

## CCR Transport Authority Meeting

10.00am on Thursday 27 February 2020  
Council Chamber, Bridgend County Borough Council,  
Angel Street, Bridgend CF31 4WB

### Minutes

#### Present (TBC)

##### Members

Cllr Huw David (Chair)	(HD)	Bridgend County Borough Council
Cllr Dai Davies	(DD)	Blaenau-Gwent County Borough Council
Cllr Richard Young	(RY)	Bridgend County Borough Council
Cllr Sean Morgan	(SM)	Caerphilly County Borough Council
Cllr Caro Wild	(CW)	Cardiff Council
Cllr David Hughes	(DH)	Merthyr Tydfil County Borough Council
Cllr Jane Pratt	(JP)	Monmouthshire County Council
Cllr Roger Jeavons	(RJ)	Newport City Council
Cllr Ann Crimmings	(AC)	Rhondda Cynon Taf CBC
Cllr Fiona Cross	(FC)	Torfaen County Borough Council

##### Officers (TBC)

Jonathan Parsons	(JN)	Bridgend County Borough Council
Marcus Lloyd	(ML)	Caerphilly County Borough Council
Paul Carter	(PC)	Cardiff Council
Kellie Beirne	(KB)	CCR City Deal
Clare Cameron	(CC)	CCR City Deal
Nicola Butler	(NB)	CCR City Deal
Liz Fitzgerald (minutes)	(ESF)	CCR City Deal
Richard Cope	(RC)	Monmouthshire Council
Frances O'Brien	(FO'B)	Monmouthshire Council
Simon Nicholls	(SN)	Newport City Council
Roger Waters	(RW)	Rhondda Cynon Taf County Borough Council
Stephen Jarrett	(SJ)	Torfaen County Borough Council
Kyle Phillips	(KP)	Vale of Glamorgan Council
Alison Thomas	(AT)	Welsh Government

##### Guest speakers

Simon Jones	Welsh Government
Gwyneth Anderson	Welsh Government
James Hooker	Welsh Government

#### Apologies (TBC)

**ACTION**

**1. Welcome and Introductions**

Cllr David opened the meeting and apologies were noted.

**2. Minutes and Action Points from the Previous Meeting held on Thursday 28 November 2019**

The minutes of the previous meeting were agreed as accurate.

**3. Welsh Government Bus Services (Wales) Bill White Paper Update**

- 1) Simon delivered the presentation. A consultation had taken place and significant responses had been received and summarised in last summer's report ([Bus Services \(Wales\) Bill](#)). The taxi and private hire legislative measures would not be pursued but remained a key priority. Some potential measures to potentially address this was being discussed and they were working with colleagues at the WLGA.
- 2) Transport for Wales had been engaged with all 22 local authorities in relation to concessionary fare work which has resulted in a single, integrated back office. The database could be used more widely and would form part of the rail franchise technology platform which would provide an integrated ticketing system. There was an institutional piece of work to be put in place and this would help enact this which should be done as soon as possible. The majority of the machines in Wales should take contactless payment and QR codes. The Metro had worked without this but the transition should be easy for passengers.
- 3) In light of the UK Government's announcement indicating funding for buses and the consequential funding for Wales, Simon was asked if he knew how much the funding would be and if it could be invested in regional services; he confirmed that this was not yet known.
- 4) In terms of levelling up the narrative from the UK government and in terms of engaging in the debate more meaningfully by mechanisms like the Western Gateway, Simon was asked how this could be utilised to move ahead with an ambitious infrastructure. He said it offered an opportunity to engage in a different way with government; challenges of travel to London for places like Bridgend and Swansea will be mirrored in places like Exeter and Taunton. They could work more closely to lobby the UK Government. A significant part of West England would be massively disadvantaged by HS2 and there would be a £200m

disbenefit to South Wales. He had been involved in the negotiations around the regional impact of HS2. It was agreed the Board should consider what they wanted the ask to be and make a joint decision with Welsh Government as soon as possible about an appropriately ambitious collective and regional response.

**ACTION:** All Board members to consider the issues discussed.

**All**

HD thanked Simon and Gwyneth for attending and for the presentation.

#### **4. Metro Plus Schemes Programme & Financial Management**

- 1) CC introduced the report which identified a mechanism for funding. CC confirmed that the report complied with CCR Accountable Body processes and procedures.

It was resolved that the CCR Regional Transport Authority

- (1) agreed the programme and financial management process as laid out in the report.

#### **5. Metro Plus Update (Phase 1)**

- 1) RW updated members on progress on Phase 1 projects, generally going well; two schemes were showing as amber but the issues were related to land and these matters are in hand.
- 2) RW provided an update on Barry Docks. Specifically, the Vale of Glamorgan Council (VoG) had tendered for WelTAG stages 2 and 3 with funding from City Deal with a funding commitment required for 2020/21. The VoG were seeking endorsement from CCRTA for WIF funding to underwrite the 20/21 costs should the region be unsuccessful in securing Local Transport Fund grant for the programme next year.

It was resolved that the CCR Regional Transport Authority

- (1) noted progress to date on each of the 10 Metro Plus schemes;
- (2) endorsed the decision taken under delegated authority by the Director in consultation with the Chair of the Regional Transport Authority, the Transport Member of the Vale of Glamorgan Council and the S151 Officer to make a

decision in respect of on the designated Metro Plus programme City Deal budget for the Barry Docks Transport Interchange scheme to allocate £305,000 from the WIF towards the WeITAG 3 Stage of the scheme in 2020/21, as set out in this report;

(3) approved the request for funding in the sum of approximately £4,906,500 from the Wider Investment Fund to deliver the programme in 2020/21 in order to meet the match funding commitments for LTF; and

(4) agreed the process for dealing with projects that exceed the funding envelope, as set out in the report.

**6. Local Transport Fund (LTF) Bid 2020/21 (Including phase 2 development funding and Metro Enhancement Fund)**

- 1) RW presented the report and asked the Board to note the delegations.
- 2) CC noted that since the report had been distributed to Board members, Cardiff Council had asked for a scheme for the Metro Phase 2 which would need to be addressed with Welsh Government.

It was resolved that the CCR Regional Transport Authority

(1) noted the information in the report; and

(2) noted the bid for LTF funding that was submitted to Welsh Government within the deadline of 14 February 2020.

**7. Ultra Low Emissions Vehicles (ULEV) Transformation Fund – Local Transport Fund (LTF) 2020/21**

- 1) CC introduced the report. A bid was currently being prepared and the intention was that Merthyr Tydfil CBC would submit the bid. The bid would include taxi infrastructure, public use infrastructure, bus infrastructure, and transport hub infrastructure for all modes.
- 2) A Full Business Case was currently being developed by Cenex in terms of incentives for taxis and buses. A number of issues on State Aid in certain areas had also been identified but these did not apply to grants for operational costs. There would be opportunities to co-invest which would make it like a Metro Plus opportunity where, if City Deal co-invested, it could be managed under a programme like Metro Plus which would negate the need to go to the CCR Regional Cabinet to work regionally.

It was resolved that the CCR Regional Transport Authority

- (1) noted the bid to be submitted to Welsh Government for funding ULEV Transformation Fund – LTF within the deadline of 28 February 2020.

## **8. Metro Central**

- 1) KB introduced the report which would go to the CCR Investment Panel on 28 February and the CCR Regional Cabinet on 9 March. KB drew Board members' attention to the conditions placed on the release of funds by the CCR Investment Panel which were included within the report.
- 2) In terms of the £10m request, the Department of Transport have agreed to an Outline Business Case; they would add £6m leaving £4m as an investment request from CCR City Deal, the Metro Central Delivery Partnership, Transport for Wales, Welsh Government, Network Wales and Rightacres. There were highly complicated issues but opportunities for wealth creation.
- 3) KB clarified that the CCR City Deal wanted to see a programme-level Business Case setting out all the investment, job creations, etc. and that it must not be assumed that the CCR City Deal were providing a grant; a one-off Business Case would not be accepted.
- 4) Stephen noted that a Full Business Case was necessary and GVA benefit would come not just from the station element but the wider enhancement to the Metro. A constrained location limited the amount they could do in terms of future-proofing.
- 5) CW would like to see assurances on the active travel element.

It was resolved that the CCR Regional Transport Authority

- (1) advanced the Metro Central project in line with core City Deal Requirements and the conditions previously and more recently imposed by the CCR Investment Panel and as endorsed by the CCR Regional Cabinet, it is considered necessary to:
- (2) approved up to £4m of City Deal funding towards the £10m (to be confirmed through tender exercise) needed to finalise design work and technical specifications from the project established in the January 2018 report and needed to inform the Full Business Case, subject to the following:

## ACTION

- a) the revised governance arrangements, as outlined in the report;
- b) the commissioning by the scheme proposers, Transport for Wales and Welsh Government of a programme-level Full Business Case that responds in full to City Deal requirements;
- c) full consideration of the project contribution to the Cardiff Capital Region City Deal project objectives of jobs created, GVA uplift and private sector leverage and returns on investment.

HD thanked Board members and the meeting closed.

### **Date of next Public Meeting**

10.00am on Thursday 4 June 2020