

## Minutes of the Cardiff Capital Region Regional Transport Authority

### 1. Welcome and Apologies

The Chair called to order the regular meeting of the Regional Transport Authority at 10.00 on 14<sup>th</sup> July 2022 on Microsoft Teams.

The Secretariat logged the following persons to be present:

<b>Name (Abbreviation)</b>	<b>Position</b>	<b>Organisation</b>
Cllr Huw David (Chair) (HD)	Leader	Bridgend CBC
Katherine Painter (Secretariat) (KP)	Business Support Officer	Office of the CCR
Cllr John C. Morgan (JM)	Cabinet Member	Blaenau Gwent CBC
Cllr John Spanswick (JS)	Cabinet Member	Bridgend CBC
Cllr Sean Morgan (SM)	Leader	Caerphilly CBC
Cllr Dan De'Ath (DD'A)	Cabinet Member for Transport & Strategic Planning	Cardiff Council
Cllr Geraint Thomas (GT)	Cabinet Member for Regeneration & Public Protection	Merthyr Tydfil CBC
Cllr Laura Lacey (LL)	Cabinet Member for Infrastructure	Newport CC
Cllr Bronwen Brooks (BB)	Cabinet Member	Vale of Glamorgan
Cllr Ann Crimmings (AV)	Cabinet Member for Environment and Leisure	Rhondda Cynon Taf CBC
Cllr Mark Norris (MN)	Cabinet Member for Development and Prosperity	Rhondda Cynon Taf CBC
Cllr Amanda Owen (AO)	Cabinet Member for Environment	Torfaen CBC
Lindsey Yeoman (LY)	Accountant	Accountable Body
Kellie Beirne (KB)	Director	Office of the CCR
Elizabeth Fitzgerald (EF)	Business and Partnerships Officer	Office of the CCR



Gill Brown (GB)	Group Accountant	Accountable Body
Emma Reed (ER)	Operational Manager	Vale of Glamorgan CBC
Clare Cameron (CC)	Transport & Energy Manager	Office of the CCR
Suzanne Chesterton (SC)	Head of Governance, Policy and Communications	Office of the CCR
Stephen Jarrett (SJ)	Head of City Services	Newport CC
Kate Amos (KA)	Solicitor	Accountable Body
Clive Campbell (CIC)	Transportation Engineering Manager	Caerphilly CBC
Simon Nicholls (SM)	Bus Coordinator	Newport CC
Michele Mitchell (MM)	Group Leader - Highways and Transportation	Torfaen CBC
Rob Jones (RJ)	Strategic Development Programme Manager	Transport for Wales
Stephen Williams (SW)	Service Director Transportation	Rhondda Cynon Taf CBC
Jonathan Parsons (JP)	Group Manager Planning and Development	Bridgend CBC
Charlotte Davidson (CD)	Graduate Development Officer	Office of the CCR
Jason Dixon (JD)	Operations Manager	Cardiff CC
Steve Hazelton (SH)	Marketing and Communications Lead	Office of the CCR
Richard Cope (RC)	Transport Manager	Monmouthshire CC
Charlie Nelson (CN)	Transportation Manager	Rhondda Cynon Taf CBC
Frances O'Brien (Fo'B)	Cabinet Member for Infrastructure and Neighbourhood Services	Monmouthshire CC

The following list of apologies were recorded:

<b>Name</b>	<b>Position</b>	<b>Organisation</b>
Cllr Andrew Morgan (AM)	Leader	Rhondda Cynon Taf CBC
Stephen Rowan (SR)	Deputy Director for National and International Connectivity	Welsh Government
Cllr Catrin Maby (CM)	Cabinet Member	Monmouthshire CC
Roger Waters (RW)	Service Director Highways & Streetcare Services	Rhondda Cynon Taf CBC

## **2. Declaration of Interests/Conflicts of Interest**

There were no conflicts of interest received.

## **3. Minutes of the Previous Meeting**

The Chair moved for the members to approve the minutes from the previous meeting on 03 March 2022

The members approved the minutes of the previous meeting noting them as a true and accurate record of the meeting as moved by Cllr Ann Crimmings and Seconded by Cllr Geraint. Thomas.

## **4. Terms of Reference Discussion Item**

The Board Discussed the Item. CC explained that this was a Reminder of the Terms of Reference which were initially set up in 2017. The Regional Transport Authority is the only formal committee of CCR. A report on the Committee's remit was established in 2017. There has been much movement since and various reports have been produced throughout last few years, giving delegated authority to the Chair to deliver the Metro Plus programme and to Deliver Metro Central and ULEV, also to look at developing the future Regional Transport Plan

CJC will have an impact on Terms of Reference. KB explained that the Terms of Reference have been in place since 2017. Cabinet is only joint committee which cover CCR, and the RTA is the only subcommittee without its own powers. CCR are looking forward to the inception of CJC which is currently operational at bare minimum due to technical issues such as VAT status, pension scheme and ability to borrow and lend. These issues need addressing before CJC can fully operate. CJC will be a corporate legal entity, so will have more ability to bring the RTA subcommittee to life, and it will hopefully transition to CJC. There is much more which the RTA could be doing when properly constituted with the powers it needs under CJC.

HD said that increased powers reflect the increased level of collaboration and support for the RTA which has grown immeasurably since the beginning. The RTA now has a shared ambition and vision which can be delivered once these powers are in place for example, responding to climate emergency. Further report on how to make the transition are to come.

**5. Metro Plus Update Local Transport Fund (LTF) Award 2022/23 (including Phase 2 Development Funding, CVL Enhancement and Metro Enhancement Fund (MEF) Appendix 1 to this report is exempt from publication because it contains information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.**

CC gave an overview of the report and advised on funding allocated. CC asked for board approval to approach Regional Cabinet to ask for increase in Metro Plus funding by £2million on 25<sup>th</sup> July.

CC gave an update. The Metro Plus phase one is in fourth year with 3 schemes onsite. The Welsh Government have awarded £3.1 million to finally complete Phase One but no funding has been allocated to date for future programmes or Phase 2.

Metro Plus was first approved January 2019 and efforts have been made to maximise the available Local Transport Funds, which has resulted in no CCR funds having yet been drawn down. Phase One end date is March next year, and CCR is asking for any outstanding confirmations to come forward as quickly as possible before the end of September, so funds can be distributed across other schemes as required. KB

requested that any Local Authorities who still have forms outstanding to please return as soon as possible.

The Board noted the exempt appendix and moved to accept the recommendations of the report.

**It is recommended that CCRTA:**

**(1) notes the information in this report; and**

**(2) notes, approves and endorses a request to be made to Regional Cabinet on 25th July 2022 to increase the CD contribution to deliver the Metro Plus Phase One programme, and to allow an element of the funding to be carried forward into 2023/24 to match fund any LUF funding award to Caerphilly CBC (if Caerphilly CBC is successfully with its LUF bid later this year), and Merthyr Tydfil CBC (if Merthyr receives a successful LUF award in 2023/24) in accordance with the figures detailed in appendix 1.**

## **6. Ultra Low Emission Vehicles (ULEV) Update**

***To receive the Report of the Director and Transport & Energy Manager of the Cardiff Capital Region***

CC gave an update regarding Taxi Chargers - 24 out of 30 of which are operational and monthly reports are being given on usage. There has been some difficulty with leading times to turn on charging points, but CC is hoping another 4 will become operational next week and others operational by September.

CC said that CCR are looking to relaunch the taxi trial scheme. There are still some issues with monitoring of the scheme and some policy issues to address re: take up. Drivers needing to share a car has caused some issues and RTA need to investigate the options in the next few days. There has also been issues due to lack of chargers operational and taxi drivers struggling to charge vehicles. A further update will be given

in December. Funding has been applied for the Public Charger Programme through LTF to deliver 159 sites for dual 7-22 kw chargers. There are now 146 sites with multiple chargers and 176 chargers in total. First fix will hopefully be completed by mid-August, with first runs hopefully operational by second week of August.

The first package of Ozev funding should shortly be received from UK Government. Welsh Government have agreed to match fund £850,000 across the region but there is still a financial gap which needs bridging to enable delivery of all 199 additional chargers. Hopefully by next board, confirmation will be available that funding is in the scheme progressing.

Options are currently under discussion for the Regional Car Club. All £3 million of funding has now been used. Report asks for recommendation to Regional Cabinet for additional £ 5million for E-Car club to go out to tender. This will comprise £3.2 million for car club, and gap for additional chargers, also for schools and health facilities, to boost ULEV programme and enable more benefit from the programme.

JS asked what is the total projected carbon saving and what is cost of that saving? CC said that current carbon figures are around 15,000 tonnes for taxis. RTA are looking to reduce to 3,000 tonnes so are hoping to save 12,000 tonnes. There are 1.5 million tonnes of road transport emissions in the region. RTA are hoping to reduce to 427,000 by 2025, predominantly by encouraging cars off the roads, encouraging e-vehicles and bus usage. Road transport is causing pollution and needs to be reduced. Range of different packages need to be looked at. JS asked what it will cost to save 1000 tonnes of carbon. CC is to work out these figures and report back.

BB said that there has been very little uptake of Charging points in the Vale of Glamorgan and the public has been asking to use the chargers. BB said that Car Club may help multi car households reduce car ownership. CC said that the Vale has only recently gone live, which is why there has been no take-up until now. As part of the taxi trial consultation with taxi drivers, the feedback was that drivers needed to have access to chargers without public use. By November it is hoped to see a much larger uptake. The public cannot benefit from the full use the rapid chargers as the

rapid charge facility is in the car itself and the specific battery in that car which many only can charge at a slower pace. It has taken a while to get all chargers live. Connected Kerb have raised profile with energy companies and they have reduced the current leading times of 2 months. E-Cars will hopefully reduce second car ownership and will benefit accessibility in rural communities where there is not a good bus network. The public can also trial them before considering transitioning to EV, and it will hopefully encourage more public transport use for part of the journey. A large promotion will be needed to further publicise the project and encourage uptake.

SM said that this has been a positive report and that it has been good to see the speed of rollout of chargers. SM said that placing chargers in school car parks would be a good way to educate children that politicians are doing positive things to address climate crisis.

JM said that regarding the schools' rollout, some schools are on joint sites. (for example, with leisure centres), and asked would chargers on these sites be available for use by the general public in the evenings and weekends? Clare said that the chargers will be site-specific. Public access is potentially feasible in community schools and 21<sup>st</sup> century schools (for example) where the car parks are available for public use. More work will be done on this. JM asked whether there were figures on how many taxi drivers have trialled ULEV across region and what the take-up is in each Local Authority. Clare said that these figures are available, but another piece of work with licensing authorities may now be needed as we are unsure if licensing of taxis has changed post-Covid. JM said that this would help reveal which Local Authorities may need support in making take-up accessible.

In respect of an E-car club, AC asked whether the number of vehicles across the region was based on the pilot. CC said that the scheme intention was to supply 50 vehicles based on funding, but Cardiff CC already had 20 vehicles in a non E scheme, and therefore are looking to replace this number. Some feasibility work was done and the minimum number in other regions across the UK was 106. The maximum number is 2,500 in London. Therefore, numbers could ideally go to 108 but this would be

double the cost. We would also need to acquire the vehicles and put in the infrastructure. It was therefore decided to start with 58. The intention is that this number would grow over a period of 5-10 years and the management company would invest in future vehicles and infrastructure.

The board moved to accept the recommendations of the report as moved by Cllr. Ann Crimmings and seconded by Cllr. Geraint Thomas.

**It is recommended that CCRTA:**

- (1) notes the information in the report and progress made on the ULEV projects to deliver ULEV infrastructure and on the wider decarbonisation of transport projects; and**
- (2) approves a request to be made for further funding from Regional Cabinet at its meeting on the 25<sup>th</sup> July 2022, to the value of an additional £5m to enable a contribution towards the OZEV delivery programme, to deliver the E-Car Club project and to enable further expansion of the decarbonisation of transport programme.**

## **7. Regional Bus Update**

***To receive the Report of the Director and Transport & Energy Manager of the Cardiff Capital Region***

RC introduced the item and discussed the report regarding proposed Welsh Government changes to the legislation governing planning and procuring Bus Services and the White Paper.

RC read out recommendations.

GT said that he was happy to support the recommendations and that time is of the essence. Without this, low carbon goals will not be achieved.

The Board moved to accept the recommendations of the report as moved by Cllr Sean Morgan and seconded by Cllr Ann Crimmings.

It is recommended that the CCRTA:

- (1) notes the issues identified in the report and the progress made to date on the response;**
- (2) agrees to delegate authority to the Chair of the CCRTA to sign off the final response to the consultation;**
- (3) agrees to recommend to the Regional Cabinet to provide funding of £75k to enable KPMG consultants to provide an independent assessment of the Regulatory Impact assessment and White Paper, which will be used to inform the CCRTA response;**
- (4) notes the requirement for further work to be undertaken to inform the preparation of the RTP once this work can be carried out through the CJC decision-making process.**

## **8. AOB**

CC asked the board to consider whether the next meetings should be held as hybrid or face to face. CC said that she may send a questionnaire to source board members' views on the subject.

HD said that there were still some technical problems in Bridgend regarding hybrid meetings, but the chamber should hopefully be fully hybrid in September.

SM said that he would like to see one or two in person meetings per year. SM said that he is happy to offer the Caerphilly offices in which to hold a meeting. GT agreed that a combination would be good.

JS said that it would be good to meet in person.

Fo'B offered the use of Monmouthshire's chamber

BB offered support for the hybrid meeting option. JM also would prefer hybrid due to journey times. SW suggested that if holding in-person meetings it would be beneficial to consider how attendees can get there on sustainable transport

KB informed attendees that a notification has been received that the investment proposition from Cardiff Parkway has now been received by CCR. KB said that this would complement Metro and serve 800,000 passengers per year. The investment ask is £100 million through tax increment financing, borrowing against the power of future business rates in the region. Not all funding is therefore needed to come through CCR. Technical analysis needs to be carried by Investment Panel but policy and strategy will be advised by RTA in relation to the wider transport plan for the region.

CC said that Transport for Wales would also come to the next meeting to discuss some work being carried in in respect of Cardiff and Bridgend. Next meeting will concentrate on different programmes rather than updates for metro plus and ULEV. Following this there may be 6 monthly reports on Metro plus and ULEV.

## **9. Date of Next Meeting**

Next Briefing 1 September 2022

Next Board 8<sup>th</sup> September 2022

The Chair adjourned the meeting at 11.09