
Cardiff Recovery Strategy.

Purpose of the Report

1. To provide Members with information to aid the scrutiny of the report to Cabinet regarding the proposed Cardiff Recovery Strategy. The report is due to be considered by Cabinet at their meeting on 11 June 2020.

Structure of the Papers

2. To facilitate scrutiny the following appendices are attached to this report:

Appendix A – Cabinet report

Cardiff Recovery Strategy

The following appendix is attached to Appendix A:

1. Appendix 1 -Cardiff Recovery Strategy

Scope of the Scrutiny

3. Full Council established the COVID-19 Scrutiny Panel on 21 May 2020 to provide measured and proportionate scrutiny during the current emergency. The Terms of Reference for the Panel, set out on the agenda, specify the Panel should consider all Cabinet reports. In accordance with the Terms of Reference, Chairs have sought the views of the relevant scrutiny committee members on this report to use these to inform lines of enquiry.
4. At their meeting on 11 June 2020, the Cabinet will consider a report that sets out the proposed response to the impact of the Covid-19 pandemic on Cardiff City Centre and key employment locations, including district and local shopping centres.

5. During this scrutiny, Members have the opportunity to test the recommendations to Cabinet and explore:

- Key factors shaping proposals
- Impact of the proposals on existing commitments
- Financial implications
- Risks to the Council
- Next Steps and timelines.

Background

6. The Covid-19 pandemic has had a significant economic impact, with the Office for Budget Responsibility analysis indicating that the economic output of the UK would fall by a third during the first quarter of the financial year. The report states that sectoral mapping indicates that Cardiff would see an almost identical hit to its economy during this period. A survey of city centre businesses, undertaken by the city centre Business Improvement District, FOR Cardiff, notes that two-fifths are concerned about a cessation of trading.

7. As the lockdown eases, it is essential that Cardiff re-open in a safe manner. Social distancing and sanitisation measures are essential and affect businesses, the public realm and transport systems, particularly public transport.

8. Cardiff city centre is Wales' largest cluster of employment, with almost 70,000 jobs consisting of more than one in nine private sector jobs for the entire city-region, one in six hospitality sector jobs and two in every five financial services sector jobs in the city-region. It is the focal point for professional services, retail and the visitor economy.

9. During the lockdown, local shops, services and facilities have played an important role. However, as lockdown eases, social distancing is more difficult in these locations across the city.

Issues identified in the Cabinet Report

10. The report details the possible **economic impact** of the Covid-19 pandemic (*points 19-24*) and states that a reduction of economic output by a third could see over 10,000 jobs impacted unless appropriate support and mitigations are put in place. It stresses the need for the public to feel safe to engage economically and that a range of support and assistance for business will be needed, including:

- a strong public-private partnership
- good management of social distancing measures in the public realm, business premises and the transition between the two
- innovative solutions to off-set social distancing restrictions
- flexible hours of operation
- on-street management
- marketing campaigns.

11. The report sets out the implications for **transport** of the Covid-19 pandemic (*points 25-28*) highlighting the impact on the resilience of public transport and the significant risk this poses to Cardiff's long –term recovery and resilience. It highlights the need for access to the city centre to be easy and safe as well as the need to maintain reductions in air and noise pollution, particularly for health reasons in terms of increasing resistance to any future waves of the Covid-19 virus and lessening the burden on NHS. It stresses the need for urgent measures to secure the long-term viability of public transport and prevent a large-scale increase in car trips, which would be detrimental to the economic and environmental resilience of Cardiff. These include:

- Providing additional space for active travel modes
- Mitigating an increase in traffic speeds
- Communication that public transport is safe.

12. *Points 29 – 44* highlight key **city spatial impacts** and **city resilience** issues, including:

- Ensuring a safe city centre environment that establishes trust for users, city centre residents, local shops and businesses.
- Ensuring easy and safe access to the city centre

- That the city may need to operate in ‘event mode’ to ensure viable city centre access arrangements
- Enabling people to access local services, employment, retail, leisure and exercise/play using active travel modes wherever possible – network of pop-up cycle-ways
- Extended and flexible operating times
- Supporting active and sustainable modes of travel to prevent a potential modal shift to car based journeys
- Opportunities for green interventions including containerised trees, parklets, planters and lower level planting.

13. In terms of **homelessness and rough sleeping**, *points 45 – 47* of the report outline that, as part of the partnership response to Covid-19 pandemic, 182 additional individual units of supported accommodation have been provided to homeless individuals. The reduction in the opportunity to fund substance misuse via street begging has resulted in significant success in supporting individuals to receive treatment. The report highlights the need to consider carefully future messaging to Cardiff residents and visitors about the factors that have assisted this improvement.

14. The report sets out, *at points 48-66*, proposals for a **Cardiff Recovery Strategy**, with mitigations and adaptation related to the impact of Covid-19 pandemic. The proposed strategy is for the whole of the city but with a clear focus on the city centre, district and local centres. Detailed principles and actions are set out in the proposed strategy document at **Appendix 1**.

15. In essence, the proposed strategy sets out key actions at a citywide level to create safe spaces, socially distanced, well managed and welcoming, that highlight what people ‘can do’ as opposed to what they ‘can’t do’. The roll out of these interventions will be accompanied by targeted information and publicity. These interventions include:

Measure/Scheme	Details
Managing vehicle speeds	<p>Managing vehicle speeds to improve public safety through, for example:</p> <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.
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.

Measure/Scheme	Details
	<ul style="list-style-type: none"> 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 Enhanced pedestrian access e.g. footway widening.
Measures to facilitate social distancing and enable active travel to schools	<p>Supporting school reopening through measures including:</p> <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	<p>Targeted information about the Recovery Strategy will be provided through a detailed programme of communications.</p>

16. The Council and FOR Cardiff have undertaken a number of engagement sessions and workshops, with representatives from the police, transport operators (including taxis), local employers, universities, retail centres, retail units, the hospitality sector, car park operators and public bodies.

17. Further consultation of proposed schemes will be held with stakeholders, including disability groups, ward councillors and residents. Feedback will be sought on the implementation and management of measures as these take place.

18. Members' attention is drawn to the **Financial Implications** at *points 70-71*, **Legal Implications** at *points 72-86* and **HR implications** at *point 87*.

Proposed Recommendations to Cabinet

19. The report recommends that Cabinet:

- 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.

Way Forward

20. Councillor Russell Goodway, Cabinet Member – Investment & Development, Councillor Caro Wild, Cabinet Member – Strategic Planning & Transport, Neil Hanratty, Director of Economic Development, and Andrew Gregory, Director of Planning, Transport and Environment, will attend to take questions from Members of the COVID- 19 Scrutiny Panel, representing the Members of all five Cardiff Council Scrutiny Committees.

Legal Implications

21. 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 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 of 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

22. 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 Panel is recommended to:

- i) Consider the information in this report, its appendices and the information provided during the meeting; and
- 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 11 June 2020.

DAVINA FIORE

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5 June 2020