

Cardiff Capital Region Transport Authority

10.00am-12.00pm on Thursday 9 September 2021
Remote Meeting using Microsoft Teams

Minutes

Present

Members

Cllr Huw David (Chair)
Cllr Dai Davies
Cllr Stuart Baldwin
Cllr James Pritchard
Cllr Caro Wild
Cllr Geraint Thomas
Cllr Jane Pratt
Cllr Ann Crimmings
Cllr Amanda Owen
Cllr Peter King

Bridgend County Borough Council
Blaenau-Gwent County Borough Council
Bridgend County Borough Council
Caerphilly County Borough Council
Cardiff Council
Merthyr Tydfil County Borough Council
Monmouthshire County Council
Rhondda Cynon Taf County Borough Council
Torfaen County Borough Council
Vale of Glamorgan Council

Officers

Jonathan Parsons (from 10:38)
Marcus Lloyd
Clive Campbell
Andrew Gregory
Jason Dixon
Kellie Beirne
Suzanne Chesterton
Nathan Llewellyn
Liz Fitzgerald (minutes)
Lindsey Yeoman
Alun Evans
Richard Cope
Paul Jones
Roger Waters
Michele Mitchell
Kyle Phillips

Bridgend County Borough Council
Caerphilly County Borough Council
Caerphilly County Borough Council
Cardiff Council
Cardiff Council
Office of the Cardiff Capital Region
CCR Accountable Body
Merthyr Tydfil County Borough Council
Monmouthshire Council
Newport City Council
Rhondda Cynon Taf County Borough Council
Torfaen County Borough Council
Vale of Glamorgan Council

Observers

Stephen Rowan
Tim Peppin

Welsh Government
Welsh Local Government Association

Apologies

Cllr Roger Jeavons
Cllr Andrew Morgan (Vice Chair)
Clare Cameron

Newport City Council
Rhondda Cynon Taf CBC
Office of the Cardiff Capital Region

Recording of the meeting started at 10:03

1. Welcome and Apologies

Cllr David opened the meeting and apologies were noted.

2. Declarations of Interest

No declarations were received.

3. Minutes from the Meeting held on 18 February 2021

The minutes of the meeting held on 18 February were agreed as a true and accurate record of the meeting as moved by Cllr Thomas and seconded by Cllr King.

4. Metro Plus Update

- (1) Kellie provided an update and noted that since the scheme's approval in 2019 no funds had yet been spent.

The Board discussed the item:

- dialogue with Transport for Wales (TfW) was ongoing regarding the Porth project. On-site work would commence in January 2022 for 12 months;
- all the updates were from local authority officers but updates should also include the wider partnership networks;
- matters such as COVID-19, Brexit, inflationary pressures around material costs and uplifts had caused some issues but it was hoped that more local intelligence could be obtained over the coming months to put timeframes in place and understand any capacity issues;
- the region needed to have projects up and running in order to meet its climate change targets.

- (2) The motion to accept the recommendations of the report was moved by Cllr Baldwin and seconded by Cllr Crimmings.

- (3) It was resolved that the RTA Board:

(1) noted the progress of the regional programme, Metro Plus Phase 1, Metro Plus Phase 2, MEF Corridors and CVL enhancements;

(2) endorsed the decisions taken to approve funding for both the Pontypool & New Inn and Porth Schemes.

5. ULEV Strategy and Delivery Update

- (1) Kellie said that the present report summarised the key components of the strategy and noted the mechanism to deliver it. Kellie noted her thanks to Merthyr Tydfil CBC who were acting as lead authority. Kellie said that officers proposed taking a report to the CCR Regional Cabinet on 20 September setting

out the wider strategy; the environment was constantly evolving and commitments were subsequently being brought forward. The strategy takes into account the work being done with the CCR Challenge Fund and looks ahead to the next stages. The strategy fitted with the wider economic strategy for the region and was not just about the decarbonisation of transport but also affected the decarbonisation of industry and domestic energy uses being developed.

(2) The Board discussed the item:

- hydrogen was recognised as being the way forward but the technology was moving at pace;
- infrastructure was an issue which was preventing vehicle purchases from being sustainable and eco-friendly;
- microwave ovens did not work in electric vehicles so hydrogen would address this issue;
- the national grid had limited capacity in respect of electric vehicles so these should not be the only solution;
- Kellie agreed to ask Cenex to consider providing a hydrogen demonstration for the region;
- collaboration would be key;
- regarding the reference to workplace charging in urban centres, some areas did not have much choice. The modal shift may not be a viable option, as many people did not have different travel options. Kellie agreed that access to infrastructure in some locations was limited. Local implementation would be key;
- Clare Cameron was currently working on home-to-school transport;
- car clubs could be an option;
- residents were not always aware of the work being done on transport matters. Some residents wished to change to electric vehicles but did not have off-road parking facilities. Kellie said that the CCR Challenge Fund had issued a proposition around on-street charging facilities which included addressing ancillary matters such as high-density terraced housing;
- innovation-style partnerships should be investigated as there were many specialist organisations which could benefit the region;
- the UK Treasury had published a letter inviting applications to the Comprehensive Spending Review. The Board delegated authority to Cllr David to submit a letter on behalf of the RTA.

ACTION: Kellie would ask Cenex to consider providing a hydrogen demonstration for the region.

ACTION: Kellie would support Cllr David to prepare a submission to the UK Treasury Comprehensive Spending Review.

(3) The motion to accept the recommendations of the report was moved by Cllr Crimmings and seconded by Cllr Pratt.

(4) It was resolved that the RTA Board:

- (1) approved and endorsed the draft ULEV Strategy to enable further progress to be made on delivering the ULEV Programme to assist the transition to net zero, and to agree to forward to Regional Cabinet to request adoption of the Strategy;
- (2) noted the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;
- (3) noted and endorsed the way forward in respect of the taxi 'try before you buy' trial in managing the programme in-house following the unsuccessful tender returns.

6. Bus Reform – BES2 Update

- (1) Kellie said that in recent years there had been a whole host of complex issues around bus viability and a business model. The issues had been exacerbated by the COVID-19 pandemic and whilst additional funding would be welcome, funding and sustainability would have to be reviewed going forward. There would be a national bus strategy but this work would have to be led by local authorities for the region. If the Board would endorse this proposal, a report would be brought back for its consideration at a future meeting.
- (2) The Board discussed the item:
 - Stagecoach had raised an issue that they could not get drivers – the DVLA was taking between 4-5 months to issue provisional licences;
 - Richard Cope said there was a major issue with bus driver provision. The industry was facing an age problem as many bus drivers were past retirement age. Officers were working with Welsh Government and the bus operators, and had met with the DVSA and DVLA to try and resolve the problems; however, matters were not moving fast enough. There was also a proposal for Class 2 lorry drivers to drive buses. Terms and conditions, and wages, for bus drivers were much lower than those of lorry or train drivers were. A proper strategy for this issue was required and a letter from the RTA may help progress matters. The issues were spreading across local authorities in the region;
 - refuse collection was also being affected;
 - TfW was advertising high-salary jobs whilst support for local authority officers, experts in their field, was minimal;
 - local authorities needed to join up internally. There was a fundamental issue around economic inactivity in communities and an aging workforce. Local authorities should be targeting European social funding or the Shared Prosperity Fund to tackle inactivity;
 - an additional issue was people being unable to afford the costs of acquiring a licence and training in order to make a start in the transport industry;
 - duties and responsibilities for bus sits with local authorities;
 - the region and the various bodies within it need to improve collaboration; whilst commitments from Welsh Government are in place, actioning them

is taking too long. Kellie suggested commissioning a piece of work on how the regional government structure might look. Kellie would reflect the Board's comments in the report to be presented to Regional Cabinet on 20 September;

- the industry was fragile and the region needed to ensure it was able to respond to that fragility;
- the Board agreed to the proposal suggested.

Recording of the meeting ended at 11:12

Date of next meeting: 10.00am-12.00pm on Thursday 9 December 2021

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg