need to build on these by articulating the vision for Cardiff being a 15-minute city, clarifying for residents, businesses, and investors what Cardiff wishes to achieve by being a 15-minute city and how it intends to realise this.

KF2. Clarity of purpose and leadership will help to ensure work is implemented to align resources, enabling behaviour changes in line with 15-minute city.

Strategy and Policy

KF3. It is important to recognise the economic role Cardiff plays as a capital city and regional centre and ensure that the 15-minute city model for Cardiff recognises this and enables Cardiff to continue with this role, whilst balancing this with the need to ensure access to local services.

KF4. Different areas of Cardiff will require different approaches to being a 15-minute city – it is not a 'one size fits all' approach.

KF5. The Council should review the Corporate Plan, Recovery and Renewal Plan and City Centre Recovery Action Plan annually and enable actions to be altered as required, given the fast-changing economic landscape.

KF6. It is essential the Council demonstrates that it is pro-small business, for example the strategic commitment to ensure its procurement process is small business-friendly.

KF7. It is critical that the 15-minute model for Cardiff is enshrined in the Local Development Plan policies, as this sets the approach for placemaking and place management, providing the framework for planning decisions.

KF8. Supplementary Planning Guidance is also important to expand on how the Council favours developments that meet the 15-minute model for Cardiff.

Regional Working

KF9. Several witnesses highlighted the need for the Council to work with the Cardiff Capital Region City Deal to optimise opportunities for Cardiff’s economy, including ensuring skills training and support addresses the recruitment issues facing Cardiff, marketing, tourism, and economic development overall.

KF10. The Inquiry heard that it will not be possible for Cardiff to deliver a 15-minute model without discussion with neighbouring local authorities, due to transport interconnectedness and provision of regional services in Cardiff e.g., health services. The yet-to-be-developed Strategic Development Plan should help with these discussions, providing a regional approach to planning.

Engagement

KF11. This Inquiry heard from several witnesses that it is important the Council communicates and engages with them to enable the Council to be aware of the needs and demands in various sectors. This included:

- a. District and Local Centre Traders requesting that the Council establish Traders Forums, to share information, address issues, and work constructively to promote centres
- b. Creative Cardiff/ Creative Economy Unit highlighting the need for specific, active consultation with the creative community at an earlier stage in respect of development sites, to help understand needs and opportunities and so inform the planning process
- c. RTPI Cymru highlighting that community engagement is key to successfully implementing the 15-minute city model.

KF12. Several areas in the UK are either consulting or have consulted with their communities regarding 15-minute cities; this report includes details of work in Scotland, including Edinburgh, and Ipswich.

KF13. When developing the 15-minute city model for Cardiff, it is important to try new ways of engaging and consulting, to build trust to ensure all voices are heard as opposed to dominant voices; this requires reaching out in different ways to connect with different audiences in different parts of the city. Whilst this takes time and is resource intensive, it means that plans are truly reflective of communities and more likely to be successful.

KF14. There are several participatory planning mechanisms that would assist the Council to engage effectively when implementing a 15-minute city, including place plans and work via Planning Aid Wales.

Financial Support

KF15. Several witnesses to the Inquiry highlighted the need for the extension of business rate relief programmes to support specific sectors of Cardiff's economy. During the Inquiry, the Welsh Government announced it is extending business rate relief to eligible businesses in the retail, leisure and hospitality sectors. Members heard that the following would also be helpful:

- a. Extension of discretionary Business Rate Relief programmes for creative sector business providing social or community value, with a sliding scale to support sustainability
- b. Extension of discretionary Business Rate Relief programme to Corp B companies, which have positive socio-economic and environmental impacts, which utilise empty units above retail, which encourages footfall.

KF16. Several witnesses to the Inquiry wondered whether there was scope to use some of the Shared Prosperity Funding awarded to the Council to:

- a. Have a lower-level enterprise fund for small businesses
- b. Support the reimagination of the city centre.

KF17. Other witnesses to the Inquiry highlighted that relatively small sums of monies (£2,000) make all the difference to start-ups that are seeking to grow and wondered whether the Council could:

- a. Set up a scheme with selected private sector lenders to underwrite small loans (£2,000) for start-ups, enabling lenders to offer more affordable rates
- b. Set up an endowment scheme for entrepreneurs.

KF18. The Inquiry also heard there may be scope for district centres to establish Business Improvement Districts (BIDs) that would raise monies to go towards community events and other activities deemed priorities by the local traders.

Understanding Needs and Demands

KF19. With changing patterns in work locations and retail, this Inquiry heard it was important the Council uses data to understand these changes and target actions accordingly:

- a. Use mobile phone usage data to understand behaviour patterns in the city centre, enabling businesses, event management and marketing to be more effectively targeted
- b. Undertake research to clarify changing habits of residents re use of city centre and use of local and district centres
- c. Map 15-minute walk/cycle areas and overlay with remote working and coworking provision to identify gaps
- d. Use available Council databases to ask about remote and coworking needs to help clarify demand.

KF20. The successful implementation of 15-minute city principles is underpinned by a thorough understanding of usage patterns and residents' needs. This requires comprehensive gathering of data to understand usage patterns, spatial analysis, and qualitative research to understand residents' needs.

Public Transport

KF21. Both FOR Cardiff and Creative Cardiff/ Creative Economy Unit highlighted the need for a strong public transport network later into the night, to help Cardiff's economy longer-term. This would enable visitors and employees to get home safely. They highlighted this

would help employers who are struggling to attract staff to work late, for example in the hospitality and leisure sectors, as well as those already working late, including creatives.

KF22. FOR Cardiff highlighted that it was important to plan any extension carefully, to ensure any extension operated for a sufficient time to influence behaviour change and create the footfall required to meet the costs of late-night public transport. They added that now might not be the right time to trial an extension, given the economic pressures facing consumers, but that this is definitely something that needs addressing in Cardiff longer-term.

Active Travel

KF23. The provision of active travel routes is central to a 15-minute city. Responses to the Ask Cardiff survey indicate that only 26% of respondents felt there were safe cycling lanes and/ or routes to enable access to their local neighbourhood services and amenities, and only 48% of respondents felt there were safe walking routes.

KF24. The RTPI Cymru highlighted that the Welsh Government 21st Century Schools guidance does not cover active travel and it is therefore incumbent on the Council to ensure there are active travel routes that enable pupils, teachers and staff to access schools safely.

KF25. This Inquiry heard that businesses require advice and support to show them how some of them could utilise active travel and to share good practice amongst businesses on how best to reconfigure workspaces to provide active travel facilities.

KF26. FSB Cymru highlighted that some businesses require a vehicle to carry their tools/ equipment. They called on the Council to work with UK and Welsh Government to ensure those businesses that do require a vehicle are supported to use an electric vehicle by installing infrastructure and providing advice and guidance and lobbying for incentives for electric vehicles for businesses.

Congestion Charge

KF27. Both FOR Cardiff and the FSB Cymru highlighted the need to clarify whether or not there is going to be a congestion charge and how this would work.

Responding to Changing Work Patterns

KF28. Whilst Cardiff has provision of many types of workspace, this Inquiry heard that:

- a. Cardiff does not have the same level of coworking provision as other cities such as Amsterdam and London
- b. there is a shortage of affordable follow-on space with the right support networks to enable start-ups to grow
- c. there is a lack of suitable small industrial units in good locations, with low insurance premiums.

KF29. The Council has an important role to play in facilitating and convening conversations around the needs arising from changing work patterns. Equally, it has an important role to play in enabling the provision of appropriate workspaces.

KF30. This Inquiry heard that, through its planning role, the Council could assist workspace provision by:

- a. Including the need for coworking provision in new developments
- b. Supporting the integration of cultural and creative use buildings in long-term development plans
- c. Adopting an Affordable Workspace Policy
- d. Having more dynamic and imaginative use of Section 106.

KF31. This Inquiry heard the Council could also assist workspace provision by:

- a. Unlocking assets – its own and those of public sector partners
- b. Developing a space register
- c. Developing a risk register
- d. Utilising incentives/ disincentives to encourage landlords to bring vacant high street units back into use
- e. Buying empty warehouses across Cardiff and turning them into smaller units.

Responding to Changing Retail Patterns

KF32. Several witnesses raised the need to improve the experience of those using the city centre and local and district centres, as follows:

- a. Improve the street scene

- i. Enable more benches, tables and chairs on pavements, to provide space for socialising and create a community feel
 - ii. Brighten up streets by providing planters, rubbish bins and lamp post banners
 - iii. Introduce a busking strategy and byelaws to promote good busking that adds to the ambience and tackle poor busking that is detrimental to nearby businesses.
- b. Have visitor attractions/ events
- i. Introduce a city centre visitor attraction
 - ii. Support local and district centres with community events
- c. Address begging and shoplifting
- i. Liaise with Police regarding PCSO patrols and Radio-Net
 - ii. Appraise the use of Public Space Protection Orders in Newport and whether these would work in Cardiff
- d. Tackle homelessness
- i. Assist FOR Cardiff to market and promote their ‘Give *DIFFerently*’ homelessness project

KF33. For local and district centres, parking was also identified as an area the Council could assist in, by identifying suitable areas to provide additional spaces. This ties into the responses received to the Ask Cardiff survey, where poor parking facilities were the highest rated barrier, at 24%, to accessing local neighbourhood services.

Improving Interface with the Council

KF34. FSB Cymru highlighted that there are many aspects of the Council that interface with small businesses including planning and licensing. They highlighted their members’ view that planning and licensing processes need to be reviewed to simplify and speed-up processes, particularly at the moment when costs are increasing rapidly, and projects may become unaffordable if it takes too long to get relevant permissions.

Business Support

KF35. FSB Cymru highlighted their members view that there is a need to provide advice and guidance to small businesses. They stressed that this did not mean that the Council

needed to provide the business support but be able to signpost to organisations that can provide support to business, particularly about how small businesses can become more sustainable.

Marketing/ Publicity

KF36. Several witnesses to the Inquiry highlighted the Council could use its marketing and social media channels to assist post-pandemic economic recovery:

- a. Use Council social media to promote local and district centres and promote ‘shop local’
- b. Use Council social media to generate ideas and interest in local communities to support local and district centres
- c. The Council to be involved in a publicity campaign to raise awareness of different workspaces and their benefits.

KF37. FOR Cardiff informed the Inquiry that they could take on the Destination Marketing role for Cardiff, as happens elsewhere, and that this could produce savings for the Council.

Role of Planning in implementing 15-minute city model

KF38. The Council’s planning function is key to successfully developing and implementing a 15-minute model for Cardiff. RTPI Cymru stressed it is therefore important to ensure there are sufficient resources in planning, to deal with the required detailed mapping, planning and community engagement.

KF39. At a strategic level, the Local Development Plan and associated Supplementary Planning Guidance need to articulate the Council’s vision, objectives and requirements regarding Cardiff being a 15-minute city, thus setting the framework for planning decisions.

KF40. Planning can assist in making Cardiff a 15-minute city, via urban retrofitting and in new developments, by undertaking spatial analysis, modelling potential interventions to restore/ ensure connectivity, pursuing facilities that benefit existing and new communities, and avoiding car dependent developments.

KF41. This Inquiry heard that, for new developments, it is important the Council negotiates key infrastructure provision – such as public transport and roads – is provided up-front and before residents move in, so that residents’ habits are shaped from first occupation.

KF42. This Inquiry heard that, with regard to density and viability, the Council needs to ensure developers are given clear upfront guidance on the expectations for developments, so these are planned in from the start. Usually, more dense developments are able to meet 15-minute city principles, as population densities will support local commercial facilities and, for new developments, raise more monies for negotiation for community facility provision. However, this does not need to be high-rise development, low-rise density can be sufficient.

KF43. At a specific level, this Inquiry heard that it is important the Council consider the provision of childcare when planning Cardiff being a 15-minute city, so that working parents are supported, particularly entrepreneurs.

KF44. RTPI Cymru suggested Cardiff Council consider signing up to the Placemaking Wales Charter, which can assist in bringing together all the elements required to ensure sustainable communities.

KF45. RTPI Cymru highlighted their outcome focused toolkit, [RTPI | Measuring What Matters: Planning Outcomes Toolkit](#), would be a useful tool to monitor successes in new provision, and whether Cardiff Council is building better places.

Broadband

KF46. The majority of Cardiff has access to broadband and the recent Ask Cardiff survey found 80% respondents are fairly or very satisfied with their level of connectivity.

KF47. Welsh Government has identified 20,000 properties in Cardiff that are not included in commercial plans for Full Fibre to the Premises Gigabit roll-out. Cardiff Council has been successful in a £7.7m Local Broadband bid for funding to help address this.

KF48. The Local Broadband project runs till 2025 and should go a long way to tackling poorly served premises in Cardiff.

RECOMMENDATIONS

Having considered the evidence presented to this Inquiry, the Economy & Culture Scrutiny Committee makes the following recommendations.

- R1. *Within 6 months, the Cabinet articulates its vision for Cardiff as a 15-minute city, explaining how this will take into account the economic role Cardiff plays as a capital city and regional centre and that different areas of Cardiff require different approaches to being a 15-minute city.*
- R2. *Within 9 months, the Cabinet shares their vision for Cardiff as a 15-minute city with residents, communities and stakeholders by:*
- a. tasking officers to use the evidence gathered by this Inquiry regarding participatory planning mechanisms to develop an approach to engage residents, communities and stakeholders, which ensures all voices are able to be heard*
 - b. engaging in dialogue with residents, communities and stakeholders to help develop and refine local implementation plans.*
- R3. *Within 6 months, the Cabinet sets out how its vision for Cardiff as a 15-minute city will be embedded in Council strategies and policies.*
- R4. *Within 12 months, the Cabinet ensures the 15-minute city for Cardiff is enshrined in the Local Development Plan and future Supplementary Planning Guidance, utilising the recommendations of the Environmental Scrutiny Committee’s Supplementary Planning Guidance Inquiry (October 2022).*
- R5. *Within 12 months, the Cabinet tasks officers to ensure that future masterplans and planning policies clearly articulate the expectation for developments to support Cardiff being a 15-minute city, in terms of infrastructure and community provision, to enable developers to bear these in mind as part of their viability calculations.*
- R6. *Within 12 months, the Cabinet tasks officers to work with stakeholders to address the public transport needs of a 15-minute city, including consideration of the need for late-night public transport provision.*
- R7. *Within 12 months, the Cabinet tasks officers to ensure that, where sustainable transport infrastructure is negotiated to support Cardiff being a 15-minute city - including active*

travel and public transport - this is provided upfront and prior to residents moving in, so that residents' habits are shaped from first occupation.

- R8. Within 12 months, the Cabinet signs up to the Placemaking Wales Charter, which supports 15-minute city neighbourhoods.*
- R9. Within 12 months, the Cabinet considers whether an outcome-focused planning approach would assist Cardiff in its journey to be a 15-minute city.*
- R10. Within 6 months, the Cabinet commences an annual review of the Recovery and Renewal Plan and City Centre Recovery Action Plan, to ensure actions are altered as required to respond to the fast-changing economic landscape.*
- R11. Within 12 months, the Cabinet tasks officers to work with local and district centre traders to find ways to establish trader forums, including investigating the feasibility of establishing Business Improvement Districts in some District Centres.*
- R12. Within 3 months, the Cabinet passes on to Welsh Government the views expressed to this Inquiry regarding extending the discretionary Business Rate Relief programme, as set out in KF15 of this report.*
- R13. Within 3 months, the Cabinet tasks officers to explore the benefits of utilising more modern ways of using data to understand usage and behaviour patterns in the city centre, local and district centres and 15-minute neighbourhoods.*
- R14. Within 3 months, the Cabinet considers the suggestions for improving the experience of those using the city centre and local and district centres, as set out in Key Finding 32a-c, clarify whether resources allow for any of these to be implemented, and report back to the Economy and Culture Scrutiny Committee on the proposed way forward on these suggestions.*
- R15. Within 3 months, the Cabinet task officers to support FOR Cardiff to market and promote their 'Give DIFFerently' homelessness project, as set out in Key Finding 32d.*
- R16. Within 6 months, the Cabinet tasks officers to undertake a cost/ benefit analysis of the different models for providing Destination Marketing for Cardiff, to determine the best way forward for this service, as highlighted by KF37.*

- R17. Within 6 months, the Cabinet tasks officers to explore the viability of setting up a scheme to provide small sums of monies to support entrepreneurs and the growth of start-ups in Cardiff, similar to the scheme operated by Newport City Council.*
- R18. Within 3 months, the Cabinet tasks officers to work with key active travel stakeholders – such as Sustrans Cymru and Living Streets Cymru – to address the issues set out in Key Finding 25 and 26.*
- R19. Within 12 months, the Cabinet tasks officers to prepare an Affordable Workspace Policy, for inclusion in the replacement Local Development Plan, which includes consideration of the efficacy for Cardiff of space and risk registers as well as vacant unit incentives and disincentives for landlords.*

This Committee will also flag the following key finding to the Children & Young People Scrutiny Committee:

KF 24 – the need for the Council to ensure there are active travel routes to enable pupils, teachers and staff to access schools safely. This Committee believes this should be extended to all schools not only those in the 21st Century School programme.

INTRODUCTION

1. The pressures and challenges facing the economy post-pandemic are well-documented and include:
 - a. Energy, fuel and cost-of-living crises
 - b. Supplies and materials issues
 - c. Recruitment and retention difficulties
 - d. Inflation.
2. Many of the factors affecting the economy are beyond the remit of the Council to resolve. However, Members were keen to explore what the Council could do to help Cardiff’s economy post-pandemic. This Inquiry therefore focuses on areas already highlighted by the Council as areas in which it wishes to assist and considers evidence from elsewhere on what works well as well as evidence from relevant stakeholders in Cardiff on how they wish the Council to assist.
3. The report is structured by sub-topic, with key themes drawn together in the Key Findings. The sub-topics are:
 - a. Changing work locations - the rise in remote working
 - b. Small businesses - pressures
 - c. Changing retail patterns - district and local centres and the city centre
 - d. 15-minute city concept
 - e. Availability and affordability of Broadband.
4. This Inquiry takes place in the context of:
 - a. Welsh Government’s overarching ‘Programme for Government’, refreshed December 2021¹, which includes many relevant commitments, and
 - b. Cardiff Council’s Corporate Plan 2022-25, Recovery & Renewal Plan, City Centre Recovery Action Plan and emerging Replacement Local Development Plan.

¹ [Welsh Government - Programme for Government - Update](#)

CHANGING PATTERNS IN WORK LOCATIONS

5. The COVID–19 pandemic changed the way people worked, with lockdowns meaning that significant numbers of people worked from home instead. This shift towards remote working was reflected in falling demand for office space. The Alder King Market Monitor for Cardiff, covering 2021² highlighted:
 - a. Most enquiries and transactions were for office suites of less than 5,000 sq. ft., due to downsizing of office space because of occupiers juggling working from home and office
 - b. Take-up was down 21% compared to 2020 and 53% compared to previous 5-year average
 - c. Out of town deals accounted for over 50% of the total
 - d. Client feedback was that most would like a return to the office in some form.

6. Regarding industrial and logistics provision, the Alder King Market Monitor for Cardiff³ highlighted:
 - a. Constant demand for space under 5,000 sq. ft., with high eaves and large yards
 - b. Majority of deals in 2021 were for space under 5,000 sq. ft.
 - c. Industrial portfolios are being refurbished to meet market demand.

7. The Welsh Government is keen to support a long-term shift to more people working remotely, defined as people working at or near a person’s home. The aim is to achieve 30% of the Welsh workforce working at or near home in this Senedd term.⁴

8. Research for this Inquiry⁵ found that 34% of respondents work remotely part-or full-time, with 32% working from home. However, 21% of respondents do not have the option to work remotely, due to the nature of their work.

² Market Monitor – South West of England and South Wales Property Review 2022 – January 2022
[Alder King Market Monitor 2022 web.pdf \(alderking.com\)](#) downloaded 20 October 2022

³ As above

⁴ Smarter working: a remote working strategy for Wales – Welsh Government – 25 March 2022 available at:
[Smarter working: a remote working strategy for Wales \[HTML\] | GOV.WALES](#)

⁵ Ask Cardiff 2022- available at Appendix 7

What people want from remote working spaces

9. In recognition that working from home is not always possible or desirable, Welsh Government are working to create a network of remote working hubs in towns and communities across Wales, to trial this workplace option and assess demand and delivery options. Welsh Government commissioned research to explore views on the most important requirements for remote working hubs. 29% of respondents to this research stated their usual place of work was Cardiff.
10. The research⁶ asked respondents to rate the following factors in order of importance when choosing which remote/ co-work space to use:
- a. Short distance or commute from home
 - b. Near nature or green space
 - c. Near Shops
 - d. Near Transport Links
 - e. Near Childcare and/or schools
 - f. Near cycle paths
 - g. Near caring responsibilities
 - h. Near gym/ fitness facilities
 - i. Near place of interest
 - j. Near place of worship.
11. The research found that the five most important requirements when choosing a **location** were:
- a. near home
 - b. near nature and green space
 - c. near shops
 - d. near transport links
 - e. near cycle paths.
12. In terms of **facilities**, the research found the following to be most important:
- a. Broadband
 - b. Online booking system
 - c. Hot desks
 - d. Meeting rooms.

⁶ Remote Working public engagement exercise: local work hubs – Welsh Government – 16 March 2022

13. The research by Welsh Government⁷ asked respondees questions about paying for use of a hub and affordability and found 26% private sector workers would be willing to pay, compared to 5% public sector workers, with the majority of all groups stating they would be reluctant to pay.

14. The Welsh Government research ⁸ concludes:

Providing free to use local work hubs will need to be part of the offer in future, and the pilots will gather data so that we can devise workable options to implement the remote working hubs, and how these will be funded.’

Existing remote working and co-working spaces in Cardiff

15. There are many remote and co-working spaces in Cardiff, including commercial ventures, the Council’s hubs and libraries, and numerous coffee and tea shops/ cafés that offer informal space for remote working. A quick Google search identified over 27 different venues, including office space, studios, messy spaces, and tech spaces. Some providers are commercial, whilst others are Corp B companies and social enterprises.

16. In addition, the three Universities based in Cardiff provide start-up spaces:

a. University of South Wales – **Stiwdio** - offers dedicated start-up business support services to encourage greater levels of graduate entrepreneurship across the University of South Wales, particularly for creative industry and digital start-ups. It is based at the Atrium, Adam Street, Cardiff. Additional start-up stiwdios have also been established at Newport and Treforest campuses.

[Startup Stiwdio – USW Startup \(entrepreneurship. wales\)](#)

b. Cardiff University – **Sbarc Innovations Centre**, with co-working, offices, meeting areas, conference facilities, lab space, exhibition and presentation areas, access to professional advisors, high-speed broadband, café, and central reception.

[Cardiff Innovations@sbarc - Innovation - Cardiff University](#)
[sbarc|spark - Campus developments - Cardiff University](#)

c. Cardiff Metropolitan University – **FabLab** – digital manufacturing and rapid prototyping technology, fabrication centre

[Fablab Cardiff | Digital Fabrication Lab](#)

⁷ Remote Working public engagement exercise: local work hubs – Welsh Government – 16 March 2022

⁸ As above

Possible gaps in provision

17. The Inquiry heard from Gareth Jones, CEO - Town Square, that, compared to European cities, Cardiff is behind on having co-working spaces, with a low level of provision for its population size, with the number of co-working desks per capita in Cardiff low compared to somewhere like Amsterdam or London. Gareth explained that there needs to be a range of provision so that people can find their community, the place where they feel they fit.
18. Gareth Jones explained that Town Square is interested in setting up smaller-scale, local coworking for those who might not necessarily want/ need/ be able to access existing facilities but are looking to get out of their home-working environment for part of the working week or bring teams together once a week, for example. They are looking to see if it is feasible to use premises that are currently under-used in local communities, to understand what is needed for this demographic, and to understand what will benefit local communities. Gareth cited examples Town Square is currently working on, including:
 - a. Llangollen, North Wales – looking at using an out-of-town active pursuits centre that is not utilised during the week
 - b. Vale of Glamorgan – using a golf club
 - c. Tunbridge Wells – renting 30,000 sq. ft. in Council's Town Hall
19. Jon Day, Operational Manager- Tourism and Investment, informed the Inquiry that the Council is looking to the private sector to provide coworking and office space and is looking at how the Council supports them in this. He emphasised that the provision of workspaces has to be led with a commercial focus, to be viable, as the Council does not have the same access to monies as the private sector. He added that the Council looks to include workspace in projects where this is appropriate, for example the Butetown Station House redevelopment includes workspace.
20. Richie Turner, Stiwdio – University of South Wales, highlighted the lack of affordable follow-on space in Cardiff for entrepreneurs who have completed their time at Stiwdio and/ or need more space to grow. He stressed the need for follow-on space to have a good support network of like-minded individuals who can draw on one another. He

explained that start-ups fuel net economic growth and therefore Cardiff needs them to succeed and to grow for there to be overall economic growth.

21. The Inquiry heard that FSB Cymru has been told there is a lack of small industrial units in good locations – those that are available are run-down and located in areas with high insurance costs due to security/ crime issues or in huge warehouses that have been empty for years and are not inviting. Jon Day, Operational Manager- Tourism and Investment, informed the Inquiry that the Council has workshops spread across the city, with easy in/ easy out terms. He added that there is high occupancy and strong demand for these spaces.
22. The Inquiry heard from Jess Mahoney, Creative Cardiff Manager, that there is good creative infrastructure in Cardiff and a real richness of performance venues attracting good artists as well as meanwhile uses and co-location in ex-industrial spaces. However, some of these are not accessible – for example, the Sustainable Studio space is a viable business model that performs a valuable role in the local community but is not wheelchair accessible due to the limitations of working in meanwhile, ex-industrial spaces.
23. Jess Mahoney, Creative Cardiff Manager, explained that Creative Cardiff will be asking creatives what is needed. She believes there are lots of opportunities in Cardiff for imaginative use of space, for example meanwhile use, placemaking initiatives, and creatives using empty spaces on high streets to provide experiential opportunities.
24. Members asked whether affordability of workspace is an issue in Cardiff. Jess Mahoney, Creative Cardiff Manager, responded that it is, particularly with other cost-of-living pressures, albeit that it is not such an issue as in London. Data is showing that rents are rising in Cardiff plus rents in Cardiff are significantly higher than elsewhere in the region, making it harder for creatives across the region – especially from communities with higher socio-deprivation indicators such as Merthyr and Rhondda – to access opportunities in Cardiff, meaning Cardiff is not attracting regional talent.

How Cardiff Council could help re provision of workspaces

25. This Inquiry noted that Cardiff Council's Corporate Plan 2022-25 and Recovery and Renewal Plan contain several commitments to improve the provision of workspace post-pandemic in recognition of the need to adapt to the requirements of a post-Covid economy. These include working with partners and private sector to:
- a. provide co-working, innovation and start-up hubs within communities
 - b. provide creative hubs in city centre and district centres
 - c. boost supply of workspace, innovation, start-up and expansion space
 - d. develop proposals for a 'meanwhile use' and incubator space programme for empty and underutilised properties and places
 - e. develop Tramshed Tech network
 - f. develop a business case for a new Life Sciences Park.
26. This Inquiry sought views from those providing and using facilities on how Cardiff Council could help improve provision of workspaces; responses fall into the following categories:
- a. Understanding needs/ demands
 - b. Identifying existing spaces
 - c. Securing new spaces via strategic and policy approaches
 - d. Business Rates
 - e. Marketing and publicity.

Understanding needs and demands

27. This Inquiry heard the Council has an important role to play in facilitating and convening conversations around the need for workspaces, by engaging with different communities to understand their needs and the demand for various types of workspace. This then helps in providing evidence to inform planning discussions and mitigation strategies.
28. In terms of remote and co-working spaces, Gareth Jones, CEO - Town Square, highlighted that the Council has a database of those who received pandemic-related support grants (which includes freelancers and small businesses) and wondered whether the Council could use this database to ask recipients about their remote and co-working needs, to help understand demand.

29. FSB Cymru highlighted that it is important that current usage of coworking spaces is considered before new spaces are introduced, to ensure new provision does not disadvantage existing spaces.
30. In terms of creative use spaces, Jess Mahoney, Creative Cardiff Manager, explained the Council could create **risk registers** - to identify sites that are currently in creative use that would become ‘at risk’ through proposed development plans; the Council could then implement a mitigation plan where such occurs. She also identified that it would be useful to map cultural infrastructure, overlay planning use and proposed new developments, and so identify where cultural infrastructure could be at risk from new development. This would give time to work to identify new spaces and enable planning longer term.
31. This Inquiry also heard from Richie Turner, Stiwdio – University of South Wales, that the Council has a role to play in addressing the shortage of affordable follow-on space for start-ups that have either outgrown existing spaces or are at the end of their allocated time at the universities’ start-up spaces.
32. The Royal Town Planning Institute Cymru highlighted the need for the Council to discuss the location of any neighbourhood hubs for remote working with local communities, so they are in the places they feel will work.

Identifying existing spaces

33. This Inquiry heard the Council could help identify suitable existing workspaces by:
- a. Unlocking its own under-used assets
 - b. Being clear which buildings in the city it sees as key to be utilised
 - c. Working with public sector partners to unlock their assets
 - d. Developing a **space register** – including under-utilised sites and sites coming through the development process where developers are keen to encourage **meanwhile use**.

Space and Risk Registers

Jess Mahoney, Creative Cardiff Manager, who recently worked for the GLA explained that the GLA started the Space Register and then it trickled down to the local authority level to deliver, with the GLA collating information from the boroughs, both for opportunities and for where spaces were sought because existing spaces were at risk:

- Space registers involve working with developers to source a list of development spaces (e.g., new spaces coming forward, or development sites that are suitable for meanwhile use) that could potentially be activated by creatives for peppercorn rent.
- The GLA Cultural Infrastructure Team developed an informal online form for a risk register, where creatives completed the form if their existing space was at risk due to further development or changes to leases etc, or if they were simply looking for new opportunities (at below market rent) to grow.
- The information was then used to cross-match creatives whose spaces were at risk with developers who had spaces available, in order to ensure overall space for creatives was maintained and identify creatives to utilise opportunities and enhance locations.

Examples of Meanwhile Use of Retail Spaces

- A current example of a pop-up on Regent Street, London, delivered through the Creative Enterprise Zones, which provides experiential opportunities: Pop up space for a collective of artists from outer London boroughs – using it as a shop, place for workshops, installations, performances, during the day and night. Partnered with a charity for delivery to access 80% business rate relief, and also with Westminster Council for further reduced Business Rates (the additional 20%). It opened on 10 November 2022, initially for 3 weeks but it has been so successful that it has been extended.
- Aimie Sutton, Merthyr, - a local artist who has taken on an empty property in the town centre, providing workshops, artist studio and gallery space⁹ thus reanimating underused retail space

Benefits of Creatives Meanwhile Use of Retail Space

- reanimate retail space
- provide democratic spaces where there is no pressure to buy
- brings people in and helps to make places more attractive at a street level
- overall, helps with placemaking, making spaces more desirable, which supports reactivation from an experiential, rather than functional retail, remit.

⁹ This has been made possible by support from Merthyr Council’s Meanwhile Scheme, Welsh Government Transforming Towns Business Fund, and Community Renewal Fund funding, as well as Merthyr Tydfil Enterprise Centre (Council and Tydfil Training) [Off to a flying ‘art’ — local artist unveils first private gallery in Merthyr Tydfil town centre | Merthyr Tydfil County Borough Council](#)

Strategic and policy approaches

34. Several witnesses highlighted that some other local authorities have **Affordable Workspace** policies within their local development plans, which open up space for entrepreneurs and encourage and support co-location of workspace and retail / engagement sites in the city centre through sliding scales of affordable workspace, enforced on all new development sites. Examples provided include:
- a. Islington Council - [Affordable Workspace Providers | Islington Council](#)
 - b. Lambeth Council - [Lambeth's Affordable Workspace Policy](#) – this provides 12.5% of workspace in new developments at 50% market value on a sliding scale for creative use within the Brixton Creative Enterprise Zone, based on proximity to Brixton Creative Enterprise Zone.
35. The Inquiry also heard that the Council could use **incentives and disincentives** with landlords to encourage units being used and discourage empty units.
36. Creative Cardiff/ Creative Economy Unit argued for a dynamic and imaginative use of **Section 106 and Community Infrastructure Levy** to either replace lost cultural provision and infrastructure on a community level or create new capital opportunities through creative hubs or embedded workspace. They cited examples such as Fish Island, Hackney, as well as Tower Hamlets, and Haringey Councils where work had taken place to protect warehouse communities and enable meanwhile use on new developments where the intended use (i.e., ground floor retail) takes longer than anticipated to secure. They emphasised it is important to engage with the creative community to understand what is needed, to be able to have the evidence to inform s106s, clarifying that they are planning to work closely with the Economic Development unit on this.
37. Members sought the views of internal witnesses on the use of s106 and Affordable Workspace Strategies. Andrew Gregory, Director of Planning, Transport and Environment, responded that s106 in Cardiff does not deliver the same as in London, due to land costs being lower here, and that many Cardiff sites have low viability levels due to various encumbrances, which again lowers the amount that can be negotiated via s106. He emphasised that it is about balancing priorities, such as affordable housing, community facilities, green space, transport, creative space etc. and that this is a decision for Council – that there will be the opportunity to do this as part of finalising the RLDP.

38. Jess Mahoney, Creative Cardiff Manager, provided the Inquiry with an overview of her recent work in London regarding Creative Enterprise Zones:

Creative Enterprise Zones (CEZ)

In a CEZ, local authorities make commitments to protect, invest in and grow their cultural infrastructure by introducing pro-cultural policies, and advocating for the needs of the creative sector to be hard-wired into proposed developments. Examples of local authorities with CEZs include Hackney, Tower Hamlets, Lewisham and Haringey.

Creative Enterprise Zones were established based on a framework of four pillars designed to enable creatives and embed culture in communities for the long-term. These were –

Space – for artists to live, make and work

Skills – enable businesses to achieve their growth potential through addressing specific creative sector skills gaps and also democratising start-up culture within the creative industries and breaking down barriers to enable diverse involvement

Community – engage and embed creative activity within communities, avoiding silos and working in transparent ways that engaged community members with creative activities from the ground-up, reiterating that creative opportunities are open to all, not just affluent people. Creating ‘shop windows’ to local creative activities so that creative production becomes more engaging and visible.

Pro-cultural policy – underpinning activities and included in local authorities’ local plans, new policy development and via SPGs etc.

Whilst it may not be possible to implement exactly the same model in Cardiff, due to differing landscapes, there is potential to:

- **Use the principles** of the CEZ programme (space, skills, community and policy) to drive creative industries support initiatives across the whole city
- **Use the CEZ model** across the Cardiff capital region, supporting growth in the sector within Cardiff and its surrounding boroughs.

39. Jess Mahoney, Creative Cardiff Manager, explained she is thinking about how to map the CEZ model here in a way that works for Cardiff and the surrounding region and is keen to engage with the council and partners in the Cardiff Capital Region and relevant local authorities to begin to deliver this. The aim would be to follow a pilot/pathfinder model to enable proof of concept and then roll-out once sure it is the right approach.

40. FSB Cymru stated one of their members had asked whether the Council could buy empty warehouses and turn them into smaller units – not just in the city centre but across Cardiff.

Business Rates

41. This Inquiry heard that the Council could help workspace provision by looking again at the business rates for specific units or specific usages, including:
- a. business rates for units above retail to encourage these to be used e.g., the Council could put in place a system of charging a Corp B company less as, whilst they are not social enterprises or charities, they have positive socio-economic and environmental impacts.
 - b. Extension of discretionary Business Rate Relief programmes to creative sector businesses – supporting new enterprises to become established in the city where businesses providing social or community value, on a sliding scale to support sustainability
 - c. Business rates reductions to support pop-up usage in High Streets to reanimate spaces e.g., Westminster Council re Regent St pop-up, Haifa Studios wanting to work in Cardiff

Business Rates - Westminster Council – Regent Street

Westminster Council cut business rates for a meanwhile use pop-up on Regent Street. They were able to do this as one of the partners – Hypha Studios – is a registered charity and so eligible for 80% discount. Westminster Council then decided to write off the remaining rates due to the benefit to the local economy and surrounding areas.

Marketing and Publicity

42. Some witnesses felt the Council could help with provision of workspace by being involved in a publicity campaign to raise awareness of coworking, what it is and why it is beneficial.

SMALL BUSINESSES

Overall Economic Position

43. The impact of the pandemic has been compounded by the recent energy, fuel and cost-of-living crises, as well as increasing input and insurance costs. FSB Cymru have highlighted that their members face:

‘...soaring costs, rampant inflation, falling revenues, difficulty accessing affordable finance and a rise in invoices being paid late’

‘Our latest Small Business Index results suggest almost 35,000 small businesses in Wales are expecting to downsize, close or sell their business in the coming months. The urgency to support the small business economy cannot be overstated.’¹⁰

44. FSB Cymru informed this Inquiry that the position in Cardiff broadly mirrors the national picture¹¹ and represents a huge issue for Cardiff businesses. A survey of 25 Cardiff businesses, undertaken by FSB Cymru to inform this Inquiry, coupled with their more informal discussions with Cardiff businesses, shows:

- a. 79% respondents face increased fuel costs
- b. 78% respondents face increased energy costs
- c. 76% respondents face increased Materials/ Supplies costs
- d. 65% respondents face increased Staffing costs
- e. 64% respondents face increased Insurance – costs
- f. 63% respondents face increased Cost of Finance costs

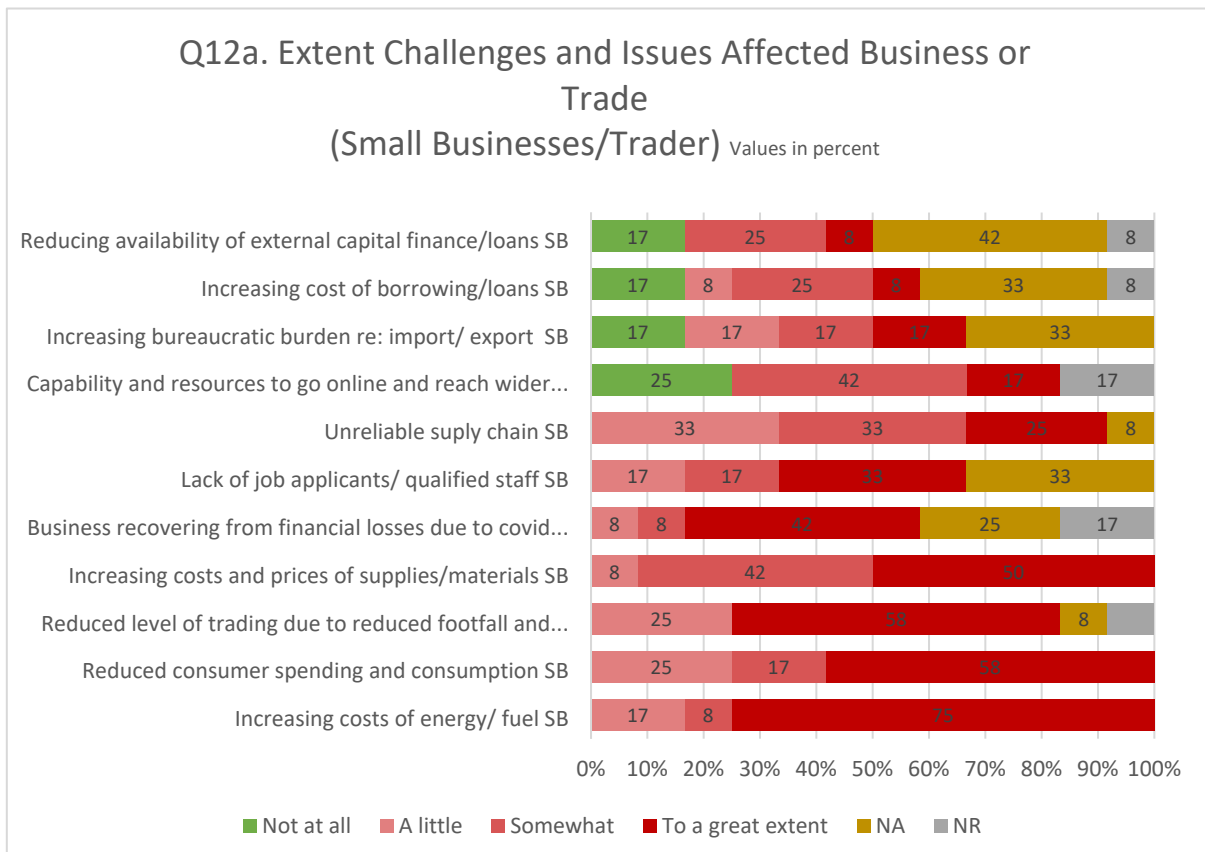
45. FSB Cymru also highlighted to the Inquiry that small businesses in Cardiff face:

- a. Demand pressures - 38% increasing demand, 29% decreasing demand, and 33% demand the same
- b. Recruitment issues – particularly in the hospitality sector. Members heard this is due to:
 - Lack of availability of staff able to hit the ground running
 - Applicants not ‘work-ready’ – requiring training/ soft skills
 - Applicants not willing to work weekends/ late evenings
 - Applicants wanting flexibility

¹⁰ [FSB Wales comment on Autumn Statement | FSB, The Federation of Small Businesses](#)

¹¹ Further information on FSB UK surveys is available at Appendix 3

46. FSB Cymru explained that recruitment issues impact on the ability of small businesses to maximise income (as having to scale back operations often) and that, even if there is demand, they cannot grow / expand as there are not skilled staff available.
47. The findings of this Inquiry’s own research¹² mirrors the above:



48. All of the respondents (100%) indicated that increasing costs of energy and fuel, reduced consumer spending, and increasing costs and prices of supplies and materials have adversely affected them, with between 50% - 75% confirming these issues have affected them ‘to a great extent’. Reduced trading due to reduced footfall was also a key issue identified by 83% as having affected their business or trade to different extents.

¹² Available at Appendix 6

How Cardiff Council could help small businesses post-pandemic

49. This Inquiry sought views on how Cardiff Council could help support small businesses recover post-pandemic; responses fall into the following categories
- a. Strategic approach
 - b. Partnership working
 - Business support
 - Skills and training
 - c. Financial support
 - Business rates
 - other
 - d. Improve Council interface with small business
 - Procurement
 - Planning
 - Licensing
 - e. Clarify re congestion charge.

Strategic Approach

50. FSB Cymru explained they feel that the Council should affirm their commitment to small businesses and self-employed and demonstrate this by their actions. They called on the Council to develop a comprehensive commercial plan to deal with the current position, addressing the many aspects facing small businesses in Cardiff and adopting a pro-small business culture. They highlighted they had heard from their members that the Council needs to support permanent businesses rather than supporting seasonal businesses at the expense of existing businesses e.g., cafés and hospitality venues.

Partnership working

51. FSB Cymru highlighted their members view that there is a need to provide advice and guidance to small businesses. They stressed that this did not mean that the Council needed to provide the business support but be able to signpost to organisations that can provide support to business, particularly about how small businesses can become more sustainable.

52. FSB Cymru highlighted it was important for Cardiff Council to look at how City Deal initiatives relate to small businesses and how they could benefit them. In particular, they highlighted the need for Cardiff Council to work with the Cardiff Capital Region City Deal Skills Partnership to encourage them to establish training and support to address recruitment issues facing small businesses in Cardiff and region, rather than solely focusing on larger businesses and projects.

Financial Support

53. FSB Cymru highlighted the need to make business rates more proportionate and for there to be rate relief for certain sectors, such as hospitality. On 13 December 2022, the Welsh Government announced £460m over the next two financial years, to provide business rate relief across Wales. This includes freezing non-domestic rates multiplier, to ensure there is no inflationary increase, providing transitional relief to all ratepayers whose bills increase by more than £300 following the UK-wide revaluation exercise, which takes effect on 1 April 2023, and 75% non-domestic rate relief to eligible businesses in the retail, leisure and hospitality sectors.¹³
54. FSB Cymru emphasised the need for the Shared Prosperity Fund grant terms for small businesses to be framed to be practical for small business and not require prohibitive contributions.
55. The Inquiry also heard from Richie Turner, Stiwdio – University of South Wales, that the Council could work with private sector lenders to underwrite small loans (£2k) to selected start-ups; with the Council underwriting the loans, private sector lenders would then feel able to offer reduced rates for loans, making it affordable for start-ups. The Council could use criteria such as job creation in Cardiff as part of the assessment process to determine which start-ups to support. He highlighted that Newport City Council operates a Young Person Start-Up Fund for under 25-years olds, to complement the Welsh Government’s Barrier Fund that is available to start-ups by individuals who are economically inactive, unemployed and over 25-years old.

¹³ [£460m in rates support to help businesses struggling with cost rises | Welsh Government | Official Press Release \(wired-gov.net\)](#)

Improve Council interface with small business

56. FSB Cymru highlighted that there are many aspects of the Council that interface with small businesses, including procurement, planning and licensing.
57. With regard to procurement, FSB Cymru informed the Inquiry they were in discussion with the Council’s procurement team about how to improve procurement processes to make these more small-business friendly, which they welcomed.
58. FSB Cymru also highlighted their members’ view that planning and licensing processes need to be reviewed to simplify and speed-up processes, particularly at the moment when costs are increasing rapidly, and projects may become unaffordable if it takes too long to get relevant permissions.

Clarify congestion charge

59. Both FSB Cymru and For Cardiff highlighted that it would be useful to have clarification on whether or not there is going to be a congestion charge and how this would work. FSB Cymru emphasised the need to engage small businesses to discuss how this could be implemented to encourage decarbonisation without adversely affecting small businesses in Cardiff e.g. work with all tiers of government – UK and Welsh – to provide advice and support to businesses to show them how some of them could utilise active travel, whilst at the same time ensuring those businesses that do require a vehicle are supported to use an electric vehicle by installing infrastructure and providing advice and guidance and lobbying for incentives for electric vehicles for businesses.

CHANGING RETAIL PATTERNS

60. Prior to the pandemic retail spaces were being affected by:
- a. Economic recession (*2008 onwards*)
 - b. Market uncertainties
 - c. Higher operating costs – such as wages, rents, and business rates
 - d. Acceleration of e-commerce and digitisation
 - e. Rise in online spending
 - f. Changes in shopping habits
 - g. Growth in number of out-of-town outlets.¹⁴
61. The above pressures led to changes in retail spaces even before the pandemic, as evidenced by the REPAIR project¹⁵, which examined changes in retail between 2000-2021 in Edinburgh, Glasgow, Hull, Liverpool and Nottingham. It found retail dominated in early 2000’s but by 2017 retail was reduced with more of a mix of offices, commerce and storage, food and beverage, convenience retailing, serviced apartments, residential accommodation, entertainment, leisure and recreation and empty properties.

Impact of Pandemic on City Centres

62. The covid pandemic led to considerable changes in people’s shopping, working, travelling and entertaining. These accelerated changes to established consumer behaviour, with a significant reduction in in-person shopping, and reduced footfall in city centres. A systemic review of literature on city centre retail and the impact of the pandemic identifies the following¹⁶:
- a. Growth in online shopping means retailers need to acquire online presence or risk bankruptcy
 - b. Specific sectors faced more challenges e.g., entertainment, dining, and tourism
 - c. Decline in footfall in city centres poses a threat to their vitality and attractiveness
 - d. Increase in vacant retail spaces and offices in city centres since start of pandemic

¹⁴ Taken from – The Impact of the Covid-19 Pandemic on Retail in City Centres – Lashgari, Y.S.,; Shahad, S. – Sustainability 2022, 14, 11463. <https://doi.org/10.3390/su141811463>

¹⁵ Real Estate, Place Adaptation, and Innovation within an integrated Retailing system (REPAIR) End of Project Report – Retail Change and Transition in UK City Centres - 2022

¹⁶ As 14 above

- e. Changing demand for retail space has led to increasing demand for flexibility among tenants e.g., asking for short-term leases or long-term leases with a break clause.

63. The study also identified the following:

- a. Increase in local shopping during pandemic
- b. Trajectory of retail in city centres is for retailing to adopt digital transformation strategies to remain economically viable
- c. Working from home, remote working and hybrid working expected to continue
- d. Reduction in city centre living may exacerbate decline of city centre retail
- e. Increase in individual modes of transport at expense of collective modes of transport
- f. Increased importance of greenspace.¹⁷

64. Lichfields produced an Insight Focus¹⁸ report in September 2020 exploring how young people (16–25-year-olds) use town centres. This found:

- a. 39% browse and order online
- b. 33% browse and buy in store
- c. 17% browse online and buy in store
- d. 6% browse in store and buy online

65. Lichfields report¹⁹ also shows the following are the main reasons why young people visit town centres:

- a. 59% to eat out
- b. 47% non-food shopping
- c. 47% to browse shops
- d. 46% to meet friends
- e. 40% to visit a bar or pub.

¹⁷ Taken from – The Impact of the Covid-19 Pandemic on Retail in City Centres – Lashgari, Y.S.,; Shahad, S. – Sustainability 2022, 14, 11463. <https://doi.org/10.3390/su141811463>

¹⁸ The Next Generation – the future of our town centres – Lichfields - September 2020 [the-next-generation-the-future-of-our-town-centres_sep-20.pdf](#) downloaded 20 October 2022

¹⁹ As above

Cardiff City Centre

66. The Alder King Market Monitor for Cardiff, published in January 2022²⁰ highlighted:
- a. In 2021, take-up of office space across Cardiff is down 21% compared to previous year, and 53% down on 5-year average – out of town deals account for over 50% of total
 - b. In August 2021, the Wales Retail Consortium reported a 14.4% decrease in footfall in Cardiff on two years ago, the shallowest decline of any UK nation
 - c. In 2021, 68,000 sq. ft. of new letting in SD2 – Phase Eight, Hobbs, Rituals (new to Wales), Zara, Breitling, Morphe, Mallows Beauty, and Sky.²¹
67. Adrian Field, Executive Director – FOR Cardiff explained the main issues and challenges facing Cardiff city centre businesses post pandemic are:
- a. Recruitment and retention of staff, particularly in retail and hospitality, because staff do not want to work unsocial hours, and in mid-high professional services, because hybrid working is making it easier for the latter to live in Cardiff and work in London etc. The impact is that businesses are having to close earlier or only open on reduced days per week.
 - b. Attitude of some customers – some seem to be curter to retail staff
 - c. Large businesses not returning to office – affects some trades as less footfall
68. Adrian Field, Executive Director – FOR Cardiff explained that, whilst footfall is down, spend per head has increased, indicating people come in when they know they are going to purchase as opposed to browse.
69. The statement to Council on 24 November 2022 by Councillor Goodway, Cabinet Member – Investment and Development, included:
- ‘Councillors will be pleased to learn that the city centre continues to outperform its rivals in terms of footfall, and there remains significant interest from an investment perspective with a number of new premises opening over the last month, including the likes of Proud Mary who have made a substantial investment in the city centre.’*

²⁰ Market Monitor – South West of England and South Wales Property Review 2022 – January 2022
[Alder King Market Monitor 2022 web.pdf \(alderking.com\)](#) downloaded 20 October 2022

²¹ Market Monitor – South West of England and South Wales Property Review 2022 – January 2022
[Alder King Market Monitor 2022 web.pdf \(alderking.com\)](#) downloaded 20 October 2022

‘Cardiff is also beginning to promote the city centre for Christmas activity and, so far, the number of ‘hits’ that have been received on the Visit Cardiff website has exceeded records. In promoting Cardiff as a Christmas destination, the Council will also work with the likes of Great Western Railway to promote the city as a shopping destination across their network.’

‘I am also pleased to report that much of the hospitality trade is reporting a positive outlook up until Christmas, but concerns remain that the impact of the cost-of-living crisis will become more stark as we move into the New Year if the national economic picture gets worse.’

‘A survey of city centre businesses also suggested that most were looking at expanding their footprint over the next twelve months as most also reported an increasing number of people returning to the workplace.’

How can local authorities help create sustainable city centres, post-pandemic?

70. This Inquiry considered research on what is needed to ensure city centres recover and are sustainable post-pandemic, and what it is that local authorities can do to assist. The Inquiry heard that the systemic literature review study makes the following policy recommendations to ensure a sustainable future for city centres:

- a. Repurpose some of vacant and underperforming retail space in city centres - to perform other functions, including residential use. However, it is recognised that repurposing some retail units, particularly smaller units, is not always feasible
- b. Adopt experience economy strategies – give people a reason to visit city centres beyond shopping – integrate leisure and entertainment
- c. Create episodic retail space – i.e., focus on unique cultural features of your particular city centre, as well as provide a good environment that impresses shoppers and visitors e.g., optimise convenience by ensuring travel in/out/around is good, signage is clear, leisure is facilitated, and social interaction is encouraged. Place branding is an important feature of this.²²

²² Taken from – The Impact of the Covid-19 Pandemic on Retail in City Centres – Lashgari, Y.S.,; Shahad, S. – Sustainability 2022, 14, 11463. <https://doi.org/10.3390/su141811463>

71. The Inquiry also heard that the REPAIR report²³ makes a number of policy recommendations for local authorities, including:

Placemaking:

- a. Developing shared vision city centre masterplans
- b. Create high street policy plans
- c. Established designated urban vibrancy areas
- d. Develop vacant shop strategies
- e. Introduce city centre event strategies
- f. Establish ownership and occupier property databases
- g. Develop standardised micro-level diversity metrics
- h. Increase monitoring of city centre change

Planning:

- i. Ring-fence s106, s75 and s76 monies from repurposing schemes - to spend in vicinity of scheme
- j. Expand planning obligations to cover an affordable retail space provision for city centre planning consents to help establish a more resilient framework for city centre retailing.

What else could Cardiff Council do to assist city centre recovery?

72. This Inquiry sought the views of witnesses on what they felt Cardiff Council should do to assist the recovery of the city centre post-pandemic, bearing in mind the Council is already implementing its City Centre Recovery Action Plan.

Annual Review of Policy

73. Adrian Field, Executive Director – FOR Cardiff, stated that it was good to have been involved in the City Centre Action Recovery Plan. He emphasised that it is important for the Council to be agile and to be able to respond swiftly to changes – to not be afraid of reviewing these strategies and action plans on an annual basis as things are moving so quickly and need to ensure actions are still appropriate and relevant, so that can divert accordingly, if needed.

²³ Real Estate, Place Adaptation, and Innovation within an integrated Retailing system (REPAIR) End of Project Report – Retail Change and Transition in UK City Centres - 2022

Partnership Working

74. Adrian Field, Executive Director – FOR Cardiff, highlighted the need for Cardiff Council to take the opportunity to work more closely with regional partners, such as Cardiff Capital Region City Deal, on issues such as economic development, tourism and marketing.

Funding

75. Adrian Field, Executive Director – FOR Cardiff, emphasised that the Shared Prosperity Fund funding opportunity needs to be fully embraced to support reimagination of the city centre.

Use of data

76. Adrian Field, Executive Director – FOR Cardiff, highlighted that Cardiff needs more catchment data i.e., to use mobile phone usage data to show where visitors are from, dwell time, spend etc. He explained that FOR Cardiff is looking at this and emphasised this data would also be useful for Meet Cardiff and Visit Cardiff colleagues and the City Centre Management Team. He cited Movement Strategies that costs circa £40K per annum and provide a whole host of data and layers, so that they can produce heat maps etc. to show movement in Cardiff. Adrian added this would be useful for businesses but also for event management and for marketing activity, enabling it to be effectively targeted. Adrian added that FOR Cardiff has budgeted for this but that it would be very helpful if there was other funding available as well, for example some of the Shared Prosperity Funding could be used for this.

77. Adrian Field, Executive Director – FOR Cardiff, highlighted that it would be interesting to do research to understand the changing habits of residents re use of city centre and use of local and district centres.

Improving the experience

78. Adrian Field, Executive Director – FOR Cardiff, explained the following would help to improve the experience of those using the city centre:

- a. more space provided for socialising, with more tables and chairs outside, as this is what residents and visitors are looking for when they visit the city centre
- b. another visitor attraction now that the Dr Who exhibition is no longer available

- c. a strong public transport network later into the night – this would be good for visitors, for employees and for employers who struggle to attract staff to work later as it is too expensive for them to get home and/ or they feel unsafe getting home
- d. assistance to share good practice amongst businesses on how they can best reconfigure their space to promote active travel
- e. tackling begging more proactively – as has been done in Newport with Public Space Protection Order
- f. assisting FOR Cardiff to promote and market their homelessness project '*Give DIFFerently*', which is due to be relaunched shortly
- g. to look again at the proposed busking strategy and byelaws – to help promote good busking that adds to the ambience and tackle poor busking that is detrimental to nearby businesses.

79. Roisin Willmott, Director - RTPI Cymru, emphasised the important role the city centre plays for Cardiff residents and regionally and nationally, and how important it is therefore, to ensure it is viable and that it keeps the big retail stores.
80. Adrian Field, Executive Director, FOR Cardiff, highlighted that, in other parts of the UK, Destination Marketing is undertaken by the BID, such as in Lincolnshire and Cambridge; in Cardiff, the Council undertakes it, via Meet Cardiff and Visit Cardiff. He wondered whether this was an opportunity for the Council to make savings whilst at the same time improving the offer, explaining that he has raised this with the Council but has not received a response. He stated that he would be happy to talk about this further with the Council and that FOR Cardiff would be able to raise funding from its members to support a DMO.
81. This Inquiry's own research²⁴ asked specific questions on how the city centre could be transformed as part of the 15-minute city concept, and found:
- a. 53% agree that the city centre could increase its role in:
 - Recreation
 - provision of green and communal space
 - tourism and visitors
 - access to culture and arts

²⁴ Available at Appendix 6

- b. 47% agree that the city centre will continue to ‘provide night-time economy’, eating and drinking establishments, as well as shopping and retail
- c. 38% agree that the city centre could increase its role in highlighting its history.

Impact of Pandemic – High Streets

82. In January 2021, Deloitte published a report²⁵ exploring the changing role of the UK high street²⁶. Using data from this report, Deloitte argue that the Covid-19 pandemic led to a number of trends that support local high streets as opposed to city centres:

- a. Increased focus on localism
- b. Greater level of commitment to small independent businesses that can easily identify the provenance of their goods
- c. More focused shopping missions with higher spend but fewer trips
- d. More value place on the ‘self’ and socialising rather than out and out consumerism.²⁷

83. The Centre for Cities, using near-real-time footfall and spend data²⁸, highlight suburban high streets had less of a rough ride than city centres during the pandemic:

- a. the average city centre high street lost 28 weeks of sales between March 2020-September 2021, compared to suburban high street losing 9 weeks of sales
- b. Suburban high streets had a slower rise in vacancy rates compared to city centre vacancy rates, a 1% increase compared to 3.3% increase
- c. Suburban spend returned quicker to its baseline spending levels when the economy reopened in Summer 2021.²⁹

84. Centre for Cities³⁰ identify that the following factors account for suburban high streets doing well in the pandemic:

- a. Local Sales - In 2019, nearly 60% of sales in suburbs came from the suburbs themselves – so most of their customer base was still there during the pandemic unlike city centres that rely on people coming into the city

²⁵ What next for the high street?: part two – A revival – Deloitte – January 2021 – downloaded 14 October 2022

²⁶ This includes high streets in local and district centres

²⁷ What next for the high street? Part two: A Revival – Deloitte January 2021

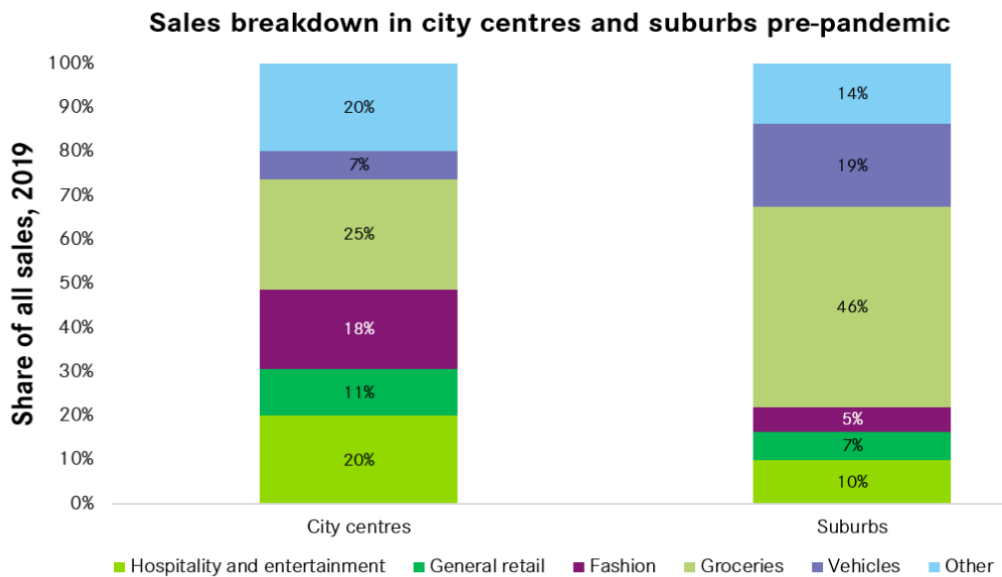
²⁸ [High streets | Centre for Cities](#)

²⁹ [Have suburban high streets really received a ‘work from home’ boost? | Centre for Cities](#) – downloaded 24/11/22

³⁰ [High streets | Centre for Cities](#)

- b. Essential Goods - Pre-pandemic, nearly two-thirds of all sales in suburban high streets occurred in essential sectors such as groceries and many of these could continue to be open during the pandemic.

Figure 5: Before the pandemic, shoppers spent their money differently in city centres and local high streets



Work from Home Dividend?

85. Centre for Cities highlight that footfall and spending data show no clear signs of a work from home dividend for suburban high streets.

‘In September 2021, the suburbs of cities with high levels of remote working did less well than those with low levels of remote working – and they performed just like they did before, not better. For there to be a ‘work-from-home boost’, the opposite should be true.’³¹

86. The What Works Centre for Local Economic Growth also highlights there is not much evidence that more working from home will significantly boost local high street retail.³²

What is needed for sustainable high streets, post-pandemic?³³

- 87. This Inquiry found that high streets need to:
 - a. Reflect local demographics

³¹ [Have suburban high streets really received a ‘work from home’ boost? | Centre for Cities](#) – downloaded 24/11/22

³² Evidence Briefing: local growth, high streets and town centres – What Works Centre for Local Economic Growth - 2021

³³ Further information on this section is available in Appendix 3

- b. Reflect changing shopping habits
- c. Create the right environment
- d. Move away from an over-reliance on retail towards the ‘experience’ leisure economy
- e. Deliver low-cost workspace to support start-ups, training and those wishing and able to work closer to home

88. This Inquiry found that there is a need to:

- a. Rethink the landlord tenant relationship
- b. Shape and fund regeneration
 - Widen footpaths
 - Provide space for cafes
 - Create accessible transport stops
 - Prioritise active travel
- c. Increase consumer demand
 - Improve the skills of residents
- d. Utilise vacant shops as ‘test sites’ for new businesses
- e. Activate local community facilities, to help footfall and sense of community
- f. Innovate funding and delivery mechanisms – meanwhile use, BIDs

How can local authorities help create sustainable high streets, post-pandemic?

89. The LGA commissioned Pragmatix Associates and Trajectory to identify how councils can help create resilient and revitalised high streets beyond the pandemic³⁴. Their report identifies that social and experiential use of high streets have been increasing pre and post pandemic. They identify **retaining footfall and spending** as key challenges for suburban high streets, post pandemic.

90. The LGA report argues for the need for suburban high streets to develop a broader, high value offer with convenience and flexibility to remain engaging and accessible. In summary, the LGA report states that³⁵:

³⁴ [Creating resilient and revitalised high streets in the ‘new normal’ | Local Government Association](#)

³⁵ [Creating resilient and revitalised high streets in the ‘new normal’ | Local Government Association](#) downloaded 24/11/22

Resilient high streets of the future

Resilient high streets are experiential destinations and should offer users experiences that go beyond purely retail or functional-oriented activities.

Resilient high streets have flexibility built in: Rapid technological changes offer challenges and opportunities for high streets. Flexibility can be integrated into the high street through evidence-based strategy, policy amendments, and up-to-date awareness of community needs and demands. Resilient high streets are green, and local authorities should consider transport, green spaces, and low-carbon supply chains in any environmental strategy.

Resilient high streets make sense in their local context: Local authorities should design policy interventions based on a contextual understanding of the high street in question, and the needs and demands of its users. Community engagement can be used to build important partnerships and provide valuable insights which can support the design and delivery of projects.

Councils’ contribution to successful high streets

Strategic evidence-based approach: High Street resilience should be guided by medium- and long-term strategy, founded in quantitative and qualitative evidence. Prior to developing a strategy, it is important that local authorities understand the economic and social context of local high streets and have relevant staff expertise. Planning policies, such as local plans and neighbourhood plans, can be used as a binding foundation for a high street strategy, safeguarding green spaces and heritage assets. Policy interventions should be consistent with the council’s high street strategy.

Financial viability and social benefit: As with any investment, projects designed to strengthen and reinvigorate the high street need to be financially viable and deliver clear social benefit. To increase the financial viability of socially beneficial interventions, sources of government funding are available (such as from the Levelling Up, Community Renewal, Shared Prosperity and Active Travel Funds), and there are mechanisms for sharing risk. Local authorities can invest in interventions which could have a significant impact on high streets, but poor financial planning risks undermining potential benefits.

Engaging and empowering stakeholders: Engaging with community organisations and residents can facilitate interaction with hard-to-reach groups and provide important insight when designing interventions. Local businesses, both independents and chains, will be able to provide commercial insights about footfall, consumer preferences, and supply chain concerns. Engagement with community stakeholders can help to identify and address skills gaps in the high street.

91. In September 2021, Audit Wales published their report ‘*Regenerating Town Centres in Wales*’, which concludes with 6 recommendations, including 2 for local authorities, as follows:

R4 – *We recommend that local authorities take appropriate action, using these existing powers and resources available to achieve the best possible outcome for town centres by:*

- *Using alternative methods of enforcement before using Compulsory Purchase Orders as a last resort*

- *Integrating enforcement strategies with wider departmental strategies across housing, environmental health, planning and regeneration teams to make more effective use of existing skills and resources, and*
- *Ensuring there is capacity and the right expertise to use the full range of powers, working in collaboration with other councils to achieve good outcomes.*

R6- *We recommend that local authorities use our regeneration tool to self-assess their current approaches to identify where they need to improve their work on town-centre regeneration.*

Cardiff’s District and Local Centres

92. The Welsh Government’s Technical Advice Note 4 (1996) defines a district shopping centre as groups of shops, separate from the town centre, usually containing at least one food supermarket or superstore and non-retail services such as banks, building societies and restaurants.

93. There is no fixed definition for local centres – they are smaller than district centres, larger than neighbourhood centres, and also contain a mix of retail and non-retail.

94. The Council has a District Centre Strategy (2011), which states there are 11 district centres in Cardiff:

- a. Albany Road/ Wellfield Road
- b. City Road
- c. Clifton Street
- d. Cowbridge Road East
- e. Crwys Road/ Woodville Road
- f. Mermaid Quay
- g. Merthyr Road
- h. Penarth Road/ Clare Road
- i. St Mellons
- j. Thornhill
- k. Whitchurch Road

95. The District Centre Strategy contains a map that shows the local centres are:

- a. Birchgrove
- b. Bute Street
- c. Cathedral Road/ Pontcanna Street
- d. Countisbury Avenue
- e. Fairwater Green
- f. Gabalfa Avenue

- g. Grand Avenue
- h. Llandaff High Street
- i. Maelfa, Llanedeyrn
- j. Newport Road, Rumney
- k. Radyr
- l. Rhiwbina
- m. Salisbury Road
- n. Splott Road
- o. Station Road Llandaff North
- p. Station Road Llanishen
- q. Tudor Street
- r. Wilson Road.

What could Cardiff Council do to assist local and district shopping centres?

96. This Inquiry sought the views of witnesses on what they felt Cardiff Council should do to assist local and district centres post-pandemic, bearing in mind the Council's commitments in its Corporate Plan 2022-2025 and Recovery and Renewal Plan, as set out in Appendix 1.
97. Members wished to hear from local and district shopping centre traders and tried to locate traders' associations, without success. Members therefore invited two traders – one from a District Centre and one from a Local Centre – to meet with them to share their ideas. Both traders have traded in Cardiff for many years and have previously been involved in traders' associations.

Establish a Traders Forum

98. The traders told Members that it would be helpful if the Council organised a forum in each centre, given the decline in trading associations across Cardiff. They emphasised that these are a good way to share information and that it requires the Council to lead on this as otherwise the fora are not sustainable as volunteers understandably cannot volunteer forever and need help to organise legacy arrangements, as has been borne out by previous traders' associations ceasing to operate.
99. The traders explained it would make sense for this to be done on a centre-by-centre basis rather than one overall forum, as the issues vary so widely across Cardiff.

Promoting Centres

100. The traders explained the Council could use its social media presence to:
- a. promote the centres
 - b. encourage ‘shop local’
 - c. generate ideas and interests in local communities to support the centres.

Improving the Experience

101. The traders explained the following would help to improve the experience of those using local and district centres:
- a. Enable restaurants, coffee shops and cafés to have benches, tables and chairs on pavements - helps create a community feel and increase trade
 - b. Brighten up centres with low-cost actions, including
 - Lamp post banners – promoting ‘shop local’ and maybe in different colours for the different centres to give them their own identity
 - Greening – planters – like on Newport Road – with local shops nominated to water them and provided with necessary water hooks
 - Rubbish bins
 - c. Help meet the cost of local community events – with the increase in food and drinks and national companies, there are fewer independent traders to bear the cost of local events, which help to create a community feel
 - d. Tackle shoplifting and begging
 - Liaise with Police to see if possible to increase local Police Community Support Officer patrols
 - Organise Local Radio-Net systems
 - e. Tackle homelessness.

Improving Access

102. Members included questions in their own survey³⁶ on respondents’ views on what is needed to improve access to local and district centres, and found the following is needed:
- a. 77% - provision of frequent and reliable public transportation
 - b. 71% - the provision of safe walking routes

³⁶ Available at Appendix 6

- c. 53% - provision of safe cycling routes are needed
- d. 50% - increased disabled parking
- e. 47% - increase the need for parking space for non-motorised vehicles

103. In addition, the two traders the Inquiry heard from highlighted:

- a. The opportunity to add an additional 6-8 parking spaces near to Wellfield Road, by redesignating spaces and enforcing these so that people do not overstay
- b. That, in some centres, traders can see both sides re parking – there are mixed views on whether the Council should be tougher on enforcing double-yellow lines, so people have to use nearby car park, or softer and remove parking restrictions, so easier for people to access shops.

Funding

104. Adrian Field, Executive Director – FOR Cardiff, highlighted that district centres could look at establishing their own Business Improvement Districts (BID). He explained Cllr Elmore has had discussions with him about having a BID for Cowbridge Road East district centre, and they are due to have a meeting with traders in January. He continued that his initial calculations indicate this could raise circa £80k to go towards events, such as Christmas Lights. Adrian explained this could be another avenue explored by the Council.

105. Roisin Willmott, Director RTPI Cymru, stated that Cardiff has strong neighbourhood centres, and the key is to strengthen these in line with Welsh Government's Town Centre First approach, which also covers neighbourhood centres.

Cardiff Council's proposals to date

106. Cardiff Council has worked with partners to develop a detailed City Centre Action Recovery Plan. This Inquiry did not focus on the delivery of the Plan, as this would require its own focused scrutiny, but asked witnesses for their views on the Plan; these are incorporated in this report under the appropriate headings.

107. Cardiff Council's Corporate Plan 2022-23 contains the following commitments re local and district centres:

- a. Establish a '15-minute city toolkit' to accelerate district centre regeneration, including housing- and transport-led improvements
- b. New Regeneration Strategy to support 15-minute principles
- c. Support the vitality and viability of district and local centres and deliver the '15-minute city' approach to all major centres by 2027.

108. Specifically with regard to local and district centres, Andrew Gregory, Director of Planning, Transport and Environment, explained that the council will develop neighbourhood/ placemaking plans for priority areas, which will tempt private developers to invest in the areas as the plans will be so good. These plans will set out relevant policies and funding streams and will align programmes and projects across the council. Rebecca Hooper, Operational Manager Neighbourhood Regeneration, added that these placemaking plans are required by Welsh Government as part of funding applications for Transforming Towns monies.
109. Councillor Wild, Cabinet Member – Climate Change, emphasised how pleasing it is to see departments working well together – Economic Development, Regeneration, Planning and Transport – to develop the Regeneration Strategy, which is all to do with supporting district and local centres and the principles of 15-minute neighbourhoods.
110. Rebecca Hooper, Operational Manager Neighbourhood Regeneration, added that the Regeneration Strategy will set the agenda for improvements to District and Local Centres and will embed the 15-minute neighbourhood principles.
111. Andrew Gregory, Director of Planning, Transport and Environment, highlighted the Council has very few policy levers that it can pull regarding district and local centres, other than to improve the public realm, improve transport and active travel, as it does not own many assets in these centres. Councillor Goodway, Cabinet Member – Investment and Development, added that if the Council could add in housing to centres, this would help to generate footfall to support the viability of centres. Successful examples of this include schemes such as the Maelfa Regeneration in Llanedeyrn.

112. Rebecca Hooper, Operational Manager Neighbourhood Regeneration, highlighted that local and district centre regeneration schemes are not always easy, due to conflicting views between traders and between traders and the council, along with wider aspirations that the community or shoppers may have- they do not always align. The Council has to act for the greater good – for example putting in cycleways.
113. Rebecca Hooper, Operational Manager Neighbourhood Regeneration, emphasised that, when liaising with local and district centres, it is important to manage expectations, be clear what is possible, be honest, focus on what matters to help businesses grow and to help increase footfall. She added that it was also important to be proportionate, there is a small team available to do this work. She added that the team are planning to commence community and trader engagement in early 2023 to look at issues and possible solutions for a priority district centre, Cowbridge Road East.
114. Members asked whether big improvement schemes deliver lasting results, and whether smaller actions which don't cost much, such as those highlighted to this Inquiry – prettying up the centres with planters and banners – would help to generate pride, give a lift to the area and attract footfall, helping to improve viability of centres and small traders. Councillor Wild, Cabinet Member – Climate Change, responded that this was a good point. Jon Day, Operational Manager -Tourism and Investment, added that there needs to be a hierarchy to focus resources, efforts and funding across a number of teams.
115. Members sought views on the management of centres. Andrew Gregory, Director of Planning, Transport and Environment, highlighted the importance of joining up and improving management of centres now, stating it is important to use resources more effectively now and focus monies on the areas that require the biggest actions. He added that expanding the City Centre Management Team to cover the District and Local Centres would be helpful. Rebecca Hooper, Operational Manager, Neighbourhood Regeneration, added that, if money was no object, then a district centre manager would be a dream as they would be able to manage all the council services interfaces and work with local traders to improve the centres – currently her team parachute in, do the work, and leave and the traders are left with no one contact point in the Council. She

added that this would really help, as there are no trader associations left anymore and so no easy conduit between centres and the Council.

116. Councillor Goodway, Cabinet Member – Investment and Development, wondered whether the Council was doing enough to promote local and district centres and days such as Small Business Saturday. Jon Day, Operational Manager, Tourism and Investment, highlighted that Visit Cardiff has sections on District Centres that have a minimum offer – such as food and drink – and warrant visits from outside the locality.

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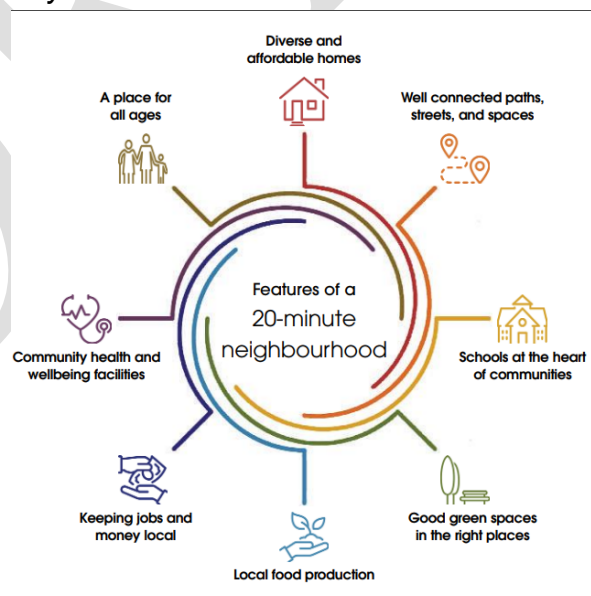
15-MINUTE CITY NEIGHBOURHOODS

What is a 15-minute city?

117. The concept of a 15-minute city originated with Professor Carlos Moreno, Sorbonne University. He set out a 15-minute city framework with four key characteristics:
- Proximity** – things must be close
 - Diversity** – land uses must be mixed to provide a wide variety of urban amenities nearby
 - Density** – there must be enough people to support a diversity of businesses in a compact land area – this does not need to be high-rise; low-rise density can be sufficient
 - Ubiquity** – these neighbourhoods must be so common that they are available and affordable to anyone who wants to live in one.³⁷

118. The concept, sometimes also called 20-minute neighbourhoods, has grown in popularity, for the following reasons:

*Societies around the world are facing a number of urgent, interconnected problems, including how to reduce carbon emissions; how to help people become more active to improve health and wellbeing; how to reduce loneliness; and how to improve high streets and neighbourhoods that have declined. These questions, shared by disparate places, are leading to similar answers.. places that include most of the things that most people need for their everyday lives within a short and pleasant walk or cycle ride.*³⁸



³⁷ Extract from [Introducing the 15-Minute City Project – 15-Minute City \(15minutecity.com\)](https://www.15minutecity.com/) accessed 21/10/22

³⁸ 20-Minute Neighbourhoods – Town and Country Planning Association March 2021 – downloaded 21 October 2022
[20MN_Main.qxd \(tcpa.org.uk\)](https://www.tcpa.org.uk/20MN_Main.qxd)

119. The 15-minute city/ 20-minute neighbourhood therefore reimagines urban spaces, promoting the idea of mixed-use, community-based, environmentally-friendly infrastructure and development. It applies to districts within cities, with each district having everything a person might need to work, rest and play, which can be accessed without the use of a car.



39

120. TCPA⁴⁰ highlight that, whilst every community has its own context and aspirations for the future and any plans to create a 20-minute neighbourhood should be based on what the local community wants, the following characteristics, or 'ingredients', are likely to be part of the mix:

- diverse and affordable homes
- well connected paths, streets and spaces
- schools at the heart of communities
- good green spaces in the right place
- local food production
- keeping jobs and money local
- community health and wellbeing facilities, and
- a place for all ages.

³⁹ [How to build back better with a 15-minute city \(c40knowledgehub.org\)](https://www.c40knowledgehub.org/) – downloaded 21 Oct 2022

⁴⁰ As above

121. Roisin Willmott, Director, RTPI Cymru explained that the benefits of a 15-minute city include:
- a. making it easier for people to walk and cycle, if able to, which helps their health and is cheaper
 - b. reducing congestion by improving walking, cycling and public transport
 - c. improving local economy by increasing service provision
 - d. improving local economy by boosting footfall and reducing congestion
 - e. tackling climate and biodiversity crises
 - f. having housing in the right places to enable people to stay in their communities
 - g. addressing poverty by removing car dependency, ensuring public and active transport routes are available, and making access to services and facilities easier

Issues/ concerns re 15-minute city

122. Centre for Cities highlight the following issues to consider re the 15-minute concept:
- a. 15-minute neighbourhoods do not offer the same breadth of jobs that a successful city centre can offer
 - b. Some office-based businesses locate in city centres because of the benefits this location brings –
 - i. face to face collaboration with colleagues, clients, collaborators and competitors
 - ii. widest choice of potential employees to attempt to recruit
 - c. More than half of jobs cannot be done from home e.g., manufacturing
 - d. Whilst hybrid working is likely to continue, people will travel outside their neighbourhood a number of times a week
 - e. Amenities that rely on a large customer base to turn a profit cannot locate within individual neighbourhoods and tend to cluster in city centres e.g., theatres, Michelin starred restaurants, football stadia etc.
 - f. Amenities that serve local markets, such as restaurants, takeaways, pubs and doctors’ surgeries are able to be located in 15-minute neighbourhoods
 - g. 15-minute neighbourhoods require high density development, which may require some local authorities to alter their land use planning.⁴¹

⁴¹ [Will Covid-19 make the idea of the 15 minute city a reality? | Centre for Cities](#) – downloaded 23 November 2022

123. Cllr Goodway, Cabinet Member – Investment and Development highlighted the need to be realistic about what can be provided within a 15-minute neighbourhood and what the impacts of 15-minute neighbourhoods could be, citing the following:
- a. need to be careful about the messages put out about what the Council and partners, such as the Health Board, are able to provide e.g., it may not be realistic to say that everyone will be able to access a GP surgery within 15-minutes.
 - b. need to be careful not to create barriers to people moving beyond their 15-minute neighbourhood.
 - c. the shift to more people working from home means that there is less usage of public transport, meaning it is not viable, resulting in policy choices of either a massive public subsidy in public transport or a push for people not to work from home
 - d. as people shop locally/ online more, this could reduce the viability of the city centre.
124. Cllr Goodway added that he shared the agenda of 15-minute neighbourhoods with his Cabinet colleagues but that there may be different views re the levels of concerns.

Examples of 15-minute cities

125. Examples where this approach, or aspects of it, is being used around the world include:
- a. England – London, Ipswich, Birmingham
 - b. Scotland
 - c. Europe – Paris, Brussels, Valencia, Barcelona – ‘super-blocks’, Milan – tactical urbanism (claiming space for walking and cycling), Oslo and Lisbon - new working spaces (co-working) embedded in planning policy⁴²
 - d. USA - Houston, New York, Portland
 - e. Australia – Melbourne, Sydney – 20-minute neighbourhoods
 - f. Bogota – Barrios Vitales
 - g. Chengdu, China
126. The C40 Cities – a global network of large cities committed to addressing climate change, including London – embraced the approach in 2020 as part of its ‘*Agenda for a Green and Just Recovery*’.

⁴² Summarised from [Full article: The 15-minute city concept and new working spaces: a planning perspective from Oslo and Lisbon \(tandfonline.com\)](#) accessed 21 October 2022

Scottish Government

127. The Scottish Government has included the 20-minute neighbourhood as a priority in their new National Planning Framework. Living Streets Scotland is working on a Scottish Government funded project in North Lanarkshire, Stirling and Dunblane to develop plans for how specific neighbourhoods could move towards becoming 20-minute neighbourhoods. Living Streets are looking at what people want, why they do and don't do certain activities locally, and what would need to change. One of the first things they are doing is finding out how people in these areas currently feel about their neighbourhood:

'If you live in Airdrie, Stirling or Dunblane, we'd love it if you could fill in [this survey](#). The questions are based on the Place Standard, so we can easily compare our work with other people's work on neighbourhoods. It should take you about ten minutes to complete. Thank you!

TAKE OUR SURVEY

LIVING STREETS SCOTLAND DIRECTOR, STUART HAY, DISCUSSES 20-MINUTE NEIGHBOURHOODS AT SCOTLAND'S CLIMATE ASSEMBLY (WATCH HERE) ⁴³

Edinburgh

128. Edinburgh is progressing plans for 20-minute neighbourhoods across the city. They have laid out a City Mobility Plan⁴⁴, which aims to move away from car dependency, with improved active travel connections. They are also working on plans to revitalise local centres and high streets. They are stressing the need to consult local communities:

*'Each neighbourhood in the city is different, with its own unique set of requirements. That's why it's so important that local communities participate in this process to help us understand everyone's needs and make sure their views shape the neighbourhood approach.'*⁴⁵

129. Residents in west Edinburgh have been asked to explain what they currently think about the area and to share their ideas, with the consultation to run alongside planned road improvement projects in the town centre.⁴⁶

Ipswich

130. Ipswich Central is a Community Improvement District company. It has developed Ipswich Vision, which is a partnership of civic, business and education leaders working

⁴³ [20-minute neighbourhoods | Living Streets](#)

⁴⁴ [City Mobility Plan – The City of Edinburgh Council](#)

⁴⁵ [Edinburgh progresses with plans for 20-minute neighbourhoods across city \(newstartmag.co.uk\)](#)

⁴⁶ As above

together to deliver transformative projects in Ipswich Central, including the '*Connected Town*' project.

131. In Spring 2021, Ipswich Central underwent a significant public and business consultation to help shape the *Connected Town* strategy to the needs of the community. A suite of reports shows the results of the consultation is available at:

[Connected Town | IpswichCentral](#)

132. Ipswich's *Connected Town* project aims to create a place that connects business, culture, sports, faith, arts, education, health and community within a 15-minute triangle. The ambition is for the Connected Town area to better unite businesses, organisations and residents; to create a thriving and engaging town centre in which people and communities can thrive. *2022-2027 Plan*.

133. The *2022-2027 Plan* highlights Ipswich has been successful in a £25m bid for Town Deal funding for regenerating the town centre. Plans include:

- a. Town Centre Management
- b. Digital Ipswich (free public Wi-Fi and digital gift card and loyalty scheme)
- c. Waterfront regeneration
- d. Events and Promotions, including Christmas Tree & Ipswich letters
- e. Indie Ipswich, Oasis Green Trail & Town Trails
- f. DMO – destination management & branding.

Welsh Government

134. Welsh Government does not have a specific reference to 15-minute city or 20-minute neighbourhoods in its programmes/ strategies/ policies but the overarching 'Programme for Government', which was refreshed in December 2021, includes relevant strands:

- a. Seek a 30% target for working remotely
- b. Deliver the Digital Strategy for Wales and upgrade out digital and communications infrastructure
- c. Expand arrangements to create or significantly enhance green spaces
- d. Develop new remote working hubs in communities
- e. Invest in travel options that encourage public transports and support walking and cycling
- f. Develop masterplans for towns and high streets

- g. Empower communities to have a greater stake in local regeneration
- h. Repurpose public space for outdoor events, markets, street vendors, pop up parks and parklets.⁴⁷

135. Also, as the Royal Town Planning Institute Cymru (RTPI Cymru) point out:

‘The principles and features of the 15-minute neighbourhood model resonate well with the provisions set out in the Well-being of Future Generations (Wales) Act 2015² and the rural policy framework set out in Future Wales: The National Plan 2040³ and Planning Policy Wales, along with Well-being Indicators, the National Sustainable Placemaking Outcomes and Placemaking Charter Principles. The model itself is a useful tool in re-enforcing a local focus in planning policy and decision making.’⁴⁸

136. In addition, the RTPI Cymru report⁴⁹ references the following as supportive of 15-minute neighbourhoods: Active Travel (Wales) Act 2013, Environment (Wales) Act 2016, and Planning (Wales) Act 2015.

The role of local authorities in 15-minute cities

137. There is no one guide or toolkit for local authorities when implementing the 15-minute concept. Having reviewed how several local authorities have approached this, TCPA⁵⁰ highlight the following 10 principles:

‘Although the idea of complete, compact and connected places is simple, putting it into practice is complex. The following 10 principles are based on shared lessons from places with several years’ experience:

- a compelling vision, well communicated
- strong, inspiring leadership
- empowered communities
- research, data, and analysis
- partnership and advocacy
- addressing inequalities
- adopting policy
- investment

⁴⁷ [Welsh Government - Programme for Government - Update](#)

⁴⁸ [Plan The World We Need \(rtpi.org.uk\)](#)

⁴⁹ As above

⁵⁰ 20-Minute Neighbourhoods – Town and Country Planning Association March 2021 – downloaded 21 October 2022
[20MN_Main.qxd \(tcpa.org.uk\)](#)

- ‘hard’ and ‘soft’ measures, and
- evaluation and adaptation.’

138. Some of these factors were raised by other witnesses to this Inquiry, as set out below.

Leadership, Vision and Resources

139. Roisin Willmott, Director of RTPI Cymru told this Inquiry that politicians and senior officers need to provide leadership and ensure a vision, with place-based policies and resource allocation aligned to delivering a 15-minute city. She added that it is very important to have sufficient planning resources to undertake the detailed mapping and planning and engagement required to successfully implement a 15-minute city approach.

140. TCPA⁵¹ highlight that whilst council planners have an important role to play, they are likely to be successful only if schemes have high-level political support.

Empowering Communities/ Community Engagement

141. TCPA⁵² stress that resident and business engagement at an early stage has been key to other local authorities successfully implementing 20-minute neighbourhoods, enabling an understanding of what the local community wants and building this into action plans. Two of the examples cited earlier in this report – Scotland and Ipswich – both have consultation with local communities at their centre and as their initial starting place.

142. Roisin Willmott, Director RTPI Cymru, told this Inquiry that community engagement is key to 15-minute city implementation, showing local communities that there are answers to the challenges facing them and moving beyond consultation to participatory engagement and involvement. She stressed the importance of trying new ways to engage, to ensure the voices of different people and different communities are heard so that plans are truly reflective of communities e.g., it is very important to use different mechanisms to engage young people in discussions about 15-minute city and associated actions, as young people are less likely to use Cardiff Council’s existing consultation mechanisms.

⁵¹ 20-Minute Neighbourhoods – Town and Country Planning Association March 2021 – downloaded 21 October 2022
[20MN_Main.qxd \(tcpa.org.uk\)](#)

⁵² As above

143. The RTPI Cymru report⁵³ recommends:

‘Resource, training and support for local planning tools such as community led Place Plans, community engagement etc. Resources within communities, town and community councils and local planning authorities, would assist in improving understanding and provide the capability and capacity to support joined up working.’

144. This Inquiry asked for examples of suitable community engagement approaches and Roisin Willmott, Director RTPI Cymru, provided the following:

Examples of suitable community engagement approaches

- Welsh Government Education Learning Hub – contains advice on how to involve children and young people in planning <https://hwb.gov.wales/repository/resource/7fd63088-bf14-444b-8cfa-e8453dd661b6> <https://hwb.gov.wales/repository/resource/dc719db0-de38-4516-8122-d9d9d69441c6>
- Planning Aid for Scotland - SP=EED toolkit for community engagement
- Place Plans – used by Conwy and Monmouthshire – helpful in places where community and town councils but can also be done with ward councillors. However, it is easier to achieve cohesive engagement and vision in smaller towns
- Planning Aid Wales - useful contact to discuss community engagement as they lead on this in Wales. <https://planningaidwales.org.uk/ourservices/place-plan-support/>

Research, data and analytics

145. The TCPA⁵⁴ highlight that successful implementation of 15-minute city principles varies according to place but is underpinned across all places by a thorough understanding of usage patterns and residents’ needs. This then enables the identification and modelling of potential interventions, such as walking routes, cycle routes, crossings, facilities and amenities:

- a. Urban retrofitting
 - spatial analysis that maps streets, paths and public spaces, usage patterns, location of services and facilities
 - Identify and model potential interventions to understand likely impacts.

⁵³ [Plan The World We Need \(rtpi.org.uk\)](https://www.rtpi.org.uk/plan-the-world-we-need)

⁵⁴ 20-Minute Neighbourhoods – Town and Country Planning Association March 2021 – downloaded 21 October 2022 [20MN_Main.qxd \(tcpa.org.uk\)](https://www.tcpa.org.uk/20MN_Main.qxd)

- b. Post-War development retrofitting
 - Comprehensive data gathering to understand usage patterns
 - Qualitative research with residents to understand their needs
 - Model proposed interventions to understand likely impacts
- c. Urban Extensions and New Settlements
 - Take a holistic view – improve connectivity and add facilities that benefit existing and new community.

146. Roisin Willmott, Director RTPI Cymru, added that taking a spatial approach means it is possible to identify solutions that deliver the required vision.

Adopting Policy – Planning and Transport

147. The RTPI Cymru report ‘*Living Locally in Wales*’⁵⁵ details the role of the planning system in supporting living locally by promoting and shaping place quality, value and sustainability:

- a. Working collaboratively to achieve meaningful impact
- b. Supporting community engagement and participation e.g., place plans, shape my town etc.
- c. Monitoring achievement of desired outcomes
- d. Section 106 – proactive use of Travel Plans etc.

148. Roisin Willmott, Director RTPI Cymru, explained that it is really important to ensure 15-minute city principles are enshrined in the Local Development Plan, as it sets the framework for planning decisions; Supplementary Planning Guidance can then be used to expand on how the Council favours developments that meet 15-minute city principles. She added that the Strategic Development Plans, yet to be developed, will be really important as they provide a regional approach to planning, and this is very important for areas such as Cardiff, given the complex interdependencies and movement between local authority areas in the region. However, she stressed:

‘Planners are well-placed to bring together the various strands, but it requires political and senior officer leadership to ensure work is implemented to change residents’ behaviours – planners cannot do this on their own.’

⁵⁵ [Plan The World We Need \(rtpi.org.uk\)](http://rtpi.org.uk)

Monitoring and Evaluation

149. Roisin Willmott, Director RTPI Cymru, explained that outcome focused planning would be a useful tool to monitor successes in new provision, and whether local authorities are building better places. The indicators would show what has changed for the better e.g., better education provision, better health, better housing, better air quality etc. She added that the RTPI has a toolkit to measure planning outcomes: [RTPI | Measuring What Matters: Planning Outcomes Toolkit](#)

150. The RTPI Cymru report ‘Living Locally in Wales’⁵⁶ also recommends that *‘planners, other partners, agencies and sectors align strategic goals, investment priorities and outcomes and indicators collaboratively, to facilitate meaningful impact’*.

Is Cardiff a 15-minute city?

151. This Inquiry wanted to understand residents’ views on whether their local neighbourhoods meet their needs within a 15-minute walk/ cycle radius and whether they are able to access this provision. The Inquiry therefore paid for questions to be included in the Ask Cardiff survey; full details are available at Appendix 7.

152. The Ask Cardiff survey responses show:

- a. 50% of respondents feel that their local neighbourhood has the necessary services and amenities to meet their needs
- b. A high level of respondents’ state essential services – food, pharmacy, schools, doctors, food and drink venues, post office, banking facility and parks and play areas – are available within 15 minutes’ walk or cycle (between 73% - 91% depending on the service/ amenity)
- c. In terms of accessing local services and amenities
 - 60% of respondents state frequent and reliable public transport is available
 - 48% of respondents state safe walking routes are available
 - 26% of respondents state safe cycling routes are available
- d. 30% of respondents state there are no barriers to accessing local services and amenities

⁵⁶ [Plan The World We Need \(rtpi.org.uk\)](http://PlanTheWorldWeNeed(rtpi.org.uk))

- e. 24% of respondents state poor parking facilities are a barrier to accessing local services and amenities
- f. 23% highlighted some services are not available in their local neighbourhood
- g. 19% highlighted they did not feel safe in their local neighbourhood.

153. In response to a question about what services and amenities are required in their local neighbourhood to meet their needs, the following were highlighted – full responses are available in Appendix 7:

Category	No. of times mentioned
Improved Facilities/ Amenities	59
Public Transport	46
Waste / Rubbish Services	24
Street Cleansing	14
Highways	13
Parks	12
ASB/ Crime/ Police	12
Parking	11
Footpaths/ Pavements	10
Other	7

154. When asked to say what else stops them accessing services in their local neighbourhood, the following responses were received – full responses are available in Appendix 7:

Category/ sub-category	No. of times mentioned
Public Transport	39
Pavements	17
Highways	9
Health Services	8
Cycle Lanes/ Facilities	7
Lack of Facilities	7
Timing of Local Services	6
Lack of Car Parking	6
ASB/ Crime/ Police	5
Disability	4

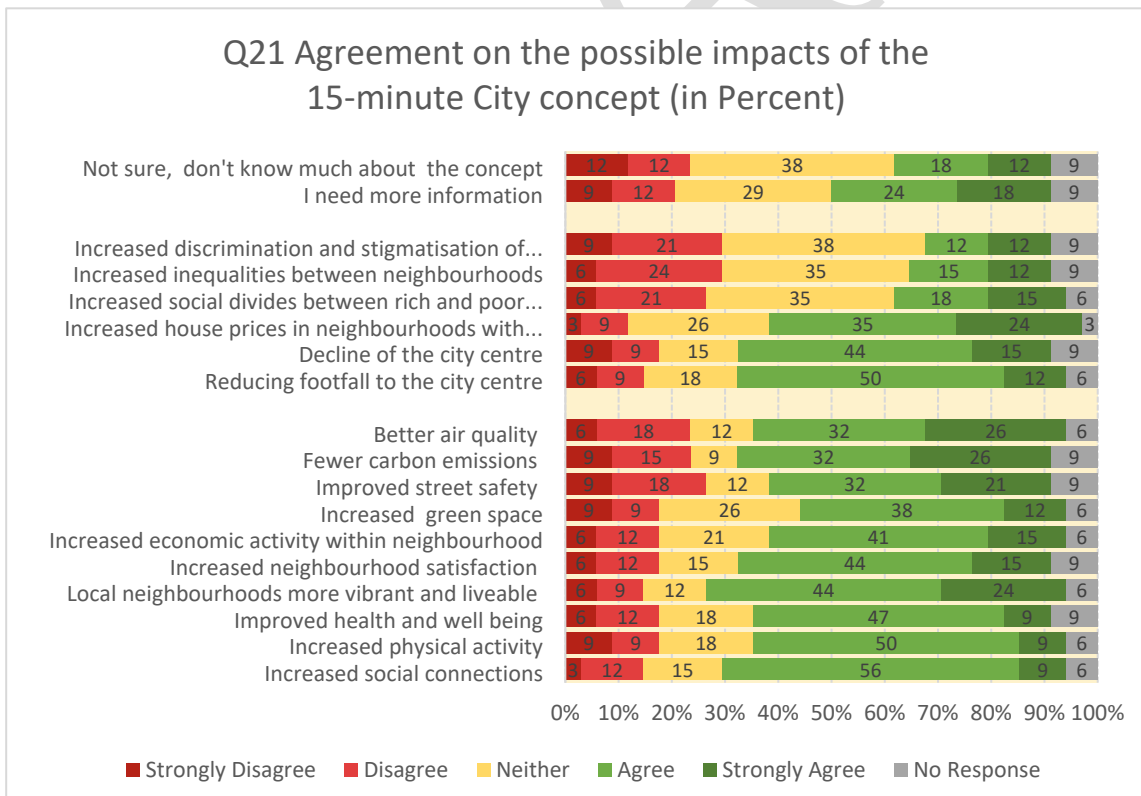
155. The Inquiry was also interested in residents’ views on whether **shared workspaces** are needed in their local neighbourhoods; 41% of respondents stated they did not know and 41% of respondents stated no shared workspaces are needed. This mirrors the findings

of this Inquiry’s own research⁵⁷, where 56% of respondents stated they were not aware of the remote or co-working provision available within 15 minutes’ walk or cycle from their home.

Possible Impact of implementing 15-minute city concept in Cardiff

156. The Inquiry was keen to understand views on the possible impacts of the 15-minute city concept being applied in Cardiff. Whilst responses to this Inquiry’s own research⁵⁸ were very low, they provide an interesting insight. In particular:

- a. 39% confirm they need more information to fully understand the implications
- b. 53% - 68% express agreement to the more positive impacts, such as improving air quality, reducing carbon emissions, improving the liveability of local neighbourhoods and improving street safety
- c. 59% believe it could lead to increased house prices in areas with more facilities
- d. 33% believe it could increase social divides between rich and poor
- e. 24% believe it could lead to increased discrimination and stigmatisation of poorer communities
- f. 27% believe it could increase inequalities.



⁵⁷ Available at Appendix 6

⁵⁸ Available at Appendix 6

157. This Inquiry’s own research⁵⁹ asked specific questions on how the **city centre** could be transformed as part of the 15-minute city concept, and found:
- a. 53% agree that the city centre could increase its role in:
 - Recreation
 - provision of green and communal space
 - tourism and visitors
 - access to culture and arts
 - b. 47% agree that the city centre will continue to ‘provide night-time economy’, eating and drinking establishments, as well as shopping and retail
 - c. 38% agree that the city centre could increase its role in highlighting its history.
158. This Inquiry’s own research⁶⁰ also asked specific questions on how **local and district centres** could be transformed as part of the 15-minute city concept, and found:
- a. 65% agree it could lead to increased footfall in local shops and businesses
 - b. 62% agree it could lead to increased amenities and facilities
 - c. 44% agree it could lead to increased provision of remote and co-working facilities.
159. Around half of respondents agree that the transformation of the local and district centres would increase the need for disabled parking (50%) and parking space for non-motorised vehicles (47%). The majority of respondents were in agreement that the provision for frequent and reliable public transportation (77%), safe walking routes (71%) and safe cycling routes (53%) are needed.

Implementing 15-minute city concept in Cardiff

160. This Inquiry noted that the Council’s Corporate Plan contains the following re 15-minute City:
- a. Establish a ‘15-minute city toolkit’ to accelerate district centre regeneration, including housing- and transport-led improvements
 - b. New Regeneration Strategy to support 15-minute principles
 - c. Support the vitality and viability of district and local centres and deliver the ‘15-minute city’ approach to all major centres by 2027.

⁵⁹ Available at Appendix 6

⁶⁰ Available at Appendix 6

161. This Inquiry therefore sought witnesses’ views on what Cardiff Council needs to do to successfully implement the 15-minute concept in Cardiff.

Leadership, Vision and Resources

162. This Inquiry heard from Gareth Jones, CEO - Town Square that it is important the Council is clear on what it wants to achieve from its commitment to a 15-minute city, and its economic objectives and mission.

163. Roisin Willmott, Director RTPI Cymru, explained it is important to recognise the role Cardiff plays as capital city and regional centre: it hosts the Senedd, cultural venues and events, large employers etc. and so the 15-minute model for Cardiff needs to recognise the need to continue to do this and balance this with need to ensure access to local services.

164. Adrian Field, Executive Director - FOR Cardiff, stated that care needs to be taken not to misconstrue the 15-minute city concept, highlighting that the need for a city centre hub is not negated by this concept and that local hubs are also needed. In his view, Cardiff has the balance right. Likewise, Jon Day, Operational Manager – Tourism and Investment, highlighted supporting the city centre and working to improve district and local centres need not be mutually exclusive; there is space for both in Cardiff, with district and local centres having their own, separate hierarchy compared to the city centre.

165. Roisin Willmott, Director RTPI Cymru, added that different approaches will be needed for the different areas of Cardiff – it is not a ‘one size fits all’ approach.

166. Councillor Lloyd Jones highlighted the need to cherish and nourish Cardiff’s countryside communities and enable people to live in a reasonable manner and not be isolated but be able to access services, such as GPs, by public transport. She highlighted this particularly applied to communities west of the river Taff, which forms a natural barrier.

167. With regards to resources, Jon Day, Operational Manager – Tourism and Investment, informed the Inquiry that Directorates are working together looking at what can be done with the tools and levers available and the resources available, including Welsh

Government's Transforming Towns programme, and UK Government's Shared Prosperity Fund.

Empowering Communities/ Community Engagement

168. Roisin Willmott, Director RTPI Cymru, stressed the importance of reaching out in different ways, to reach different audiences in different parts of the city. She highlighted that it is important to have different approaches to engage young people, older people, and all populations across the city, so that the Council understands the different pressures across Cardiff and how the 15-minute city approach needs to be tailored to meet these.
169. Roisin Willmott, Director RTPI Cymru, added that the Council could undertake community engagement to seek views on the replacement LDP vision and the detail for specific areas, to develop place plans. Whilst these place plans would not be part of the statutory LDP, they could be adopted as SPG, as long as they link back to policies in the replacement LDP. However, Roisin highlighted that this process is resource-intensive.
170. In addition, Roisin Willmott, Director RTPI Cymru, highlighted the need to integrate with neighbouring local authorities – it would not be possible to deliver a 15-minute city model in Cardiff without integration with neighbouring local authorities due to transport interconnectedness, and provision of regional services in Cardiff e.g., health services.
171. Cllr Goodway, Cabinet Member – Investment and Development, explained that he thought there should be a process of education for Cardiff residents, explaining what a 15-minute city means, what the Council is trying to achieve, and what safeguards are in place to manage unintended consequences.

Research, data and analytics

172. Rebecca Hooper, Operational Manager – Neighbourhood Regeneration highlighted that the Council has already commenced some mapping work for Cardiff, overlaying hubs, libraries, leisure centres, GP surgeries etc. with key transport schemes etc. to identify gaps in safe, walkable access to facilities. She explained there were areas to improve – such as access to schools - and that they would work to embed the 15-minute neighbourhood principles across the Council.

173. In terms of understanding usage patterns, Rebecca Hooper, Operational Manager Neighbourhood Regeneration, highlighted currently there is no effective measure of footfall in the district and local centres – her team rely on anecdotal evidence. She clarified that equipment to record district and local centre footfall is available but there is a cost for this.
174. Andrew Gregory, Director of Planning, Transport and Environment, told the Inquiry that the Council is trying to be more systematic about how it gathers and uses data and that it is recognised they need more metrics for district and local centres. He added that having better metrics would help the Council to better guide future use of district and local centres and help to have successful centres. Jon Day, Operational Manager Tourism and Investment also told the Inquiry that work needs to be done to look at ways to measure footfall.

Planning - Policy and Implementation

175. Andrew Gregory, Director of Planning, Transport and Environment stated that officers across Economic Development, Housing & Communities, and Planning, Transport & Environment Directorates are working together to develop a 15-minute neighbourhood toolkit. Rebecca Hooper, Operational Manager – Neighbourhood Regeneration added that the toolkit will help to embed the 15-minute neighbourhood principles across all work.
176. Rebecca Hooper, Operational Manager – Neighbourhood Regeneration, explained the Council’s new Regeneration Strategy will be informed by the Administration’s ‘*Stronger, Fairer, Greener*’ policy statement, and by the City Centre Recovery Action Plan – to ensure it fits with this – and that it will set the agenda for improvements to District and Local Centres and will embed 15-minute neighbourhood principles.
177. Jon Day, Operational Manager – Tourism and Investment, added that the regeneration strategy and 15-minute toolkit will help establish where monies should be directed. He highlighted that the number one issues raised by the public is the need for better active transport.

178. Members sought to understand whether existing strategies, such as the Economic Development Strategy that zones the city, will be reviewed and amended to include 15-minute neighbourhood principles. Cllr Goodway responded that the Economic Development Strategy would not be amended. Cllr Goodway highlighted there is a need for a balanced approach across the city and a need to manage expectations.
179. Roisin Willmott, Director RTPI Cymru, stressed that it is important 15-minute principles are enshrined in Cardiff's Local Development Plan as this sets the strategy for how places are developed and managed in Cardiff e.g., housing, employment and transport systems.
180. Andrew Gregory, Director of Planning, Transport and Environment, told the Inquiry that the published replacement Local Development Plan (RLDP) Vision and Objectives focuses on well-being and quality, on joining up 15-minute nodes, setting out the aspiration for Cardiff to be a 15-minute city. He continued that:
'..the whole agenda of 15-minute neighbourhoods is central to the RLDP and is one of the key planks informing the RLDP, alongside One Planet Cardiff, City Centre Recovery Action Plan, Transport Strategy, and the Economic Development Strategy.'
181. Andrew Gregory elaborated that the RLDP will include the principles of 15-minute neighbourhoods in its policies. He explained there are a variety of ways the Council could detail its requirements re 15-minute neighbourhoods, including
- a. An SPG – the RLDP policies will provide the required hooks for an SPG – however, this may not be the right route to use as SPG focuses on guiding development and there may not be any development in areas where trying to improve neighbourhoods, for example a lot of the district centres do not have development opportunities, so an SPG would not be of much use in addressing issues in these centres.
 - b. A standalone policy – in the same way that One Planet Cardiff is a standalone policy that goes across the Council and guides policy and delivery across directorates
 - c. Integration in existing policies – which would require review and amendment of these policies.

182. Andrew Gregory clarified that it is a political choice whether to have a specific SPG on 15-minute neighbourhoods or whether to have a standalone policy on this or whether to weave it into wider strategies that sit alongside the RLDP.
183. Members sought clarity on what needs to go into the RLDP to secure 15-minute neighbourhoods. Councillor Wild, Cabinet Member – Climate Change responded:
- a. The evidence from this Inquiry is really helpful and this Inquiry should inform the development of the RLDP
 - b. Virtually everything in the RLDP should help to secure 15-minute neighbourhoods e.g., transport - active travel, public transport
 - c. Density is key
 - d. RLDP focuses on sustainable development and so it supports 15-minute neighbourhoods.
184. With regard to the use of S106 funding, Councillor Wild, Cabinet Member – Climate Change stressed that s106 funding will not be able to deliver everything that a community might need – the Council has to prioritise what it seeks from s106. Andrew Gregory, Director of Planning, Transport and Environment elaborated that it is a political view what items to ask via the s106 route. Councillor Goodway, Cabinet Member – Investment and Development highlighted that lots of Cardiff does not have development and so will not have s106 monies available to improve them.
185. Roisin Willmott, Director RTPI Cymru, suggested Cardiff Council consider signing up to the Placemaking Wales Charter, which can assist with knitting together all elements. She highlighted that other local authorities in Wales have done so, e.g., Neath Port Talbot Council, as well as professional bodies such as RTPI, and housing associations and private developers. The Design Commission for Wales, which help to develop the Charter, provides support on implementing the Charter. [Placemaking Charter - Design Commission for Wales \(dcfw.org\)](https://www.dcfw.org)

Retrofitting existing estates

186. Members sought to understand the specifics of how planning could assist with implementing 15-minute city principles, for example on existing estates lacking facilities.

Members noted that the TCPA’s report⁶¹ highlights the following actions once research and data gathering had been completed:

- a. Urban retrofitting
 - Identify and model potential interventions such as new walking routes, cycle routes, crossings, or facilities such as cafes, co-working spaces etc.
 - Restore connectivity
- b. Post-War development retrofitting
 - Long term strategic approach required to tackle low density, car-dependent design – develop clear, compelling vision

187. Roisin Willmott, Director RTPI Cymru, elaborated that it is difficult to address lack of facilities in established estates where the Council does not own land. She clarified that it would require engagement with the local community to understand what they need and what they could provide themselves, and what requires council support. For the latter, this would require holistic thinking from the Council, rather than silo working, so that if new housing were being developed alongside the estate or if housing were being regenerated within the estate, the Council would approach this with the community’s identified needs in mind and integrate as much as possible into the proposed housing.

New Estates

188. Members sought to understand the specifics of how planning could assist with implementing 15-minute city principles on new build estates. Members noted that the TCPA’s report⁶² highlights the following actions once research and data gathering had been completed:

- a. Urban Extensions and New Settlements
 - Take a holistic view – improve connectivity and add facilities that benefit existing and new community
 - Avoid ‘bolt-on’ estates
 - Avoid car dependency – focus on transit-oriented developments.

⁶¹ 20-Minute Neighbourhoods – Town and Country Planning Association March 2021 – downloaded 21 October 2022 [20MN_Main.qxd \(tcpa.org.uk\)](#)

⁶² As above

189. Roisin Willmott, Director RTPI Cymru, highlighted that the Cranbrook estate in Devon does this⁶³. She elaborated that the key is to get infrastructure up-front – for example, community buildings, roads, public transport etc., so that residents' habits are shaped from first occupation – if someone moves in and has to buy a car as public transport/ active travel routes are not in place, then they are unlikely to stop using the car once these facilities are put in place. With regards to roads, Roisin explained these are often finished last to avoid them being damaged by construction traffic but that they could be provided and then finished prior to occupation – it is a matter of timing.

Density

190. Members sought to understand the role of density in 15-minute cities, noting that Professor Carlos Moreno, had stated there must be enough people to support a diversity of businesses in a compact land area but that this does not need to be high-rise; low-rise density can be sufficient.
191. Roisin Willmott, Director RTPI Cymru, explained that if there is very low building density with sprawling suburbs, this makes a 15-minute city more difficult due to scale of development; the denser the development, the easier it is, partly because of economics (selling more units, so more monies to use for community facilities/ infrastructure). Therefore, the Council needs to ensure developers are given clear upfront guidance on the expectations for developments to address issues in later viability discussions.
192. Gareth Jones, CEO - Town Square, highlighted that co-working can fit with 15-minute city principles. However, it is important to realise that larger co-working models require population density, so co-working spaces need to be located where there is sufficient population within a 15-minute cycle/ walk.
193. Councillor Wild, Cabinet Member – Climate Change, highlighted that increasing density, for example by having more housing, increases footfall and this in turn helps improve the viability of district and local centres and the city centre.

⁶³ [Cranbrook, Devon - Wikipedia](#) At the start of the development, UK Government had a fund which would provide the investment budget for upfront infrastructure e.g., school and railway station and the developer would repay once houses were occupied (and there was a cash flow). However, it looks as though the development has not provided the retail services promised. On the latter note the Vale of Glamorgan Council has used its enforcement powers to ensure retail is provided on the Barry Waterfront sites.

Viability

194. In terms of viability, this Inquiry heard that Julie James MS, Minister for Climate Change, has highlighted that the current development process focuses on '*viability of development*' rather than '*viability of place*' and that this needs addressing to meet the Well Being of Future Generations Act requirements.

195. Roisin Willmott, Director RTPI Cymru, elaborated that it is key Cardiff Council does the following re viability:

- a. Be very clear about what is needed in Cardiff
- b. Be very clear with developers what Cardiff Council expects and what is required – be upfront about it
- c. Ensure that there are appropriate planning policies
- d. Ensure that planning officers receive back-up in negotiations
- e. Be realistic – focus on what is really needed at that site.

Public Transport

196. The results from the Ask Cardiff survey and this Inquiry's own survey highlight the need to improve public transport in Cardiff. In addition, Creative Cardiff/ Creative Economy Unit highlighted the need for improved public transport provision specifically later in the evening/ night, explaining that this would help to address social disparity both within Cardiff and within the region:

- a. Creatives often work later hours and the lack of public transport in the evenings makes it difficult for them to travel home safely.
- b. The lack of public transport in the evenings means that people in the region are not able to benefit from the cultural offer of Cardiff as either a consumer or an employee. This is a problem economically and socially – it limits cultural programming and also prevents people who live outside the immediate city (e.g., within a short taxi journey) from working in the city.
- c. The lack of late-night transport availability also has an economic impact, cutting the potential trading hours for businesses and also reducing the potential pool of industry employees.

Active Travel Routes

197. This Inquiry is clear that active travel is a fundamental component of 15-minute cities, enabling safe routes to local amenities and facilities. The results from the Ask Cardiff survey and this Inquiry’s own survey highlight the need to further improve active travel routes, particularly safe walking routes.
198. Roisin Willmott, Director RTPI Cymru, explained that the current Welsh Government 21st Century Schools guidance lacks an active travel aspect but that this is a critical part of ensuring the connectivity of the school. Therefore, Cardiff Council needs to consider whether there are active travel routes that enable pupils, teachers, and staff to access the school by active travel and/or public transport.
199. FSB Cymru highlighted that their members support the need for decarbonisation but have concerns that a focus on active travel will affect businesses that require a vehicle to carry their business tools/ supplies, for example, plumbers, and businesses that travel across Cardiff, for example carers. They therefore called on Cardiff Council to:
- a. work with all tiers of government – UK and Welsh – to provide advice and support to businesses to show them how some of them could utilise active travel, whilst at the same time ensuring those businesses that do require a vehicle are supported to use an electric vehicle by installing infrastructure and providing advice and guidance and lobbying for incentives for electric vehicles for businesses.
 - b. Provide clarity of whether there is going to be a congestion charge and how this will take into account businesses’ needs to travel across Cardiff.

Provision of Childcare

200. Gareth Jones, CEO -Town Square, highlighted the need to think about the provision of childcare as part of the 15-minute city implementation, to ensure working parents, particularly mothers, are supported, stating:

‘we need to encourage entrepreneurship and make Cardiff more entrepreneurial so need to think about wraparound childcare’

Provision of co-working spaces

201. Gareth Jones, CEO - Town Square, highlighted the need to map 15-minute walk/cycle communities and overlay this with coworking provision to identify the gaps in Cardiff’s provision. It would then be important to ask why those areas lacked provision. He highlighted that the Council could use development to assist in building 15-minute communities by looking to include coworking space in new communities, not just housing, for example the Llandaf BBC site, and/ or innovation space, for example near the Heath Hospital’s Medi-Centre.

Monitoring and Evaluation

202. Andrew Gregory, Director of Planning, Transport and Environment, told the Inquiry that outcomes would be focused on via other strategies rather than the LDP.

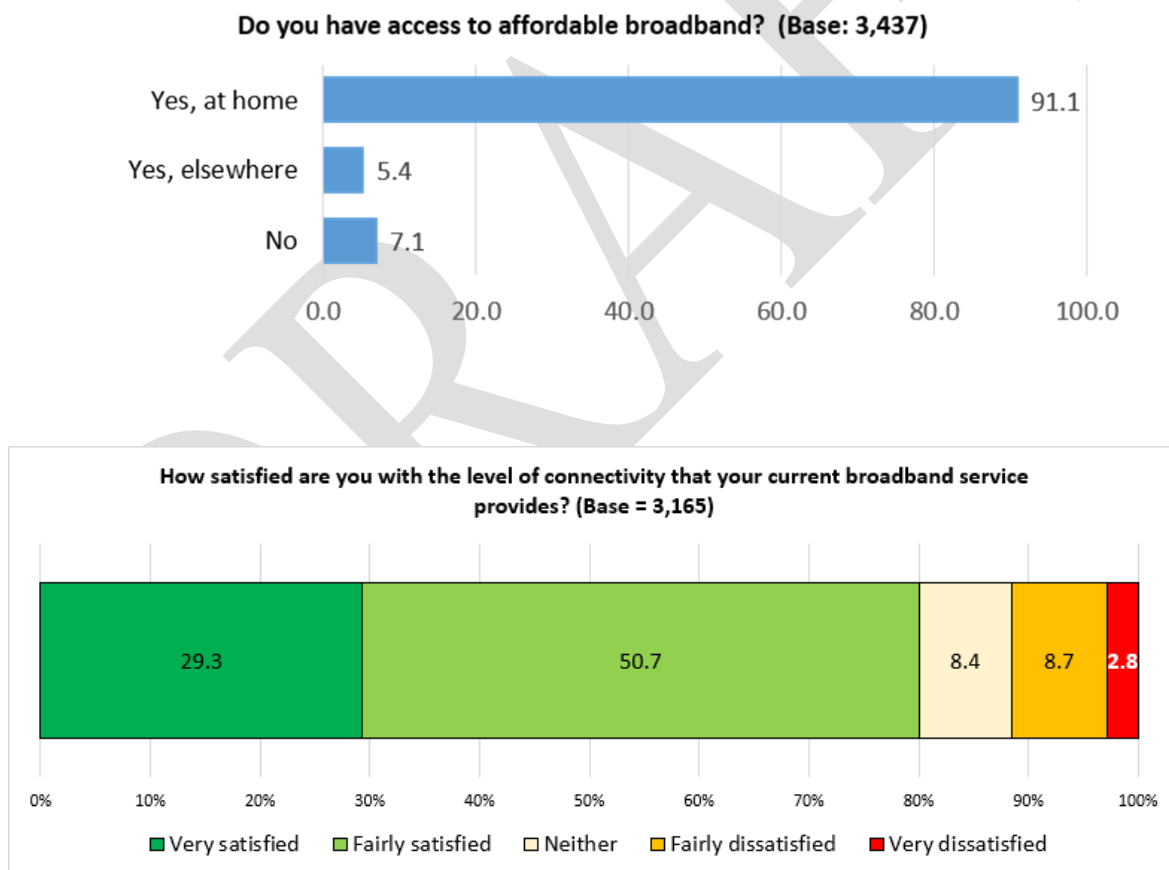
203. Rebecca Hooper, Operational Manager Neighbourhood Regeneration, explained currently her team undertake surveys prior to starting a project to gather residents’ views on safety, access to facilities, provision of facilities etc. and then they repeat the survey after the work so that they can see whether the project has addressed the main issues. They also look at vacancy rates, ASB data etc.

BROADBAND

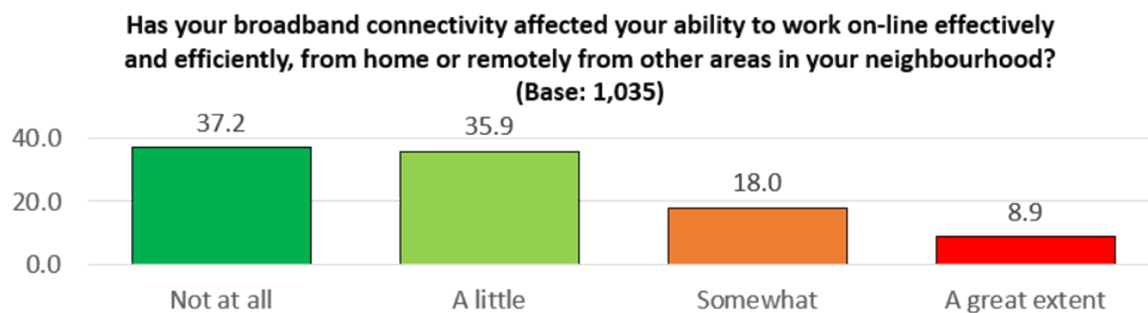
Broadband Provision in Cardiff

204. This Inquiry paid to include questions in the recent Ask Cardiff survey⁶⁴ to find out respondents’ access to affordable broadband and whether or not they were satisfied with their level of connectivity.

205. The findings show the vast majority of respondents have access to affordable broadband (91% at home and 5% elsewhere) and are fairly or very satisfied with their level of connectivity (80% overall). However, 63% say that broadband connectivity has affected their ability to work on-line effectively, with 18% saying it has affected them somewhat and 9% affected them to a great extent.



⁶⁴ See Appendix 7



206. In addition, the bespoke survey undertaken for this Inquiry, available at Appendix 6, found 54% of respondents indicated that their broadband connectivity has to some extent affected their business operations or their ability to work remotely. Of those affected:

- a. 82% stated this had limited their ability to work remotely
- b. 63% stated this has affected their reach of customers
- c. 60% stated this had affected their access to information and/or software to support business processes
- d. 57% stated this had affected their ability to market goods and services provided.

207. Most witnesses to this Inquiry felt that Cardiff is well served by broadband and highlighted that 5G presents opportunities, albeit that it is not as secure as enterprise broadband. However, Creative Cardiff/ Creative Economy Unit emphasised the need for very strong connectivity in Cardiff to enable the screen sector to remain competitive at a global level, highlighting that this is an area with potential for the highest job growth and the need to future-proof it by ensuring the right infrastructure is in place to attract investment and create a growth-ready climate. They stated:

We would therefore urge Cardiff Council to explore opportunities for embedded 5G broadband as a priority. Whilst recognising the financial burden of such investment as a time of increasing budget pressures, not responding to this need will materially negatively impact the ability of the city’s creative businesses to ‘bounce-forward’ and drive future jobs, growth and resilience as we recover from the pandemic. We would also recommend the exploration of possible corporate partnerships to realise these ambitions at a time of budget cuts.’

Local Broadband Project

208. The Council has been successful in a £7.7m bid for funding to help address areas receiving poor broadband services across the city. Work by Welsh Government has identified there are circa 20,000 properties in Cardiff that are not included in commercial plans for FTTP Gigabit roll -out.
209. The Local Broadband Project will use the Welsh Index of Multiple Deprivation (WIMD) to prioritise which premises to tackle first, followed by best value. To do this, the project will work out how best to deliver Gigabit by aligning with suppliers' programmes, exchange by exchange i.e., if suppliers are already in the area and doing work, they will 'piggy-back' on this to reduce costs. The project will focus on target sites to make other sites nearby more affordable for the market to fund. A procurement exercise is being undertaken to enable the Council to benefit from suppliers' expertise, as they are required to submit a proposed programme based on WIMD, their programme, and best value. Submissions will be scored and then the tender awarded.
210. The Council is also working to improve the broadband duct network by utilising a '*Dig Once*' approach, to see where broadband ducts can be installed prior to reinstatement, for example recent cycle lane improvements. This helps to reduce the costs of providing broadband, particularly in areas of the city where it is expensive to excavate/ reinstate, such as the city centre. Providing ducting will also help improve access for smaller suppliers, which in turn will boost competition which will help to drive prices down, making it less costly. In addition, there is a group of council officers who work with suppliers to best co-ordinate works aligned with the management of the city for example, to minimise disruption during event days.
211. The Local Broadband project runs till 2025; officers informed the Inquiry that whilst £7.7m will go a long way to tackling poorly served premises in Cardiff, it is not possible to know exactly how many premises will be included until procurement is concluded.

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APPROACH TAKEN

- M1. Members undertook this Inquiry during October 2022 – January 2023.
- M2. Members received evidence from the following internal stakeholders who attended question & answer sessions and contributed to a panel discussion:
- Cllr Russell Goodway – Cabinet Member – Investment & Development
 - Cllr Chris Weaver – Cabinet Member – Finance, Modernisation & Performance
 - Cllr Caro Wild – Cabinet Member – Climate Change
 - Phil Bear – Head of ICT
 - Jon Day – Operational Manager – Tourism & Investment
 - Mandy Evans – Local Broadband Fund Project Manager
 - Andrew Gregory – Director of Planning, Transport & Environment
 - Gladys Hingco – Principal Scrutiny Research Officer
 - Rebecca Hooper – Operational Manager – Neighbourhood Regeneration
- M3. Members also received evidence from the following external stakeholders:
- Rob Bassini – FSB Cymru
 - Adrian Field – Executive Director - FOR Cardiff
 - Peter Hall – Business Owner – Llandaff High Street
 - Gareth Jones – Chief Executive – Town Square
 - Phil Kaye – Business Owner - Wellfield Road
 - Jess Mahoney – Creative Economy Unit/ Creative Cardiff
 - Richard Sewell – Head of Digital Infrastructure – Welsh Government
 - Adam Sparkes – Community Manager – Cwrt Coworking, Llanishen
 - Richie Turner – Incubation Manager, Stiwdio – University of South Wales
 - Roisin Willmott – Director – Wales & Northern Ireland - RTPi
- M4. Scrutiny Services paid for questions relevant to this Inquiry to be included in the Council’s Ask Cardiff survey, available for all residents to complete. The provisional results are shown at Appendix 7 and integrated where relevant in the report where relevant.

- M5. Scrutiny Research also undertook a bespoke survey targeting remote workers, small businesses, and city centre, local and district centre traders. The report is attached at Appendix 6 and integrated in the report where relevant.
- M6. To inform the Inquiry, Members were provided with briefing reports ahead of each meeting. These have been synthesised in the report.
- M7. The evidence has been used to identify suitable findings from the Inquiry.

FINANCIAL IMPLICATIONS

The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications.

LEGAL IMPLICATIONS

The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without modification. Any report with recommendations for decision that goes to Cabinet / Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal power of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. standing orders and financial regulations; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

COMMITTEE TERMS OF REFERENCE

- To scrutinise, measure and actively promote improvement in the Council's performance in the provision of services and compliance with Council policies, aims and objectives in the area of economic regeneration.
 - Cardiff City Region City Deal
 - Inward Investment and the marketing of Cardiff
 - South East Wales Economic Forum
 - Economic Strategy & Employment
 - European Funding & Investment
 - Small to Medium Enterprise Support
 - Cardiff Harbour Authority
 - Lifelong Learning
 - Leisure Centres
 - Sports Development
 - Parks & Green Spaces
 - Libraries, Arts & Culture
 - Civic Buildings
 - Events & Tourism
 - Strategic Projects
 - Innovation & Technology Centres
 - Local Training & Enterprise

- To assess the impact of partnerships with and resources and services provided by external organisations including the Welsh Government, joint local government services, Welsh Government Sponsored Public Bodies, and quasi-departmental non-governmental bodies on the effectiveness of Council service delivery.
- To report to an appropriate Cabinet or Council meeting on its findings and to make recommendations on measures, which may enhance Council performance or service delivery in this area.

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Economy & Culture Scrutiny Committee Membership



Councillor Peter Wong
(Chairperson)



Councillor Rodney Berman



Councillor Catriona Brown-Reckless



Councillor Stephen Cunnah



Councillor Jane Henshaw



Councillor Peter Huw Jenkins



Councillor Helen Lloyd Jones



Councillor Daniel Naughton



Councillor Sara Robinson

APPENDICES

Appendix 1 – Strategy and Plan Extracts

[Welsh Government - Programme for Government - Update](#)

Key aspects relevant to this Inquiry:

1. Enable town centres to become more agile economically by helping businesses to work co-operatively, increase their digital offer and support local supply chains, including local delivery services
2. Seek a 30% target for working remotely
3. Deliver the Digital Strategy for Wales and upgrade out digital and communications infrastructure
4. Support 80 re-use and repair hubs in town centres
5. Expand arrangements to create or significantly enhance green spaces
6. Introduce legislation permitting local authorities to raise a tourism levy
7. Engage with arts, culture and heritage sectors to develop a new culture strategy
8. Make 20mph the default speed limit in residential areas
9. Ban pavement parking wherever possible
10. Increase the use of equity stakes in business support
11. Support the development of a register of empty buildings and help small businesses move into vacant shops
12. Develop new remote working hubs in communities
13. Invest in travel options that encourage public transports and support walking and cycling
14. Develop masterplans for towns and high streets
15. Empower communities to have a greater stake in local regeneration
16. Create more community green space in town centres
17. Repurpose public space for outdoor events, markets, street vendors, pop up parks and parklets

Cardiff Council Strategies and Plans

- a. Several of the Council's existing strategies and plans are relevant to this Inquiry, including:
 - Corporate Plan 2022-25
 - Recovery & Renewal Plan
 - City Centre Recovery Action Plan.
- b. The Council is also developing further strategies and plans that are relevant:
 - Music Strategy
 - Cultural City Compact/ Cultural Strategy
 - Tourism Strategy
 - Events Strategy
 - Regeneration Strategy
 - Replacement LDP.

Topic	Commitment	Source
District and Local Centres		
	Securing Welsh Government Targeted Regeneration Investment Programme funding for South Riverside Business Corridor, Roath & Adamsdown business corridor, Cowbridge Road East, and wider district and local centres	Corporate Plan
	New Regeneration Strategy by February 2023 to support district and local centres (aligning with WG Transforming Towns Programme)	Corporate Plan Recovery & Renewal Plan
	Supporting the vitality and viability of district and local centres	Corporate Plan
	Applying good place-making principles to the city centre, major new settlements and developments, as well as existing communities	Corporate Plan
	Public realm improvements	Recovery & Renewal Plan
	Greening of spaces	Recovery & Renewal Plan
	Investment in active travel – safe and segregated cycling routes, safe walking routes	Recovery & Renewal Plan
	Additional promotion – via ‘Visit Cardiff Neighbourhoods’ campaign	Recovery & Renewal Plan
	Consider the expansion of existing city centre management arrangements to include district centre management to keep each centre clean, attractive and vibrant	Recovery & Renewal Plan
City Centre		
	Implement City Centre Recovery Action Plan	Corporate Plan
	Establish new city centre management arrangements, with a stronger partnership with the Business Improvement District	Corporate Plan Recovery & Renewal Plan
	Work with partners, including FOR Cardiff, to adapt and re-purpose the city for post-Covid recovery	Corporate Plan
	Establish new events strategy and invest in visitor infrastructure to promote Cardiff as a visitor destination	Corporate Plan
	Apply good place-making principles to city centre	Corporate Plan
	City centre marshals	Recovery & Renewal Plan
	New permit arrangements for businesses	Recovery & Renewal Plan
	Animation of key locations	Recovery & Renewal Plan

New squares, green streets with proposed new public spaces at St Mary Street south, Greyfriars Road, Park Place, and Metro Central south	Recovery & Renewal Plan
Cycle loop around the city centre to connect each of the key city cycleways with each other	Recovery & Renewal Plan
Parklets, street greening and more flexible outdoor uses of public space across the city centre	Recovery & Renewal Plan
Work with Welsh Government’s Transforming Towns programme to support city centre regeneration schemes, street frontage improvements and public spaces	Recovery & Renewal Plan
Workspace	
Support development of new commercial premises for post-covid demand for workspace	Corporate Plan
Working with partners to attract investment into innovation and start-up space across the city and support the sector in adapting to the requirements of a post Covid economy	Corporate Plan
Develop proposals for a ‘meanwhile use’ and incubator space programme for empty and underutilised properties and places	Recovery & Renewal Plan
Support investment in co-working, innovation and start-up hubs within our city’s communities, including touch-down hubs for public sector workers, focussing on areas of highest deprivation as a starting point	Recovery & Renewal Plan
Establish plans for new creative hubs for businesses both in the city centre and in our district centres, providing flexible space for artists and creatives across Cardiff	Recovery & Renewal Plan
Support the development of a new Tramshed Tech network in the city to provide a full spectrum of support for emerging tech business, developing space, skills support, networks and links with finance for new and established businesses	Recovery & Renewal Plan
Support the development of a business case for a new Life Sciences Park with the Cardiff and Vale University Health Board that accelerates the development of the city-region’s life sciences sector, and attracts the best start-up businesses in the sector	Recovery & Renewal Plan
Bring forward proposals for incubation space and business expansion space for the fintech, creative and cyber security sectors.	Recovery & Renewal Plan
Businesses/ Sectors Support	

Work with Cardiff Clwstwr Creadigol to support the growth of creative enterprises in the city	Corporate Plan
Develop proposals for a new creative hub in the city centre to support production and performance	Recovery & Renewal Plan
Develop a new creative partnership for Wales in the heart of Cardiff Bay to develop more home-grown productions and support local jobs and businesses	Recovery & Renewal Plan
Support Cardiff Music Board – develop an annual international music festival that supports the local cultural sector	Corporate Plan
Develop a Cultural City Compact and take forward a new Cultural Strategy	Corporate Plan
Support own businesses in developing our visitor economy by establishing home-grown events sector	Corporate Plan
Work with Welsh Government to establish a tax and regulatory environment that can accelerate recovery	Corporate Plan
Signposting and promotion of business support scheme	Recovery & Renewal Plan
Establish an Equity Fund for high growth businesses in the city	Recovery & Renewal Plan
15-minute City	
Establish a '15-minute city toolkit' to accelerate district centre regeneration, including housing- and transport-led improvements	Corporate Plan
New Regeneration Strategy to support 15-minute principles	Corporate Plan
Support the vitality and viability of district and local centres and deliver the '15-minute city' approach to all major centres by 2027	Corporate Plan

Appendix 2 – Impact on Small Businesses

In November 2022, FSB (UK) issued a press release⁶⁵ regarding the **impact of rising energy bills**, highlighting:

- 63% say energy costs have increased this year compared to last year – 44% report a doubling of bills, 19% report a tripling or higher of bills
- 46% have already raised prices but these do not cover full cost increases
- 25% small firms plan to close, downsize or restructure if energy bills relief ends in April 2023 – this rises to:
 - 42% in accommodation and foods sector
 - 34% in wholesale and retail
 - 29% in manufacturing
- 44% of small firms expect to further raise prices if energy bills relief ends in April 2023
- 18% will keep prices the same because customers cannot afford further increases
- 30% have frozen growth plans due to soaring energy costs.

FSB (UK) has suggested the UK Government:

- Continue support under the current Energy Bill Relief Scheme to avoid a cliff edge on April 1, 2023
- Consider the size, not just sector or geography, of firms when determining which businesses are vulnerable, and therefore entitled for further support
- Maximise planning certainty over the long-term so that small businesses can plan ahead, and
- Help small businesses to invest in energy efficiency, through incentives like voucher schemes.

FSB Cymru informed this Inquiry an FSB UK survey shows that, in October 2022,:

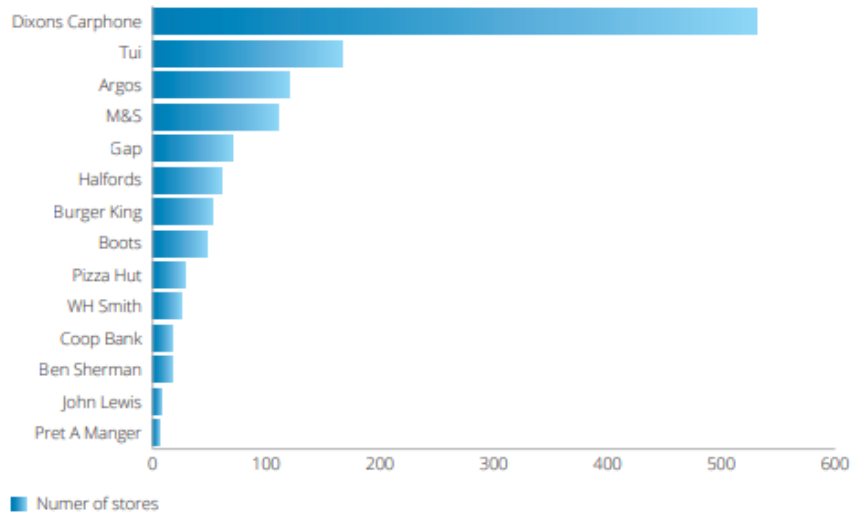
- 89% of businesses surveyed said costs rising over past year
 - 38% said costs rising significantly
 - 60% said utilities / energy have increased significantly
 - 48% said materials and other inputs have increased
- 43% said revenue decreasing – up from 31% in previous quarter
 - 41% said they expect revenue to decrease in next quarter
- 50% said they expect to grow
- 50% said access to credit is an issue
 - 46% only successful in accessing credit
- 54% said late payments are an issue

⁶⁵ [One in four small firms plan to close, downsize, or restructure if energy bills relief ends in April next year, new survey reveals | FSB, The Federation of Small Businesses](#)

Appendix 3 – High Streets

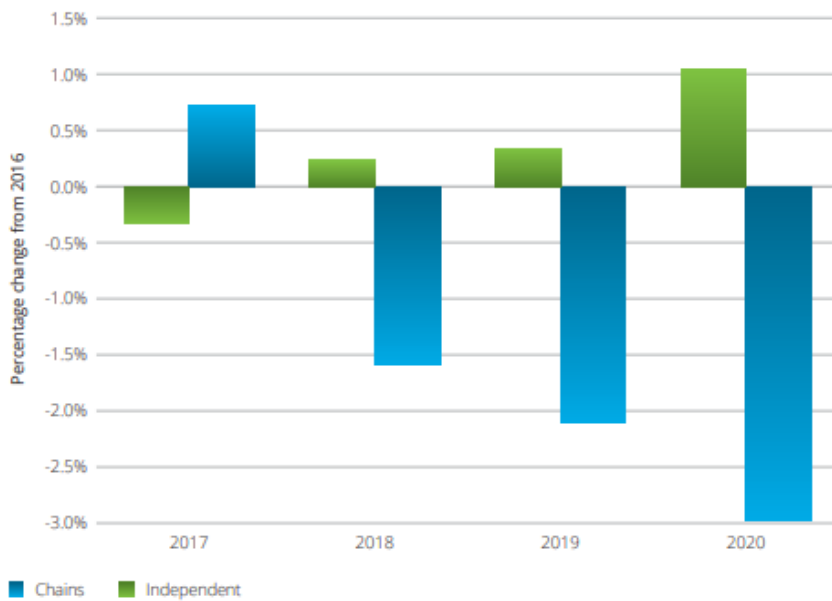
What next for the high street?: part two – A revival – Deloitte – January 2021:

Figure 1. Announced store closures 2020



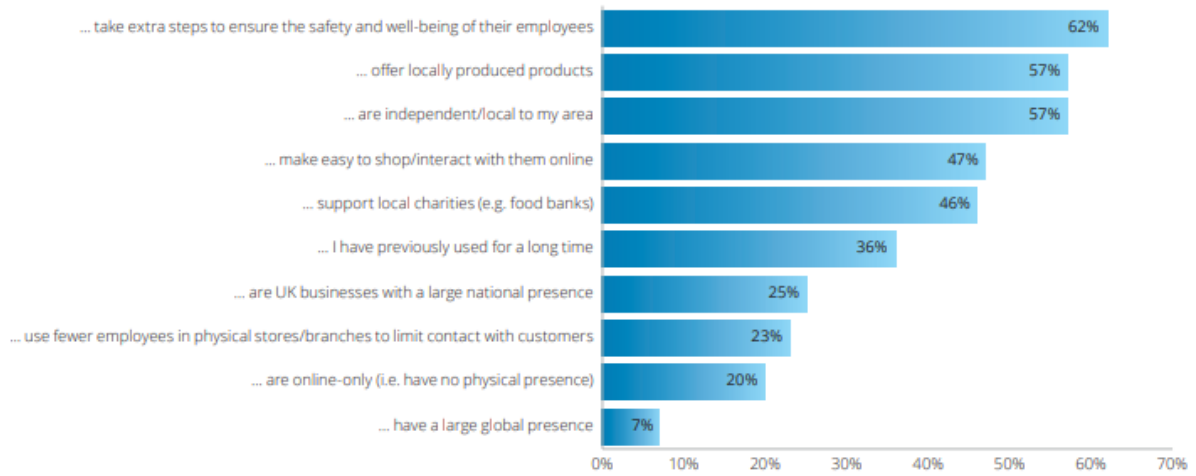
Source: Deloitte LLP

Figure 2. Percentage change in independent and chain shops from 2016



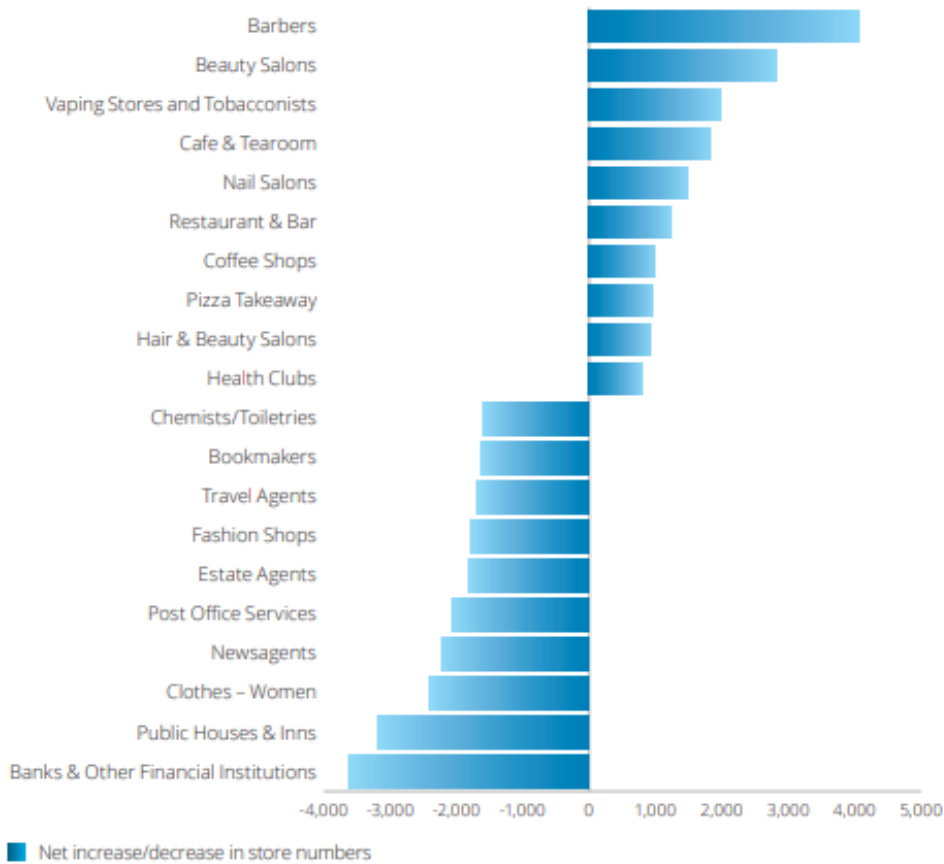
Source: Deloitte LocationEdge/Experian

Figure 3. Following the original lockdown, respondents have been more likely to spend money at businesses that ...



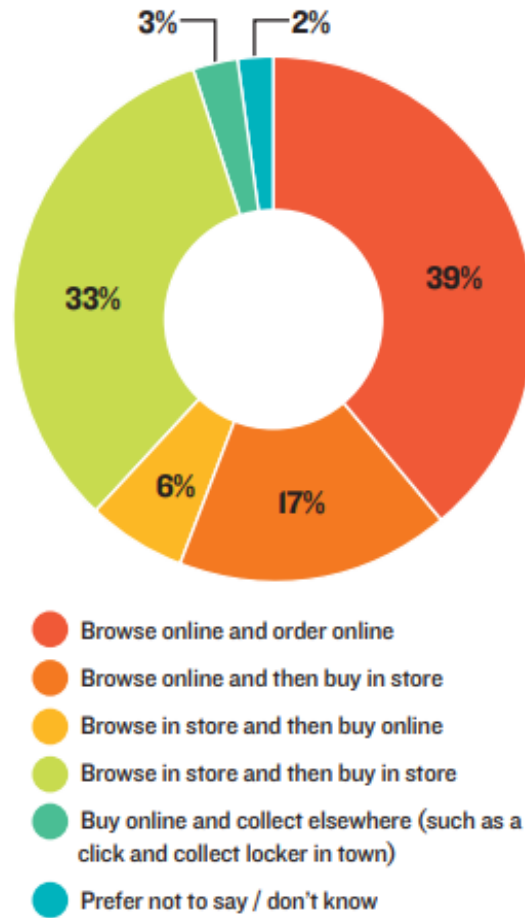
Source: Deloitte Digital

Figure 4. Top ten growing and declining subcategories - Net change in store numbers since 2013



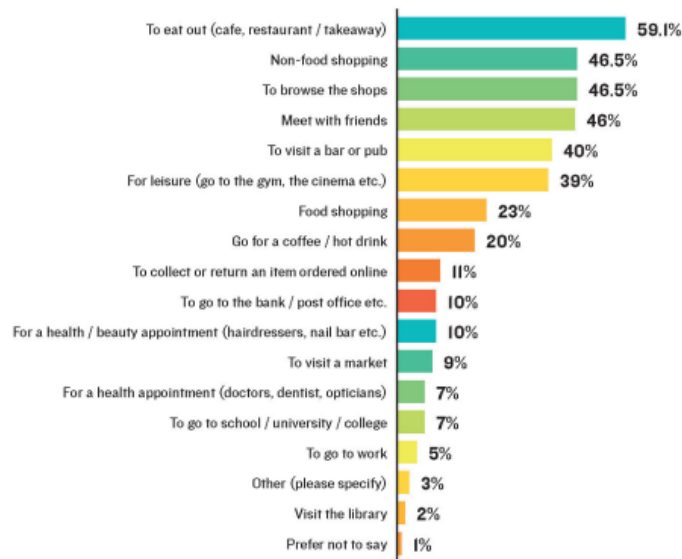
Source: Local Data Company

Figure 1: Young People’s preferred shopping methods



Source: Lichfields survey of 16-25 year olds - September 2019

Figure 3: What are the main reasons why young people visit town centres?



Source: Lichfields survey of 16-25 year olds - September 2019

- Deloitte highlight that high streets must:
 - reflect local demographics – not every high street needs an artisan bakery
 - reflect changing shopping habits –
 - provide retail for ‘self’ rather than ‘stuff’ e.g., barbers, beauty salons, cafés, coffee shops, tearooms, restaurants, bars, takeaways
 - recognise rise in ethical shoppers who care how staff and customers are treated, who care about supply chains and environmental issues
 - create the right environment – not necessarily expensive ‘bright lights’ experiences, but warm, welcoming, friendly, personalised services etc.⁶⁶

- Deloitte highlight the need to:
 - Rethink the landlord tenant relationship – as economic partners not opponents
 - Shape and fund regeneration – reflect unique local identity and capitalise on strengths.⁶⁷

- This Inquiry heard that it is also important to:
 - Have investments and policies designed to increase consumer demand
 - Improve the skills of residents – higher-skilled residents have higher wages on average – increases local demand for goods and services⁶⁸
 - Create the right conditions for businesses to locate –high-quality office space and ‘experience’ leisure economy
 - Use planning powers to move high streets from an over-reliance on retail towards the ‘experience’ leisure economy.⁶⁹

- Centre for Cities argues
‘To secure the long-term future of British high streets we require a rethink of regeneration strategies, strengthening the role city centres play as a place of production, not just consumption. Policy must focus on improving the skills provision of city residents and making city centres more attractive places for knowledge-based businesses.’

⁶⁶ What next for the high street?: part two – A revival – Deloitte – January 2021 – downloaded 14 October 2022

⁶⁷ As above

⁶⁸ Evidence Briefing: local growth, high streets and town centres – What Works Centre for Local Economic Growth - 2021

⁶⁹ [High streets | Centre for Cities](#)

“Good jobs and a strong local economy are the keys to saving high streets. Any interventions that seek to improve cities’ amenities without boosting consumer spending power are doomed to fail from an economic perspective.” – Andrew Carter, Chief Executive of Centre for Cities⁷⁰

- The Arup report ‘Towards Superbia’ (2022)⁷¹ imagines local high streets where shops, car parks and empty lots are adapted into art galleries, maker spaces, co-working offices, health centres and playgrounds, connected by contemporary public transport with safe walking and cycling networks linking to communities.

- The Arup report recommends:
 - 3 immediate interventions:
 - Deliver low-cost workspace to support start-ups, training and close to home working
 - Utilise vacant shops as ‘test sites’ for new businesses that could include hospitality and retail
 - Redesign the street by widening footpaths to support social distancing, provide space for cafes and create accessible transport stops
 - 5 longer term recommendations to bounce forward into Superbia, including the following that are relevant to this Inquiry:
 - Diversify our suburban main streets to meet new needs – flexible co-working and co-learning spaces, tactical interventions in the public realm to activate local community facilities, support local business with digital skills, networking and local retail champions
 - Prioritise walking and cycling improvements – especially around local centres
 - Innovate the funding and delivery mechanisms - e.g., meanwhile uses for spaces, collaboration and partnerships including suburban BIDS.⁷²

⁷⁰ [High streets | Centre for Cities](#) – downloaded 23 November 2022

⁷¹ [Towards Superbia - Arup](#) – downloaded 24/11/22

⁷² [Towards Superbia - Arup](#) – downloaded 24/11/22

- In September 2021, Audit Wales published their report '*Regenerating Town Centres in Wales*', which sets out their findings of how local authorities are managing and regenerating their town centres.
- The Audit Wales report highlights that local authorities, along with Welsh Government: '*..need to deliver integrated solutions and make brave decisions going forward, providing honest, strong and dynamic leadership. Local authorities are well-placed to prioritise and led on place planning but need to be clear on the purpose of their town centres and involved public sector partners, the third sector, town and community councils, communities and businesses in decisions. Valuing and using information to fully understand problems and identify the best solutions have to be improved. Local authorities will also have to become increasingly more interventionist to address the challenges facing town centres.*'
- The report highlights that local authorities need to apply the 4 Is:
 - Intention – have a clear vision with a plan for change – set out ambitions and show drive and direction and recognise interconnectedness of places. Consider alternative uses such as housing, arts, culture, leisure, public realm, green and blue spaces.
 - Involvement – involve communities and businesses in designing place plans, utilise BIDS
 - Informed – strengthen quality and scope of data, don't simply rely on footfall and empty properties, but seek to understand catchment demographics and shopping patterns, utilise digital data on travel movements, parking, mobile phone activity, social media interaction, and Wi-Fi usage to give insight into changing use of town centres. Strengthen evaluation of previous regeneration schemes to learn lessons and help shape new plans
 - Intervention – once created a vision, need to use available powers to lever change e.g., partnership working, advice and guidance, land acquisition and land assembly, development control and regulatory powers, improvement grants and loans, as well as enforcement actions.
- Audit Wales makes 6 recommendations, including 2 for local authorities, as follows:

R4 – *We recommend that local authorities take appropriate action, using these existing powers and resources available to achieve the best possible outcome for town centres by:*

- *Using alternative methods of enforcement before using Compulsory Purchase Orders as a last resort*
- *Integrating enforcement strategies with wider departmental strategies across housing, environmental health, planning and regeneration teams to make more effective use of existing skills and resources, and*
- *Ensuring there is capacity and the right expertise to use the full range of powers, working in collaboration with other councils to achieve good outcomes.*

R6- *We recommend that local authorities use our regeneration tool to self-assess their current approaches to identify where they need to improve their work on town-centre regeneration.*

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Appendix 4 – Broadband – UK and Wales

- Broadband provision is a reserved matter, meaning UK Government lead on it and Welsh Government interventions are limited to grant funding and using devolved policy levers – such as planning and business rates – to encourage private investment.
- The technologies underpinning broadband have developed rapidly over the last few years, improving capacity, speed and reliability. Early technology involved using copper wire cables (ADSL) whereas now broadband can be delivered using fibre optic cables as well as via hybrid fibre coaxial cables (used by Virgin Media O2). There are also differences between broadband being delivered to a cabinet exchange, with separate connections from these to individual premises by copper wire (FTTC), and broadband being delivered to the property/ premises entirely over fibre optic cables (FFTP).
- The UK Government has set up "Project Gigabit", a £5bn UK-wide project with a "Gigabit Broadband Voucher Scheme" created to support rural areas with the installation costs of high-speed broadband. The Senedd's Climate Change, Environment and Infrastructure Committee heard from Welsh Government deputy minister Lee Waters MS, who told the committee UK funding has "failed to reflect the true cost of deploying in the Welsh landscape."⁷³
- The Welsh Government has several schemes to boost broadband provision in Wales, including:
 - extended Superfast Cymru programme
 - Local Broadband Fund
 - Access Broadband Cymru grant scheme
- The Senedd's Climate Change, Environment and Infrastructure Committee issued a report in August 2022 stating people in Wales are being left behind due to inadequate broadband speeds, particularly in rural areas. The report:
 - warns that there is a risk that during the cost-of-living crisis, superfast broadband access will become a luxury that many will not be able to afford

⁷³[Sub-par, unreliable broadband connections 'excluding people from modern life' in Wales - Wales Online](#) downloaded 02/08/22

- highlights that only 1.2% of those eligible for a ‘social tariff’ (available to people receiving government benefits) have accessed the scheme, meaning many low-income households are over-paying for broadband
 - found superfast broadband availability in Wales is now at 96%, but figures from Ofcom show that take-up in Wales is only around 63%, probably due to cost
 - Warns that without meaningful engagement between the UK and Welsh governments, there is nothing to prevent the UK administration creating a scheme that does not meet the needs of Wales⁷⁴
- The Senedd committee has:
 - called on the UK Government to raise the amount of support available for individuals and businesses to address the particular needs in Wales
 - called on the UK Government to urgently look at raising the USO cap
 - recommended action should be taken to make enrolling for social tariffs clearer and simpler
 - recommended that the Welsh Government should set out its position in legislating to require full fibre connectivity for all new-build housing developments
 - recommended that the Welsh Government should undertake a piece of work to consider the impact of the cost-of-living crisis on its Digital Strategy and report back on its conclusions within six months
 - recommended that the Welsh Government should explain how its Digital Strategy will remove barriers for groups who are disproportionately affected by a lack of digital connectivity.⁷⁵

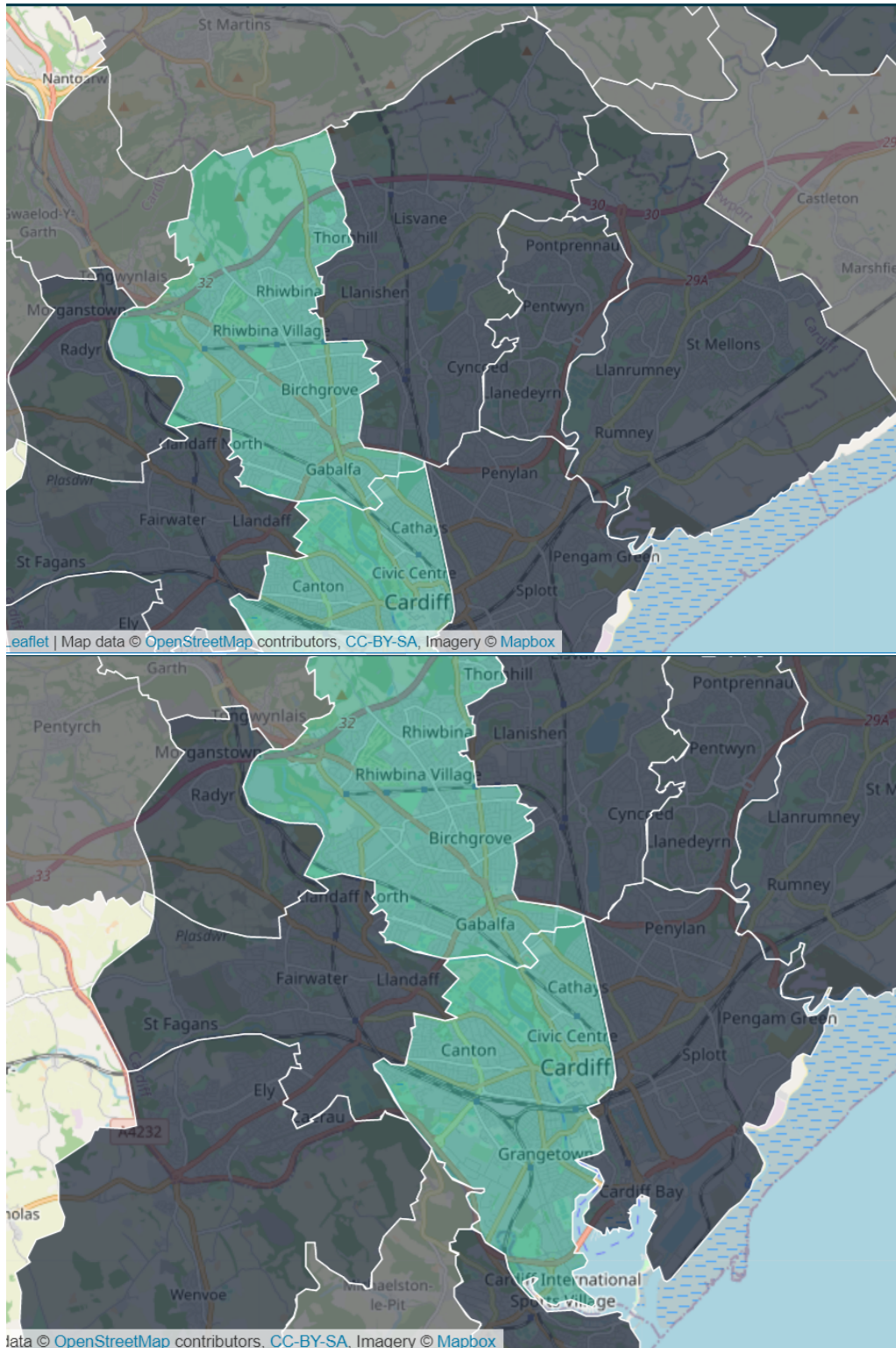
⁷⁴ [Sub-par, unreliable broadband connections 'excluding people from modern life' in Wales - Wales Online](#) downloaded 02/08/22

⁷⁵ As above

Appendix 5 – FTTP Broadband Maps - Cardiff

Openreach have maps available showing where and when they are building Ultrafast Full Fibre broadband. The ones for Cardiff are shown below, but it is easier to see by following this hyperlink as you can zoom in more:

[Where and when we're building Ultrafast Full Fibre broadband | Openreach](#)



Appendix 6 - Scrutiny Research Report

A survey of the needs and issues of remote workers and co-workers, small businesses and traders, and independent artists and freelancers in Cardiff.

A report prepared for the Economy and Culture Scrutiny Committee Task and Finish Inquiry on Shaping Cardiff’s Post Pandemic Economic Recovery.

Scrutiny Research

January 2023

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Research background and objectives

Cardiff Council's Economy and Culture Scrutiny Committee is undertaking a Task and Finish Inquiry on how Cardiff Council can shape and support Cardiff's post pandemic economic recovery. As part of this Inquiry, Members commissioned research to look into the views of small business owners, local artists and remote workers on the challenges that they face, and the support and services they need in recovering from the economic impacts of the pandemic and as well as support needed relating to the implementation of 15-minute city concept in Cardiff.

More specifically this research will look into these stakeholders' views on:

- their access to broadband provision and how this has affected them;
- the 15-minute city concept and how this will impact on City centre and local and district centres;
- the issues and challenges they face following the Covid pandemic and the current cost of living crisis;
- what the Council could do to support; and
- how access can be improved in local and district centres

Research methodology

A survey questionnaire was formulated as the main tool used to collect the data required for this research. To inform the formulation of the questions and categories that were used in the questionnaire, a review of relevant literature was undertaken. Drafts of the questionnaire were sent to all Task and Finish Inquiry Members, the Operational Manager – Neighbourhood Regeneration and the designated Operational Manager in the Economic Development Directorate, to seek their feedback, comments and suggestions on the survey questions. Survey questions were inputted into the SNAP software to enable on-line completion of the survey. The support of local business contacts and business network groups known to Cardiff Council were sought to help with the distribution of the on-line link to the survey questionnaire. To further encourage the completion of the questionnaire, survey flyers

providing information on the survey including the online link and a QR code, were distributed by hand in selected local and district shopping centre areas. Posters on the survey were distributed and displayed in Cardiff Council owned Leisure Centres and Hubs. Due to time and resource constraints, the survey was live online for only 10 days. The limited time available for completing the survey may have affected the overall response rates.

In total, 34 respondents completed the survey on-line. This includes 19 remote workers, 3 individuals making use of co-working spaces and 12 small business owners and traders.

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Summary of findings

This research was commissioned by the Economy and Culture Task and Finish Inquiry on how Cardiff Council can shape and support Cardiff's post pandemic economic recovery. This research looked into the views of small business owners, local artists and remote workers on the challenges that they face, and the support and services they need in recovering from the economic impacts of the pandemic and as well as support needed relating to the implementation of the 15-minute city concept in Cardiff. To collect these stakeholder views, an online survey questionnaire was formulated and was made available to business network contacts. Information on the web link and QR code were made available using flyers and posters that were distributed in selected local and district centres and Cardiff Council Hubs and leisure centres. The survey was available on-line for 10 days and was completed by 34 respondents in total.

The majority of respondents (94%) confirmed that they have access to broadband facilities when running their business or working remotely. However, less than half of all respondents (44%) were satisfied with the connectivity of their broadband provision with nearly a third (30%) indicating that they were dissatisfied with their existing facility.

Overall, more respondents (54%) stated that their broadband connectivity has affected their business operations or their ability to work remotely than those (32%) who stated they have not been affected at all.

Those affected confirmed that this had limited their ability to work remotely (82%), their reach of customers (63%), their access to information and/or software to support business processes (60%) and their ability to market goods and services provided (57%). Less than half (47%) indicated that this limited their ability to receive orders and a third (33%) cited that this affected their ability for distribution and delivery (33%). A much smaller proportion indicated that this has affected the speed of processing (21%) and cashless transactions (14%).

Many respondents (in the range 53% - 68%) held a positive view on the impacts of the 15-minute city concept, with around a quarter (in the range of 21% - 26%) indicating strong agreement that the 15-minute city concept will: improve street safety (21%); create more vibrant and liveable local neighbourhoods (24%), improve air quality (26%) and reduce carbon emissions (26%). It is notable however, that a significant proportion of respondents need to be better informed about the possible impacts of the 15-minute city concept. As many as 40% indicated that ‘they would need more information to fully understand its implications’ and nearly a third of respondents (30%) were ‘not sure and don’t know much’ about it.

Respondents’ views are quite divided on the potential negative impacts of the 15-minute city concept. More than half (59%) agree that this could lead to increased house prices in neighbourhoods with more facilities. However, a much smaller proportion (33%) believe that this could increase social divides between the rich and poor. Almost as many expressed disagreement on the views that the 15-minute city concept could lead to increased discrimination and stigmatisation (30%) and increased inequalities (30%) as those who agreed (24% and 27%) with these statements. It is notable that more than a third of respondents (in the range 35-38%) neither ‘disagree’ nor ‘agree’ with the possible negative impacts of the 15-minute city concept.

With regards to its impact on the city centre, nearly two thirds were in agreement that the 15-minute city concept could ‘reduce the footfall to the city centre’ (62%) and lead to the possible ‘decline of the City centre’ (59%). However, when asked how this could transform the city centre, around half (47%) see the city centre as continuing to provide the night time economy, eating and drinking establishments, serving as a commercial and shopping destination and promoting its culture and heritage (53%). A lower proportion (38%) agree on an increasing role in ‘highlighting its history’.

A substantial proportion of respondents believe that the 15-minute city concept will have positive impacts on local and district centres. Many believe that this could lead to increased amenities and facilities (62%) and increased footfall in local shops and businesses (65%). Respondents agree that such a development would increase the need for disabled parking

(50%) and parking space for non-motorised vehicles (47%). When asked about other possible impacts, a number of respondents have the view that this will not have an impact while another felt that it's 'too early' to make a judgement about it. According to some small businesses/ traders, other positive impacts that this could bring include improvements in mobility and transport links as well as diversity in the local neighbourhood. A concern was raised on a possible negative impact of the 15-minute city concept in potentially limiting social interactions and further reinforcing social divides between neighbourhoods.

To improve access to local and district centres, respondents cited improvements needed in local infrastructure and services. The majority identified the need for: frequent and reliable public transportation (77%); safe walking routes (71%); and safe cycling routes (53%). Half of respondents (50%) cited the need for Cardiff 'Ovo' bikes.

Respondents also offered more specific suggestions on improving public transport provision, connections and infrastructure as well as its affordability. Others highlighted the need for better local infrastructure in making these more people and child friendly and the provision of facilities that will encourage social interaction and safety within the communities. These include improving pavements, pedestrianisation of streets, sitting areas as well as children activity and play areas, more green spaces and more local parking spaces. It was also suggested that increasing footfall could also be achieved by holding local events and by improving community safety with enhanced police presence.

Some respondents highlighted the need for improvements in city planning approaches. There was a call for more improved planning and land use as well as a concern raised on the extent of housing development in certain areas in Cardiff. A suggestion was raised to learn from development approaches used by other European cities as well as in using planning strategies that encourage more diversity in the types of businesses. The need to improve and maintain traditional Victorian properties to highlight cultural heritage was also suggested.

When asked about the main issues that have affected them, all of the small businesses and traders (100%) identified increasing costs of energy and fuel, reduced consumer spending, and increasing costs and prices of supplies and materials. Additionally, reduced trading due to reduced footfall was also another challenge cited by majority of small businesses (83%) and traders. More than half (59%) stated that their capability and resources to go on-line have affected their operations. A much smaller proportion (25%) of all respondents stated that this issue has not affected them at all. Other issues that have affected small businesses are the availability of parking facilities for customers, the cost of rent, business rates and bills and landlords who are unsympathetic to the impact of covid on small businesses and traders.

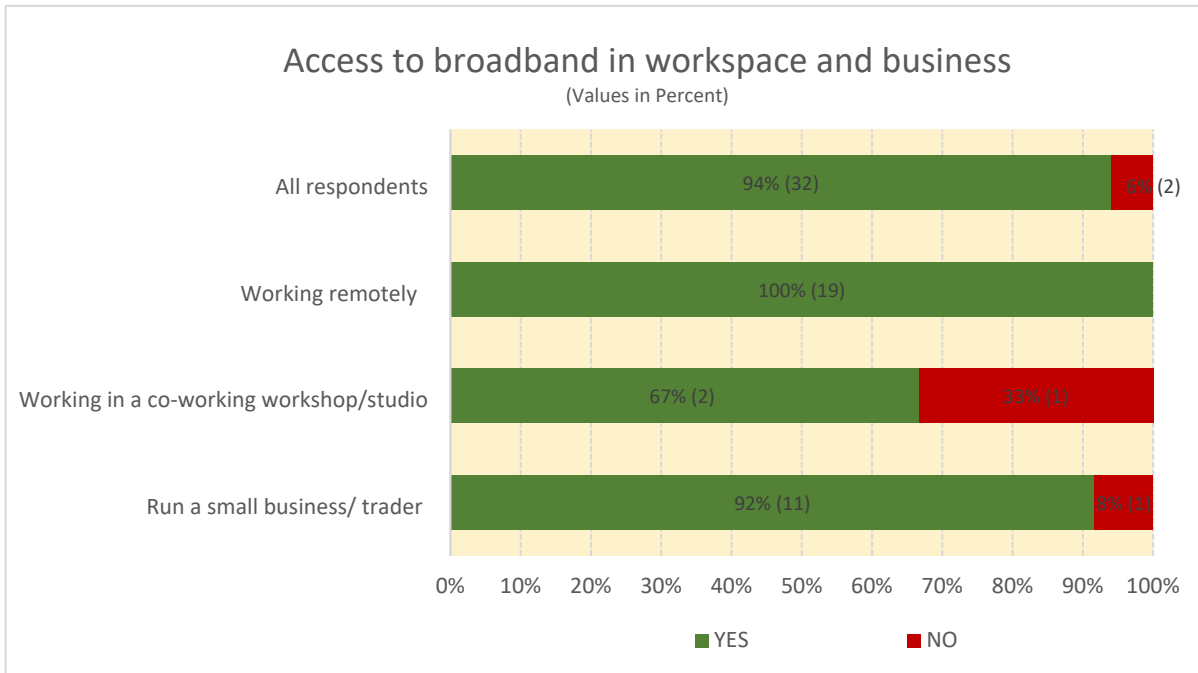
Amongst remote and co-working respondents, the increasing costs of energy and fuel (69%) and the increasing costs and prices of supplies and materials (53%) were the key challenges that have affected them. The decreasing availability of freelance work due to Brexit and the post pandemic funding crises was also highlighted as a challenge. Other issues raised include concerns relating to community safety, access to public transport, shops, slow broadband connections and the availability of local co-working spaces.

Another challenge is information on available remote working spaces that can be accessed locally. Most respondents (56%) stated that they are not aware of provision that are available within 15 minutes' walk or cycle from their home. Only around a quarter of those working remotely (27%) and small businesses and traders (23%) confirmed knowledge of the various remote workspace provision.

Respondents were also asked how the Council can provide support in recovering from the pandemic. Small businesses/traders stated that they would welcome some reduction or the freezing of business rates, support for their energy bills, and available support in dealing with business tenancy issues with their landlords. Remote workers indicated that some reduction in Council tax or direct financial aid would benefit them as well as increasing provision of well-equipped and serviced co-working spaces, and improvements in local broadband speeds. The need for green spaces and the benefits it brings to the inner city and amongst remote workers were also highlighted. Other specific suggestions include better use of public money, improved engagement with the Charity sector and the promotion of local neighbourhood areas.

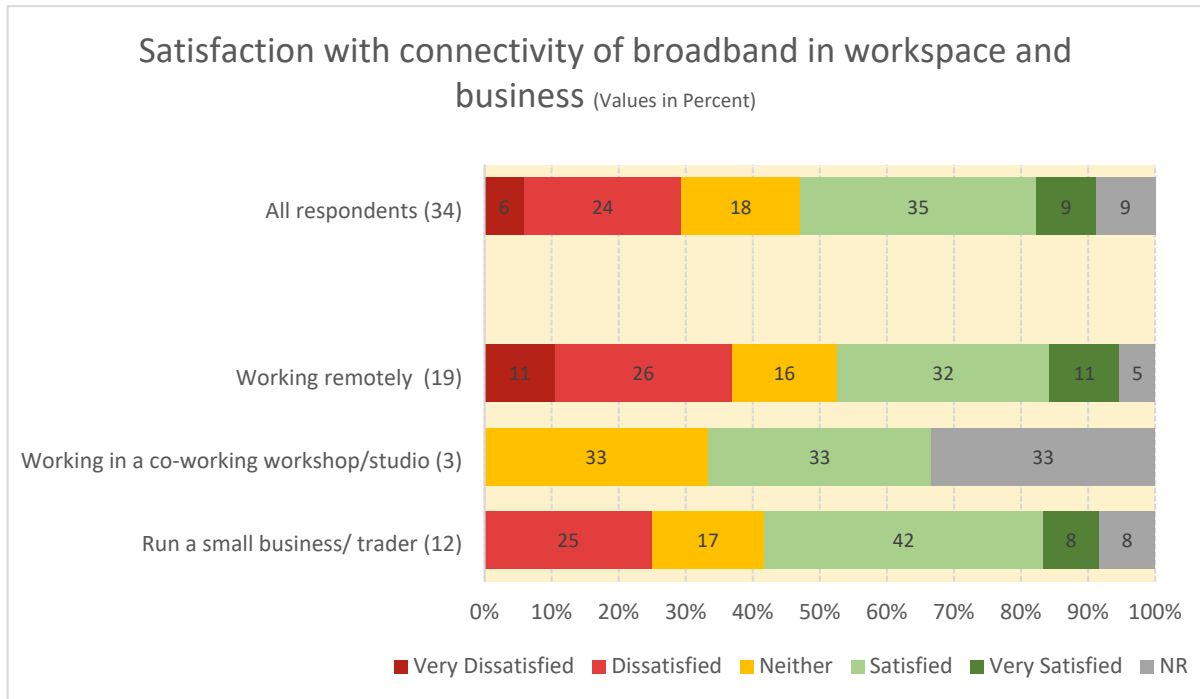
Survey results

Access to broadband in workspace and business



The results above show that the vast majority of respondents (94%) have access to broadband in their current workspace of business. Only a small proportion (6%) indicated a negative response.

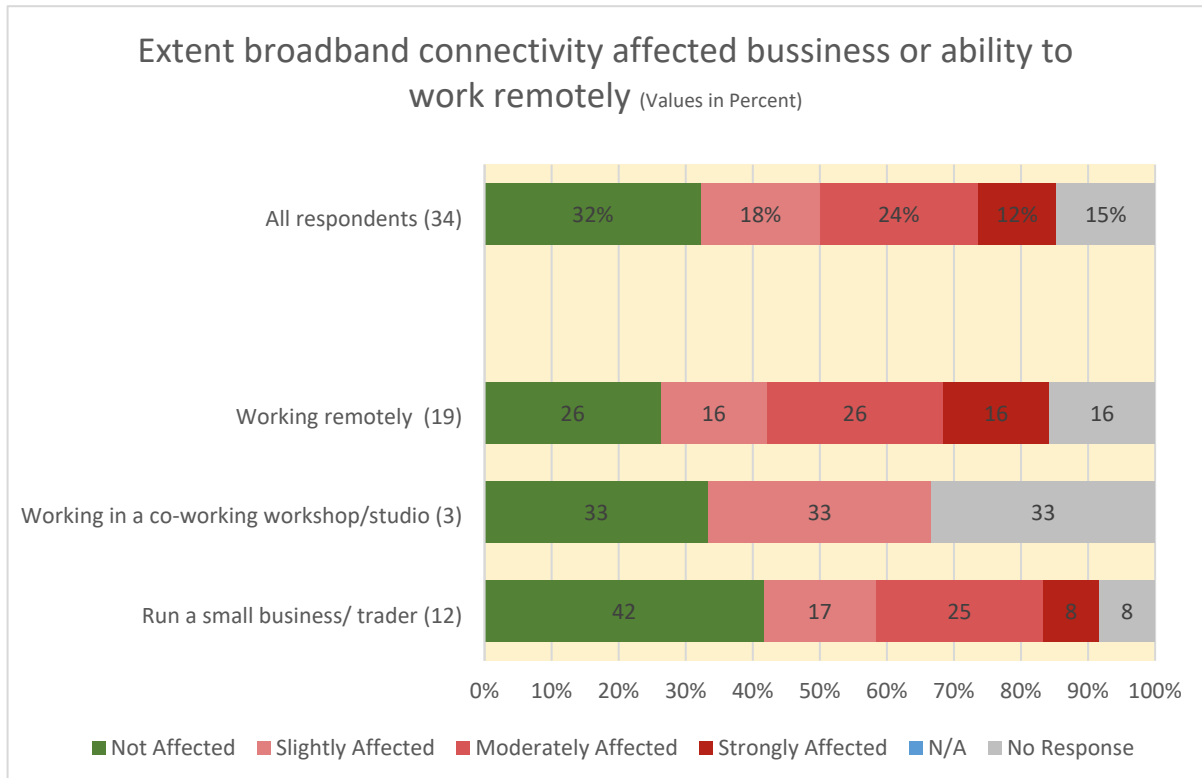
Satisfaction with broadband connectivity



A substantial proportion of respondents (44% of total) indicated that they are ‘Satisfied’ or ‘Very Satisfied’ with their broadband provision. A comparatively smaller proportion stated that they are ‘Dissatisfied’ or ‘Very Dissatisfied,’ however it is worth noting that this group accounts for nearly a third (30%) of all respondents.

Half (50%) of small businesses/traders indicated that they were satisfied with their broadband, however there is also a substantial proportion (42%) who indicated dissatisfaction with their current provision. Amongst remote workers, nearly half of them (43%) indicated a positive response, whilst more than a third (37%) indicated dissatisfaction with their broadband provision.

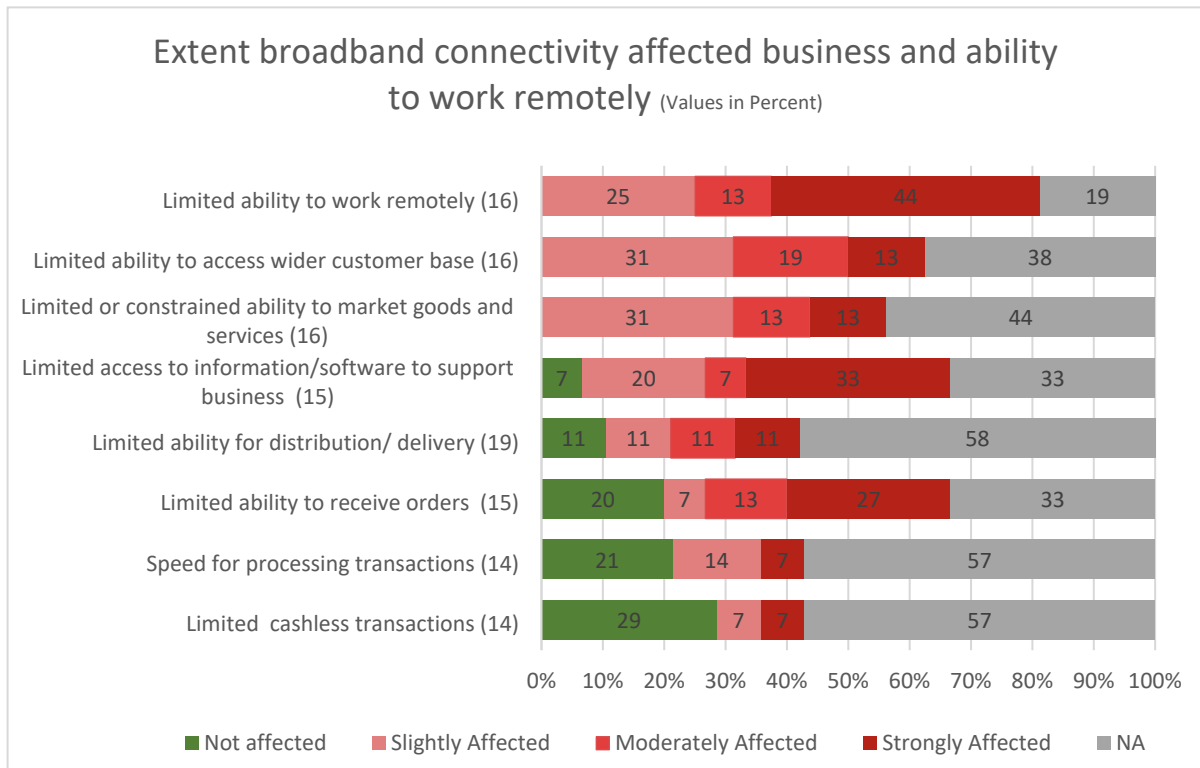
Extent that broadband connectivity has affected work and business



Overall, more than half of all respondents (54%) indicated that their broad band connectivity has to some extent affected their business operations or their ability to work remotely. A much smaller proportion of nearly a third (32%) stated that this has not affected them at all.

A slightly greater proportion of those working remotely (in total 58%) indicated that their work/business has been affected by their broadband connectivity, compared with those owning small businesses (in total 50%) who gave similar responses.

How broadband connectivity has affected work and business



The result in chart above illustrates the responses (in percent) of those respondents who have confirmed that their broadband connectivity has affected their business or work to differing extents.

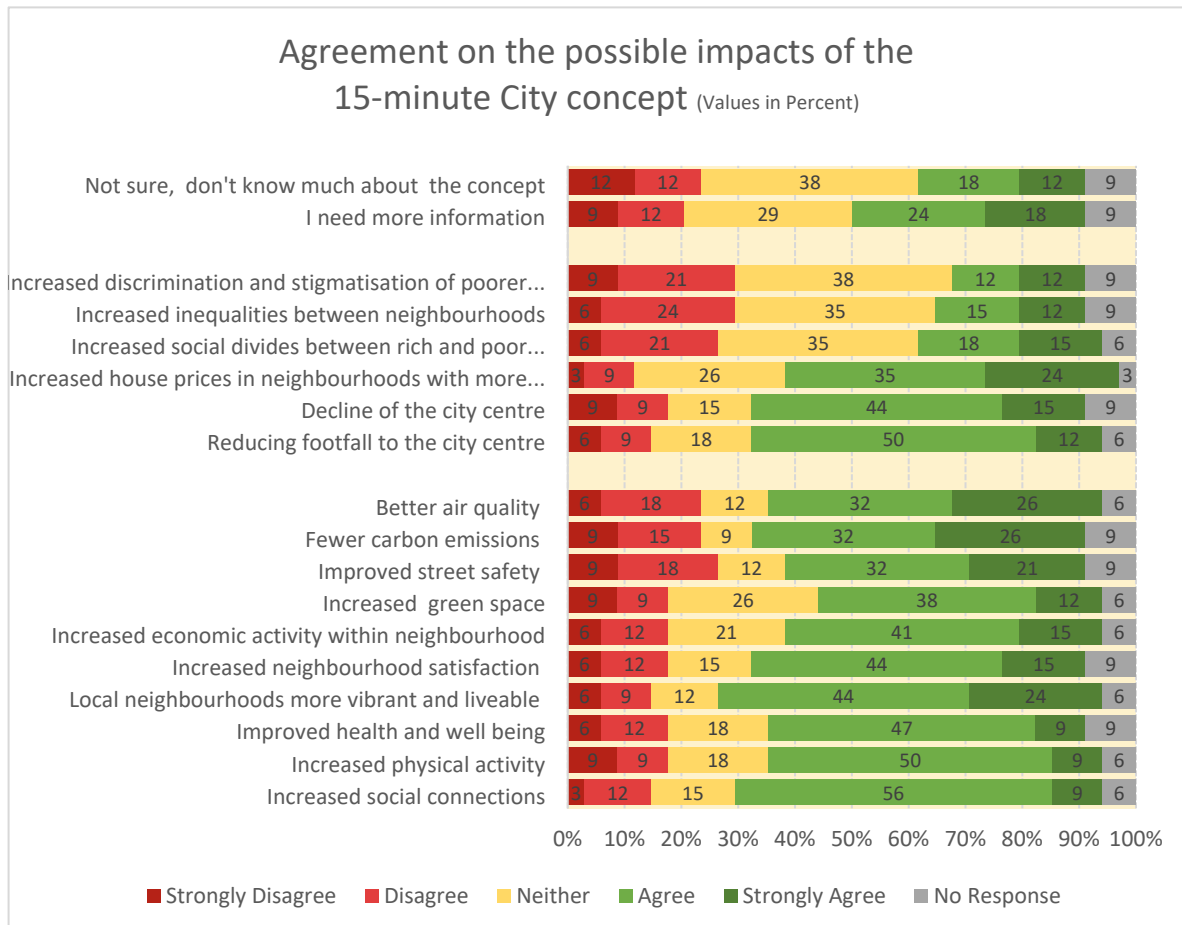
A substantial proportion confirmed that their broadband connectivity has adversely affected their ability to work or run their business. More than three quarters (82% of total) stated that this had limited their ability to work remotely. The majority also indicated that their connectivity has affected their reach of customers (63%), their access to information and/or software to support business processes (60%) and their ability to market goods and services provided (57%). Additionally, a substantial proportion confirmed that this limited their ability to receive orders (47%) and their ability for distribution and delivery (33%). A much smaller proportion indicated that this has affected their business transactions (14% and 21%).

How broadband connectivity adversely affected current business operations/ remote working in any other ways	
Respondent Type	Response
Working remotely	Yes
Working remotely	Virtual meetings.
Working remotely	No
Small business/ trader	No
Small business/ trader	We have a co-working space that people use that are unable to always utilise the fastest connection available.

When asked about other ways that broad band connectivity has adversely affected their work, three respondents provided additional information. One (1) of the respondents did not provide any details, while another stated that this affected the conduct of virtual meeting. Another stated that co-workers using their facility are unable to utilise the fastest broad band connection that should be available to them.

Two other respondents confirmed that their broadband connectivity has no adverse effect on how they work.

Views on the impact of 15-minute city concept



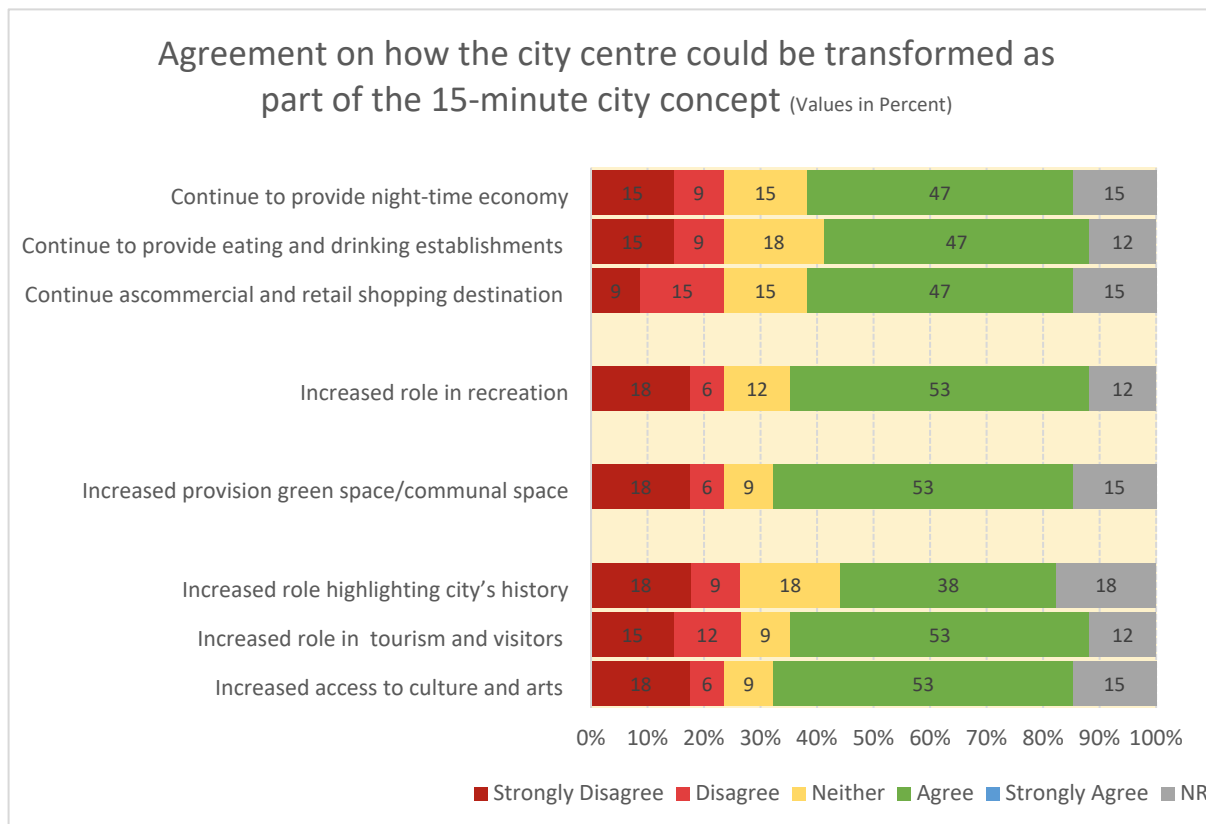
The results above show (upper section of the chart) that nearly a third of respondents (30%) are ‘Not sure and don’t know much about the 15-minute concept’, with as many as 40% confirming that ‘they would need more information to fully understand its implications.’

Overall, the majority of respondents (in the range 53% - 68%) have expressed agreement on the positive impacts of the 15-minute city concept (in lower section of the chart). Around a quarter of all respondents (in the range of 21% - 26%) expressed that they ‘Strongly Agree’ that this will have a positive impact on improving street safety (21%), the liveability of local neighbourhoods (24%), its air quality (26%) and its carbon emissions impact (26%).

Respondents’ views on the negative impacts (middle section of the chart) of the 15-minute city concept on social and economic inequalities are quite divided. Although more than half of respondents (59%) agree that this could lead to increased house prices in neighbourhoods with more facilities, a comparatively smaller proportion of respondents were in agreement that the 15-minute city concept could increase social divides between the rich and poor (33%). A much lower proportion agreed that this could lead to increased discrimination and stigmatisation of poorer communities (24%), increased inequalities (27%). In comparison, a slightly higher proportion (30%) of respondents disagreed with the negative impacts relating to discrimination and stigmatisation and increasing inequalities. Overall, more than a third of respondents (in the range 35-38%) neither ‘disagree’ nor ‘agree’ with these possible negative impacts of the 15-minute city concept.

It is notable that nearly two thirds of respondents agree that the 15-minute city concept could ‘reduce the footfall to the city centre’ (62%) and lead to the possible ‘decline of the City centre’ (59%).

Views on the impact of 15-minute city concept to the city centre



Although, more than half of respondents (in previous chart) agree that the 15-minute city concept could lead to reduced footfall (62%) in the city centre and the possible decline of the city centre (59%), the results above show that around half (47% - 53%) see the city as continuing to have an important economic and cultural role.

Nearly half (47%) agree that the city centre continue to ‘provide night-time economy’, eating and drinking establishments, as well as serve as a commercial shopping and retail shopping destination. A slightly higher proportion (53%) were in agreement that the city centre could increase its role recreation (53%) and in providing green and communal spaces (53%).

More than half (53%) also agreed that the city centre can have an ‘increased role in tourism and visitors’ and in providing ‘increased access to culture and arts’. A slightly lower proportion (38%) indicated agreement on an increased role for city centre’s in ‘highlighting its history’.

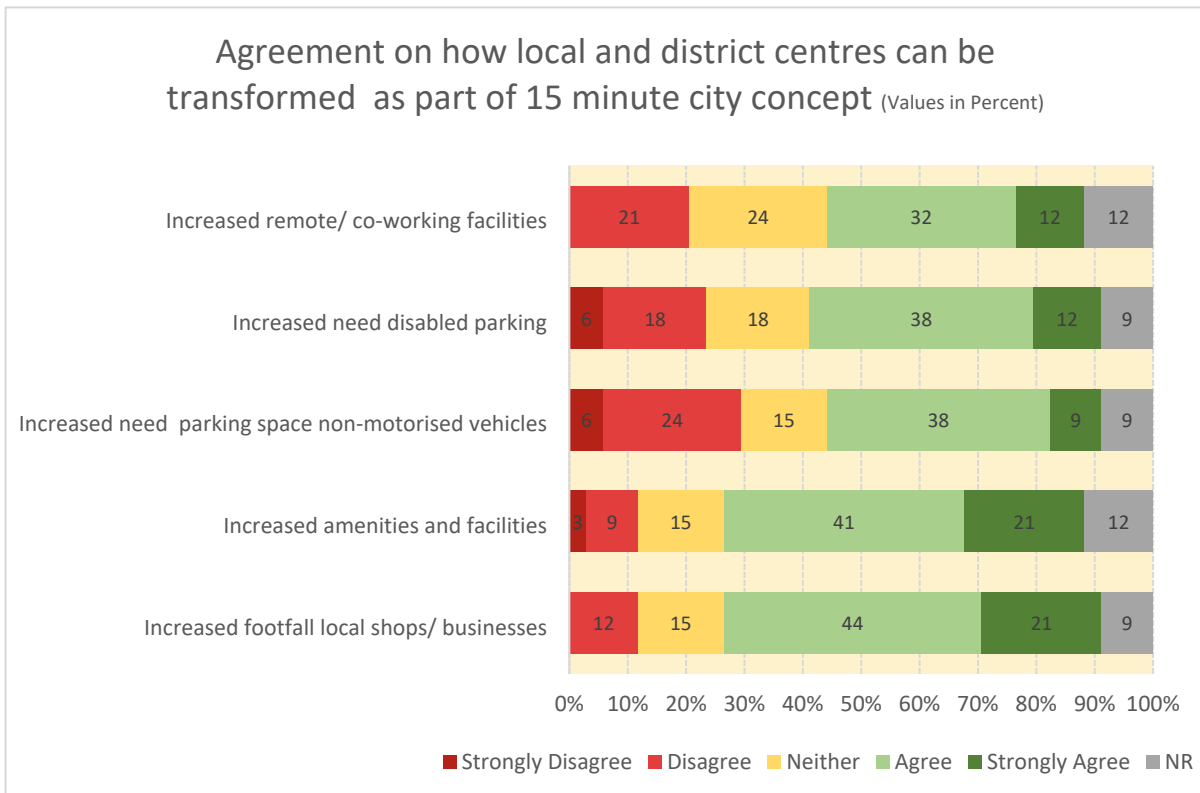
Other impacts will the 15-minute city concept have on the city centre	
Decline of the city centre	
Small business/ trader	Kill it completely
Working remotely	The city centre is terrible at the moment, and this will make it worse.
Working remotely	the city centre will be out of bounds as those of us who live in the suburbs will be taxed to travel there
Priorities and suggested improvements for the city centre	
Working remotely	The city is unsafe and scary at the moment, and dirty - the top priority should be to resolve that
Working remotely	Turn disused office space into affordable housing and SME provision, have a better mix of residential and commercial in city centre
Working remotely	Removing daily commute focus from the city centre and allowing it to develop its identity as a "destination" place for tourism, shopping and those looking for meeting/collaboration spaces. A clearer identify for the space gives a clearer steer for future planning and development.
Working remotely	The Council should spend more time protecting the city's heritage and improving its appeal and not bow to greedy developers building bland, faceless

	<p>monstrosities. Build a city that people want to come to and generate wealth for everyone, rather than allowing developers to trash our city and profit in the process. Contrary to what city leaders say, you aren't doing enough, and you can and must do better.</p>
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Seven (7) respondents in total made additional comments on other ways that the 15-minute city concept could further impact on the city centre. Three (3) respondents expressed concern on how this would have a negative impact. A small business owner believes that this would ‘kill the city centre.’ A remote worker stated that this will worsen the existing condition in the city while another felt that this will further reduce footfall into the city centre. One (1) respondent highlighted the need to prioritise and address community safety and cleanliness issues in the city centre.

Four (4) respondents (remote workers) did not specify how the city centre could be affected by the 15-minute city concept but instead have made suggestions on improvements that can be made and strategies that can be adopted to improve it. Some of the remote working respondents (3) offered suggestions on specific aspects that planning and development in the city centre should address. A respondent suggested that a better mix of residential and commercial development should be made with disused office spaces transformed into affordable housing. Other suggestions include enhancing the city role as a ‘destination’ place for shopping and as a meeting place. The role of the city centre as a tourism destination was also highlighted alongside the need to protect its cultural heritage. In protecting the city’s heritage, it was further suggested that development in the city should ‘improve its appeal’ and not involve ‘building bland faceless monstrosities.’ The appeal of the city could be enhanced in building a ‘city that people will want to come and generate wealth for everyone’ instead of developers ‘trash our city for profits.’

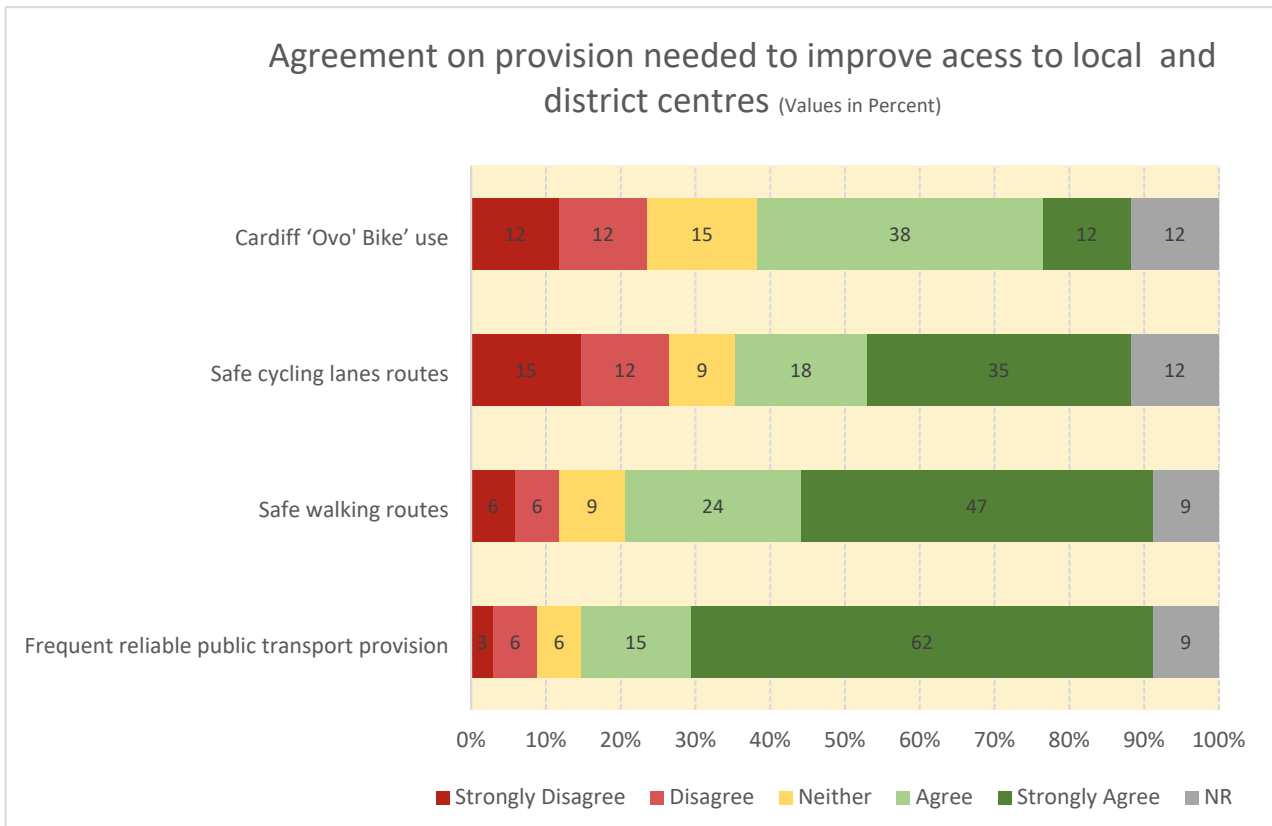
Views on how the 15- minute city concept will transform local and district centres



A substantial proportion of respondents (in the range 44%- 65%) agreed with the positive impacts and the improvements that can be achieved as a result of the implementation of the 15-minute city concept.

Nearly two thirds agree that this could lead to increased amenities and facilities (62%) locally and increased provision of remote and co-working facilities (44%). On the whole, this could lead to increased footfall in local shops and businesses (65%).

Around half of respondents agree that the transformation of the local and district centres would increase the need for disabled parking (50%) and parking space for non-motorised vehicles (47%).



To improve residents’ access to local and district centres, the majority of respondents were in agreement that the provision for frequent and reliable public transportation (77%), safe walking routes (71%) and safe cycling routes (53%) are needed.

A slightly lower proportion of respondents (50%) agreed that the provision of the Cardiff ‘Ovo’ bikes are needed.

The results above suggest that most respondents believe that further investments on improving local infrastructure is required to improve access to local and district centres.

Views on other amenities or provisions needed to improve access to local and district centres

More pedestrian and people friendly infrastructure	
Small business/ trader (Rx)	encouraging local business to provide outside sitting spaces on pavements, evening pedestrianisation of local high streets...+
Working remotely	Good quality pedestrian walks, safe, clean in inner city
Small business/ trader (R*)	Better infrastructure, +
Working remotely (Rb) as well as the walking/bike options for those attending from a local location...+
Working remotely	Children play /activity areas /venues
More greenspaces	
Working remotely (Ra)	More open GREEN spaces (the concrete space in front of the train station is a desperately depressing welcome to the city)...+
Reliable and affordable public transport	
Working remotely	Reliable public transport
Small business/ trader (R*)	...affordable, more reliable public transportation in all areas of Cardiff
Working in a co-working workshop/studio	Night-time public transport in North Cardiff would help those who have mobility issues move around and enjoy the area in a more eco conscious way.

Working remotely	most people work hybrid round here (North Cardiff), but public transport is shocking - workers need to access/spend in the centre too.
Improved parking facilities	
Small business/ trader	Parking
Small business/ trader	More/better parking facilities
Working remotely (Rb)	Increased (ordinary/non-disabled) parking spaces near the facilities so that I can meet safely and efficiently with colleagues based elsewhere across the city. These spaces need to be a mix of Short and Long Term (all day) spaces...+
Better city planning	
Working remotely (Ra) more home-grown attractions (less unwelcome imports like the military museum), better city planning, more gentle development that so many other cities are developing and be bold: be more Paris or Barcelona and less Bracknell or Milton Keynes. .
Small business/ trader	More encouragement to bring in diverse range of businesses to the city centre
Community safety	
Working in a co-working workshop/studio	Policemen
Localised social events	
Small business/ trader (Rx)	...decentralised social events

Quicker response to community projects	
Small business/ trader (Rx)	Quicker response to community projects...+
Improvements in broadband	
Working remotely (Rb)	Broadband/Wi-Fi is also essential to being able to co-work or meet and work over coffee in these spaces. Mobile phone signal is also important so that I am contactable when popping out of the house and/or have a backup to my wired Broadband solution when working from home. Mobile signal in Radyr & Morganstown is currently poor and patchy, when by home Broadband goes down, I can't rely on it even for low-bandwidth tasks like texting or emailing colleagues to let them know I won't be joining them online.
None	
Working remotely	None
Working remotely	None

A total of 16 respondents provided a response to the question on what other amenities and provision will improve access to local and district centres. Of this number, 14 offered various suggestions and two others stated 'None' or no other amenities or provision are needed.

Several respondents (6) suggested improvements in local infrastructure in making these more people and child friendly and provision of facilities that will encourage social interaction and safety within the communities. Suggestions were made on improving street infrastructure including pavements, around pedestrianisation of streets and improvement in outside spaces such as sitting areas and as well as children activity and play areas. Another respondent (1)

specified the need for more green spaces in the city centre such as transport hubs (city trains stations) to project a more welcoming environment.

A number of respondents (4) highlighted the need for more reliable and affordable public transport in all areas in Cardiff. In particular, two respondents from North Cardiff highlighted their concern over access to public transport with one citing the specific need for accessible public transport in the area during the night-time.

Two (2) small business/ traders expressed the need for more parking spaces while a (1) remote worker further highlighted the need for 'ordinary/nondisabled', mix duration parking spaces that enable ease of parking outside the City centre.

Improvements in city planning were suggested by two (2) respondents who stated that development planning could adopt approaches used in 'more gentle development' in cities like Barcelona and Paris. Additionally, planning strategies should also encourage more diversity in the types of businesses in the city.

Broadband connectivity was highlighted as a key issue in certain locations in North Cardiff. A remote worker highlighted this need to enable more effective remote working at home and in other public spaces.

Finally, one (1) of the respondents highlighted the need for police officers to improve access and maintain safety in local and district centres. Another respondent suggested that local social events (1) could further improve access and footfall to the area. The same respondent further added that 'quicker response to community projects' would generate the same benefits.

Views on other impacts that 15-minute city concept on local and district centres

No impact	
Small business/ trader	None
Working remotely	None.
Working remotely	None
Small business/ trader	No
Working in a co- working workshop/studio	Too earlier to review
Lead to improvements in the local area	
Small business/ trader	Facility provision, bike transport links
Small business/ trader	it'll improve & encourage local diversity
Require improvements public transport provision	
Small business/ trader	All the villages in outskirts of Cardiff need better infrastructure, better public and affordable public transport , stop spending money on lowering the speed limits and invest in better bus services and train services
Working remotely (Rc)	sort out use of the city centre... and get TfW to pull its finger out with fixing the City Line connections

Working remotely (Rd)	Any changes within Cardiff’s boundaries also need to be considered within the context of the Capital City Region and the transport infrastructure for meeting with colleagues from across this wider region and not just within the City Boundary...+
Highlight and maintain and heritage and buildings	
Working remotely	Keep inner city like Grangetown etc area clean, create group who would look after appearances of private Victorian houses like, in Bath called Bath preservation society, could be same in Cardiff as inner city is part of history and when front of houses in good condition and when front of the houses painted in similar colours whole inner city is a big museum for international visitors....
Improve planning development	
Working remotely (Rc)	sort out use of the city centre - use the land and property better...+
Working remotely	Good luck and put your citizens before developers. (And don't hide behind planning law - advocate for change if you have to).
Working remotely	Concerned about Heol Isaf and Llantrisant road with number of houses being built.
Need to improve facilities and services for remote workers	
Working remotely (Rd) Providing co-working spaces alone is not enough for me to use them, they need to be attractive, reliable, affordable and give sufficient confidentiality options for me to be able to use them as a Civil Servant working on secure matters.

Working remotely	This has clearly been designed by car users. The city is unsafe and frightening, and the Council doesn’t seem to realise this.
Isolation and reinforce social divides	
Working remotely	15-minute cities (prisons) are an artificial construct that will fail and lead to a poorer experience for the residents as we will feel trapped in our neighbourhood. Covid taught us that people do not like to be trapped and utterly resent officialdom interfering in their lives.

A total of 15 respondents offered their views on the how the 15-minute city concept will impact on their local and district centre. Four (4) respondents believe that this will not have an impact while another felt that its’ too early’ to make a judgement about it.

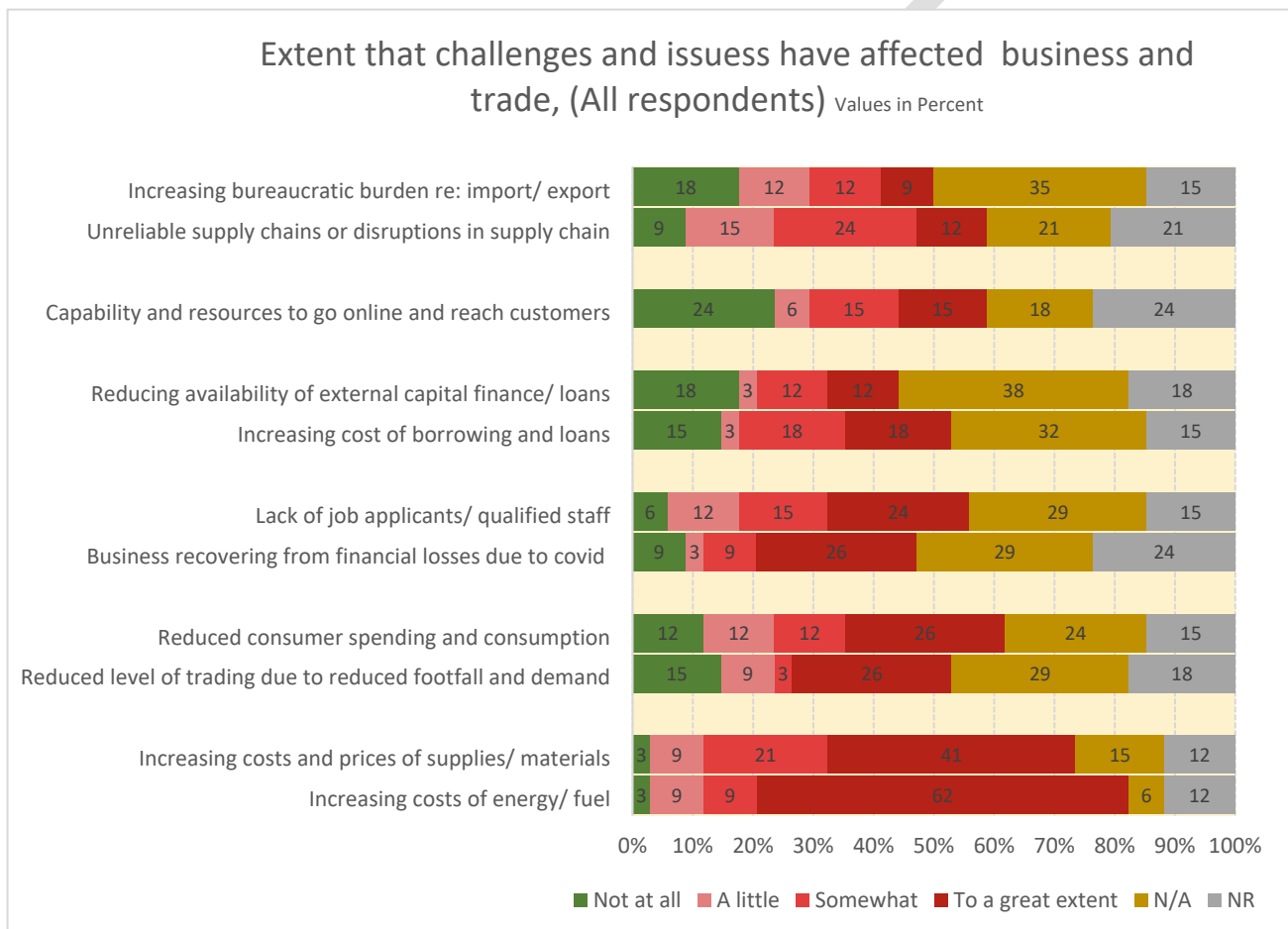
Two (2) small business/traders highlighted some positive impacts in improving facilities, mobility and transport links as well as diversity in local neighbourhood.

Several other respondents cited (7) various improvements that are needed to enhance mobility and the environment in local neighbourhood areas. Three (3) respondents highlighted the need to improve public transport provision and infrastructure as well as affordability. A respondent (1) suggested improving and maintaining Victorian properties in the inner city to highlight its cultural heritage. Some concerns over land use and development were cited by three (3) respondents. Suggestions were made on improving land and property use alongside putting the interest of citizens before developers. A respondent (1) expressed concern on the extent of housing development in Llantrisant road. Another respondent (1) highlighted the challenges around safety and dominance of car use in the City centre.

A respondent (1) cited specific suggestions on desirable features of co-working spaces that they could benefit from such as affordability, attractiveness, security and confidentiality were made.

One (1) respondent highlighted a possible negative impact of the 15-minute city concept in potentially limiting social interactions and further reinforcing social divides between neighbourhoods.

Views on challenges and issues affecting business and trade

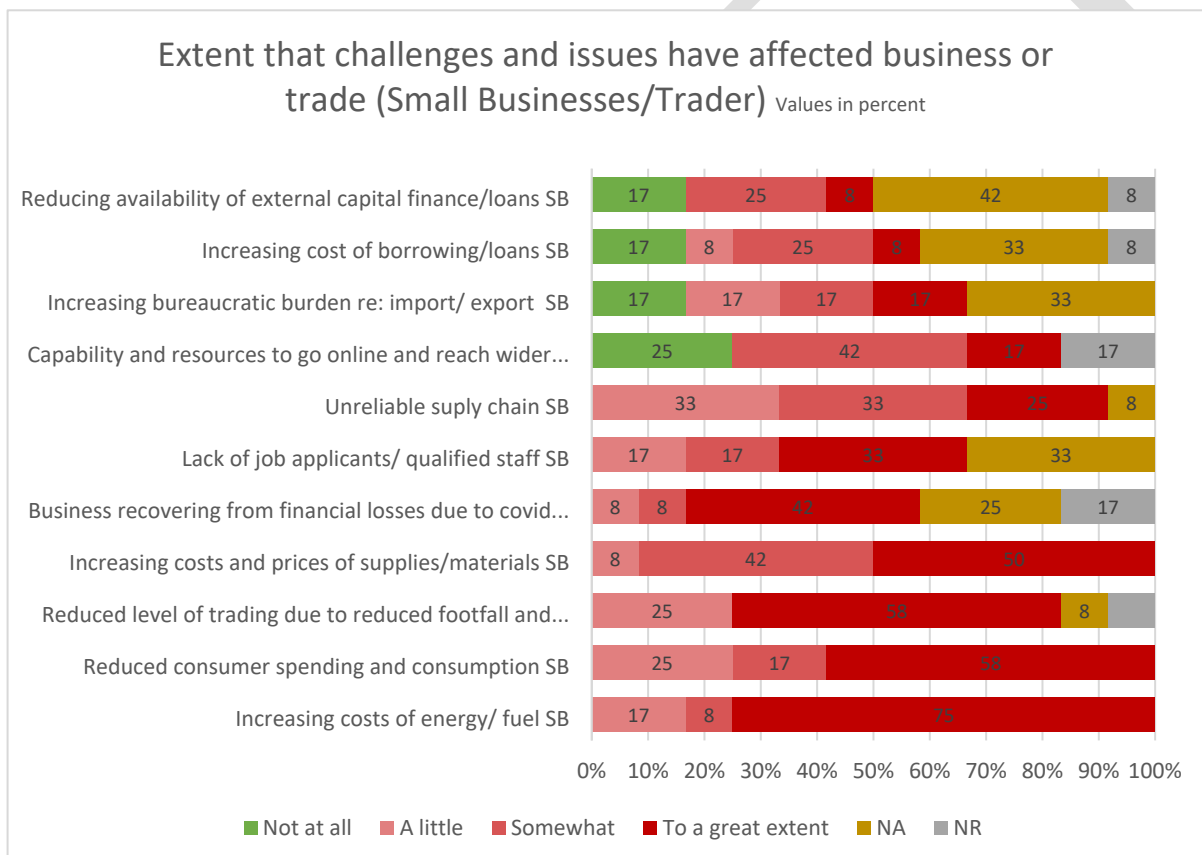


The results above show that a substantial proportion of respondents experienced challenges and issues that have adversely affected their business and trade as a result of the covid pandemic and the cost-of-living crises.

In total, more than three quarters (80%) indicated that the increasing cost of energy and fuel as a key issue, with as many as two thirds (62%) confirming that has affected them ‘to a great

extent’. The increasing cost and prices of supplies and materials was also identified by the majority (71%) as another challenge they experienced.

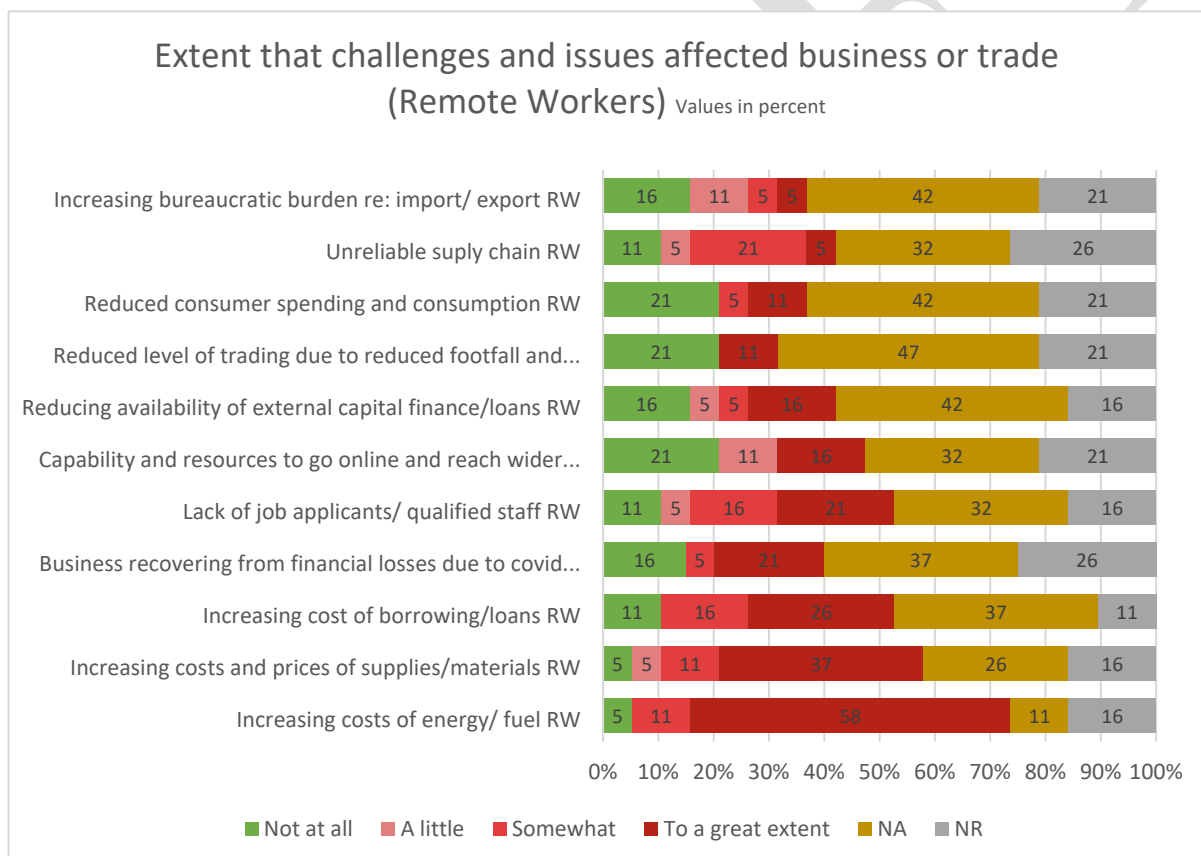
More than half highlighted that their business/trade have also been affected by staffing issues (51%) and supply chain issues (51%). Reduced consumer spending (50%) and reduced level of trading due to lower footfall (38%) were also highlighted as having affected a substantial proportion of respondents.



Amongst the small business respondents, the results show that the issues and challenges outlined above have affected them to differing extents.

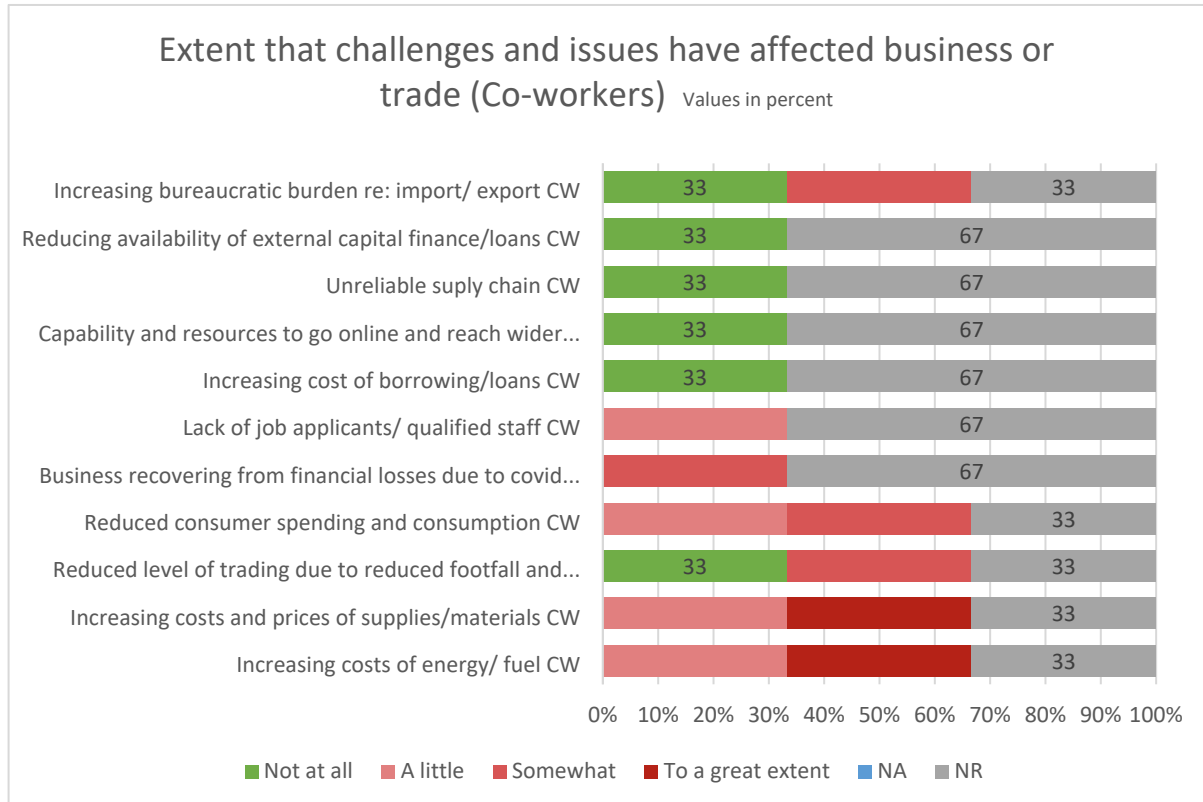
All of small business/trader respondents (100%) indicated that the increasing costs of energy and fuel, reduced consumer spending, and increasing costs and prices of supplies and materials have adversely affected them. Half of these respondents, to as many as three quarters (in the range of 50% - 75%) confirmed that these issues have affected them ‘to a great extent’.

Reduced trading due to reduced footfall was another key issue identified by the vast majority (in total 83%) as having affected their business or trade to different extents. Although more than half (59%) indicated that their capability and resources to go on-line have affected them, a quarter (25%) of them confirmed that this issue has not affected them at all.



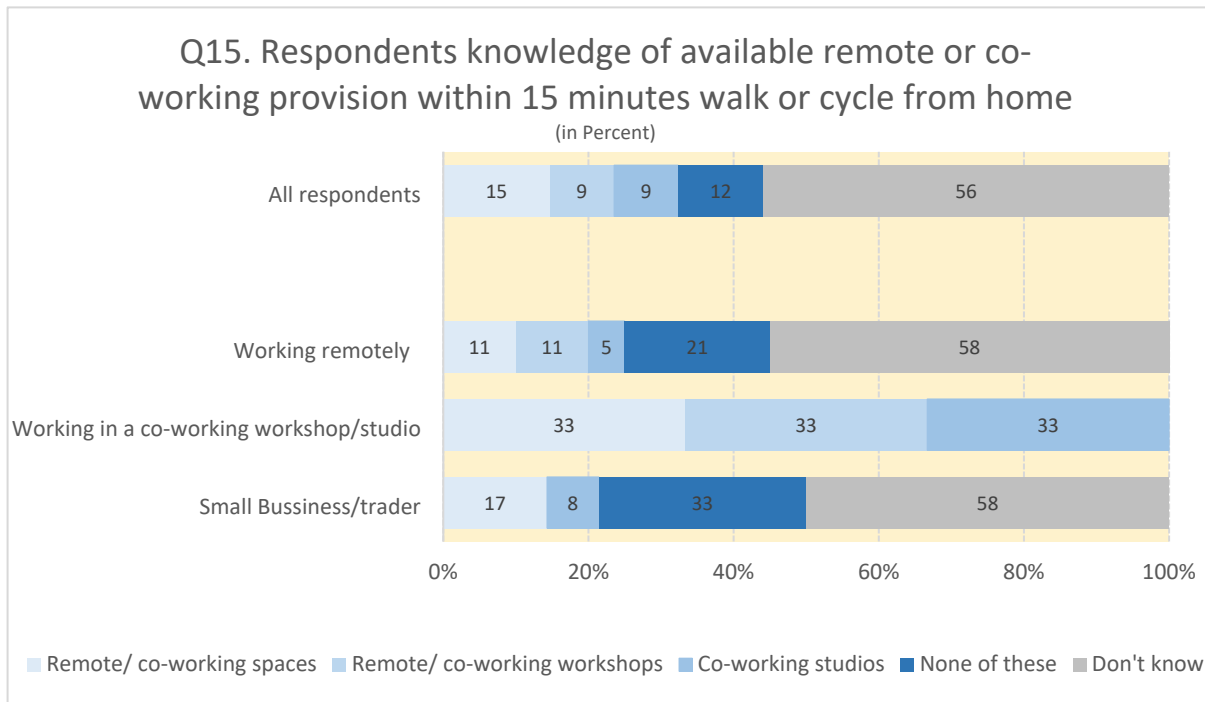
Amongst remote working respondents, the increasing costs of energy and fuel (69%) and the increasing costs and prices of supplies and materials (53%) were also identified as the key challenges and issues that have affected their work. The results also show that these issues

have affected a slightly lower proportion of remote workers (53% -69%) compared to respondents representing small business (100%).



Co-worker respondents identified issues similar to those cited by small business and remote workers as ‘somewhat’ affecting them or affecting them ‘to a great extent.’ They cited ‘increasing costs in energy and fuel’ as well as ‘increasing costs of supplies and materials’ and reduced consumer spending and consumption’ as they key issues that have affected most of them. It must be noted however that the number of respondents in this group is far too small to make any reliable comparisons with other respondent groups.

Knowledge of locally available remote or co-working spaces



Another issue amongst remote workers is their knowledge of locally available remote working spaces. The results above show that the majority of respondents (56%) are not aware of the various types of remote workspace provision that are available within 15 minutes' walk or cycle from their home. Only around a quarter of those working remotely (27%) and small businesses and traders (23%) confirmed knowledge of the various remote workspace provision.

Other challenges or issues affecting your business or trade

Parking	
Small business/ trader	Parking
Small business/ trader	City mobility and lack of local parking.
Small business/ trader	Parking issues in the area. Cars staying over 1hr limit having lots of complaints from customers who say they can't stop and shop
Cost of living and cost running a business	
Small business/ trader	Business rates, rents, bills
Small business/ trader	A landlord unsympathetic to the issues caused by COVID
Working remotely	Cost of living
Access to public transport	
Working remotely	Poor public transport - shocking bus service in Cardiff
Working remotely (Rx)	Lack of public transport to get into Cardiff Bay office when I do need to commute to the office for meetings...+
Limited facilities and local provision	

Working remotely (Rx)	...Lack of co-working spaces near my home limiting the choice to almost exclusively home-working. Limited space at home. Slow housing market preventing moving to larger home premises with dedicated office spaces (self and partner working for different businesses from home requiring privacy from each other) ...+
Working remotely (Rx)	...Local businesses not open within Radyr to support my impulse purchases during the working day.
Less job opportunities for freelancers	
Working in a co-working workshop/studio	I work with charities - their donations have fallen substantially and therefore they are struggling to take on freelancers like me for project work.
Working remotely	Brexit has led to a reduction in funding from 2023.
Broadband issues	
Working remotely	Slow broadband connection
Community safety	
Working remotely	Issue of break ins in inner city is concern, drug addicts, unruly youth, car safety from damage.

Twelve respondents (12) identified other issues and challenges that have affected their business and trade following the covid pandemic. Access to local parking facilities was cited as a key issue by three (3) small business/trader respondents with one of them specifying that this had affected their customers’ ability to shop in the area. Other issues that have affected small businesses according to two respondents are the cost of rents, business rates and bills and landlords being unsympathetic to small businesses regarding the impact of covid on their trade. One (1) of the remote working respondents have specified the current cost of living crises as a key challenge for them.

Two (2) remote working respondents expressed concern on their access to public transport and how this restricts their mobility around Cardiff. Other issues highlighted by this group include availability of ‘local co-working spaces,’ shops that provide essential goods and slow broadband connection locally. The post pandemic funding crises as well as Brexit were also cited by two freelancers whose ability to secure work had been affected.

One (1) remote working respondent highlighted issues relating to community safety challenges in the inner-city area in citing their concern for break ins, car damage, drug related issues and antisocial behaviours from young people.

Views on how the Council can provide support in recovering from the pandemic

Lower business rates	
Small business/ trader	Reduced Commercial Rates.
Small business/ trader (R1)	Freeze Business rates. <i>Promote</i> Rhiwbina
Small business/ trader	Reduce, fund for business rate. Energy bills
Business tenancy support and advice	
Small business/ trader	Be good to have some arbitration between tenants like us and our landlords, and also help figure out how to drive people back to the high street.
Lower council tax	
Working remotely	Keep taxes low so I can feed my family. Stop intruding in people's lives. Make my life simple again, stop trying to save the planet as it costs a fortune and up goes the council tax again.

Working remotely	Lower Council tax
Financial aid	
Working remotely	Financial aid for all, I’m not eligible for financial support but I need it
Working remotely	Supporting all residents with financial help not just those on benefits
More co-working spaces	
Working remotely	More co-working spaces in sub-urban locations (e.g., Station Road or Park Road Radyr), funding for community buildings (e.g., Old Church Rooms) to offer a safe, bookable at short notice and well equipped co-working option. Support for local businesses to be open to support those working remotely (lunch options or informal safe non-home meeting spaces)
Small business/ trader	Provision of shared working and collaboration spaces
Improved broadband connectivity	
Working remotely	Improve the broadband speed in Penrhos, Radyr.
Accessible green spaces in inner city	
Working remotely	Create more green spaces especially in the inner city so taking breaks is pleasant which in turns increases productivity
Better use of public money	
Working remotely	Stop Welsh water sewage works in Hailey Park wasting taxpayers’ money fighting the general public.

Engagement with Charity groups	
Working remotely	Engage with the Charity sector to discuss options.
Promotion of local neighbourhood areas	
Small business/ trader (R1)	<i>Promote Rhiwbina</i>

When asked how the Council can provide support in recovering from the pandemic, 14 respondents identified various areas where they can benefit from some support. Three respondents (3) who represent small businesses/traders stated that they would welcome some reduction or the freezing of business rates and support for their energy bills. One (1) small business/trader respondent stated that they would benefit from some support in dealing with business tenancy issues with their landlords.

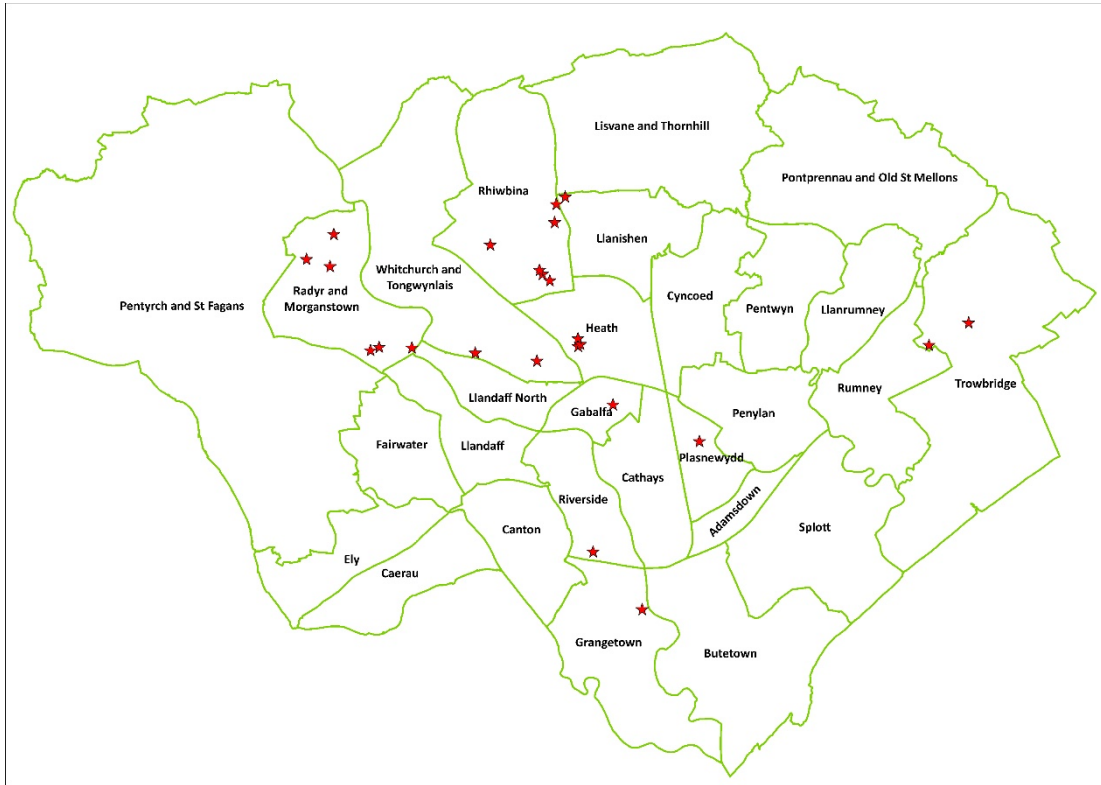
The lowering or keeping Council tax low (2 respondents) and receiving direct financial aid (2 respondents) were identified by remote working respondents as the types of support that they could benefit from.

Two (2) of the respondents stated that increasing provision for co-working and shared working spaces with one specifying that safe, well -equipped and bookable at short notice co-working provision, including catering/food facilities for remote workers would be welcome.

One (1) of the remote working respondents cited the need for improvements in broadband speeds in their neighbourhood area and another (1) highlighted the need and benefits that green spaces in inner city areas could provide to remote workers and its residents.

Other suggestions include (1) better use of public money, improved engagement with the Charity sector (1) and the promotion of local neighbourhood areas (1) such as Rhiwbina.

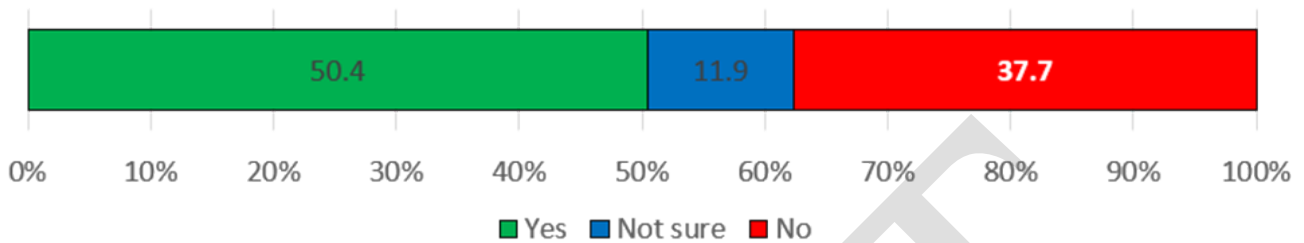
Appendix 1. Respondents to survey by Ward location



The map above illustrates the postcode locations of respondents who completed the survey.

Appendix 7 - Ask Cardiff Extract

Does your local neighbourhood have the necessary services and amenities to meet your needs? (Base:3,588)



Which of the following services and amenities are available within 15 minutes' walk or cycle from where you live?

	No.	%
Essential Food Shops/Groceries (fresh produce & essential groceries)	3,226	91.0
Pharmacy or Chemist	3,145	88.7
Parks and play areas	3,033	85.5
Schools	2,994	84.4
Doctor's Surgery	2,834	79.9
Pubs and/or evening dining/drinking facilities	2,799	78.9
Café and/or daytime dining facilities	2,620	73.9
Post Office/ Banking facility	2,611	73.6
Hub/ Library with communal facilities	2,355	66.4
Dental Surgery	1,874	52.8
Leisure or fitness facilities e.g., leisure centres or gym	1,651	46.6
Bookshops	672	19.0
Adult education provision	626	17.7
Remote or co- working office spaces	435	12.3
Co-working workshop spaces	256	7.2
Co-working artist studios	240	6.8
None of these	55	1.6
Total Respondents	3,546	-

Are any of the following available to enable you to access your local neighbourhood services or amenities?

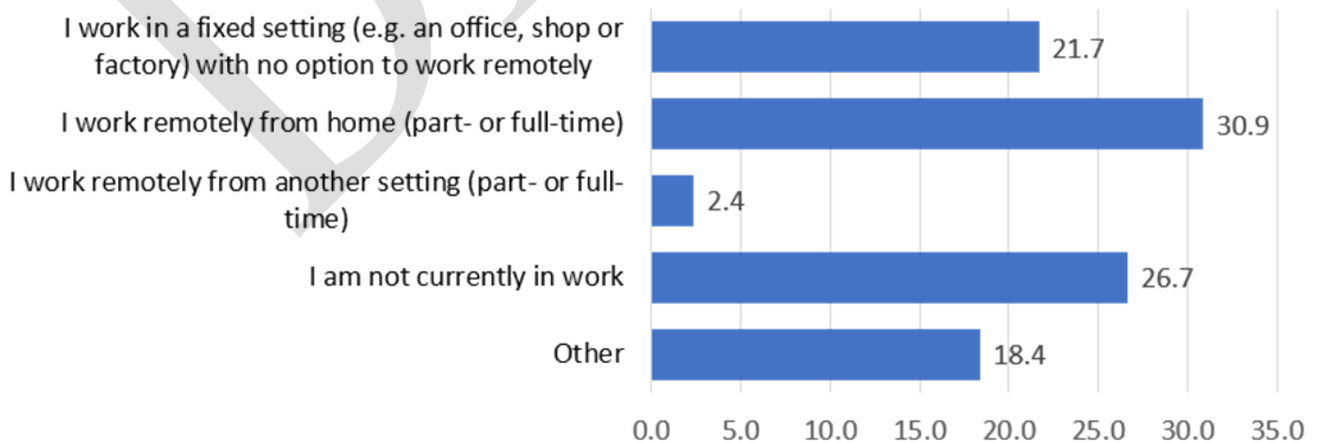
	No.	%
Frequent and reliable public transport provision (Bus and/or train services)	2,029	59.7
Car and/or other motorised vehicle parking spaces	1,714	50.4
Safe walking routes	1,642	48.3
Cardiff 'Ovo Bike' use	1,555	45.7

Safe cycling lanes and/ or routes	887	26.1
Disabled parking bays	822	24.2
Parking space for non-motorised vehicle e.g., bicycles, e-scooter	531	15.6
None of these	375	11.0
Total Respondents	3,401	-

Are there any barriers to you accessing services or amenities in your local neighbourhood?

	No.	%
No barriers	964	30.3
Poor parking facilities	753	23.7
Some services are not available in my local neighbourhood	727	22.9
Not feeling safe in the local neighbourhood	598	18.8
Availability of safe and convenient cycle routes	557	17.5
Availability of safe and convenient walking routes	550	17.3
Services not available outside office hours	499	15.7
Physical disability	371	11.7
Local terrain – e.g., steep roads	281	8.8
Mental health and wellbeing	271	8.5
Caring responsibilities (looking after a child or adult with care needs full time)	170	5.3
I can't access services digitally	82	2.6
Housebound	36	1.1
Other	170	5.3
Total Respondents	3,180	-

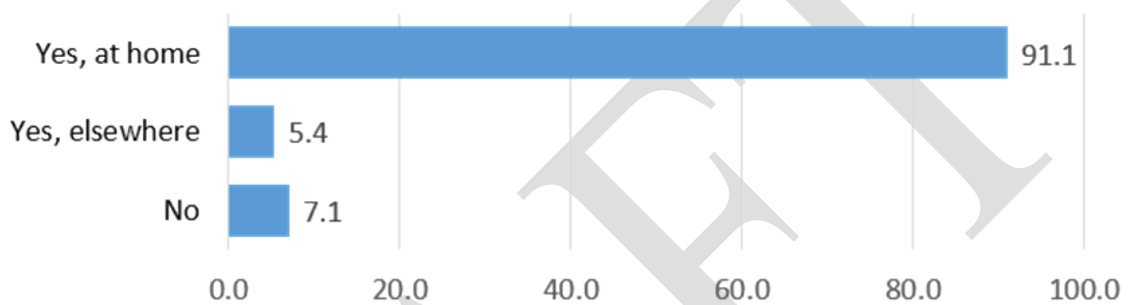
**Following the Covid pandemic, more workers have taken up working remotely or working from home on-line. Which of the following best describes where you work?
 (Base:3,447)**



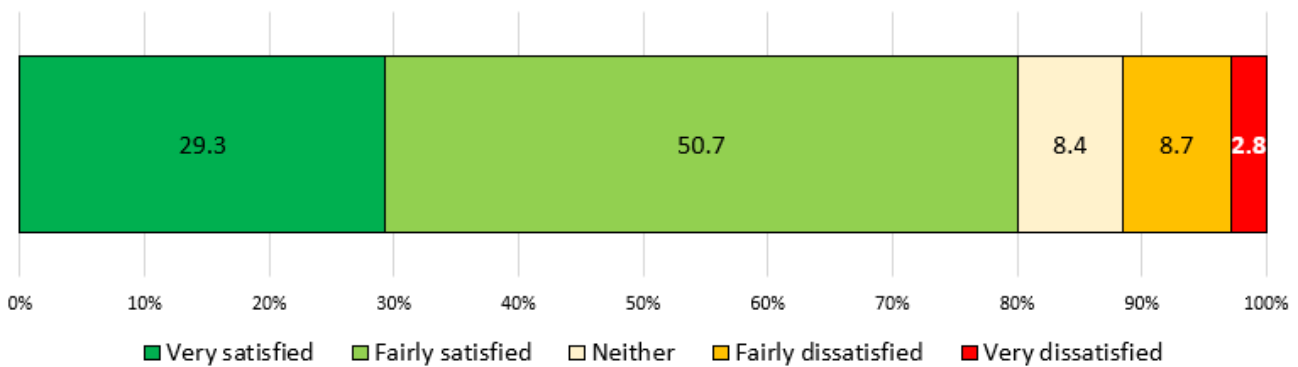
Are any of the following shared working spaces and facilities needed within 15 minutes' walk or cycle in your local neighbourhood?

	No.	%
Flexible co-working office spaces	181	16.1
Co-working artist studios	42	3.7
Co working workshops space	50	4.4
None of these	460	40.9
Don't know	461	40.9
Total Respondents	1,126	-

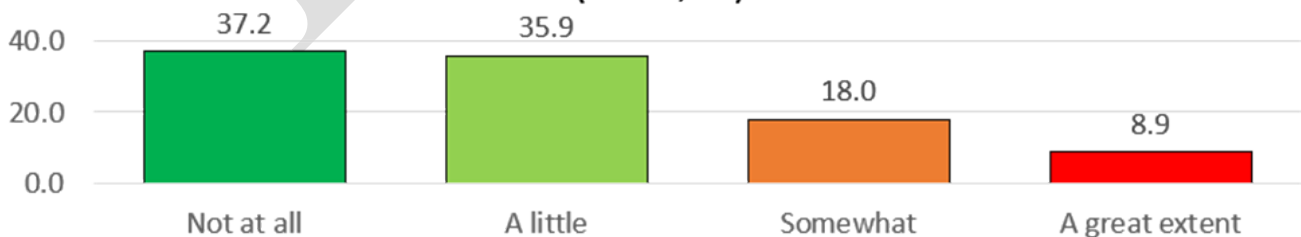
Do you have access to affordable broadband? (Base: 3,437)



How satisfied are you with the level of connectivity that your current broadband service provides? (Base = 3,165)



Has your broadband connectivity affected your ability to work on-line effectively and efficiently, from home or remotely from other areas in your neighbourhood? (Base: 1,035)



DRAFT

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**CYNGOR CAERDYDD
CARDIFF COUNCIL****ECONOMY & CULTURE SCRUTINY COMMITTEE**

18 January 2023

**CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW & SCRUTINY
COMMITTEE: UPDATE**

Purpose of Report

1. This report provides Members with an update on meetings of the Cardiff Capital Region City Deal (CCRCD) Cabinet and the CCRCD Joint Overview & Scrutiny Committee (JOSC), following the last update provided at Committee in November 2022.

Background – City Deal

2. The CCRCD has its own website at:
[Cardiff Capital Region - Re-energising our Region, Reshaping our Future](#)
3. This website contains useful background information on the role of CCRCD, the team supporting CCRCD, its priority sectors, as well as the following:
 - i. Research to inform CCRCD
[Research & Policy Papers - Cardiff Capital Region](#)
 - ii. Business Plans and Annual Reviews
[Key Documents - Cardiff Capital Region](#)
 - iii. Quarterly reviews of CCRCD publications
[Newsletters & Publications - Cardiff Capital Region](#)
 - iv. Updates on projects
[Project Hub - Cardiff Capital Region](#)
 - v. Updates on investments
[Investment Hub - Cardiff Capital Region](#)
 - vi. News & Events
[News & Events - Cardiff Capital Region](#)

4. The website also provides details on the governance of the CCRCD, including links to:
 - i. Regional Cabinet meetings
 - ii. Joint Scrutiny Committee
 - iii. South East Wales Corporate Joint Committee
 - iv. Regional Transport Authority
 - v. CSWC Foundry Board

[Governing Bodies - Cardiff Capital Region](#)

CCRCD Cabinet

5. The CCRCD Cabinet has met once since the last update to Committee. The agenda and papers for this meeting is available here, with a list of items considered at the meeting shown below:

[Governance Papers - Cardiff Capital Region](#)

28 November 2022

- Declaration of Interests for Elected Members Protocol
- 2022/23 Month 7 Joint Committee Revenue Budget Monitoring Report
- 2022/23 Annual Business Plan – Quarter 2 Performance Report
- Proposals for CCR’s engagement at MIPIM 2023¹
- Regional Economic Growth Partnership – Succession Arrangements for Transitional Year 2023024
- Update on South East Wales Corporate Joint Committee (CJC) and Proposed Way Forward
- Audit Wales – Investment Framework Review
- Exempt Items:
 - o Deed of Variation – Easement at Imperial Park, Newport
 - o Acquisition and Remediation of Former Aberthaw Power Station- Update
 - o Report of the Investment Panel: Recommendation Logs, Strategic Outline Case and Project Updates.

¹ MIPIM is the world’s largest property investment event, with exhibitors from +100 countries and over 25,000 investors, property developers, architects and planners attending.

6. The update report on the CJC explains there has been progress made on some of the outstanding technical matters regarding the establishment of CJCs, including VAT and consequential amendments. Some of these require orders to be laid before parliament, and indicative timings suggest the majority of these could be in place by April 2023.
7. The update report on the CJC sets out a proposed way forward to transition from the City Deal to the CJC, focusing on clarifying:
 - i. what the Cardiff Capital Region needs to be able to deliver and how
 - ii. what needs to be in place by April 2023 to enable movement from the 'bare minimum' CJC currently in operation to a transition state
 - iii. how to build on the transition state to get to a fully functioning CJC, bringing all staff and activity under one organisational umbrella.
8. The update report on the CJC also sets out there will be a CJC Board with ultimate responsibility for the transition, supported by a CJC Transition Board, CJC Working Group and Individual Workstreams. Rhondda Cynon Taf Council are the CJCs transactional support services provider, whilst Cardiff Council is the City Deal's Accountable Body; both are being asked what levels of support may be required over the transition period and beyond.
9. The next meeting of the Regional Cabinet is yet to be scheduled.

Joint Overview & Scrutiny Committee (JOSC)

10. The JOSC is currently supported by Rhondda Cynon Taf Scrutiny Services and details and papers for meetings since 2020 can be found here:
[Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee | Rhondda Cynon Taf County Borough Council \(rctcbc.gov.uk\)](https://www.rctcbc.gov.uk/scrutiny-services)
11. The JOSC has not held a meeting since the last update to Committee in November 2022. However, it has undertaken a site visit to the Aberthaw Power Station, on 19 December 2022.
12. The next meeting of the JOSC is yet to be scheduled.

Way Forward

13. During their meeting, Members will have the opportunity to note the update provided re the CCRC D Cabinet and Joint Overview and Scrutiny Committee.

Legal Implications

14. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

15. The Scrutiny Committee is empowered to enquire, consider, review, and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters, there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

The Committee is recommended to note the update provided on the CCRCDCabinet and Joint Overview and Scrutiny Committee.

Davina Fiore

Director - Governance and Legal Services

12 January 2023

Mae'r dudalen hon yn wag yn fwriadol

**CYNGOR CAERDYDD
CARDIFF COUNCIL****ECONOMY & CULTURE SCRUTINY COMMITTEE****18 JANUARY 2023**

CORRESPONDENCE REPORT

Background

1. This report provides an update on correspondence arising from recent scrutiny meetings.
2. Following most Committee meetings, the Chair writes a letter to the relevant Cabinet Member or officer, summing up the Committee's comments and recommendations regarding the issues considered.
3. At the Committee meeting on 12 December 2022, the previous Committee Members received a report detailing the correspondence sent and received up to that meeting. There were no responses outstanding.
4. Correspondence has been sent since that meeting and the current position is set out below:
 - i. **Responses Received** – from Councillor Burke-Davies to the Chair's public letter and confidential letter following pre-decision scrutiny of the St David's Hall report to Cabinet, considered at Committee on 12 December 2022
 - ii. **No Response Required** – from Councillor Goodway to the Chair's public letter following pre-decision scrutiny of the Cardiff Bay Regeneration Update report to Cabinet, considered at Committee on 12 December 2022
 - iii. **No Response Required** - from Councillor Weaver to the Chair's public letter following pre-decision scrutiny of the Local Broadband Fund report to Cabinet, considered at Committee on 12 December 2022.

5. Copies of the public Chair's letters and responses received can be found on the Council's website page for the relevant Committee meeting, with a hyperlink provided at the top of the page, entitled '*correspondence following the committee meeting*'. Copies of confidential letters have been shared with Committee Members, on a confidential basis.

Way Forward

6. During the meeting, Members have the opportunity to reflect on the correspondence update.

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Financial Implications

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recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- i. Reflect on the update on correspondence update.

DAVINA FIORE

Director of Governance and Legal Services

12 January 2023

Mae'r dudalen hon yn wag yn fwriadol