
CARDIFF CAPITAL REGION TRANSPORT AUTHORITY MEETING:

05 MARCH 2019

Regional Cabinet Members Present:

Cllr Garth Collier	-	Blaenau Gwent Council
Cllr Huw David (Chair)	-	Bridgend Council
Cllr Richard Young	-	Bridgend Council
Cllr Sean Morgan	-	Caerphilly Council
Cllr Caro Wild	-	Cardiff Council
Cllr David Hughes	-	Merthyr Tydfil Council
Cllr Bryan Jones	-	Monmouthshire Council
Cllr Roger Jeavons	-	Newport Council
Cllr Andrew Morgan	-	Rhondda Cynon Taf Council

Officers:

Alun Evans	-	Blaenau Gwent Council
Ellie Fry	-	Blaenau Gwent Council
Kevin Mulcahy	-	Bridgend Council
Alyn Owen	-	Merthyr Tydfil Council
Kellie Beirne	-	Cardiff Capital Region Director
Clare Cameron	-	Cardiff Capital Region
John Gibson	-	Cardiff Council
Richard Cope	-	Monmouthshire Council
Simon Nicholls	-	Newport Council
Chris Bradshaw	-	Rhondda Cynon Taf Council
Roger Waters	-	Rhondda Cynon Taf Council
Michele Mitchell	-	Torfaen Council
Emma Reed	-	Vale of Glamorgan Council

Invited Guests:

Geoff Ogden	-	Transport for Wales
Ben Hutchison	-	Transport for Wales

Apologies:

Cllr Fiona Cross	-	Torfaen Council
Cllr Geoffrey Cox	-	Vale of Glamorgan Council
Christian Schmidt	-	Monmouthshire Council
Stephen Jarrett	-	Torfaen Council
Kyle Phillips	-	Vale of Glamorgan Council

1. Welcome & Introductions

Cllr David welcomed colleagues to the public meeting and introduced colleagues from Transport for Wales who would be providing some update information as indicated on the agenda.

2. Declarations of Interest

Cllr David asked that all Members declare any relevant interests with regard any of the agenda items listed for discussion, in accordance with the Members Code of Conduct.

No declarations of interest were made by those present.

3. Transport for Wales – Update and Overview

In response to a presentation by Geoff Ogden (TfW), the following additional points were made:-

- The presentation is available upon request.
- Geoff to come back to the RTA concerning priority and implementation timescales; there are operational considerations being worked on currently that have an effect on timescales. Consideration would also be given to the creation of a delivery plan that can be published so the public are more informed about station improvements, incremental changes, etc. Work would take place with the Transport Officers Group to achieve this.
- TfW and RTA need to work together concerning managing public expectations.
- There was discussion concerning active travel and taking opportunities to bring in more such opportunities ahead of 2023, but has to be more joined up with local transport routes.
- Further consideration would be given to increased aspiration for Park & Ride around the region which can be tested as part of the TfW SE Wales Transport Model, as well as the issue of availability of public conveniences on some routes / trains, with the Transport Officers Group.
- It was noted that there needed to be further discussion concerning the availability of Wi-Fi at some stations and potential issues of anti-social behaviour both at stations and on trains themselves.
- Work is ongoing concerning engagement with SMEs concerning jobs, employment and apprenticeships.
- Kellie referred to transport being an enabler for further aspirational change, such as within the energy revolution cluster and electric vehicles and building a smarter region, suggesting a discussion with TfW concerning wider City Deal plans and driving a new ecosystem together. TfW would welcome that discussion. Cllr David asked that these talks begin as soon as possible, potentially taking further advantages from existing regional successes such as the CSC investment and the new energy catapult in Bridgend.

Cllr David thanked Geoff for the presentation and positive question and answer session from Members and colleagues.

4. Welsh Government / Transport for Wales – Bus Strategy Update

In response to a presentation by Ben Hutchison (TfW), the following additional points were made:-

- The presentation is available upon request.
- There was discussion concerning Integrated Responsive Transport (IRT) services and a perception that it only works for older users and a younger client base would need to be targeted also. It was noted that to be able to book less than 24 hours in advance there would need to be more sophisticated software in use to give real time information and enable dynamic routing of services. Service users also need to be able to search for information on an App, which would provide them with the best routes, travel integration and fares available, but also give us data to be able to assess travel patterns and provide better services to users. There could be trial services in some areas to assess demand, but this can take time and would need a three year period for such trials and ensure that all commuters can be connected to a Metro service.
- Colleagues noted that there is a realisation that any legislative aspects would take some time, but there is a desire to move forward as Local Authorities have powers to act already for some aspects and those decisions should be taken locally.
- It was agreed that significant capital funding is required to transform bus infrastructure and bus priority measures, ongoing revenue funding is critical to bus service provision.
- Integrated smart ticketing has been discussed previously and needs to be in place as a tap on / tap off service. Agreement needs to be made on the technology to be utilised and put in place to allow simplicity of travel, including through travel where required. TfW noted there are advanced plans concerning ticketing in place which could bring together standard travel and concessionary travel card systems. A collaborative approach is being pursued with other bodies.

Cllr David thanked Ben for the presentation and positive question and answer session from Members and colleagues.

5. Improving Transport – White Paper - CCRTA Response

The Cardiff Capital Region Transport Authority (CCRTA) considered a report regarding the White Paper – Improving Public Transport – CCRTA Consultation Response for consideration and approval.

RESOLVED: it was agreed that the Regional Transport Authority:

- i. Approved the submission of the response to WG before the deadline of 27th March 2019.
- ii. Gave delegated powers to the Chair of the CCRTA in consultation with the Vice Chair of the CCRTA to revise and finalise the draft response should further information become available during the remainder of the consultation period, scheduled to end on 27th March 2019.

Actions

- Cllr David asked for an amendment to be made to Appendix A, Question 5, to emphasise the role of democratically elected Members who are accountable to their communities and spending public monies, so as to include:-

“The regional JTA will deliver key local and regional infrastructure and services and will be democratically accountable to the people that rely on such services. This unique accountability must be reflected in the make-up of the board and in the allocation of voting rights.

Within a fair, inclusive and consensus-lead approach, the majority view of democratically appointed members must be able to prevail in any decision making process. The acknowledged step-in rights of the Minister will serve to provide assurance to partners and stakeholders.”

This change of wording was agreed by colleagues.

- It was further agreed that the final version of the documentation would be circulated prior to submission.
- It was also noted that individual Councils would also be likely submit responses to the consultation.

6. Metro Plus Report Central - Cardiff Central Station Upgrade

The Cardiff Capital Region Transport Authority (CCRTA) considered a report regarding the Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local ‘Future Mobility’ Schemes for consideration and approval.

RESOLVED: it was agreed that the Regional Transport Authority noted, formally supported and endorsed the actions taken by the Joint Cabinet in its meeting on 18th February 2019 and which are detailed in the Report at Appendix 1.

Action

- It was noted that Blaenau Gwent would be pursuing enhanced proposals to reflect a more aspirational approach to integrated transport links from Ebbw Vale and Abertillery in line with the following;

Provision of new integrated transport links from Abertillery and Ebbw Vale to Cardiff and Newport will open up Abertillery, Ebbw Vale, and adjacent Tech clusters as part of Tech Valleys development, integrating the benefits across Blaenau Gwent; along with the dovetailed Abertillery spur the system will offer increased frequency of trains and provide options for citizens choosing public transport for work and leisure journeys with the additional benefit of associated infrastructure to accommodate vehicle electric charging.

The integrated transport system should provide a vibrant multi-modal interchange serving businesses, towns and residents to reduce congestion on the roads without eroding economic competitiveness; improve road safety, for children, pedestrians and cyclists; reduce the environmental impact of transport

in terms of human health, the local environment; and create a more inclusive society with improved access for all to goods, services, and employment.

This approach was noted.

7. Date of next meeting

It was noted that the date of the next meeting is yet to be agreed but likely to be in the summer of 2019.

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