

Complete Agenda



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

Meeting

TRANSPORT DELIVERY SUB-BOARD

Date and Time

9.30 am, MONDAY, 17TH FEBRUARY, 2020

Location

Suite 4, Conwy Business Centre, Llandudno Junction, Conwy LL31 9XX

Contact Point

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(DISTRIBUTED 10/02/20)

TRANSPORT DELIVERY SUB-BOARD

MEMBERSHIP OF THE JOINT COMMITTEE

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
David Bithell	Wrexham County Borough Council
Carolyn Thomas	Flintshire County Council

Link Member of the North Wales Economic Ambition Board

Councillor Ian Roberts	Flintshire County Council
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Officers in Attendance

Emlyn Jones	Denbighshire County Council
Huw Percy	Isle of Anglesey County Council
Geraint Edwards	Conwy County Borough Council
Darren Williams	Wrexham County Borough Council
Stephen Jones	Flintshire County Council
Dafydd Wyn Williams	Gwynedd Council
Iwan Prys Jones	North Wales Economic Ambition Board
Iwan G. Evans	Monitoring Officer
Dafydd L. Edwards	Section 151 Officer

A G E N D A

1. ELECT VICE CHAIR

To elect a Vice Chair

2. APOLOGIES

To receive apologies for absence.

3. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest

4. URGENT MATTERS

To note any items that are a matter of urgency in the view of the Chair for consideration.

5. MINUTES OF THE PREVIOUS MEETING

4 - 11

To confirm the minutes of the previous meeting held on 2 December 2019.

6. TRAINS / RAIL

Presentation by Ioan Jenkins, Transport for Wales Development Director – Rail Service

7. ACTIVE TRAVEL

12 - 14

Report by Stephen Jones, Flintshire County Council.

8. BUS WALES BILL UPDATE

15 - 19

Report by Iwan Prys Jones, North Wales Economic Ambition Board

9. CHARGING POINTS

20 - 24

Report by Dafydd Williams, Gwynedd Council

10. HYDROGEN - FUEL FOR THE FUTURE

25 - 29

Report by Iwan Prys Jones, North Wales Economic Ambition Board

11. DATE FOR NEXT MEETING

The next meeting will be held on the 18 May 20202.

Agenda Item 5

TRANSPORT DELIVERY SUB-GROUP 02.12.19

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 Council), and Carolyn Thomas (Flintshire Council)

Officers in attendance – Huw Percy (Isle of Anglesey County Council), Emlyn Jones (Denbighshire Council), Darren Williams (Wrexham County Borough Council), Stephen Jones (Flintshire Council), Dafydd Wyn Williams (Gwynedd Council), Iwan Prys Jones (North Wales Economic Ambition Board), Iwan G Evans (Monitoring Officer – Lead Authority), Peter Davies and Annes Sion (minutes – Lead Authority)

1. **APOLOGIES**

Apologies were received from Cllr David Bithell.

2. **DECLARATION OF PERSONAL INTEREST**

There were no declarations of personal interest.

3. **URGENT ITEMS**

No urgent items were received for discussion.

4. **MINUTES**

The minutes of the previous meeting of this committee, held on 23 September 2019, were accepted as a true record.

5. **UPDATE - REGIONAL BUSES**

The report was submitted by Peter Daniels.

DECISION

Having considered the current situation, it was resolved to send a letter to Welsh Government and the UK Government's Department for Transport on behalf of the Sub-Board to note the problems that could arise as a result of the Public Services Vehicle Accessibility Regulations.

DISCUSSION

The report was submitted, noting that there were two main aspects for discussion.

The Public Services Vehicle Accessibility Regulations were discussed, noting that local authorities had recently received a letter explaining the process of applying for an

extension to the two-year process if specific criteria were met. It was noted that the main reason for the exception was access for disabled people. Attention was drawn to the concern that the exception was only relevant if more than 20% of bus seats were unsold. It was expressed that Welsh Government needed to be lobbied to reduce this reduction. It was noted that there were concerns about the cooling-off period and the investment required to secure buses that reached the standard, and it was asked about the implications of this on businesses.

In terms of the second aspect, Concessionary Travel Passes Free Renewals, it was noted that the numbers remained low across Wales. It was expressed that Transport for Wales had been raising awareness of the matter, and perhaps this would boost the numbers. It was added that January would be a month where it would be possible to use both passes; however, this would consequently involve a lot of work for the bus companies.

Observations arising from the discussion

- It was expressed that although it was positive that a two-year extension would be given, it would be better for regulations to come into force for schools at the beginning of the school year, rather than in January.
- It was noted that the bus regulations would force companies to withdraw from agreements as their business models were based on these agreements.
- With regard to vehicles to schools' regulations, it was expressed that each authority was different because in some authorities, such as Wrexham, the schools contracted with companies directly. It was emphasised that there was a need to be aware of the impacts on schools, and particular attention was drawn to buses for activities such as swimming lessons.
- With regard to free renewals of concessionary travel passes, it was noted that there was a need to ensure that those who did not use the passes were aware of the changes.

6. UPDATE ON THE PROGRESS IN RELATION TO 20MPH SPEED LIMITS FOR RESIDENTIAL AREAS ACROSS WALES

The report was submitted by Huw Percy

DECISION

It was resolved that the Sub-board needed to submit a report to the Ambition Board in order to discuss the economic impact of 20mph speed limits for areas.

DISCUSSION

The report was submitted, noting that an announcement had been made by the First Minister that Welsh Government should attempt to adopt 20mph as a default speed limit for residential areas across Wales. It was explained that the proposed changes were due to the encouragement of a new method of travel. It was noted that a Task and Finish Group had been set up which consisted of stakeholders, and officers from Flintshire and Anglesey Council would attend from North Wales.

It was expressed that the Group had divided into four Project Groups in order to examine four main work-streams. With regard to enforcement, it was noted that self-enforcement was currently being highlighted as the Police did not have any resources for it. It was added that there would be a discussion with authorities to discuss enforcement powers. Attention was drawn to the timetable, noting that it was hoped a legislation would be in place before October 2020, with the aim of starting to implement the plan in 2023.

Observations arising from the discussion

- It was noted that there would be financial implications as a result of being part of this plan.
- It was expressed that there were no statistics as part of the report by the Government where speeding was a problem, and it was added that people would possibly be more willing to respond if they were responding to positive figures. It was emphasised that the Government's main priority was to encourage a change in the method of transport, away from cars and towards walking and cycling.
- It was asked whether pilot schemes would be conducted in some counties in order to measure the impact.
- Link roads were discussed, noting that it could bring problems, and it was added that there was a need to know exactly where the exceptions would be, and whether they would be consistent across the country.
- In terms of enforcement, it was asked who would do this as the authorities would have financial implications for the scheme, and it was explained that specific work would be carried out to look into this further.
- Attention was drawn to the economic impact, noting that the Ambition Board's awareness needed to be raised.

7. PAVEMENT PARKING - UPDATE

The report was submitted by Huw Percy.

RESOLVED

It was supported that the relevant officers were attending meetings of the Pavement Parking Task Group, noting that they were happy with the progress made, and that the following needed to be noted:

- That there is no blanket legislation for all areas
- That specific locations needed to be considered, as well as traffic flow
- That there is support to parking restrictions locally, but that clear guidelines and funding are required to raise awareness and for staff time.

DISCUSSION

The report was submitted, noting that this item went down the same route as the previous item with regard to the Government's reference to encouraging pedestrians. It was added that pavement parking was dangerous and imposed obstacles for pedestrians, as well as damage to pavements. It was expressed that the Road Traffic Management Legislation enabled authorities to issue prohibitions, and that a specific group by Welsh Government had been established to look into the matter further.

It was noted that the consensus of the group was that issuing a national prohibition would not currently be fixed, as there were many challenges. It was noted that it would be more practical for authorities to impose prohibitions on suitable locations. It was explained that there would be specific steps that would include consultation, standard guidelines on warnings and further information. It was added that Parking Administrators could keep an eye on locations that caused problems.

It was reiterated that a recommendation would be made to the Minister to discuss the matter with the authorities and the police.

Observations arising from the discussion

- It was expressed that locations was a concern, as some roads were narrow and there was no option but to pavement park which could cause problems with traffic flows. Consequently, there would be a need to ensure that the locations were sensible.
- It was emphasised that there was a need to ensure that the pavements were safe, as money had been spend to ensure that people in wheelchairs could use them. It was added that there was a need to ensure on some streets that the Emergency Services could pass without any obstructing vehicles.
- It was noted that if parking spaces needed to be ensured, additional funding would be required to create car parks.
- It was expressed that there was a need to emphasise the specific points in the Task Group.

8. UPDATE PAPER ON ADOPTING 'UNADOPTED ROADS' DEVELOPMENTS ACROSS WALES

The report was submitted by Huw Percy.

DECISION

Support was expressed for relevant officers to attend meetings of the Unadopted Roads Task Group, and report back to the Transport Sub-board.

DISCUSSION

The report was submitted, noting that the first step of the Unadopted Roads Task Group's work had since been completed. It was added that an 'Unadopted Roads Model Guide' had been created, and that further work was progressing with the second part. It was reiterated that the second step would be to set up a database to provide a comprehensive record of all unadopted roads and to develop common standards for the design and construction of highways to be used by Local Authorities and housing developers for roads that could be adopted.

Observations arising from the discussion

- It was emphasised that common standards were required, as they varied within areas and therefore consistency was required for housing developers.
- It was noted that the legislation would not look at historical cases, but would ensure that no new problems arose.

9. LOW CARBON TRANSPORT

Presentations were received on Electric Vehicle Charging Points by Geoff Murphy from SPEN, Rhys Horan from Welsh Government and Iwan Prys Jones from the North Wales Economic Ambition Board.

Observations arising from the presentations:

- The importance of ensuring consistency across Wales was expressed, and that the potential locations needed to be circulated with the authorities.
- It was noted that the Sub-board needed to discuss locations across the region in order to apply for the OLEV grant.

- It was explained that collaboration was required between authorities and Transport for Wales in order to ensure that the locations were the correct ones, in case additional locations were required.
- It was emphasised that there was a need to ask Welsh Government whether a national system, similarly to the system in Scotland, would be created, along with its timescale.
- It was expressed that discussions were required on the digital plan of the Ambition Board, as both plans interconnected.

10. DATES OF THE MEETINGS IN 2020.

The dates of the 2020 Sub-board meetings were agreed.

The meeting commenced at 9.30am and concluded at 12pm.

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CABINET STATEMENT

Written Statement: The Public Service Vehicles Accessibility Regulations 2000 (PSVAR)

Ken Skates AM, Minister for Economy and Transport

Since my last statement of 26 November 2019, Welsh Government officials have continued to engage with the Department of Transport (DfT) and Welsh local authorities about the unintended consequences associated with PSVAR. I have also written again to the Secretary for State for Transport.

Although the DfT has introduced exemptions from PSVAR for specific groups of learner travel services, the Association of Transport Co-ordinating Officers (ATCO), have reported that compliance issues continue to emerge. Officials have raised these with DfT as follows;

- calls to simplify the administrative process and availability of exemption certificates on the ground for inspection and enforcement;
- queries as to what happens when an operator changes a vehicle in the fleet during the exemption period. Would a new exemption certificate for the new vehicle be required through a new submission to the DfT or would the new vehicle need to comply with PSVAR 2000 immediately;
- concerns about information accompanying exemption certificates, suggesting that once these expire, the DfT would expect home to school transport vehicles to be PSVAR compliant. Local authorities are querying whether this encompasses all contract vehicles, which could prove very problematic;
- concern that the additional exemption until July 2020 covering services procured directly by the college/school or the Local Authority on their behalf, will only serve to move the problem down the road.
- the risk that operators who are made to use PSVAR compliant vehicles by September 2020, may put some of the Small to Medium-sized Enterprise (SMEs) out of business as they will not absorb additional associated costs, with pupils being forced to find their own way to school.

There has been a further issue raised by one Local Authority, with regards to services cancelled by local bus operators, who have provided such fare paying services, without subsidy or contribution from the school or the authority. These are services which are closed to the general public and have operated at the margins.

The Welsh Government share ATCO Cymru/ Wales' concerns regarding the points raised, especially the possible impact on SMEs, local authorities and service users. Potentially, full implementation of PSVAR could in fact jeopardise the very existence of SME's who are dependent on such work. I have urged the Secretary for State and his department to work with myself and officials, to better understand the consequence on small operators.

In my letter to the Secretary for State, dated 15 January 2020, I suggested that the simplest solution would be the introduction of a blanket exemption for school transport. This would remove the administrative burden on the DfT and Local Authorities, the unintended consequences already experienced as well as avoid the likelihood of further issues appearing. This would allow Local Authorities and the DfT to set out a clear pathway to convert school transport fleet to comply with PSVAR, without further jeopardising or undermining existing provision in any way. I also suggested, if a blanket exemption was not possible, that there is merit in another exemption for this travel group.

I have also been made aware that PSVAR relates to vehicles used on rail replacement services. Accessible coaches are in scarce supply in Wales and this position would be further exacerbated were such vehicles already committed on school peak journeys (outside PSVAR exemption) at the same time.

Given this, I have also asked the Secretary for State and DfT officials to confirm whether it is their intention to introduce a separate exemption for rail replacement services, to avoid further unintended consequences.

First published

21 January 2020

Last updated

21 January 2020

Agenda Item 7

Transport Delivery Sub-Group: 17/02/2020



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

17 FEBRUARY 2020

Title: Update on the requirements for resubmission of the Active Travel Integrated Network Map and Existing Route Map

Author: Stephen O Jones, Chief Officer, Streetscene and Transportation, Flintshire County Council

1. Purpose of the Report

1.1 To inform the Transport Delivery Group of the requirements for each local authority to resubmit their 2nd Integrated Network Map and 3rd Existing Route Map.

2. Decision Sought

2.1 Acknowledgement of the requirements set out by Welsh Government.

3. Reasons supporting the need for a decision.

3.1 No decision required.

4 Background and Relevant Considerations

4.1 The Active Travel (Wales) Act 2013 requires all local authorities in Wales to produce active travel maps for the defined settlement areas and deliver year on year improvements to active travel routes and active travel facilities within their area. It also requires highway authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a wide range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys.

4.2 Each local authority is expected to monitor the impact of the Act and the specific schemes delivered as a consequence of the Act. The Delivery Guidance that supports the Act requires local authorities to report on:

- The change in the level of use of active travel routes every time they submit their existing route map for approval;
 - The costs they have incurred in creating and improving the active travel infrastructure;
 - How they have delivered their statutory and discretionary functions in a way that promotes active travel.
- 4.3 The Delivery Guidance is one of two guidance documents issued with the Act. The second document is the Design Guidance, which deals with technical standards required for active travel routes and facilities. The Design Guidance is essential for local authorities' decisions on whether a route is appropriate for active travel, and what steps should be taken to improve these routes in future. The Act required two sets of maps to be produced for each settlement area:
- The existing active travel routes map and
 - The integrated network map.
- 4.4 The Existing Route Map (ERM) is primarily intended to inform the public of the existing safe and suitable routes for active travel and the 1st submission date for the ERM to Ministers was January, 2016. The Integrated Network Map (INM) was developed to set out the plans of the local authority for the next 15 years and the submission date for the 1st INM with a resubmission of the ERM due in November 2017. The Minister informed all LA's of the need to undertake active and effective consultation and engagement in the preparation of their INM's and there is a further requirement within the Act to resubmit both the ERM and INM to Welsh Government by 25 September 2020 and every three years thereafter.
- 4.5 Since the implementation of the Act and production of the ERM's and INM's, Welsh Government have consulted with local authorities through various formats on issues faced by them in delivering their statutory duties under the Act. As a result of feedback, Welsh Government sought to review the following:
- The Active Travel Mapping System
 - The Delivery and Design Guidance
 - The Consultation Process
- 4.6 The Deputy Minister has expressed his expectation that reviewing the Design and Delivery Guidance, along with additional training and help with consultation, will produce more effective and comprehensive local authority active travel maps, which will then impact on better schemes being developed. The Design and Delivery Guidance has also been subjected to further consultation through various formats with local authorities and other stakeholders. It is expected that this document will be revised and published in the autumn.
- 4.7 It is expected therefore that, as a result of the above reviews, the resubmission of the 2nd Integrated Network Map and 3rd Existing Route Map will be delayed. Welsh Government are currently in the process of drafting an information note for all local authorities providing an update on the new mapping system, the Design Guidance review and the revised dates for submitting INMs. The current indicative date for submission is February 2021 however a date of mid-2022 is more deliverable.

5. Financial Implications

- 5.1 Funding to create and consult on the active travel maps required as part of the duty in the Act has previously been provided by the WG as part of the local transport fund. Welsh Government have not yet announced what, if any, funding will be allocated for the creation and consultation on the next set of maps however there are indications within the Active Travel Core Funding notes that would permit this grant to be used for this purpose.

6. Legal Implications

- 6.1 Local authorities must deliver the duties set out under the Active Travel (Wales) Act 2013 to include any amendments to the Act since its enactment. Failure to comply with those duties has not as yet been tested legally.

7. Staffing Implications

- 7.1 Local authorities will require an extra resource to undertake the preparation and consultation for the next submission of the INM and ERM.

8. Impact on Equalities

- 8.1 The needs of people with protected characteristics is considered within the Guidance documentation. In applying the guidance, local authorities need to be satisfied that their activities comply with Equalities legislation.

9. Consultations undertaken

- 9.1 No formal consultation has taken place on the resubmission of the 2nd Integrated Network Map and 3rd Existing Route Map. Welsh Government have yet to announce the proposed additional training and help with consultation for Local Authorities.

10. Appendix

- 10.1 None

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No comment to add in relation to propriety.

ii. Head of Finance – responsible body:

Nothing to add from a financial propriety perspective.



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE

Title: *Bus Wales Bill Update and Regional Bus Review*

Author: Iwan Prys Jones – Programme Manager NWEAB

1. Purpose of the Report

1.1 To update Members on progress with the Bus Wales Bill and associated work-streams. An update is also provided on progress with regional bus network development work currently underway.

2. Decision Sought

2.1 Members are invited to note the update and the proposals for further reports at future meetings.

3. Reasons supporting the need for a decision.

3.1 There are potentially implications of the Welsh Government impending legislation on bus reform. The report provides an update on recent developments for members.

3.2 The papers also provides an update on work underway to stabilise and support bus networks in North Wales. The sector has seen considerable volatility in recent years.

3.3 Finally, the original version of the White Paper contained proposals to establish Regional Transport Authorities. This issue is now to be included within the proposed Local Government and Elections (Wales) Bill, a draft of which was issued in late 2019. The paper provides an update on the bill proposals in so far as they relate to the transport element of the proposed Corporate Joint Committees.

4 Background and Relevant Considerations

Bus White paper

4.1 In late 2018, the draft Public Transport (Wales) Bill was published and subject to consultation, which closed in March 2019. As a result of the consultation process, it is understood that changes have been made to the proposed legislation, these are detailed below.

- The proposals for Taxis and Private Hire vehicles will not feature in the final Bill. WG are currently considering how to take forward work to improve taxi licensing and further proposals will be presented in due course.
- The proposals to revise Joint Transport Authority legislation has also been removed from the final draft Bill. These proposals are now incorporated in the Local Government and Elections White Paper which has recently been published.
- Additionally, the proposals to revise the age change to the Concessionary Fares scheme has also been removed from the proposed Bill.

4.2 As a result of these changes only bus service changes will be included in the final proposed Bill, which we understand will become the Bus Services (Wales) Bill. This will comprise two main areas of activity:

1. Enabling Provisions to support the development of bus networks.
 - a. There will we understand be three enabling powers in the next version of the Bill when it is presented for consultation.
 - A new Welsh Partnership Scheme – replacing the previous proposal for Enhanced Quality Partnerships
 - Franchising Powers
 - The power to operate Local Authority Bus Services
2. Information Sharing Powers
 - a. There will be two main powers to support LA in relation to information provision.
 - Local Authorities will be able to request detailed information from operators, where proposals to revoke bus services are made, so that up to date information is available to plan for replacement s.63 services.
 - The provision of open date to support app based or real time information systems.

4.3 We understand that a revised Bill along the lines noted above will be presented to the Senedd later this year and will then be subject to detailed consultation, prior to legislation being tabled for approval. This consultation process will include the usual provisions for Impact Assessments and will be supported by Explanatory Notes.

4.4 Once the detailed White Paper is available, further information will be provided for Members so that a full response to the consultation can be given.

Development of a Regional Bus Network

4.5 Presentations have previously been provided to Members regarding the potential for developing a regional strategic bus network and approach. This is based on the difficulties that have been experienced in recent years, with bus operators ceasing to trade with consequential impacts on both bus services and costs for local authorities in re-provisioning.

4.6 Members will also recall that funding was provided by Welsh Government for regional bus coordination, with a budget being available over a number of financial years. It has proven difficult to identify a secondment into this role, and progress has been slow as a result, despite some support from Gwynedd Council.

4.7 As a result, some consultant time has recently been procured, using the available budget, to provide additional capacity and support to develop some proposals for member consideration. Transport for Wales are currently carrying out a network review for Gwynedd, supported by WG. Flintshire have previously carried out a detailed review of their network and have advanced proposals to establish a Quality Partnership on the route between Chester and Rhyl. There are also pilot proposals developing for Demand Responsive Transport in the Conwy Valley. The work will build on these studies and seek to develop an approach for the whole of the region.

4.8 The initial work plan comprises the following elements: -

- To identify and propose corridors that will establish a regional strategic bus network
- To develop proposals for quality partnerships along these routes
- To work up proposals for DRT as infill to the core network
- To consider options to establish an “operator of last resort” in the region
- To support the transport decarbonisation programme

4.9 The work has recently commenced. Positive discussions have been held with TfW to ensure that the work dovetails with projects and pilots they have underway. Positive discussions have also been held with some bus operators to see what the potential for a strong partnership would be. The response has been positive and there is support to develop a model for the future and to seek a long term partnership arrangements that would secure a mix of public and private investment in regional bus services.

4.10 It is proposed that some initial proposals from the work will be available for the next meeting of the Sub-Board. Subject to progress, a presentation on initial outcomes and planned next steps will be provided to Members.

5. Financial Implications

5.1 There are no specific financial implications from this report, it is mainly information on planned legislation and work currently underway. The legislation when finalised will have financial impacts, but these will be highlighted in future update reports or during the consultation that should follow.

6. Legal Implications

6.1 There are no specific legal implications from this report. The proposed Welsh Government Bills will have significant impacts, but specific consultation periods on these Bills will be carried out and Members will have the opportunity to comment during required consultation periods.

7. Staffing Implications

7.1 There are no specific staffing implications at this stage – the report provides updates on work currently underway.

8. Impact on Equalities

8.1 There are no specific equalities implications at this stage – the report provides updates in work currently underway. Detailed consultation on any reports where impacts are possible will be carried out at the appropriate consultation process.

9. Consultations undertaken

- 9.1 There are no specific consultations required at this stage – the report provides updates in work currently underway. Detailed consultation on any reports where impacts are possible will be carried out at the appropriate consultation process.
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STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

I welcome this timely report on the developing legislative landscape in the area of local government and transport.

ii. Head of Finance – responsible body:

Paragraph 5.1 of the report states that there are no financial implications to this report, and its purpose is to provide information on the proposed legislation and the work currently underway. There will be financial impacts following the completion of the legislation, which will be highlighted in future reports, or during the consultation.



REPORT TO THE TRANSPORT DELIVERY SUB-GROUP

17 February 2020

Subject: Report on 'charging points' to the Regional Transport Group

Author: Dafydd Wyn Williams, Head of Environment Department – Gwynedd Council

1. Purpose of the Report

1.1 This report discusses the infrastructure needed to install, maintain and manage charging points jointly across the region, in order to enable people to invest in electric vehicles and provide them with confidence that there is adequate provision to charge them.

2. Decision Sought

2.1 To seek funding and commission a study to assess regional options to install, maintain and manage charging points. The study should give specific consideration to the following aspects:

- The advantages / disadvantages of regional collaboration to provide charging points.
- The various models of operation available
- Joint purchasing
- Regional maintenance
- Maintenance of information about location / fees
- Coordination of information /payments

3. The reason for the need for a decision.

3.1 A summary of the background to the decision on whether there are advantages to moving forward with the installation, maintenance and management of regional charging points.

4 Background and relevant considerations

Context of the increase in electric car usage

4.1 There is an increasing demand to be kinder to our environment, and the way in which we travel certainly contributes substantially to carbon emissions, and therefore to worldwide climate change.

- 4.2. The majority of our vehicles use fossil fuel. The technology used by these vehicles has improved vastly to decrease their emissions, but at the same time, the demand for them has also led to a huge increase in vehicle numbers. This has led to an overall increase in carbon emissions throughout the country.
- 4.3 One way of reducing carbon emissions is to use vehicles that do not emit carbon. The vehicles that are currently available are powered by electricity, although hydrogen technology is also available.
- 4.4 It is anticipated that there will be a significant increase in the number of electric vehicles on our roads between now and 2030. Graph 1 shows the predictions made by SP Energy. A copy of the full SP Energy report can be found at:

https://www.spenergynetworks.co.uk/userfiles/file/Electric_Vehicle_Uptake_Forecasts.pdf

Graph 1: Predicted increase in electric vehicles across Britain.

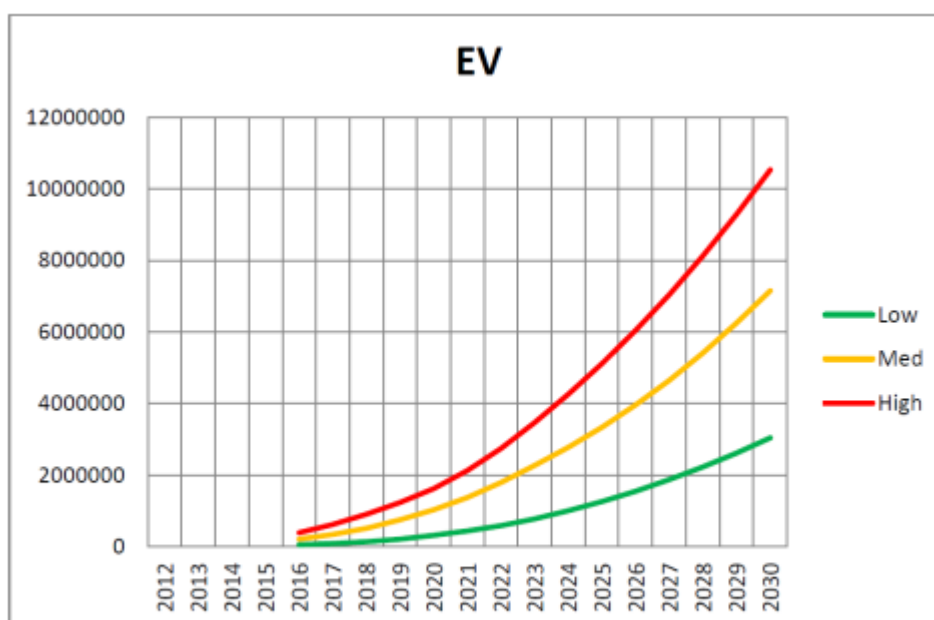


Figure 1: Government forecasts for the uptake of EVs

How do we address this demand on a County level?

- 4.5 Each authority across our region is using different approaches to install, maintain and manage charging points. Table 1 shows the county level data about the number of charging points that currently exist, the plan to increase them, and their management methods.

Table 1: Information about charging points per county:

Regional Electric Vehicle [EV] Charging Points:

Authority	EV charging points to date	EV charging points planned for the next 3 years	How are the charging points managed? Eg internally, externally	How do users pay to charge their EV?
ANGLESEY (private use)	7	Not yet known- bid for internal capital bid submitted	internally	Not for private users council vehicles only
ANGLESEY (public use)	14 (7 dual points)	3 points will be installed at the new business units in Penrhos, Holyhead. Infrastructure will also be put in place for up to 10 points should they need to be installed in future.	Internally and externally – see next column.	Chargemaster account holders can use the charging points by scanning their card. Each account holder pays a monthly fee to Chargemaster. The Council then claims money back for the electricity used.
CONWY	5 charging stations / 8 charging points.	Waiting for EV charging strategy to be finalised before installing further EV charging points.	Internal with a third party operating the back office functions.	Users have to be a member of network and it costs 11.5p per KWh to use the chargers.
DENBIGHSHIRE	2*	10 initially could increase subject to funding	External	Smartphone App
FLINTSHIRE	2 installed by Town Council	10	tbc	tbc
GWYNEDD	8 (Fleet only)	84 Public + 4 Fleet	Externally	N/a at present. Contactless payment planned for future roll-out
WREXHAM	7 publically accessible 8 workplace charging points	Approximately 10-15 charging points in the forthcoming months	Owned by the local authority but operated via a concessionary model. Have a maintenance contract in place.	Operated via the Energie network. Users pay for the electricity via an app system

- 4.6 It can be seen from the table that there are different models, which include outsourcing the work, retaining it internally, or a mix of both. An understanding of the advantages and disadvantages of each model is necessary if we are to establish regional arrangements.
- 4.7 It is worth noting the charging points model that exist in Scotland. 'ChargePlace Scotland' is a national network of electric vehicle charging points that are available throughout Scotland. The 'ChargePlace Scotland' network has been developed by the Scottish Government through grant funding of Local Authorities and other organisations to install publicly available charging points. The recipients of the funding are known as 'hosts'. A host is the designated owner of the charging points they have installed and are also responsible for maintenance and general upkeep of their charging points. The ChargePlace Scotland network is operated on behalf of the Scottish Government by Charge Your Car Ltd.
- 4.8 'ChargePlace Scotland' operates by providing a single national charging point management system to which charge point owners can connect charging points, making the posts visible to all Electric Vehicle drivers via the ChargePlace Scotland live status map. ChargePlace Scotland enables charging point owners to set the tariff for each charge point, collect payment for usage, and provides alerts in the event of a fault.
- 4.9 Further information about 'ChargePlace Scotland' can be found at:

<https://chargeplacescotland.org/>

Recommendation

- 4.10 To seek funding and commission a study to assess regional options to install, maintain and manage charging points. The report should give specific consideration to the following aspects:
- The advantages / disadvantages of regional collaboration to provide charging points.
 - The various models of operation available
 - Joint purchasing
 - Regional maintenance
 - Maintenance of information about location / fees
 - Coordination of information /payments

5. Financial Implications

The feasibility work will identify the most effective method of meeting the demand, and will attempt to analyse the installation, maintenance and management costs. It is possible that this could be funded by Welsh Government [through the METRO campaign] or other available sources.

6. Legal Considerations

The considerations will differ, depending on the operating method that is adopted.

7. Personnel Implications

Some operating models might need a personnel resource, but until we choose a model it is difficult to be specific.

8. Equality Impact

No negative impact on equality is anticipated, but an impact assessment will be required when considering options.

9. Consultation that has taken place

The study will identify the required consultation.

10. Appendices

List the relevant appendices

VIEWS OF THE STATUTORY OFFICERS:

i. Monitoring Officer of the Host Authority:

As stated in paragraph 6, there may be legal considerations, depending on the operating method that is adopted. It is therefore expected that the study will consider these matters when assessing options. No further comment to add in relation to propriety.

Finance Officer of the Host Authority:

As stated in paragraph 5 of the report, I understand that the author will seek resources from the Welsh Government or other sources to fund the feasibility work (study) first, primarily to look at the benefits and opportunities of regional working on all installation issues, maintaining and managing charging points. As part of that subsequent work, it may be necessary to identify sources of funding to drive a work program, but for the time being funding is needed only for the study.



north wales economic ambition board
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REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE: 17 February 2020

Title: HYDROGEN – FUEL FOR THE FUTURE
Author: Iwan Prys Jones – Programme Manager NWEAB

1. Purpose of the Report

- 1.1 To update Members on the development of proposals for a hydrogen hub at Deeside as part of a wider strategy to consider the use of hydrogen as part of the future transport fuel networks
To seek views whether a joint procurement approach to hydrogen vehicles as part of Local Authority fleet services could be developed.

2. Decision Sought

- 2.1 To note the report.
2.2 To consider whether there are opportunities for pooled procurement of vehicle types among local authority partners.

3. Reasons supporting the need for a decision.

- 3.1 There are several studies in progress to identify opportunities and pilot projects to decarbonise transport networks in North Wales. The report provides an update on the work and seeks comments from Members.
3.2 Further reports will be provided to the sub-board as the projects develop and evolve.

4 Background and Relevant Considerations

- 4.1 In 2019, the NWEAB commissioned consultants to consider options for the decarbonisation of passenger transport networks in North Wales, among the areas under consideration were (1) Deeside Industrial Park – passenger transport decarbonisation (2) Snowdonia National Park – passenger transport network (3) Holyhead local bus network low carbon bus routes.

Deeside Industrial Park Project

- 4.2 The initial proposal envisaged the potential use of electric or hydrogen electric buses on the Deeside shuttle service. The report concluded that the area would be suitable for a pilot project, as long as the appropriate vehicles were available. Currently the hydrogen electric buses available are larger double deck vehicles.
- 4.3 Separately and as part of the development work for the North Wales Growth Deal, Advisian / Jacobs were commissioned to consider opportunities for the development of the hydrogen economy in the region as part of the Growth Deal Smart Energy Programme. The initial draft reports now emerging from that work have indicated a number of potential opportunities.
- 4.4 As a result, there is the potential to develop a project that links various opportunities together as a pilot project to support the use of hydrogen in the decarbonisation of transport networks.
- 4.5 The emerging proposals are still at an early stage, however with funding potentially available through the Growth Deal it is hoped that the project can be developed through to a full business case and development funding. Initial discussions with Welsh Government have been positive as have discussions with Flintshire. Some initial work to assess whether there is support from businesses in the area to be part of the project is now planned.

Possible Project Outline

- 4.6 The draft report currently available highlights a number of potential opportunities in the Deeside area, which if combined could deliver a pilot project that would be significant in assessing opportunities for decarbonising transport.
- 4.7 The various potential elements are set out below.
- 4.8 **Development of a Green Hydrogen Bunkering Facility** - This proposal is that this would, initially, be an industrial facility located on Deeside for the production and storage of green hydrogen, from where it can be transported directly to end users. The hydrogen depot would be designed to be have above ground industrial scale tankage, and gantries for the discharge of products into road tankers or other vehicles (including shipping) or pipelines, alongside electrolyzers to produce hydrogen on a flexible production schedule. The site would use renewable energy where available to ensure the hydrogen produced is "green"
- 4.9 **Passenger Transport Services** – An opportunity exists to procure a number of midi-bus vehicles that would be suitable for the Deeside shuttle and other services in north Wales. There are options to jointly procure with other areas. A further opportunity would be to assess interest from commercial bus operators serving the Deeside area and along the estuary to also convert to zero-carbon hydrogen vehicles.
- 4.10 **Local Authority Fleet** – Flintshire have expressed some interest in the use of hydrogen fuelled vehicles to reduce carbon emissions across their fleet. It is likely that zero-carbon vans, light and some heavy goods vehicles will be available on the market. Once again pooled procurement is likely to be needed to ensure that order size is sufficient to generate interest from manufacturers.

- 4.11 **Heavy Goods Vehicles** – The use of hydrogen in fuelling heavy goods vehicles is limited in the UK at the moment and there are few products on the marketplace. In other countries, faster progress is being made. The draft report indicates there could be an opportunity to develop a project in partnership with a manufacturer for a specific vehicle type. 18 tonne trucks are suggested. Ideally, these would best be suited to vehicle movements that are on an out and back basis, due to the need for refuelling.
- 4.12 If sufficient interest among businesses existed in the area for a pooled approach to such a proposal, we would seek to work with Welsh Government and UK Government to develop a funding proposal for such a project. This would target Innovate UK Funding and could be matched with Growth Deal and other funding.

Next Steps

- 4.13 The final report from the consultancy work is due in the next few weeks. This will be used to help develop an Outline Business Case for a project within the North Wales Growth Deal. Further discussions will also be held with Welsh Government, BEIS and Innovate UK to gauge the level of support for an ambitious pilot project of this type. Outcomes from these discussions will be fed into the OBC.
- 4.14 In the meantime, discussions are being held with a number of large fleet users in the Deeside area to assess whether there is potential support for being part of the project. At this stage it is recognised that support will be in principle, subject to the outcomes from the business case and the level of interest. A workshop involving potentially interested parties, which will involve the consultants who prepared the report and Welsh Government will be held towards the end of February. This workshop will help shape the OBC development.
- 4.15 Members are also invited to consider whether an approach to pool procurement of low carbon vehicles for use in local authority fleets, has merit. The potential joint procurement of refuse vehicles, heavy and light trucks and vans could result in cost savings. In addition, a pooled procurement could act as an incentive to manufacturers to introduce new products to the market.

Snowdonia National Park

- 4.16 The initial proposals involved an assessment of whether existing passenger transport services serving the tourists in the park could be converted to low or zero carbon vehicles. The outcomes from the report were mixed. Due to topography and the types of routes in the area, electric buses were unlikely to be suitable due to battery life. There are potentially alternatives through hydrogen, but additional infrastructure would be needed.
- 4.17 The fundamental issue however is that the current Sherpa network is probably optimal for the money available. Further development of the network will require additional revenue subsidy. Additionally, use of the services is highly fluid based on demand. The report concluded that a detailed review of access, car parking and alternatives to car-based access was needed.
- 4.18 As a result, the NWEAB has jointly funded a significant report with the SNPA to review access, parking and transport in the Ogwen and Nant Peris valleys. This report should be available in mid 2020 and will be used to support and shape further interventions.

Holyhead

- 4.19 The report also considered whether there were options to decarbonise the local bus network in the Holyhead area. Four vehicles currently provide local services in the area, which are tailored to meeting local needs.
- 4.20 The daily mileages operated by three out of the four local buses in Holyhead are low enough that electric operation using only overnight charging is possible. This is fortunate, as the operation of these buses is almost continuous across the working day, with no suitable time slots for top-up charging. The fourth route may be suitable if tweaked slightly so that charging opportunities were possible, or the route revised to reduce mileage.
- 4.21 The report concludes that an electric only solution as a demonstration project in Holyhead is potentially viable. The report also notes that hydrogen solutions may also be practical in the longer term. There is however a case for be made for a shorter-term project that results in a decarbonised local network in the town.
- 4.22 Discussions are currently underway with IOACC to understand whether a project is possible using funding from the Low Emission Vehicles project funding opportunity from WG. Further details will be provided should the project proceed.

5. Financial Implications

- 5.1 The report provides an update on studies currently underway and which are funded from existing approved budgets. Should the projects proceed, there would be cost implications, however these will be assessed as part of the development of business cases prior to the delivery of the projects.

6. Legal Implications

- 6.1 The report provides an update on studies underway. Some aspects of the delivery of projects should a viable business case be established may require revised governance arrangements for the NWEAB.

7. Staffing Implications

- 7.1 Project and programme management is being carried out within existing resources. Further resource implications will be addressed within business case development.

8. Impact on Equalities

- 8.1 None anticipated at this stage of project development

9. Consultations undertaken

- 9.1 Project has been considered at the Officers Management Group for the Transport Sub-Board. Further project consultation will be undertaken where appropriate at the relevant project development stage.

10. Appendix

None

STATUTORY OFFICERS RESPONSE:

Monitoring Officer – responsible body:

No observations to add in relation to propriety

Head of Finance – responsible body:

Paragraph 5.1 of the report confirms that studies currently underway are funded from existing approved budgets, and cost implications will be assessed subsequently should these projects proceed in the future.