
Transport for Wales (TfW) – Cardiff Bus Interchange updates

Appendix A is exempt from publication because it contains information of the kind described in paragraphs 14 and 21 of parts 4 and 5 of Schedule 12A to the Local Government Act 1972

REASON FOR THE REPORT

1. To provide the Committee with an update in relation to the Cardiff Bus Interchange:

STRUCTURE OF THE PAPERS

2. Attached to this report are:
 - Appendix A – Presentation

BACKGROUND

3. Transport for Wales are working with Welsh Government, Cardiff Capital Region and local authorities across Wales to develop an integrated transport system, and are central to many transport improvements in Cardiff including the Bus Interchange , which they took ownership of in March 2023.
4. TfW also resource the Burns Delivery Unit which was established in January 2021, to take forward and accelerate the delivery of the 58 recommendations, (made by Lord Burns and the South East Wales Transport Commission), including a number that are Cardiff specific and regional recommendations that will also impact on Cardiff.
5. [The Burns Delivery Board Chairs Annual Report, January 2023](#) provides an update on activity during 2022, and notes priorities for 2023.
6. The [Council's Transport White Paper: Transport Vision 2030](#) – Changing how we move around a growing city, includes demographic information about how

the city is growing and the projects that are being taken forward to support this growth and the move away from private car use to more sustainable transport and active travel including improving bus services and doubling the number of bus users by 2030 (from 2018).

7. [‘Stronger, Fairer, Greener’](#) states that a greener city *‘is connected by convenient, accessible, safe sustainable transport options.’* Commitments to achieve this, that relate to the bus interchange, include:
 - Radically improve bus transport through introducing more priority measures, new services, and work with partners to introduce a standard £1 bus fare.
 - Develop and agree a new Bus Strategy for Cardiff.
 - Develop park and ride sites across the city.

ISSUES

8. The Cardiff Central bus station closed in 2015 and since then there have been numerous delays for a variety of reasons until work on the new build started in 2019.
9. Since the closure a coach station has operated from Sophia Gardens and bus stops have been operation from various on-street locations across the city centre.
10. A recent [newspaper article](#) has suggested there have been further delays to the opening of the bus station, as some services were intended to start using the facility by the end of 2023.
11. A further [article](#) notes that a TfW spokesperson said the bus station “will open in spring 2024”.

WAY FORWARD

12. Representatives from Transport for Wales have been invited to make a presentation to update the Committee and answer Member’s questions.

Legal Implications

The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making 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

the 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

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, and the presentation and any further information presented at the meeting; and
- ii. Determine whether they would like to make any comments, observations or recommendations on this matter to the Cabinet Member for Transport & Strategic Planning.

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5 January 2024