

COUNCIL

21 SEPTEMBER 2023

AMENDMENT 2 TO MOTION 2

Proposed by Councillor Chris Lay
Seconded by Councillor Ed Stubbs

Deletions are shown by being crossed out
Additions are shown in italics

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, *in particular those much needed services in the suburbs. and that Council officials have been working hard to allocate resources so as to allow continued access to the bus network across the entire city.*
- ~~3. Bus services across Cardiff are already being cut with many others currently under review.~~
3. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts)

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. ~~Bus services should be prioritised over other modes of active travel.~~ *Bus services are a key part of a sustainable transport system.* Other than trains which are outside of our control, buses are the only accessible, affordable, and safe, mode of transport available to **ALL** Cardiff residents.
3. *That since the deregulation of the bus industry in the 1980s, the Council does not have the powers to control, plan and manage the city's bus network efficiently.*
4. ~~The potential removal of b~~ *Bus services are a vital tool in preventing people and communities, in the suburbs will lead to communities, especially the elderly, being isolated from essential services.*

5. *That segregated cycle lanes also play a vital role in enabling low-cost, sustainable journeys across the city, and allows new and less confident cyclists to travel safely.*

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City.
2. ~~Review the role of cycle lanes in increased road congestion and~~ *To continue to consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services, as part of a balanced approach to enhancing the city's transport infrastructure.*
3. *To continue to lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.*
4. ~~To stop all work on proposals for congestion/road user charging and to focus efforts~~ *To continue the delivery of the Council's Transport Strategy which recognises that a potential Road User Payment scheme would deliver more frequent, more reliable, and more widespread bus services to every part of the city, as well as across the city region. The Strategy focuses on creating viable, inclusive, efficient and effective transport services, which is for the people of Cardiff and to save the struggling City Centre. It must be accessible, affordable, equitable and safe for all its citizens, in supporting the principles of a 15 minute city. of the Council's own 15 minute City strategy.*
5. ~~Include Cardiff Bus's finances and operational ability in its policy impact assessments.~~
5. *To outline a series of bus priority measures, such as smart corridors, in the forthcoming Bus Strategy to make the city as bus friendly as possible.*

Further, Council resolves:

1. *To thank and congratulate Cardiff Bus staff for their work in successfully transforming the company in recent years*
2. *To continue to support and cherish our municipally owned bus company – one of the few left in the UK – and to condemn any Councillor who wilfully undermines the company's reputation by sharing or inventing unfound hearsay about its financial status.*

The Amended Motion would read as follows:

The Council notes:

1. The Welsh Government Bus Emergency Scheme, introduced to bridge the gap between bus operators income and expenditure, is due to expire on 24th July 2023.
2. Cardiff's share of the £46m of funding to help bus services for the rest of this financial year is insufficient to maintain existing services across the city, and that Council officials have been working hard to allocate resources so as to allow continued access to the bus network across the entire city.

3. Cardiff Bus, which is owned by Cardiff Council received £5.6m from the Bus Emergency Scheme and £1.6m Bus Service Support Grant in 2021/22 (the latest published accounts).

The council believes:

1. Frequent and reliable bus services are a key characteristic of a capital city and are essential to reducing car use, carbon emissions and road congestion and will help the City centre to thrive.
2. Bus services are a key part of a sustainable transport system. Other than trains which are outside of our control, buses are the only accessible, affordable, and safe, mode of transport available to **ALL** Cardiff residents.
3. That since the deregulation of the bus industry in the 1980s, the Council does not have the powers to control, plan and manage the city's bus network efficiently.
4. Bus services are a vital tool in preventing people and communities, especially the elderly, being isolated from essential services.
5. That segregated cycle lanes also play a vital role in enabling low-cost, sustainable journeys across the city, and allows new and less confident cyclists to travel safely.

We call on the Cabinet to:

1. Given resource constraints, ensure priority is given to bus services as the only low-cost, accessible mode of transport around our City.
2. To continue to consult with bus companies in Cardiff about the impact of proposed new cycle lanes on bus services, as part of a balanced approach to enhancing the city's transport infrastructure.
3. To continue to lobby the Welsh Government to maintain and improve existing levels of bus funding until it's to-be-legislated franchising model is in place.
4. To continue the delivery of the Council's Transport Strategy which recognises that a potential Road User Payment scheme would deliver more frequent, more reliable, and more widespread bus services to every part of the city, as well as across the city region. The Strategy focuses on creating viable, inclusive, efficient and effective transport services, which is accessible, affordable, *equitable* and safe for all its citizens, supporting the principles of a 15 minute city.
5. To outline a series of bus priority measures, such as smart corridors, in the forthcoming Bus Strategy to make the city as bus friendly as possible.

Further, Council resolves:

1. To thank and congratulate Cardiff Bus staff for their work in successfully transforming the company in recent years
2. To continue to support and cherish our municipally owned bus company – one of the few left in the UK – and to condemn any Councillor who wilfully undermines the company's reputation by sharing or inventing unfounded hearsay about its financial status.