

Complete Agenda



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

Meeting

TRANSPORT DELIVERY SUB-BOARD

Date and Time

10.00 am, MONDAY, 7TH DECEMBER, 2020

Location

Virtual Meeting

Contact Point

Natalie Lloyd jones

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(DISTRIBUTED 01/12/20)

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
Einir Rhian Davies	Democratic Services Officer
Natalie Lloyd Jones	Democratic Services Officer

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declarations of personal interest.

3. URGENT MATTERS

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

4. MINUTES OF PREVIOUS MEETING

5 - 7

The Chair shall propose that the minutes of the meeting held on 14th of September 2020 be signed as true records (attached).

5. MATTERS ARISING FROM MINUTES

To consider matters arising from previous minutes.

6. NORTH WALES CORPORATE JOINT COMMITTEE CONSULTATION

8 - 12

Iwan Evans, Monitoring Officer – Lead Authority, to inform the Sub-Board of the ongoing consultation on CJC's.

Followed by an update presentation from Welsh Government Officials.

7. BUS REFORM UPDATE

13 - 17

To include an update on Bus Reform, Development of National Strategic Bus Network and Bus Emergency Scheme. Including an update presentation from Lee Robinson, TfW.

8. INFORMATION REPORTS

18 - 28

- (i) Regional Fleet Low – Emission vehicles, Rhys Horan, Welsh Government Energy Service.
- (ii) Deeside Hydrogen Hub, progress with hydrogen work and potential for unified specifications and joint procurement of fleet, Iwan Prys Jones – Programme Manager NWEAB.
- (iii) A New Wales Transport Strategy, Iwan Prys Jones – Programme Manager NWEAB.

TRANSPORT DELIVERY SUB-GROUP 14 September 2020

Present:

Voting Members: Councillors – David Bithell (Wrexham County Borough Council), 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 – Darren Williams (Wrexham County Borough Council), Huw Percy (Isle of Anglesey County Council), Geraint Edwards (Conwy County Borough Council), Stephen Jones (Flintshire County Council), Ian Roberts (Flintshire County Council), Dafydd Wyn Williams (Gwynedd Council), Iwan G. Evans (Monitoring Officer – Lead Authority), Peter Daniels (), Antony Stamford (), Sean Traynor () and Lowri Haf Evans (minutes – Lead Authority).

Others invited – Iwan Prys Jones (North Wales Economic Ambition Board), Dewi Rowlands (Welsh Government), Kemi Adenubi (Transport for Wales).

1. **APOLOGIES**

None to note

2. **DECLARATION OF PERSONAL INTEREST**

None to note

3. **URGENT ITEMS**

No urgent items were received for discussion.

4. **MINUTES**

The minutes of the previous meeting of this committee, held on 17 February 2020, were accepted as a true record subject to:

- Item 10: *Hydrogen - Fuel of the Future - examining methods of undertaking joint purchases of hydrogen vehicles for use as part of Local Authority fleet services.*

No decision had been made regarding the use of one technology over another when considering purchasing vehicles.
- to amend the name of Peter Davies to Peter Daniels

It was confirmed that 'matters arising' from the minutes would not be discussed at the meeting following an explanation regarding committee procedures. If an update regarding any matter was required, it had to be ensured that it was included on the meeting agenda.

It was proposed and seconded to include matters arising from the minutes on future meeting agendas. The Terms of Reference of the Sub-board to be circulated to Cabinet Members.

5. BUS GOVERNANCE AND NETWORK UPDATE

Presentation by Dewi Rowlands - Deputy Director for Strategy and Transportation Policy, Iwan Prys Jones - Programme Manager, North Wales Economic Ambition Board and input from Kemi Adenubi (Transport for Wales).

DECISION

To accept the report and request a further detailed report for the next meeting on the concept of forming a North Wales region bus company noting the options including the possible governance arrangements.

DISCUSSION

It was noted that the purpose of the report was to provide an update to members on developments in relation to governance arrangements and funding bus services together with further work planned on North Wales bus services.

Attention was drawn to the three associated matters for consideration.

- Update on progress as a result of Welsh Government proposals to revise the management arrangements for bus networks.
- Update on progress with the work of developing Regional Bus Strategies for North Wales following work commissioned by the Ambition Board
- Update on work undertaken by Arup on behalf of Transport for Wales on developing a bus strategy and vision for North Wales Metro

It was reported that COVID-19 highlighted the challenges for the current bus transport system that had seen a sudden and serious reduction in the number of bus passengers (around 90%) across services since the lockdown period. The numbers were likely to remain low until it was possible to envisage changes to social distancing guidance that limited capacity as well as the public's aspiration to travel on public transport.

It was noted that the crisis was an opportunity to change the provision with the pandemic having drawn attention to the poor resilience and innate weaknesses in the current system. It was added that the current legislation framework was responsible for a lack of joint provision.

Consideration was given to changing the model for the bus network in Wales by ensuring effective outcomes that would respond to the need. It was emphasised that collaboration with the Authorities was essential to improve the service. It was noted that work was being undertaken to adapt part 3 of the Buses Bill (financial stream to deliver standards) in order that a better range of equipment was available to Local Authorities to be used with planning and providing local buses in their areas.

It was added that the Public Transport Strategy, 'Local Services, National Vision', would go out to public consultation in November 2020 with an intention to submit this to the Senedd in March 2021. It was proposed to present the draft strategy and engage with Local Authorities to ensure that there was a suitable service developed for individuals and communities.

Observations arising from the discussion

- The information submitted was welcomed
- Given that the network had been split into regions with many local authorities managing this within their regions, the situation was complex and it would be difficult to have 'one management body'

- Needed to attract active individuals - the network offered good connections for cyclists and electric bicycle users
- That clear communication and engagement were essential
- The report had been drawn up prior to Covid - useful and good information and details had been included and since the pandemic the aim was the same - to get a network that delivered improvement
- That collaboration with partners was essential - an equal voice for all to ensure that collective resources are available to deliver
- The suggestion to run a bus company at a local authority level was to be welcomed
- It was suggested that North Wales, as a region, could present a package to run a bus company. A good opportunity to collaborate. Operational arrangements had already been established. Expertise, skills and knowledge were available.

In response to the suggestion, it was noted that this would be welcomed and that there would be a benefit to seeing authorities supporting each other with an application for a formal plan in place by July 2021.

It was proposed and seconded for North Wales to establish a Bus Company

In response, Cabinet Members noted that they accepted the suggestion and agreed,

- that more details were required regarding how this would work
- that an effective system was required for North Wales - one that would be managed by people local to North Wales - local knowledge and experience was essential
- that a report was required on the governance matters of the Corporate Joint-Committee

6. GROWTH TRACK 360 UPDATE

The report was presented by Ian Roberts - Flintshire County Council.

DECISION

RESOLVED to accept the information.

DISCUSSION

A detailed update was provided on the work and proposals for consideration. Owing to the significant reduction in the number of passengers during lockdown, it was highlighted that consideration must be given to new ways of working, ensuring that plans were fit for purpose. It was stressed that, if access to fast trains could not be ensured, North Wales would be under a significant disadvantage.

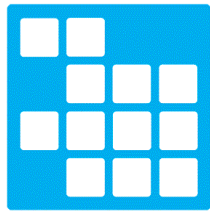
Observations arising from the discussion

- It was noted that the information was thorough and included a number of positive matters
- That better explanation and understanding was required of the type of trains that would be used
- Concern that North Wales was not part of the discussions on the restrictions in the number of journeys into Manchester - as a result, North Wales was likely to lose out on services to the Airport and Piccadilly Station

- Better resources were required in Chester if more trains were to be available across North Wales
- It was necessary to add resilience to the list - regular flooding and landslides caused problems in some areas

The meeting commenced at 9:30am and concluded at 11:20am.

Agenda Item 6



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REPORT FOR:	North Wales Economic Ambition Board – Transport Sub-Board
DATE:	7 December 2020
TITLE:	North Wales Corporate Joint Committee Consultation
PURPOSE:	To inform the Sub-Board of the ongoing consultation on CJC's
RECOMMENDATION:	Report for Information
AUTHOR:	Iwan Evans – Monitoring Officer

1. North Wales Corporate Joint Committee Consultation

The Welsh Government is currently undertaking a consultation on proposals to establish Corporate Joint Committees in four areas of Wales.

The Local Government and Elections (Wales) Bill 2019 contains provisions which give powers to create Corporate Joint Committees via a Statutory Instrument. The current consultation on establishing Corporate Joint Committees is based on the footprints of; North Wales, Mid Wales, South-West Wales and South-East Wales. The consultation closes on the 4th of January 2021

The current consultation is in relation to the Statutory Instruments for establishing the four specific Corporate Joint Committees. However, the Government also intends to publish a General Statutory Instrument which is referred to and described in the consultation with the intention of including details regarding governance in these regulations. This means that elements of the response is subject to their contents. **The following summary reflects the proposed model which is being consulted on and reference to the regulations means the draft regulations.**

<https://gov.wales/sites/default/files/consultations/2020-10/consultation.pdf>

2. What are Corporate Joint Committees?

"In contrast to other joint committee structures which exist in statute, Corporate Joint Committees (CJCs) will be separate corporate bodies which can employ staff, hold assets and budgets, and undertake functions. A CJC when established will have specific functions vested in them."

The model of collaborating via a Joint Committee is familiar to local government and there are several examples operating in North Wales on a regional and sub-regional basis. Although described as a Joint Committee, the new model represents a new type of body for local government and not only an alternative arrangement for undertaking functions.

Comparison Table

Corporate Joint Committee (CJC)	Local Government Act 1972 Joint Committee (JC)
Established via a statutory instrument either mandated by the Government or at the request of two or more Councils to the Government.	Established through decision and agreement between the Councils.
Statutory instrument which sets out the remit and decision-making rights	Remit and decision-making rights established and delegated by agreement of the Councils establishing it
Its powers are defined by the Statutory Instrument which will fully establish its decision-making and operating rights.	Its powers are delegated by the councils by agreement.
Within the Statutory Order it can establish its own membership and co-optees as well as attributing voting rights to the wider membership	Membership, including co-opting scope, is set out by the Councils which create the JC as well as voting rights within statutory restrictions
Statutory instrument mandates that the membership of the CJs must include Council Leaders as well as other representatives.	It is a matter for the Councils to agree who will represent them on the Joint Committee
Funding method set out through the Statutory Instrument	Funding method agreed between the Councils and sets out spending or resource commitment boundaries.
A legal entity which can enter into agreements, employ staff and hold property and assets.	Not a legal entity and therefore reliant on entering into agreements with a Council or Authority to operate the legal entity role on its behalf in order to hold assets or employ staff.

Elements of the Staffing Structure mandated by a Statutory Instrument	It is a matter for Councils to establish the staffing structure and requirements either by deciding in their collaboration agreement or by delegating the structure for the Joint Committee to decide.
Establish its own specific Scrutiny and Audit arrangements	Subject to the Councils' Scrutiny and Audit arrangements. The Councils may establish joint arrangements

3. What would its responsibilities be?

According to the Local Government and Elections (Wales) Bill 2019, there are two categories of CJC:

A. CJs through regulation

CJC's that the Minister can instigate without a request from Councils. The areas where Welsh Ministers can instigate the establishment of a CJC are limited to four, namely:

" (a) the function of the principal councils for the relevant areas involving-

- (i) improving education;
- (ii) transport;

the function of preparing a strategic development plan
the economic well-being function."

B. CJs By Application

CJC that two or more Councils can request that the Minister makes an order to establish a CJC for their areas and any of their functions or their economic well-being function.

The consultation regarding establishing a CJC for North Wales stipulates 3 functions to the CJC:

(a) "The function of developing policies under section 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2000 ("the 2000 Act"), in relation to the area of every constituent council, is to be exercised by the North Wales CJC, not by the constituent councils. " - This means that that the CJC will have responsibility for preparing **Regional Transport Plans**.

(b) the function of creating a **Strategic Development Plan** for North Wales.

(c) the **economic well-being** function .”

The draft Order gives a power to act in relation to the economic well-being of the region in the hands of the CJC but it does not remove similar functions from the Councils. However, for example the Consultations on the Regional Investment Framework presumes a central role for the CJC. Therefore, although it is a power which is given to the CJC there could be an expectation that it is active in the area.

4. Powers

Within their remit, the CJs have associated rights to do what facilitates the delivery of their functions including specifically; incurring expenditure, charging fees, procurement or disposing of property or rights. CJs are not permitted to borrow money.

According to the consultation, the intention would be to deal with a CJC as a "public body" that would be subject to general duties under e.g.; The Well-being of Future Generations (Wales) Act 2015, Equality Act 2010, Language Standards.

5. Membership

- 6 Leaders of the North Wales Councils
- A member appointed by the Snowdonia National Park Authority but only for Strategic Development Plan matters.
- Co-opted members appointed by the Leaders. They may have a vote however the number of votes cast by Co-opted Members may not exceed the Leaders' votes (together with the SNPA member on Strategic Development Plan matters). They may be appointed for a specific term or appointed for a non-specific term subject to the right to cancel the appointment.

6. Budget and Funding

The CJC is required to calculate an aggregate total which estimates its expenditure needs for the financial year together with providing reserve funds for the year and coming years. The funds received from non-Council and SNPA sources must also be calculated. This must be done within two months of the first annual general meeting (the first meeting) and by 14 February in subsequent years. In calculating the sum total of these requirements the strategic planning functions must be separated from the rest of its functions.

The councils (and in the case of strategic planning functions, the councils and SNPA) must pay this amount to the CJC.

The distribution of the contributions between the councils is to be agreed by a unanimous decision of the Leaders. In the case of the strategic planning contribution, this agreement is to be reached between the council members and

the SNPA member. If an agreement cannot be reached, Welsh Ministers are empowered to give directions to determine the distribution.

7. Governance

Some specific aspects of the constitution that are in the Regulations are highlighted, but it must be emphasised that the General Regulations will provide details which will be crucial to understanding how these provisions will be implemented.

Meetings

A Chair and Vice-chair must be appointed from amongst the Leaders.

Quorum of 70% of voting members together with the Chair (and should include the Vice-chair also)

No casting vote other than in strategic planning matters. Other than for some specific matters, a simple majority vote. An alternative voting system may be adopted with the agreement of all voting members.

Sub-Committees

The CJC is permitted to establish Sub-Committees and delegate any of its functions to them. It may appoint any person to the Sub-Committee (other than in the case of strategic planning functions where a member from SNPA must be appointed)

Standing Orders and Code of Conduct

The CJC must adopt standing orders and a Code of Conduct for members and staff.

Scrutiny and Audit

The CJC is required to establish its Scrutiny, Governance and Audit Sub-Committees. Their functions reflect and are similar to the functions of Councils' Scrutiny and Audit Committees.

8. Staffing

The CJC may employ staff and arrange secondments of staff with other CJs and the public sector in Wales. Under the regulations, the CJC is required to appoint officers to the following roles:

- (a) Chief Executive,
- (b) Monitoring Officer,
- (c) Chief Finance Officer,
- (d) Chief Governance Officer.

9. FINANCIAL IMPLICATIONS

There are no specific financial implications.

10 . LEGAL IMPLICATIONS

As noted in the report

11. STAFFING IMPLICATIONS

None at this stage.

12. IMPACT ON EQUALITIES

None at this stage.

13. CONSULTATIONS UNDERTAKEN

None that are relevant

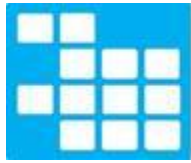
STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – Host Authority:

Author of the report.

ii. Statutory Finance Officer (the Host Authority's Section 151 Officer):

I note that part 6 of the report contains a description regarding expectations of Budget and Financing. The collection of additional sums from the councils by the CJC's in the middle of the 2021/22 financial year would be difficult. In addition the 14th of February would be too late to inform the councils for subsequent financial years. In practical terms this would need to be discussed in the autumn before each financial year in order to allow the financing bodies to make appropriate provisions in their budgets.



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE: 7th December 2020

Title: *Regional Bus Update*

Author: Iwan Prys Jones – Programme Manager NWEAB

1. **Purpose of the Report**

To update Members on recent developments in relation to the proposals for a Regional Bus Network and with the Bus Emergency Scheme continuation funding in relation to the impacts of the Covid 19 pandemic.

2. **Decision Sought**

Members are invited to note the update and proposed further work planned.

Members are also asked to note that further discussion in relation to the management of the BES 2 funding scheme and delivery of projects on a regional basis will be required.

3. **Reasons supporting the need for a decision.**

The report is largely for information, to advise members of developments with developing infrastructure and project to support low and zero carbon transport.

No formal decision is required as a result of the report, however some of the emerging proposals may require further consideration of regional governance arrangements.

4 Background and Relevant Considerations

Members have received reports at recent meetings regarding proposed changes to bus network management and funding, primarily relating to the impacts of reduced bus usage as a result of the Covid 19 pandemic. In order to sustain bus services as far as possible, Welsh Government have been making significant emergency payment to cover the reduced bus usage and loss of income by operators. The first Bus Emergency Scheme (BES) fund was successfully managed by local authority passenger transport teams working with Welsh Government, Transport for Wales and operators. As the current situation continues however and bus usage has not required to a level to make commercial services viable, a further funding package is needed to prevent a further significant reduction in services.

Members will also recall that Welsh Government have long wished to be able to better exert some control over the quality of bus networks and service provision. Legislation was planned in the current term of Senedd, but due to the pandemic it has not proven possible to complete the legal work and so the proposed Bus Bill has been deferred to the next term. As a result, Welsh Government working through Transport for Wales are seeking to secure some of the proposed changes to bus networks and services through contractual arrangements, linked to the BES 2 funding package. Detail discussions have been held with local authorities through ATCO and similar discussions regarding the terms of the proposed funding package are underway with bus operators. It is hoped that the discussions will reach agreement over a funding package and contractual arrangement by the end of the current calendar year.

In addition, Welsh Government and TfW have also commissioned ARUP to prepare an All Wales Bus Network programme, which will include further work on the delivery of a Regional Bus Network. The time scales attributable to the work are tight given the need for this to be developed alongside the funding arrangements for BES 2.

The work will be based on the establishment of some key network principles, that will be applied on an all Wales basis, but that can take account of local circumstances. In essence this will be a plan that seeks to manage a unified network where services are coordinated with each other and will link to rail and other modes, to provide a properly integrated passenger transport network. Strategic bus corridors and local networks will be identified, infrastructure will be improved, investment in clean modern and efficient vehicles will, be supported fares, ticketing and information will all be reviewed to deliver a seamless and consistent network.

A key component of the proposed changes will be to consider governance and funding arrangements which will deliver an efficient and agile approach to managing networks. Some of the key issues the approach is seeking to change will be to provide greater clarity over long term capital and revenue funding, reduce the complexity of current funding mechanisms and approaches and to provide clear leadership to deliver the vision, whilst maintaining the ability of local communities to shape their networks.

An update on progress with both the BES 2 scheme and also the bus network work will be given at the meeting.

5. Considerations

The pandemic has led to significant challenges for the bus industry as a result of reduced usage and social distancing. Without significant additional funding through Welsh Government, many bus services would be stopped and it's likely that operators would have faced significant financial problems. At the current time, there is little indication what the long-term impact of the pandemic will be on bus usage and it's not clear whether bus usage will increase to previous levels.

The current situation does however offer an opportunity to review and change the previous status quo, making alterations that could deliver long term service improvements, if managed effectively. The Welsh Government have provided additional funding to support the industry during the current difficulties but are exploring mechanisms to secure long term change to bus networks and operating approaches, in support of achieving better integrated transport networks.

The proposals for more effective management arrangements will have impacts on governance and management of bus networks in North Wales. Although there is some regional coordination of bus funding schemes with Flintshire acting as a lead authority, each local authority currently procures bus services independently. Both the BES 2 scheme and the future delivery of the regional network will likely need to be managed on a regional level and will require joint work with Transport for Wales.

Members will receive an update on progress with the Welsh Government proposals to establish Corporate Joint Committees however it will be some time before this legislation is enacted. In the meantime, consideration will need to be given to potential, joint working arrangements to deliver the BES 2 scheme and the regional bus network engagement and delivery approach.

5. Financial Implications

There are no specific financial implications from this report, it is mainly information on work currently proposed in relation to the Bus Emergency Scheme and on the emerging regional bus network approach.

The impacts of these proposals once adopted could well have significant financial impacts, but these will be highlighted in future update reports or during the consultation that should be undertaken prior to implementation.

6. Legal Implications

There are no specific legal implications from this report. Consideration of management and governance arrangements for the delivery of the BES 2 scheme will be required.

7. Staffing Implications

There are no specific staffing implications at this stage – the report provides updates on work currently underway. It is likely that any agreed approach to manage funding or bus networks on a regional basis could have implications on staffing within existing bus teams.

8. Impact on Equalities

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

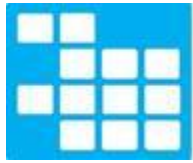
There are no specific consultations required at this stage – the report provides updates in work currently underway. Detailed consultation on any reports where impacts are possible will be carried out at the appropriate consultation process.

STATUTORY OFFICERS RESPONSE:

- i. **Monitoring Officer – responsible body:**

ii. **Head of Finance – responsible body:**

iii.



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INFORMATION REPORT TO TRANSPORT DELIVERY SUB-GROUP

7 DECEMBER 2020

Title: North Wales Public Sector Fleet Reviews
Author: Rhys Horan (Welsh Government Energy Service)

1. Purpose of the Report

This information report provides an update on current work across the region exploring how the public sector fleet can be transitioned to an ultra low emission fleet.

2. Decision Sought

No decision sought

3 Background and Relevant Considerations

This report provides a summary of ongoing activity across the region to support local authorities and other public sector bodies to accelerate the transition from petrol and diesel vehicle fleets to ultra-low emission vehicles (ULEV). Within Prosperity for All: A Low Carbon Wales, the Welsh Government has set ambitious targets for the decarbonisation of the public sector fleet. A key ambition is:

Proposal 4 - All new cars and light goods vehicles in the Public Sector fleet are ultra-low emission by 2025 and where practicably possible, all heavy goods vehicles are ultra-low emission by 2030.

The Welsh Government Energy Service has been commissioned to support reviews across North Wales and the South West of Wales. Further funding has been secured to support reviews across the remaining parts of Wales (pilot reviews were undertaken in the Gwent region during 2019-20).

Seven public sector bodies in North Wales are participating in the current round of reviews. These include all six local authorities and Betsi Cadwaladr University Health Board. Pan-Wales organisations are also being supported e.g. Natural Resources Wales, Welsh Ambulance Services Trust etc.

The reviews will look at fleet vehicles including cars (owned, leased, hired etc), light commercial, heavy commercial, minibuses and grey fleet. A concurrent project underway through the Welsh Government Resource Efficiency and Circular Economy team is exploring the potential to trial electric refuse collection vehicles (RCV) across Wales. Several local authorities have already participated in this RCV project. Both the RCV and the public sector fleet review teams are in communication to ensure synergies are identified.

The public sector fleet reviews will explore the Whole Life Cost of purchasing an ultra-low emission vehicle. The higher upfront capital cost can be a barrier to uptake but taking a whole life cost approach can support the decision-making process. Work undertaken in the Gwent region, showed typical fuel cost saving of 75% over the life of vehicles when moving from petrol and diesel to battery electric. There are also estimated maintenance savings associated with this transition.

Current status of work

All six local authorities have engaged well in the project and a significant amount of data has been supplied for analysis. Once all data has been provided, analysis of the data will take place before a draft report of findings and a debrief session with each local authority takes place to disseminate key findings and recommendations.

<i>Local Authority</i>	<i>Project Initiation</i>	<i>Full Data Received</i>	<i>Report Issued</i>	<i>Debrief to Project Sponsor / team</i>
Anglesey	Yes	Yes	TBC	Jan/Feb 2021
Conwy	Yes	Pending	TBC	Jan/Feb 2021
Denbighshire	Yes	Yes	TBC	Jan/Feb 2021
Gwynedd	Yes	Pending	TBC	Jan/Feb 2021
Flintshire	Yes	Yes	TBC	Jan/Feb 2021
Wrexham	Yes	Pending	TBC	Jan/Feb 2021

Hydrogen

Whilst the immediate short-term opportunities are likely to focus on battery electric vehicles, there are also alternatives such as biomethane and hydrogen. In the context of North Wales, there has been growing interest in the potential role of hydrogen within the region. It will be important for the output from all six local authorities fleet reviews to be considered alongside local and regional aspirations around the hydrogen economy. Officers from the North Wales Economic Ambition Board are aware of this project.

Forward look

Once all reviews are complete, it would be prudent to consider potential collaborative opportunities for either fleet procurement and/or charging infrastructure provision. The current market for battery electric vehicles is growing significantly with more and more cars coming onto the market annually, many with ranges in excess of 200 miles per single charge. Market intelligence also suggests a full range of medium and large battery electric vans from all the large Original Equipment Manufacturers (OEMs) coming to the market as well as a full range of HGVs from DAF, Scania and Volvo/Renault by the end of 2021..

Presentation to Transport Sub-Group

Once all reviews are concluded a high level summary of findings from across the region can be presented to the Sub-Group if members feel this would be beneficial.



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INFORMATION REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE: 7th December 2020

Title: *Update on Hydrogen Fuelling Proposals*
Author: Iwan Prys Jones – Programme Manager NWEAB

1. Purpose of the Report

To update Members on progress with developing project proposals for low and zero carbon transport projects in North Wales.

2. Decision Sought

Members are invited to note the update and the proposals for next steps.

3. Reasons supporting the need for a decision.

The report is largely for information, to advise members of developments with developing infrastructure and project to support low and zero carbon transport.

No formal decision is required as a result of the report.

4 Background and Relevant Considerations

In April 2020, a report into the potential for a hydrogen fuelled transport network; the hydrogen being supplied by electricity generated from renewables, was completed. The report was part of a Welsh Government Smarter Living funded series of studies to determine future opportunities for energy innovation and carbon reduction in north Wales.

The report comprised a series of potential opportunities, that if developed together as part of an integrated project, could offer an innovative project that would transform the level of transport related carbon emissions in the area.

Two areas were proposed for consideration.

Deeside

The Deeside area is already subject to reduced speed limits on strategic roads, as part of the effort to contain unsafe levels of poor air quality.

The options contained in the report include: -

- **A Hydrogen Hub at Deeside** that would include hydrogen generation facilities, storage and fuelling infrastructure. The project also proposals a longer-term option for transmission networks that could span north Wales.
- Opportunities to reduce carbon emissions from local authority owned vehicles and supported bus networks, through joint procurement of hydrogen fuelled vehicles supplied from the hydrogen hub
- Partnership opportunities to work with heavy goods vehicle users in the Deeside area to develop and jointly procure hydrogen fuelled vehicles supporting the businesses in the area.

Subsequent to the report, other opportunities have emerged including the potential to link with the Hynet project in north west England, potential links to renewable energy projects such as the RWE Awel y Mor Scheme and the Port of Mostyn tidal power proposals.

The potential for a hydrogen hub has received support locally, with strong interest from potential partners. In order to further develop a business case for funding an additional study is required, which will need funding. This report sets out the rationale for additional funding to develop the project proposals into a Strategic Outline Case.

Holyhead

Work was also done to consider opportunities at Holyhead, potentially linked to proposals to decarbonise the port activity. Two aspects were considered.

The potential for a short-term project to consider the use of battery powered vehicles to be used on the local bus routes in the Holyhead area. This proposal is still under consideration, with the potential for vehicles and charging infrastructure being considered for financial support.

Secondly the potential for Hydrogen fuel in the longer term, both to support local transport services and longer distance freight users along the A55 corridor.

More recently Menter Mon working with other partners have commissioned some work to identify opportunities for hydrogen generation at Holyhead. This project is linked to their proposed projects under development in the area.

5. Current Position

There has been strong interest in both proposals and support from Welsh Government to the concept of low and zero carbon projects. In the past few weeks, some Welsh Government funding has been made available for further studies to firm up the proposals and to develop both through to business case.

The Deeside project has been awarded funding to develop the project and a business case based on the use of renewable electricity to develop a hydrogen hub based on electrolysis. The project will also consider other potential sources of hydrogen including proposals based on the Hynet project and other potential nearby projects. The project will also review the demand for hydrogen and potential markets for the fuel.

The Holyhead project has also been awarded development funding by Welsh Government, in this case the proposed project is based on generation of hydrogen from a tri-generation process, primary using gas to generate hydrogen.

Both projects will therefore evaluate different technologies to produce low carbon hydrogen.

The supply of hydrogen is only one part of the project, however. In order to ensure there is a market for the fuel, it will be necessary to stimulate demand for hydrogen. The number of vehicles currently available on the market is relatively few. There is also an issue that hydrogen generated from renewable sources is generally more expensive than fuel purchased from industrial suppliers. Unless steps are taken to grow the pool of vehicles able to use the fuel, that the generation capacity might struggle to find a market.

Side by side with the proposals to develop generation capacity, there needs to be a parallel process to stimulate the development of hydrogen fuelled vehicles. Public sector fleet procurement can play a significant role here. The projects will therefore look to consider and evaluate specific vehicle types such as RCV, transit vans, tipper wagons etc and to understand whether scope exists for pooled procurement among public bodies that can be used to stimulate the manufacture of these vehicles.

It would be helpful to understand the appetite for such a pooled procurement proposal from Members.

Positive discussions have been held with authorities across Wales and in northwest England to understand whether a large-scale project along these lines can be developed.

It is anticipated that outputs from the two projects will be available in the early part of 2021.

5. Financial Implications

There are no specific financial implications from this report, it is mainly information on work currently proposed following confirmation of funding from Welsh Government

The impacts of these proposals once adopted could well have significant financial impacts, but these will be highlighted in future update reports or during the consultation that should be undertaken prior to implementation.

6. Legal Implications

There are no specific legal implications from this report.

7. Staffing Implications

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

8. Impact on Equalities

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

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.

STATUTORY OFFICERS RESPONSE:

i. **Monitoring Officer – responsible body:**

ii. **Head of Finance – responsible body:**

iii.



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE: 7th December 2020

Title: *Llwybr Newydd – A new Wales transport strategy*

Author: Iwan Prys Jones – Programme Manager NWEAB

1. Purpose of the Report

To advise members that Llwybr Newydd, the new Wales transport strategy consultation draft was published on 17 November 2020.

A more detailed report and draft consultation response will be prepared in time for the end of the consultation period on 25 January 2021

2. Decision Sought

Members are invited to note the update and proposed further work planned.

3. Reasons supporting the need for a decision.

The report is largely for information, to advise members that the consultation draft of the strategy has been published and that a consultation response will be prepared for a response from the NEWAB.

No formal decision is required as a result of the report, however some of the emerging proposals contained in the plan may require further consideration in time.

4 Background and Relevant Considerations

The current Wales Transport Strategy was issued in 2008, since then there have been significant changes in transport terms, most notably the increasing concerns regarding vehicle emissions and

climate change. Transport is a significant contributor to greenhouse emissions, and the strong emphasis on road improvements in the previous plan, is no longer appropriate. The preparation of a new transport strategy is therefore overdue and welcomed.

Llwybr Newydd is a crucial document, in that it sets out a vision for transport in Wales for the next 20 years. Although there are some significant short-term issues following the Covid 19 pandemic which has had significant issues for transport, not least the social distancing and reductions in demand for passenger transport, the long-term requirement to provide alternative low carbon transport networks still continues. Indeed, the significant improvement in air quality and liveability on streets in urban areas was a noticeable impact of travel reductions in the early lockdown period.

The strategy is also essential to understand how mobility and transport will change over the next decades, especially in relation to supporting economic growth whilst supporting behavioural change to lower carbon emissions.

The overall vision set out in the document is

An accessible, sustainable transport system is one that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015.

This will be supported by:

Priority 1: reduce greenhouse gas emissions by planning ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, so that fewer people need to use their cars on a daily basis.

But where people and businesses do need to travel, we will

Priority 2: grow public transport use in Wales by providing services that everyone can use, wants to use, and does use, based on:

Priority 3: safe, accessible, well-maintained and managed transport infrastructure that is also future-proofed to support public transport and electrification especially walking and cycling.

It is not enough to just support sustainable transport services and infrastructure. We also need to drive modal shift and behaviour change by:

Priority 4: making sustainable transport choices more attractive and affordable to more people and businesses, whilst respecting the fact that many people including those in rural areas or disabled people, may not have options, and

Priority 5: supporting innovations that help more people and businesses adopt more sustainable transport choices.

Finally, the consultation document proposes changes in how transport is managed and delivered.

We will achieve all of this by holding ourselves and our partners to account, measuring not just the performance of transport services, but the difference transport makes to people and communities, to the environment, to the economy and places, and to culture and the Welsh Language.

We will deliver this by investing sustainably, through specific action plans including our Decarbonisation Pathway and by working in partnership, updating our policies and guidance, building capacity and skills, and by holding ourselves and others to account. We will also adopt the five ways of working in the Well-being of Future Generations (Wales) Act 2015.

Llwybr Newydd is backed by nine mini-plans for transport modes and sectors in Wales – active travel; bus; rail; roads, streets and parking; the third sector; taxis and private hire vehicles; freight and logistics; ports and maritime transport; and aviation.

5. Considerations

This is an important consultation document. As such it is proposed that a detailed consultation response will be prepared. This will be prepared jointly with support from the support group and comments from authorities can be fed into the final response.

The closing date for consultation is 25th January 2021.

The document can be accessed via the following link.

<https://gov.wales/llwybr-newydd>

5. Financial Implications

There are no specific financial implications from this report, it is mainly for information about the publication of a consultation draft of a new transport strategy.

6. Legal Implications

There are no specific legal implications from this report.

7. Staffing Implications

There are no specific staffing implications at this stage

8. Impact on Equalities

There are no specific equalities implications at this stage. Welsh Government has carried out an initial sustainability appraisal which will be reviewed as part of the consultation response.

9. Consultations undertaken

There are no specific consultations required at this stage

STATUTORY OFFICERS RESPONSE:

i. **Monitoring Officer – responsible body:**

ii. **Head of Finance – responsible body:**

iii.