
TRANSPORT DELIVERY SUB-GROUP

17.02.2020

Present:

Voting Members – Councillors: Robert G. Parry (Isle of Anglesey County Council), Greg Robbins (Conwy County Borough Council), Gareth Wyn Griffith (Gwynedd Council), Brian Jones (Denbighshire County Council) and Carolyn Thomas (Flintshire County Council).

Officers in attendance – Huw Percy (Isle of Anglesey County Council), Emlyn Jones (Denbighshire County Council), Stephen Jones (Flintshire County Council), Dafydd Wyn Williams (Gwynedd Council), Iwan G Evans (Monitoring Officer – Lead Authority), Peter Davies () and Annes Sion (minutes – Lead Authority).

1. ELECTION OF VICE-CHAIR

Although protocol did not dictate that the Chair / Vice Chair should come from the West and the East, this principle was agreed upon and thus Cllr Robert Parry (Isle of Anglesey) was elected as Vice-chair.

2. APOLOGIES

Apologies were noted from Darren Williams (Wrexham County Borough Council).

3. DECLARATION OF PERSONAL INTEREST

A declaration of personal interest was received from Cllr David Bithell - being an employee of Network Rail.

4. URGENT ITEMS

No urgent items were received for discussion.

5. MINUTES

The minutes of the previous meeting of this committee, held on 2 December 2019, were accepted as a true record.

6. TRAINS

A presentation by Ioan Jenkins, Development Director - Railway Services, Transport for Wales.

DISCUSSION

A presentation was received from Transport for Wales which outlined its plans for the year ahead. Emphasis was placed on improved performance, enhanced timetables and more trains.

Observations arising from the discussion

- It was noted that the bus and train networks needed to work together. The Transport for Wales structure was highlighted.
- The need to improve communication, with the public in particular, was emphasised. This was expanded upon by noting that timetable changes had not been brought to the public's attention. These timetable changes were discussed and it was noted that Transport for Wales hoped that adjustments would be made next year, and that discussions on the issue were ongoing.
- The journey from north Wales to Cardiff was discussed, and referred to as one of the core routes of the service. It was noted that the new express service meant that not all stations in north Wales were included, even though it stopped at many of the stations across the border. It was asked whether this could be looked at once again so that shortening journey times would not involve not stopping at stations across north Wales.
- There was a request for contact numbers in order to get in touch with Transport for Wales staff - it was agreed that the information would be sent to members following the meeting.
- The importance of creating integrated transport tickets was emphasised.
- An update on the timetabling issues was requested at the meeting of 18 May.

7. ACTIVE TRAVEL

The report was presented by Stephen Jones - Flintshire County Council.

DECISION

The Sub-Board acknowledged the requirements imposed by the Welsh Government.

DISCUSSION

In presenting the report it was noted that the Active Travel (Wales) Act 2013 had made it a requirement for every Local Authority in Wales to produce active travel maps. Integrated maps had been developed and were published in 2017. It was noted that there were further requirements within the Act to keep these maps updated and to publish an annual report.

It was expressed that the Welsh Government had revised the Delivery and Design Guidance and that a meeting to discuss this would be held in Llandudno. Also noted was the need to update the maps, and that training would be held on the consultation. As a result of this, there was a possibility that the target date of May 2020 would be extended to February 2021. It was reported that the Government had provided funding for map creation and consultation, but that the Government had not announced how much funding would be earmarked for creating the next set of maps.

Observations arising from the discussion

- It was noted that no money was available for the appointment of staff to create these maps, and it was emphasised that 10-15% of the money could be used to fund posts. It was stressed that this matter should be raised with the Welsh Government.

8. UPDATE ON THE BUS (WALES) BILL AND THE REGIONAL BUS REVIEW

The report was presented by Stephen Jones - Flintshire County Council.

DECISION

The update was noted and it was agreed that the Sub-group would discuss the matter further in the future.

DISCUSSION

The report was presented as an update to the Sub-group on the progress made with the Bus Bill, along with an update on the work to develop a regional bus network. In terms of the Bus Bill, it was noted that some elements had been taken out following its publication and the consultation upon it. It was highlighted that taxis and private hire vehicles would not feature in the final bill. In addition to this, it was reported that proposals to review the legislation governing Joint Transport Authorities had been removed from the final draft, and had subsequently been incorporated in the White Paper on Local Government and Elections. It was also noted that a proposal to review the revised age limit for concessionary fares had been removed from the bill.

In terms of the work to develop a Regional Bus Network, the need to build on lessons learned by authorities in the region was noted. It was added that Flintshire County Council and Gwynedd Council had undertaken a comprehensive review which highlighted what was required. It was reported that discussions had begun in relation to this work, and elements of the initial work plan were highlighted. It was emphasised that the scope would be revised as the work progressed.

Observations arising from the discussion

- Joint Transport Authorities were discussed, and it was noted that the Government's preferred model was different and far from straightforward.
- In terms of the Bus Bill, it was noted that further clarification was needed from the Government. In addition, it was noted that there was a need to examine which pilot scheme had succeeded, and how this could be made into a success.

9. REPORT ON CHARGING POINTS

Presented by Dafydd Wyn Williams - Gwynedd Council.

DECISION

Subject to identifying resources, commission a study to assess regional options to install, maintain and manage charging points.

DISCUSSION

In presenting the report it was noted that there was widespread demand for greater care towards the environment. It was foreseen there would be a substantial increase in the number of electric vehicles on the roads, and as a result there would be a need for more charging points. It was added that all authorities in the region were operating in different ways. Reference was made to the situation in Scotland, where there was a unified nationwide plan which was easy to understand.

Since there would be greater pressure on authorities, it was asked whether it would be possible to work collaboratively and to commission a piece of work to assess regional options and examine what benefits may derive from doing this.

Observations arising from the discussion

- It was noted that the main point was that authorities in the region were working together, and that it would be possible to ensure that charging points would be user-friendly.
- It was reported that £2m was available from the Welsh Government, albeit capped at a maximum amount for each authority. It was added that there would be a need to examine ways of funding this, and to see whether the regional approach could be a model for the whole of Wales.
- A request was made for an update on current usage of charging points at the next meeting.

10. HYDROGEN - FUEL OF THE FUTURE

The report was presented by Stephen Jones - Flintshire County Council.

DECISION

The report was noted and accepted.

DISCUSSION

In presenting the report it was noted that it contained an update on the work of developing bids for a hydrogen hub, and provided an opportunity to examine methods of undertaking joint purchases of hydrogen vehicles for use as part of Local Authority fleet services.

It was reported that studies had created opportunities to set up pilot schemes across the region. The results of the three pilot schemes were outlined. At Deeside Industrial Park it was found that hydrogen vehicles could be used, but a problem had arisen in that no double-decker vehicles were provided. It was found that hydrogen vehicles could be used for three out of four local journeys in Holyhead. The pilot scheme on the Sherpa network showed that hydrogen vehicles did not meet the requirements due to the nature of the roads and the difficulty of securing a hydrogen supply in the area. It was reported that a further scheme had been commissioned at Deeside Industrial Park, as more work was required.

It was noted that the use of hydrogen fuel was more suited to large vehicles. The need to undertake regional work was also highlighted.

The meeting commenced at 9.30am and concluded at 11.25pm.