

CARDIFF RECOVERY STRATEGY

**CABINET MEMBER FOR INVESTMENT & DEVELOPMENT AND
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AGENDA ITEM: 4

Reason for this Report

1. To update Cabinet on proposals for mitigations and adaptations related to the Coronavirus outbreak and its impact on the city centre and key employment locations.
2. To seek approval for the proposed Cardiff Recovery Strategy and delegate authority for its implementation.

Background

3. In January 2020 the world became aware of the outbreak in China of a novel coronavirus strain with no vaccine and a relatively high reproduction rate. By 31st January the first two cases of the coronavirus in the UK were confirmed. By March the scale of the outbreak had already led businesses to change their working practice, such as sending staff to work from home, putting in place sanitation and improved hygiene facilities, and introducing social distancing measures.
4. Subsequently, on March 23rd the UK Government imposed a nationwide partial lockdown, which instructed the public to stay at home except for limited purposes such as necessities, medical supplies or if they were essential workers. These impositions have been in place since that date, and measures to ease the lockdown have only just begun to be implemented. In Wales the Welsh Government is leading the easing of the lockdown, and will provide the necessary guidance on how we respond in Cardiff.
5. The impact on our city has been substantial. The scale of this health crisis is unprecedented in our times and the loss of life has affected many families across the city. An overview of the impact on Cardiff can be found in the 'Restart, Recover, Renew: next Steps for Cardiff during the COVID-19 Crisis' at Item 1 on this agenda.

6. Whilst primarily a public health issue, with the focus of intervention on saving lives and reducing the spread of the coronavirus, the UK and Welsh Government response also focussed on economic measures that enabled the lockdown.
7. The lockdown had an immediate impact on the way in which city and district centres operated. The vast majority of businesses within these areas, notably retail, hospitality and leisure sectors, were required to close. Some retail sectors that provided necessities remained open, albeit with social distancing and sanitation measures put in place. This led to queuing systems being introduced in supermarkets.
8. Economic measures, such as the Job Retention Scheme and the Business Rates Grants were designed to support businesses during the lockdown period when they were no longer able to operate. Staff were furloughed and a self-employed income support scheme was introduced.
9. City centre businesses during this time were significantly impacted. A survey of businesses undertaken by FOR Cardiff, the city centre's Business Improvement District, noted that most businesses in the city centre ceased operating during the initial phases of lockdown, whilst two-fifths were concerned about a cessation of trading.
10. Furthermore, analysis by the Office of Budget Responsibility (OBR) highlighted that the economic output of the UK would fall by a third during the first quarter of the financial year. Mapping the sectoral impact of the OBR analysis onto Cardiff highlighted that the city would see an almost identical hit to its economy during this period.
11. As we emerge from the lockdown and the pandemic subsides, the city's priority will be to protect its residents and ensure their safety. A significant element of this is the ability of the city's businesses to operate in a safe way. The lockdown will ease in a phased manner, and in the absence of an effective vaccine we are likely to see social distancing measures put in place for some time to come.
12. Guidance from the UK government ('Coronavirus (COVID-19): safer public places - urban centres and green spaces', May 2020¹) clearly outlines requirements for social distancing in "urban centres and green spaces likely to experience high footfall" in England. Whilst public health is a devolved matter for the Welsh Government, the guidance provides an indication of the considerations, assessments and requirements which will be necessary to protect public health as lockdown measures are eased.
13. Such measures will not just affect businesses, but also the immediate areas around those businesses, and the way in which workers, commuters, visitors, and shoppers get to and between these businesses. In simple terms our city and district centres will need to operate

¹ <https://www.gov.uk/guidance/safer-public-places-urban-centres-and-green-spaces-covid-19>

differently for some time. For businesses where implementing social distancing measures will be difficult, this will create specific difficulties.

14. This also impacts on transport, with significant pressure on public transport in particular, where social distancing has direct consequences for the capacity of services. Cities will need therefore to rethink how transport operates during this period.
15. Current guidance from Welsh Government on travel also emphasises the requirement for social distancing and for “businesses that are open to take all reasonable measures to ensure two metres physical distancing between people” (Travelling safely during the coronavirus pandemic: guidance for the public, WG, May 2020²).
16. Cardiff, like many cities, due to Covid-19 impacts is currently going through the most significant crisis in a generation that could potentially have a catastrophic impact upon the city’s businesses, transport, environment and overall resilience.
17. With almost 70,000 jobs, Cardiff city centre is Wales’ largest cluster of employment, representing around a third of the city’s workforce, more than one in nine private sector jobs for the entire city-region, and one in every six jobs in the hospitality sector. It is responsible for attracting the majority of the city’s 21 million annual visitors. The size and impact of the city centre’s economy means that it is imperative that active measures are taken to protect jobs within that area, and ensure it can remain competitive in the future.
18. The Coronavirus epidemic is no doubt an unprecedented economic issue for our city. Any measures, however, must first and foremost consider the safety and health of residents, visitors and workers. The current 3-12 month recovery phase will be crucial to mitigate these impacts, and allow the city centre and key locations to rebuild. This strategy defines actions to allow this to occur as effectively as possible on both city centre and wider city.

Issues

Economic Impact

19. The impact of the current lockdown has been clear. However, it is now critical to consider the continued effect on our city’s economy. Economic forecasting undertaken by PricewaterhouseCoopers extending beyond the current period suggests that hospitality, retail and recreational activities will experience the greatest impact. These are all sectors with a significant presence in Cardiff city centre, and collectively employ circa 45,000 people in the city, all with associated supply chains.

² <https://gov.wales/travelling-safely-during-coronavirus-pandemic-guidance-public-html>

Employment by Sector, Cardiff 2018

Retail	19,000
Accommodation & food services	15,000
Arts, entertainment, recreation & other services	11,000

Source: Business Register and Employment Survey

20. Estimates suggest that these sectors may see an annual impact on Gross Value Added (GVA) of up to a third, with food services having a potential drop in output of almost 40%. Equating these figures into job losses could see well over 10,000 jobs impacted unless appropriate support and mitigations are put in place for these businesses.
21. The city centre, however, is not just about the retail and visitor economy, it is also the focal point for Wales' professional services sector, responsible for two in every five jobs in the city region for the financial services sector. These businesses often rely on good transport links, with significant numbers of the city's almost 100,000 daily commuters working within these sectors in the city centre.
22. Furthermore, businesses will continue to be impacted by the Coronavirus epidemic in a number of ways. There will be the immediate impact of the regulatory requirements around social distancing that will reduce the floor space and use of premises for all businesses. There will be an impact on the movement of people as a result of public transport and general social distancing requirements, and there will be an impact on business and consumer confidence.
23. As the lockdown is released and footfall returns to the city centre, the commercial basis for businesses to re-open will be determined by the extent to which social distancing measures affect their ability to trade. A reduced operational floorplate and significantly lower flow-through of people will prove difficult for many to mitigate. A strong public-private partnership will be required to get the city working. Winning the public's confidence to come back will rely on good management of social distancing measures on the public realm, in business premises, and in the transition between the two. The public must feel safe, but also must feel satisfied to ensure they continue to return.
24. A range of support and assistance for business will be needed. This may include innovative solutions to off-set social distancing restrictions, more flexible hours of operation, new marketing campaigns, on-street management, and a range of other interventions that help businesses to trade.

Transport

25. As a result of the crisis, the resilience of public transport services has been fundamentally challenged. This presents a significant risk to Cardiff's long-term recovery. There has been a significant decline in

passenger numbers together with widespread public concerns about the safety of using services.

- Currently rail passenger numbers are at around 5% pre-COVID-19 levels (i.e. a drop of 95%).
 - Bus passenger numbers are at around 10% pre-COVID-19 levels (i.e. a drop of 90%).
 - Previously bus and rail generally operated around 50% of their seated capacity across the day as a whole. Implementing social distancing measures is likely to result in a reduction in bus and rail passenger numbers of 70% pre-COVID-19, assuming the same service frequency as pre-COVID-19.
 - Car numbers were around a third of pre-COVID-19 levels during the early stages of lockdown. However, as of the third week of May, traffic levels were approaching 50% of pre-COVID-19 levels.
 - Currently it is estimated that commuting levels in Cardiff are around a third of pre-COVID-19 levels. Following lockdown, it is estimated that this will return to around 50% of pre-COVID-19 levels.
 - It is therefore possible that following easing of restrictions that traffic flows will again return to at least these levels if not higher, particularly in response to the significant decline in use of public transport.
 - As an overall picture of cycling during the lockdown, Nextbike rentals have typically been around 50% pre-COVID-19 levels. It is anticipated that the lack of travel by students may have impacted upon the use of Nextbikes and levels of active travel in general and around the city centre.
26. Urgent measures are required to make public transport safe for users and to communicate this message effectively in order to prevent further decline and significant modal shift to car. In addition, there is a need for immediate interventions which provide a sustainable and viable alternative to public transport services, to mitigate against an unprecedented potential shift to journeys by car. For example, maintaining higher levels of home-working would have a positive impact on car traffic levels, enabling the benefits experienced as a result of fewer car trips on the city's network to be retained.
27. **Public transport:** The impact of greatly reduced passenger numbers together with additional operational costs and reduced operating capacity as a result of social distancing requirements present a crisis for public transport. Immediate interventions are required to secure the long-term viability of public transport services, whilst also preventing a large-scale increase in car trips which would have be detrimental to both the economic and environmental resilience of the city.

28. **Changes to travel patterns:** Short-term interventions are immediately required to protect health and facilitate social distancing and to meet the needs of our residents, keep our communities safe and healthy and support our businesses to adapt to new conditions and challenges. Additional space is required for active modes, to avoid an increase in motorised traffic as lockdown eases. Mitigation is necessary to prevent road danger as a result in an increase in traffic speeds presenting a risk to health, particularly for vulnerable groups.

Key City Spatial Impacts

29. The city centre plays a key role in the economic, social and cultural vitality and success of Cardiff. However, during the lockdown these functions have been severely curtailed. Footfall within the city centre during lockdown has been around 10% of pre-COVID-19 levels. Meanwhile the number of cyclists recorded at North Road near the Royal College of Music & Drama is currently on average 40% of pre-COVID-19 levels. Unless a safe but effective model for city centre and local centre functioning is established this could have irreparable detrimental impacts upon the city as a whole.
30. It is crucial that a safe city centre environment that establishes trust for users, city centre residents, local shops and businesses is enabled. For example, as a result of social distancing requirements, access to additional outdoor space is likely to be required for operational purposes (e.g. outdoor eating, spill out and social spaces) as well as queuing.
31. It is therefore crucially important to get as many businesses back operating safely as quickly as possible. Access to the city centre needs to be perceived as easy and safe, enabling workers, shoppers; and visitors to enter and use the city. This strategy needs to identify opportunities to enhance this attractiveness and economic viability.
32. Furthermore, in order to ensure the viability of the city centre access arrangements to the centre via car, bus, and active travel measures needs to be supported in a safe manner. In order to enable this, the city may need to operate in a form 'event mode' with a significant adjustment in the way the network operates. This will be supported by plans outlining how access to the city centre will be managed as well as a plan defining the pedestrian, cycle and public transport movement within the city centre.
33. During the crisis local shops, services and facilities have played a central role, underlining the importance of local and district centres. However, as levels of walking and cycling have increased in local communities, social distancing has become difficult and in some cases not possible in locations across the city. There is a need to enable people to access local services, employment, retail and leisure and exercise/play locally, using active modes wherever possible. A wider assessment of the key locations across the city in terms of local centres, public transport nodes, parks, major employers needs to be undertaken to identify where further support is required. As a result of this we will need a network of 'pop-up'

cycleways connecting local centres, the city centre and other key destinations to enable safe and effective travel.

34. In addition to identifying where physical measures are required to support social distancing, it will be necessary to adapt to extended and flexible operating times to reflect changes in working and movement patterns.

City resilience

35. The threats to both environmental quality and wellbeing presented by the current crisis need to be urgently addressed to prevent long-term damage to the safety and success of the city. Cardiff's resilience is vital to its success as a city.
36. Changes to travel patterns and movement within the city as a result of Covid-19 have the potential to adversely affect our environment, and therefore health and wellbeing, for example, through air quality. Mitigation is required in order to avoid a large-scale shift to car-based travel which would further exacerbate the current economic and environmental impact.
37. Many areas have seen an improvement in air quality and reduction in traffic noise due to the lower levels of car traffic, and local communities are keen to retain this. Since more stringent lockdown measures were introduced on the 16th March by the UK Government, levels of nitrogen dioxide (NO₂) have dropped significantly. A daily average figure of 9.5µg/m³ (micrograms per cubic metre) was measured at Cardiff's city centre monitoring station, and 17.5µg/m³ at the Newport Road Station.
38. Although yearly comparisons are not considered conclusive given the array of parameters that can influence air quality levels from one year to the next, datasets gathered in 2019, coincided with the same analysis period from the same two monitoring station recorded daily average figures of 21.5µg/m³ at the Cardiff's city centre station, and 33.8µg/m³ at the Newport Road station.
39. Notwithstanding the fact that whilst NO₂ concentrations have decreased, there have been slight increases in particulate pollution, overall air quality has significantly improved. The reduction of air and noise pollution will have positive impacts on the health and wellbeing of our residents, and it will be important as part of the recovery strategy that these improvements are maintained whilst reviving the economy. The improvements in air quality will also lessen the burden on NHS in terms impacts on respiratory, cardiac admissions and a host of other negative health impacts of poor air quality. Maintaining and improving on air quality improvements may help reduce the impact of the coronavirus pandemic and may help increase resistance to any future waves of virus.
40. The recovery period is an opportunity for securing increased environmental and city resilience. Improving air quality to protect health is a key Council commitment. An increase in car-based trips would have an adverse impact on air quality, as well as emissions of greenhouse gases.

41. It is necessary to prevent a potential modal shift to car based journeys, as people switch from public transport and other sustainable modes to avoid busy environments, through supporting active and sustainable modes of travel. Similarly, existing inequalities in the city may be exacerbated by changes in travel patterns, with those able to work from home and/or drive more likely to be in higher income groups.
42. There is a significant risk to the growth and success of the city if an effective response is not implemented. All cities are rapidly seeking to adjust to ensure a successful recovery. Globally, forward-looking cities are introducing measures to provide additional space for people walking and cycling and to facilitate access to local services e.g. through spill-out spaces and greening/infrastructure which contributes to enhanced amenity. For example, Athens is reallocating 50,000 square metres of public space, including a four-mile “grand walkway” uniting archaeological sites in the historic centre, enlarging squares, pedestrianising boulevards and widening pavements. Brussels has transformed its city centre into “slow streets” in order to give residents more space to walk, cycle and shop. A 20 km/h (12 mph) limit has been implemented across the city centre and drivers must give priority to pedestrians and cyclists. The city is also creating 25 miles of cycle lanes. In the UK, Liverpool City Council are investing £450,000 in outdoor spaces to create covered seating areas, with the funding targeted at local independent businesses to offset the loss of internal space due to the need to socially distance. Seven temporary cycle routes are also planned to boost active travel around the city centre.
43. The proposed strategy is for the city as a whole, but with a clear focus on city centre and local and district centres through providing more space for physical distances and enhancing amenity to support the function and recovery of businesses.
44. Greening interventions have a key role to play in enhancing amenity. These may include portable features for the street scene, such as creating an ‘avenue’ effect through the use of containerised trees. Parklets and planters may also provide additional space as well as offering a further opportunity for greening. Lower level annual and permanent planting will also be utilised.

Homelessness and Rough Sleeping

45. The Covid-19 response from all partners to provide additional accommodation and support for homeless individuals has been exceptional. At the start of the pandemic Cardiff had around 30 rough sleepers and significant numbers of people in shared space accommodation. Around 182 additional individual units of supported accommodation have been provided since the lockdown began, with funding made available by the Welsh Government.
46. At the same time the availability of funds through street begging, often used to obtain illegal drugs, had almost completely disappeared. Our

multi-disciplinary team have had huge success in supporting individuals with long term substance misuse issues to come into treatment for the first time.

47. As we move into the city recovery phase we will need to carefully consider the messaging we want to promote to Cardiff residents and visitors about the factors that have resulted in this remarkable improvement in outcomes for some of our most vulnerable citizens.

Cardiff's Recovery Strategy

48. In response to the above issues we are proposing a strategy which outlines what is required during the Covid-19 recovery period to ensure that the city centre, and wider local and district centres, fully support local businesses, retailing, and the wider range of positive social and leisure activity associated with Cardiff city centre. Central to this is a drive to create an environment that is safe, socially distanced, well-managed and welcoming, that highlights what people 'can-do' as opposed to what they 'can't do' to establish a return of footfall to the main urban centres. The strategy document in Appendix 1 provides detailed principles and actions for delivering this approach.
49. The strategy identifies essential interventions for creating a safe city centre and sets out key actions at a city-wide level which will enable an integrated strategic approach across the city, based on social distancing and ensuring people's safety while social distancing is required. The roll out of these interventions will be accompanied by targeted information and publicity.
50. As part of the progress of the Council's Clean Air Plan and to monitor the short term impacts of the Recovery Strategy measures, the Council will be enhancing its real-time monitoring capabilities within the city centre and surrounding areas to ensure robust air quality data is collected. The monitors will support existing air quality data that has continued to be collected during the COVID-19 crisis and will be used to assess and monitor any displacement effects of the proposed measures on peripheral areas around the city centre. Longer term the monitors will be used to assess whether the Clean Air Plan has achieved compliance with legal limits for nitrogen dioxide (NO²) on Castle Street as the full Clean Air Plan is implemented. The proposed monitoring enhancements will be implemented as early as possible in the coming weeks.

Engagement

51. The Council and the Business Improvement District have undertaken a number of engagement sessions and workshops, as part of an on-going commitment to support the operation of the city centre. Stakeholders have included representatives from the police, transport operators (including taxis), local employers, the university sector, retail centres, retail units, the hospitality sector, car park operators and public bodies.

52. The design and implementation of the schemes proposed in the strategy will be discussed with key stakeholders. Consultation with Ward Councillors will also take place as part of the implementation for specific schemes within their wards.
53. It is also important to note that there is a significant resident population within the city centre, and that any changes that take place will have an impact upon their lives. Consultation will be undertaken with city centre residents and engagement with local members to both inform the development of the strategy and its proposed measures, as well as providing continuous feedback on its implementation and management.
54. Consultation will also take place with key user groups on the proposed interventions, including disability groups and other protected characteristics. Appropriate Equality Impact Assessments will be undertaken for the schemes identified within this report.

Principles

55. The strategy comprises the following elements:

A Safe City Centre

56. The city centre will have a concentration of the problems impacting upon the commercial areas of the wider urban area. It is vital to support three key strands of activity – employment, retail and hospitality.
57. Interventions are necessary to ensure that access to the city centre is safe and enabling for workers, shoppers and visitors, including actions relating the public realm, car parking, walking, cycling and cycle parking and security. As discussed above, this may require an ‘event mode’ to be implemented with appropriate adjustment in the way the network operates together with a management plan setting out arrangements for access to and movement in the city centre for pedestrian, cycle and public transport modes.
58. Effective engagement with key stakeholders, including the business community and disability groups, will be essential in adopting, monitoring and refining measures which are introduced to support access and movement in the city centre, together with local and district centres.
59. An operational management plan for the city centre identifies measures to facilitate social distancing requirements, including queuing, routes for circulation/movement, spill-out space and information, including signage and street ambassadors. It outlines an approach to facilitating events and activities, which will attract users back to the city centre. It also highlights the commitment to work closely with the Housing and Communities team to define specific measures related to managing anti-social behaviour.
60. Integral to this approach is the need to make sure that such social distancing measures are attractive and welcoming. To that end, green

features will be introduced to the street as part of the social distancing infrastructure, building upon the current partnership between FOR Cardiff and the Council, and introducing more plant materials within the city centre. Central to plans will be the installation of substantial, portable features that aid social distancing and add scale and texture, creating impact and interest. The approach will involve the theming of locations based on tree genus and whereby large containerised stock will form bold, clean lines.

A Safe Connected City

61. Key actions have been identified at a citywide level to facilitate social distancing, protect public health and support the re-opening of businesses in local and district centres and other key demand centres.
62. Measures will include a package of safety and greening in local and district centres such as pavement widening, cycle routes, speed restrictions and more significant measures where appropriate, with a pilot scheme in Wellfield Road. Other key locations such as parks and universities will be identified and schemes developed to ensure social distancing and effective access.
63. Urgently required measures to mitigate the loss of public transport capacity will include walking and cycling schemes, safety measures (for example, pavement widening), bus priority schemes and ongoing engagement with operators, such as Transport for Wales and Cardiff Bus. Additional car parking capacity and 'park and pedal/stride' schemes will also be explored.
64. A systematic 'pop up' cycle network will encourage additional use of the mode and provide connectivity into the city centre, local centres and transport/demand hubs. Additional cycle parking will be delivered.
65. The re-opening of schools will be supported through reallocating additional space to facilitate social distancing and protect vulnerable road users.
66. A summary of the principles informing the strategy is provided in the following table.

Measure/Scheme	Details
Managing vehicle speeds	Managing vehicle speeds to improve public safety through, for example: <ul style="list-style-type: none"> • Introduction of temporary speed awareness signage • Introduction of 20mph limits on key routes on key routes through district and local centres by way of Temporary Traffic Regulation Orders. • Monitoring of vehicle speeds • Targeting communications and messaging to encourage slower speeds and careful driving via social media.

Measure/Scheme	Details
Improvement Plans for local centres	<p>An initial pilot in Wellfield Road in Plasnewydd will inform the design and implementation of measures to facilitate safety and social distancing with public realm improvements. The measures are likely to include:</p> <ul style="list-style-type: none"> • Removal of car parking and re-allocating road space by providing additional segregated space for pedestrians including spill over areas • Widening of footways with the introduction of bolt down kerbs • Public realm improvements, including, where possible, the introduction of greening features, planters and parklets • Provision of temporary pedestrian crossings, where required • Potential introduction of one-way vehicle access • Provision of additional cycle parking.
City Centre Safety Plan	<p>Working with local employers and businesses to introduce social distancing and pedestrian safety measures to encourage people back into the centre and underpin economic recovery. This will include:</p> <ul style="list-style-type: none"> • Reshaping of city centre to prioritise pedestrian safety (e.g. footway widening, on-street markings) while supporting cycling and bus access (e.g. through bus gates). Car access will be integrated through a series of park and ride and park and stride facilities. • A systematic 'pop-up' cycle network connecting local centres to city centre and key locations • Public realm enhancements to enhance amenity and create sense of place including greening, planters, parklets, spill over areas, additional cycle parking • An operational management plan covering key activities e.g. ambassadors and welcome points, management of pedestrian queues and street cleansing. • An 'event mode' plan defining the form of network arrangements and the city centre movement plan.
Safety Plan for universities and other trip generators	<p>Enhancing walking and cycling access through measures which will may include:</p> <ul style="list-style-type: none"> • Bus gates and one way systems on temporary basis • Systematic network of pop up cycle ways linking to existing and new cycleways to city and local centres and Roath Park

Measure/Scheme	Details
	<ul style="list-style-type: none"> Enhanced pedestrian access e.g. footway widening.
Measures to facilitate social distancing and enable active travel to schools	Supporting school reopening through measures including: <ul style="list-style-type: none"> Footway widening Temporary 20mph limits Temporary closures at drop-off and pick up times. Support of Active Travel Schools team to promote active travel.
Promotion and information	Targeted information about the Recovery Strategy will be provided through a detailed programme of communications.

Local Member consultation

67. There is a compressed timescale for design/delivery so there may be variation from standard process but consultation will be carried out. There will be further opportunities for consultation with local communities as additional schemes may be brought forward.
68. Measures expected to be brought forward are principally intended to reduce inequality by protecting public health by enabling physical distancing, safe and sustainable journeys and reducing harmful impacts of motor traffic. It is acknowledged that the current Covid-19 restrictions may make meaningful engagement with some protected characteristic groups (e.g. younger and older people) more challenging.

Reason for Recommendations

69. To publish the Recovery Strategy and to enable the Council to progress the identification, design and delivery of the schemes outlined in the strategy, on an urgent basis to underpin the recovery period as lockdown measures are eased.

Financial Implications

70. It is understood that the anticipated cost of the schemes are still in development, and early indications are that these are likely to be in excess of £3M. A bid for grant support to cover these costs had been submitted to Welsh Government. Any proposals that fall outside of the scope of Welsh Government grant funding will need to be reviewed or have funding identified prior to implementation.
71. There is a need for due consideration of the strategy and to receive assurance that the delivery of the projects contained in the strategy can be delivered within the funding allocated. Consideration also needs to be given as to whether or not any future financial commitments will arise from these works and where this is the case funding sources should be identified at the point of this decision.

Legal Implications

72. The Council is statutorily responsible for the promotion of economic, social and environmental wellbeing of the city. The Council has various statutory duties and powers upon which it can rely to carry out the recommendations set out in this report, however, full legal advice should be sought on the individual proposals arising from the strategy as the same are developed.
73. In particular, the Council has powers in which it may alter and/or restrict the use of the highway. However, it should be noted that in order to facilitate such schemes traffic regulation orders (TRO's) may be required. TRO's may be temporary, experimental or permanent in nature. A statutory process must be followed in order to make such TRO's with such processes sometimes involving public consultation together with associated rights of objection. If objections are received to proposed TRO's they must be duly considered and following such consideration the potential exists that the TRO may be made, be made but in modified form or not proceeded with. In view of this, the Council cannot guarantee that such orders can be made as to do so could be seen as predetermination of a statutory process
74. If any proposed scheme involves the procurement of works, goods or services then the Council must comply with its Contract Standing Orders and Procurement Rules and procurement legislation.
75. It is noted from the body of that the report the Welsh Government is leading the easing of lockdown within Wales and that Welsh Government will provide guidance on how the Council should respond to the aforementioned easing of lockdown. In view of this the Council must ensure that the strategy it puts place is flexible enough to ensure it can respond to any guidance or legislation that is issued going forward.
76. It is also noted that the Council intends to bid for Welsh Government grant funding to accommodate its proposals. The Council will need to ensure it can comply with the grant terms and conditions and that the proposals to be funded from the grant are not committed to, until the grant is secured.
77. In formulating this proposed strategy it is understood that a number of engagement sessions and workshops have been undertaken with stakeholders. It should be noted that consultation gives rise to a legitimate expectation that the outcome of the consultation will be taken into account in determining the way forward.
78. The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions 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.

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

79. As such decisions have to be made in the context of the Council's equality act public sector duties. Vulnerable people with respiratory and other illnesses are more likely to be affected by poor air quality. Accordingly an Equality Impact Assessment should be carried out the purpose of the Equality Impact Assessment is to ensure that the Council has understood the potential impacts of the proposal in terms of equality so that it can ensure that it is making proportionate and rational decisions having due regard to its public sector equality duty. The decision maker must have due regard to the Equality Impact Assessment in making its decision.
80. 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, the report and Equality Impact Assessment deals with all these obligations.
81. The decision maker should also have regard when making its decision to the Council's wider obligations under the Wellbeing of Future Generations (Wales) Act 2015. In brief the act makes provision with regards promoting/improving wellbeing.
82. 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.
83. 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: <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx>
84. The well-being duty also requires the Council to act in accordance with '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
- Involve people from all sections of the community in the decisions which affect them

85. The decision maker 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 using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

86. The Council has to consider the Well-being of Future Guidance (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

HR Implications

87. Any changes to Council employee jobs that are required either on a temporary or permanent basis in order to support the Recovery Strategy will be fully consulted on with Trade Unions and staff. Any changes to employees roles will follow the agreed corporate processes.

RECOMMENDATIONS

Cabinet is recommend to note and approve the proposals outlined within this report and Appendix 1 and to delegate authority to the Director of Planning, Transport and Environment and the Director of Economic Development, in consultation with the Leader of the Council, the Cabinet Member for Strategic Planning and Transport, the Cabinet Member for Investment and Development, the s151 Officer and the Legal Officer to develop and implement detailed plans.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	Neil Hanratty Director of Economic Development
	5 June 2020

The following appendix is attached:

Appendix 1 - Cardiff Recovery Strategy