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## **TRANSPORT DELIVERY SUB-GROUP**

### **02.12.19**

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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.