Welsh Government
Consultation Document

Llwybr Newydd – a new Wales transport strategy

Date of issue: 17 November 2020
Action required: Responses by 25 January 2021
Overview

This consultation seeks your views on the draft Wales transport strategy (Llwybr Newydd). The draft strategy has been developed in conjunction with stakeholders and is a key document which when finalised will shape the future of transport in Wales over the next 20 years.

How to respond

The closing date for responses is 25 January 2021.

You can respond in any of the following ways:

Email: Please complete the consultation form and send it to: walestransportstrategy2@gov.wales

Post: Please complete the consultation response form and send it to:

Llwybr Newydd – a new Wales transport strategy
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

Further information and related document

Large print, Braille and alternative language versions of this document are available on request.

Contact details

For further information:

Llwybr Newydd – a new Wales transport strategy
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

e-mail: walestransportstrategy2@gov.wales

telephone: 0300 025 6765

Also available in Welsh at:

https://llyw.cymru/llywbr-newydd
General Data Protection Regulation (GDPR)

The Welsh Government will be data controller for any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data which will enable them to make informed decisions about how they exercise their public functions. Any response you send us will be seen in full by Welsh Government staff dealing with the issues which this consultation is about or planning future consultations. Where the Welsh Government undertakes further analysis of consultation responses then this work may be commissioned to be carried out by an accredited third party (e.g. a research organisation or a consultancy company). Any such work will only be undertaken under contract. Welsh Government’s standard terms and conditions for such contracts set out strict requirements for the processing and safekeeping of personal data.

In order to show that the consultation was carried out properly, the Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. If you do not want your name or address published, please tell us this in writing when you send your response. We will then redact them before publishing.

You should also be aware of our responsibilities under Freedom of Information legislation

If your details are published as part of the consultation response then these published reports will be retained indefinitely. Any of your data held otherwise by Welsh Government will be kept for no more than three years.

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Under the data protection legislation, you have the right:

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- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be ‘erased’
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner’s Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under the GDPR, please see contact details below:

Data Protection Officer:
Welsh Government
Cathays Park
CARDIFF
CF10 3NQ

e-mail: DataProtectionOfficer@gov.wales

The contact details for the Information Commissioner’s Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Tel: 01625 545 745 or 0303 123 1113
Website: https://ico.org.uk/
## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the Minister</td>
<td>3</td>
</tr>
<tr>
<td>From the Deputy Minister</td>
<td>4</td>
</tr>
<tr>
<td>Summary</td>
<td>5</td>
</tr>
<tr>
<td>Introduction</td>
<td>6</td>
</tr>
<tr>
<td>Terms you will find in this strategy</td>
<td>8</td>
</tr>
<tr>
<td>1. Vision</td>
<td>11</td>
</tr>
<tr>
<td>2. Ambitions for transport in Wales</td>
<td>13</td>
</tr>
<tr>
<td>2.1 Good for people and communities</td>
<td>14</td>
</tr>
<tr>
<td>2.2 Good for the environment</td>
<td>16</td>
</tr>
<tr>
<td>2.3 Good for the economy and places in Wales</td>
<td>19</td>
</tr>
<tr>
<td>2.4 Good for culture and the Welsh language</td>
<td>21</td>
</tr>
<tr>
<td>3. Our five-year priorities</td>
<td>24</td>
</tr>
<tr>
<td>Priority 1: Planning for better connectivity</td>
<td>25</td>
</tr>
<tr>
<td>Priority 2: Public transport services</td>
<td>28</td>
</tr>
<tr>
<td>Priority 3: Safe, accessible, well maintained and managed transport infrastructure</td>
<td>31</td>
</tr>
<tr>
<td>Priority 4: Making sustainable transport more attractive</td>
<td>34</td>
</tr>
<tr>
<td>Priority 5: Support innovations</td>
<td>37</td>
</tr>
<tr>
<td>4. What we will measure</td>
<td>40</td>
</tr>
<tr>
<td>4.1 Quantitative measures</td>
<td>41</td>
</tr>
<tr>
<td>4.2 Good for people and communities</td>
<td>42</td>
</tr>
<tr>
<td>4.3 Good for the environment</td>
<td>43</td>
</tr>
<tr>
<td>4.4 Good for the economy and places</td>
<td>44</td>
</tr>
<tr>
<td>4.5 Good for culture and the Welsh language</td>
<td>46</td>
</tr>
<tr>
<td>5. How we will deliver</td>
<td>47</td>
</tr>
<tr>
<td>5.1 Investing sustainably</td>
<td>49</td>
</tr>
<tr>
<td>5.2 Delivery and action plans</td>
<td>51</td>
</tr>
<tr>
<td>5.3 Working in partnership</td>
<td>53</td>
</tr>
<tr>
<td>5.4 Better governance and policies</td>
<td>54</td>
</tr>
<tr>
<td>5.5 Building skills and capacity</td>
<td>55</td>
</tr>
<tr>
<td>5.6 Holding ourselves and our partners to account</td>
<td>56</td>
</tr>
<tr>
<td>6. The five ways of working</td>
<td>59</td>
</tr>
<tr>
<td>6.1 Involvement</td>
<td>60</td>
</tr>
<tr>
<td>6.2 Collaboration</td>
<td>61</td>
</tr>
<tr>
<td>6.3 Prevention</td>
<td>62</td>
</tr>
<tr>
<td>6.4 Integration</td>
<td>63</td>
</tr>
<tr>
<td>6.5 Long-term</td>
<td>64</td>
</tr>
<tr>
<td>7. Mini plans: Transport modes and sectors</td>
<td>65</td>
</tr>
<tr>
<td>7.1 Active travel</td>
<td>66</td>
</tr>
<tr>
<td>7.2 Bus</td>
<td>70</td>
</tr>
<tr>
<td>7.3 Rail</td>
<td>74</td>
</tr>
<tr>
<td>7.4 Roads, streets and parking</td>
<td>78</td>
</tr>
<tr>
<td>7.5 Third sector</td>
<td>82</td>
</tr>
<tr>
<td>7.6 Taxis and private hire vehicles</td>
<td>86</td>
</tr>
<tr>
<td>7.7 Freight and logistics</td>
<td>90</td>
</tr>
<tr>
<td>7.8 Ports and maritime transport</td>
<td>94</td>
</tr>
<tr>
<td>7.9 Aviation</td>
<td>98</td>
</tr>
</tbody>
</table>
We are in a time of rapid change, with jobs, livelihoods, and social connections at risk.

As I write, we have put in place short-term actions to help support individuals, communities and businesses deal with the immediate and longer-term impacts of COVID-19. At the same time, we need to continue to plan for the future. Transport will always play a critical role in our lives. It shapes our communities, facilitates our economy and helps us to achieve our individual potential. Restrictions on travel have shown us how important transport is to us and they have also inspired new ways of working.

There is no doubt that even after restrictions are lifted, there will less commuting and more homeworking. If that trend continues, it will have important implications for transport. But we will still need to stay active, to have an effective and efficient public transport network, to move freight and cargo, and to travel internationally.

We will need to do this in a way that reduces carbon emissions and the impact of transport on our environment, and makes a positive contribution to the economy, to social justice and to our health and well-being.

Llwybr Newydd – the Wales Transport Strategy Consultation Draft sets out my long-term vision for doing this and the policy framework as a context for future decisions.

I am very aware that our priorities may need to flex in response to a changing situation – and that flexibility is built into this Strategy.

But it is important not to lose sight of our core vision – an accessible, sustainable transport system that is good for people and communities, good for the environment, good for our economy and places and supports a thriving Welsh language and culture. In other words - good for Wales.
COVID-19 has had a huge impact on all of our lives. For many of us it has brought tragedy, and real economic, social, and personal challenges which will change us all for years to come, and we are only just beginning to understand those changes.

Amongst this, it has also shown what happens when our transport patterns change – particularly when we stop driving so much. Our air quality has dramatically improved, and our carbon emissions have fallen.

We do not want to return to the old ‘normal’ in terms of transport emissions nor previous levels of road traffic.

We want to take this opportunity to consolidate what has been achieved through the change in people’s travel behavior and in order to do that, we need to think differently, and do things differently.

Llwybr Newydd is not business as usual. It is a new approach that recognises the role of transport in climate change, and tackles that head on. It is also about people. We can’t change unless we understand why people turn away from active travel and public transport, and then tackle those barriers.

We are seeking to take forward something positive for the future – putting active travel – and our health – at the forefront of travel policy. And a new approach that wants us all to make more use of public transport because it is good for us, good for our communities, good for the environment and good for the economy.
Summary

Our vision
An accessible, sustainable transport system.

Our 20-year ambitions
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.

Our five-year priorities
In order to deliver our vision and ambitions, we will:

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 behavior 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.

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.
Introduction

The Wales Transport Strategy (WTS) is a statutory document required by the Transport (Wales) Act 2006 (The Act). The Act places a duty on the Welsh Ministers to prepare and publish a WTS setting out its policies and how they will be discharged. Covering all modes, it sets out our strategic priorities and desired outcomes, providing a link to the wider priorities as well as plans at the local authority level. Section 2(3) of the same Act requires the Welsh Ministers to keep the WTS under review and provides the ability to revise it from time to time.

‘Llwybr Newydd’ – new path in Welsh – is the Wales Transport Strategy Consultation Draft. We are publishing it in order to hear your feedback.

Llwybr Newydd sets out our vision and our long-term, 20-year ambitions for how transport can contribute to the wider social, environmental, economic and cultural well-being of people in Wales.
The hardest part of any strategy is making it happen. We have developed a series of measures that we will use to track progress against our 20-year ambitions. A section on delivery shows how we will use our various policy levers – funding, action plans, partnership, policy and legislation, and monitoring and evaluation to deliver on the Strategy.

We will achieve all of this by adopting the five ways of working as set out in the Well-being of Future Generations (Wales) Act 2015.

Llwybr Newydd includes nine mini plans - one for each of the transport modes and sectors – active travel (walking and cycling); rail; bus; roads, streets and parking; the third sector; taxis and private hire vehicles; freight and logistics; ports and maritime transport and aviation. These show how we will deliver the Strategy on the ground.

These show how we will deliver the Strategy on the ground.

We have also published an easy read version of Llwybr Newydd, and the text is available as an html document for greater accessibility.

Llwybr Newydd has been informed by an evidence document that sets out transport trends in Wales. There is also a Draft Report and Scoping Report as part of the Integrated Sustainability Appraisal process that helps ensure that the Strategy takes on board environmental issues, regulatory and non-regulatory impact assessment requirements and the seven national well-being goals.

A more detailed ‘Mobility in Wales’ report will follow, setting out the background information that has informed Llwybr Newydd.

We very much look forward to hearing your views.

COVID-19
Llwybr Newydd has been drafted in the context the COVID-19 pandemic. It has had a major impact on everyone’s lives, and of course on transport. Llwybr Newydd sets a longer-term direction for transport, but does not replace the need to continue to respond to and plan for the immediate impacts of COVID-19 on transport and on people’s lives.
Terms you will find in this strategy

**Accessible** – can be used by as many people as possible, including disabled people.

**Active travel** – means making journeys by physically active means, such as walking or cycling. Many people enjoy walking and cycling for its own sake as part of leisure activities. However, for the purposes of this document ‘active travel’ refers to walking and cycling journeys for a purpose – such as to go to work, or education or access services.

**Corporate joint committees (CJCs)** – the proposed new arrangements to improve regional transport planning in Wales.

**Decarbonisation** – this is the process of cutting greenhouse gas emissions and moving towards a low carbon economy. Wales has published targets to reduce emissions by 2050. The word ‘decarbonisation’ covers the actions that need to be put in place to achieve this.

**Demand-responsive travel** – this is shared private or semi-public transport for groups, based on demand rather than a fixed timetable. Examples in Wales include the fflecsi services run by Transport for Wales.

**Devolution** – this gives Wales the power to pass legislation and transfers some ministerial responsibilities to Wales. For transport this includes responsibility for roads and buses. Other areas such as rail, ports, and aviation are not devolved and Welsh Ministers work in collaboration with the UK government.

**Ecosystem resilience** is the capacity of an ecosystem to respond to disturbance by resisting damage and recovering quickly.

**Equality Act** – under the Equality Act 2010 it is unlawful to discriminate against someone because of a protected characteristic. The nine protected characteristics are age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

**Five ways of working** – the Well-being of Future Generations (Wales) Act 2015 sets out five ways of working that public bodies need to think about to show they have applied the sustainable development principle. They are long-term, prevention, integration, collaboration and involvement.

**Future Wales** – this is the National Plan 2040. It sets out where we think we should try to grow and the types of development we need over the next 20 years to help us be a sustainable and prosperous society.

**Heavy goods vehicles** – the European Union term for vehicles over 3.5 tonnes – light commercial vehicles are under this weight.

**Highways Authorities** - have a duty to assert and protect the rights of the public to use and enjoy any highway for which they are an authority. As Highways Authority for the motorway and trunk road network in Wales, Welsh Ministers must maintain them at public expense and comply with other regulations.

**Hydrogen vehicles** - use electricity produced through a chemical reaction between hydrogen and oxygen. Either the electricity powers the car, or charges a battery which powers the vehicle. The hydrogen fuel is stored in a high-pressure tank.

**Integrated Responsive Travel** – this replaces standard transport services with more responsive services that are also integrated with other kinds of transport. Transport for Wales is piloting this in Wales.
**Introduction**

**Land-use planning system** – this is the process of regulating land for wider public benefit, including social and environmental outcomes.

**Llwybr Newydd** – means ‘new path’ in Welsh. This is the working title for the draft Wales Transport Strategy 2020.

**Micro-mobility** – small lightweight vehicles driven by users personally and operating at speed of under 25km hour. They can include cycles or scooters including electrically-powered ones.

**Mobility as a service (MAAS)** – this is a shift away from personally-owned transportation to services that enable people to plan, book, pay for and use a variety of different types of transport.

**National Transport Delivery Plan (NTDP)** – once Llwybr Newydd has been finalised, Transport for Wales (TfW) will develop a National Transport Delivery Plan that sets out specific investment priorities.

**National well-being goals** – the seven national well-being goals are set out in the Well-being of Future Generations (Wales) Act 2015. They are: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language and a globally responsible Wales.

**National well-being indicators** – there are 46 well-being indicators that demonstrate progress against the seven national well-being goals. The Welsh Government reports on these annually.

**Planning Policy Wales 10 (PPW10)** – the Welsh Government’s guidance for making planning decisions. It is supplemented by Future Wales – the National Plan 2040.

**Private hire vehicles (PHV)** – vehicles such as minicabs, some school and day-care centre transport services and chauffeur services. Journeys must be pre-booked via a licensed private hire vehicle operator.

**Public service vehicles (PSV)** – vehicles that carry more than eight passengers for hire or reward.

**Public transport** – transport services available for public use, typically on fixed routes or schedules, that charge a fixed fare. In Wales public transport includes bus and rail services.

**Regional corporate joint committees (CJCs)** – the proposed new arrangements to improve regional transport planning in Wales.

**Senedd** – the democratically elected body that represents the interests of Wales and the Welsh people.

**Soft estate** – the green spaces and land associated with strategic transport infrastructure – particularly the Strategic Road Network. It may include biodiversity or historic environment assets.
Strategic Road Network (SRN) – the motorway and trunk road network in Wales.

Sustainable development principle – under the Well-being of Future Generations (Wales) Act 2015 public bodies must act in a manner which ensures that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Sustainable transport choices – are those that contribute to decarbonisation including walking and cycling, public transport and low or zero emissions vehicles.

Sustainable transport hierarchy – guides planning decisions and gives priority to active travel and public transport vehicles, followed by ultra-low emissions and finally private vehicles. It is set out in Planning Policy Wales (PPW) 10.

Taxis and PHV standards – taxis and private hire vehicles are high risk environments, and so subject to statutory licensing, particularly for children and vulnerable adults. The UK Government sets and enforces statutory licensing standards.

Transport for Wales (TFW) – the body established by Welsh Government to deliver transport priorities in Wales.

Transport mode – the way that passengers or goods are transported by air, water or land. The modes include vehicles, rail, ships (maritime), air (aviation). Increasingly people see transport journeys as multi-modal or even pan-modal, involving many different types of transport modes.

Transport sector – organisations that provide services to move people or goods. They may be in the private, public or voluntary sector.

Freight and logistics organisations and community transport bodies are examples of transport sectors in Wales.

Ultra-low emissions vehicles - are cars or vans that emit very few greenhouse gases – technically 75gm/km CO2 or less. They may be electric, hydrogen or hybrid vehicles.

Ultra-low emissions zones – areas where vehicles, including cars and vans, need to meet ultra-low emissions standards or they have to pay a charge to drive within the zone.

Wales and Borders Franchise – a franchise is a contract to operate passenger railway services. Services on the Wales and Borders lines are currently operated by Transport for Wales.

Wales Infrastructure Investment Plan – this document sets the context for investment in infrastructure in Wales including transport infrastructure.

Well-being of Future Generations (Wales) Act 2015 – this act is about improving the social, economic, environmental and cultural well-being of Wales. It requires public bodies listed in the Act think more about the long-term; work better with people, communities and each other; look to prevent problems and take a more joined-up approach.

Welsh transport appraisal guidance (WelTAG) – a framework for assessing the impact and benefits of proposed transport interventions such as schemes to upgrade roads. It is aligned with the seven national well-being goals.
01. Vision

An accessible, sustainable transport system.
What does this mean?

‘Accessible’

Means a transport system that is accessible to all because transport providers are taking action to address the barriers that can prevent people using transport including physical, financial and attitudinal barriers.

‘Sustainable’

Means a transport system that is good for people and communities, good for the environment, good for the economy and places and good for culture and the Welsh language, addressing each of the seven national well-being goals.

‘Transport system’

Means transport infrastructure (such as footpaths, cycle paths, roads and rail) as well as transport services (such as aviation, public transport, and logistics). The wider system encompasses transport providers (the organisations involved in delivering transport services) as well as transport governance (the system of legislation, regulation, and policies) that supports these.
02. Our long-term ambitions for transport in Wales

These are our ambitions over the next 20 years for how we want our future transport system to deliver benefits to people and communities, to the environment, to the economy and places, and to Welsh language and culture, contributing to each of the national well-being goals. Although technology and the world will change over that time, these long-term ambitions will help keep us focused on the bigger picture of what we are seeking to achieve, why we need to do that, and how we go about it.

You can find more detail about how we will tackle these ambitions in the next sections of the strategy and in the mini-plans.
2.1 Good for people and communities

Transport is a social issue. Over and over again people told us how transport shapes their lives. Transport is vital to employment, education and whether or not we can access services such as health or education. It affects our social and community well-being. A lack of access to transport can be very isolating and has a significant impact on poverty and other disadvantages. Transport is also a significant health issue. Wales is falling short of our targets on physical activity, which in turn impact on obesity and long-term health – walking and cycling have the potential to play a vital role in helping to address this.

In order to tackle wider issues such as equality or health, we need to overcome some of the barriers that stop people making use of transport. Many people do not feel comfortable – or able – to use public transport. Nearly a quarter of us are disabled or have special transport needs. And one of the factors that stop people walking, cycling or using public transport is confidence. We won’t travel if we don’t feel safe, whether it is as a pedestrian, cyclist, passenger or driver on the road network, on public or community transport or using taxis.
Our long-term ambition is for a transport system that contributes to a more equal and a healthier Wales because:

**S1: There are fewer physical, economic, social and attitudinal barriers that prevent people from walking, cycling or using public transport.**

To achieve this we will:
- continue to support concessionary and discounted travel for the people who most need it
- ensure that transport services and infrastructure are designed and delivered in a way that enables more and a wider range of people to access them
- enable everyone to feel confident about using public transport by working with transport providers to ensure that their staff have the training and skills to create a supportive, inclusive and accessible transport environment
- address digital inclusion, keeping in mind that many people do not have access to mobile technology or the internet and so information needs to be provided in alternative forms
- listen and respond to the views of those people with the best understanding and experience of transport challenges.

**S2: More people walk and cycle, contributing to a healthier lifestyle.**

To achieve this we will:
- support active travel initiatives such as new infrastructure, dedicated cycle lanes, wider footpaths
- integrate active travel with other transport including road improvements, and bus and rail
- make provision for active travel in new developments and new services, including health and education
- create educational and other programmes that encourage behaviour change and give people more confidence to walk and cycle
- take an inclusive approach to the design of new infrastructure that respects the needs of people with limited mobility or impairments including disabled people and older people.

**S3: Everyone feels safe, secure and welcome using the transport mode of their choice.**

To achieve this we will:
- address safety issues in the transport operations that we and Transport for Wales are directly responsible for
- encourage a strong culture of safety awareness and responsibility amongst commercial and third sector transport providers
- integrate safety concerns into all aspects of transport planning and policy, including the design of new transport infrastructure and routes
- put in place specific measures such as speed limits and restrictions on pavement parking that contribute to safety.
2.2 Good for the environment

We will not be able to achieve our statutory duties on climate change unless we radically change the way we travel. Transport is a major source of greenhouse gases and contributes significantly to problems with air quality and noise in Wales. Wear from vehicle tyres contributes significantly to poor air quality.

As ‘A Low Carbon Wales’ notes, transport is the third-highest emitting sector in Wales, accounting for 17% of Welsh emissions in 2018. And – at least until the pandemic - those emissions have not significantly reduced overall since 1990. The document also sets an ambition to put Wales at the forefront of a shift towards active travel and a low carbon public transport system that is accessible to all and contributes to liveable and sustainable communities.
Our long-term ambition is for a transport system that responds to the climate emergency, contributing to a globally responsible Wales and a more resilient Wales because:

**E1:** There is a significant reduction in greenhouse gas emissions, better air quality and less environmental noise associated with transport in Wales.

To achieve this we will:
- set specific five-year priorities to tackle emissions, air quality and noise including reducing the need to travel, prioritising active travel and public transport, facilitating ultra-low emissions vehicles, regulating speeds and exploring incentives to use cleaner engine technology (see below)
- address decarbonisation across each transport mode and sector (see below)
- develop a Decarbonisation Pathway - a clear map and timetable for achieving this, using all of our policy levers, including the Sustainable Transport Hierarchy, our funding mechanisms, partnership working, regulatory and policy reforms and working across modes and sectors.

**E2:** We will have improved sustainable land management, protected and enhanced biodiversity and supported more resilient ecosystems in transport operations, infrastructure and across the transport estate.

To achieve this we will:
- take these issues into account in the management of the transport estate that we and Transport for Wales are directly responsible for, including the soft estate associated with the strategic road network
- encourage commercial and third sector transport operators to take these considerations into account in their asset management strategies
- ensure that new transport interventions, such as upgrading infrastructure, protect and enhancing biodiversity, support more resilient ecosystems and protect the historic environment.

**E3:** There is less waste associated with transport infrastructure and services

To achieve this we will:
- make better use of existing infrastructure thus avoiding the need for new infrastructure
- reduce the use of water and minerals associated with the operation, maintenance and upgrading of transport infrastructure.
Emissions in Wales

Transport 17%
Agriculture 14%
Energy supply 22%
Business 22%
Residential 10%
Waste management 3%
Industrial processes 5%
International aviation & shipping 1%
Public sector 1%
Land use, land use change and forestry 1%
2.3 Good for the economy and places in Wales

Transport can support the economy and places through delivering wider social, environmental and cultural benefits. For example, reducing greenhouse gas emissions is one of the priorities in the current Economic Action Plan.

Transport can also support the Welsh economy through responding to strategic challenges that affect people's ability to access work, leisure and education; through meeting the needs of key economic sectors, particularly in rural areas where nearly a third of people in Wales live, and through innovation and adaptation that will help everyone to make more sustainable transport choices, and through a healthy transport and logistics sector in Wales. Transport plays a key role in viable places – especially in rural Wales by ensuring people can access the services they need and there are links between lack of transport and areas of deprivation. It also contributes directly to our visitor economy.
Our long-term ambition is for a transport system that contributes to a more prosperous Wales and a Wales of connected communities because:

P1: More people can access work, leisure, education and the services they need using sustainable transport modes.

To achieve this we will:
- make transport more affordable by supporting concessionary travel on public transport for those who most need it
- recognise the particular rural challenges of transport in Wales and giving them due weight in business planning and cost benefit analysis
- work with the UK government to influence transport planning and decisions that affect Wales
- develop a new approach to regional transport planning that brings together strategic land-use planning and our economic ambitions for each of the regions of Wales

P2: There is a more sustainable Wales supply chain.

To achieve this we will:
- facilitate sustainable transport options for freight and cargo
- encourage more freight to be moved by rail
- plan for the future of the Welsh supply chain through logistics hubs and shared transport solutions.

P3: Technological, digital and operational innovations help people and businesses choose more sustainable transport options.

To achieve this we will:
- support technological innovations that reduce carbon emissions such as electrification, alternative fuels and explore the potential of micro-mobility modes
- support digital innovations that help us to coordinate services, that help users to better plan journeys and help operators to manage their fleets and infrastructure
- support operational innovations that support whole new approaches to transport, such as no longer needing to own a car. These will include more demand-responsive transport, car-sharing, the idea of ‘mobility as a service’ and sharing opportunities for freight and other forms of transport.
2.4 Good for culture and the Welsh language

People from all over the world encounter Welsh language and culture when they visit Wales, whilst our transport is vital to the success of hundreds of sporting and cultural events across Wales, from local rural festivals to international matches.

As part of the wider historic environment in Wales, our rich transport heritage includes bridges, stations, canals, rail and road infrastructure. The Pontycysyllte Aqueduct is a World Heritage Site, and the Slate Landscapes of North Wales including the transport infrastructure, are on the UK Tentative List for World Heritage nomination. Our transport heritage also has value at a national, regional and local level. Culture, heritage and the Welsh language are also a key part of our ‘Brand Cymru’ - the unified brand for promoting Wales at home and abroad.
Our long-term ambition is for a transport system that contributes to a Wales of a vibrant culture and thriving Welsh language because:

**C1: We have helped create an environment in which Welsh language can thrive, in line with the aims of ‘Cymraeg 2050’**.

To achieve this we will:
- encourage commercial and third sector operators to increase the use of Welsh on services and in the workplace and meet Welsh language standards
- ensure that the Welsh language is treated no less favourably than English in transport information and digital services
- ensure equality of provision in access to Welsh language education.

**C2: More people can use sustainable transport options to access and enjoy arts, sports, and natural and cultural heritage in Wales.**

To achieve this we will:
- better integrate transport planning with planning for cultural and natural heritage, for arts and for major events in Wales.

**C3: Wales’ heritage – including our rich transport heritage and other historic environment assets on the transport estate – is protected and sustained in transport services, operations and in new transport interventions.**

To achieve this we will:
- work with Cadw to integrate heritage management into asset management and operations on the transport estate and for services that we, and Transport for Wales, are responsible for
- encourage third sector and commercial operators to protect heritage assets in their operations and estate management
- ensure that heritage assets are identified, protected and sustained in the design of new transport interventions including road, rail and other infrastructure improvements and as part of the Welsh Transport Appraisal Guidance (WeLTAG) planning and decision-making
- work with Visit Wales to promote transport heritage attractions in Wales, including historic railways, canals and other initiatives that help sustain heritage assets.
Our ambitions and the seven Well-being Goals
03. Our five-year priorities

In order to deliver our long-term 20-year ambitions, we have developed an initial set of five-year priorities, which aim to tackle the most urgent issues.

These priorities will be regularly reviewed and updated as circumstances change without losing sight of those long-term ambitions.
Priority 1: Planning for better connectivity

We will not meet our statutory targets on greenhouse gas emissions unless we reduce emissions from transport. Unless we take bold action now, car use in Wales is forecast to continue to grow. Adopting low-emissions vehicles can help reduce the environmental impact of transport, but their use still contributes to congestion and sedentary lifestyles – so we also need to think differently about transport in Wales. This means going beyond transport provision in order to work with planning and other partners to find ways to reduce the demand for travel.
Our first priority is to 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.

We will manage demand by locating new employment, work, housing and other developments close to where people live and making best use of existing transport routes – whilst recognising that some people – particularly in rural areas – may not have an alternative.

Future Wales: the National Plan 2040 – sets out our long-term approach to transport in land-use planning. As part of the implementation, we will collaborate with planning, health and education in order to:

- facilitate homeworking for as many workers as possible through initiatives such as ‘20-minute neighbourhoods’, Transforming Towns and by implementing the ‘Town Centre First’ approach set out in Future Wales
- locate new employment, services and leisure close to where people live, and to existing public transport routes
- ensure that new public sector developments such as education and health services are located near to where people live and make provision for transport that meets the needs of service users, including community transport
- make sure that sustainable transport options are available from the outset in all new developments, including walking, cycling, public transport and electric charging infrastructure
- plan for the future of the Welsh supply chain by setting aside land for future transport hubs (e.g. around stations) and planning for logistics hubs and shared solutions
- maximise the potential of existing transport infrastructure, such as ports and railway stations, as sites for investment and growth
- improve access to fast and reliable broadband either at home or for businesses, in order to facilitate home working and reduce the need to travel.
Sustainable travel hierarchy

Walking and Cycling

Public Transport

Ultra Low Emissions Vehicles

Other Private Motor Vehicles
Priority 2: Public transport services

Journeys on public transport are better for the environment as they can involve lower carbon emissions per person than cars; they benefit the economy by reducing congestion in urban areas and benefit places; they are better for our health because journeys by public transport usually involve more activity such as walking, than simply getting in a car.

And they are better for the community because if all of us make greater use of public transport, we help to sustain services for those that have no other option. However, apart from growth in rail, public transport use in Wales has remained broadly steady, and COVID-19 has made public transport services less attractive to many people.
We want to grow public transport use in Wales by providing services that everyone can use, wants to use and does use.

Continued and growing support for public transport service provision is the starting point for this strategy. The bulk of our revenue transport expenditure goes on supporting core public transport services in Wales – support for bus services and for concessionary bus fares and for our rail services on the Wales and Border Franchise, and Core Valley Lines.

We will:

• continue to support socially necessary bus and rail services in Wales

  that the private sector cannot provide on a commercial basis and where there is market failure. That support will include financial support; governance and oversight of service providers; policy support and advocacy, and new legislation where necessary

• invest in more attractive (reliable, clean, safe, low carbon and frequent) public transport services

  If we are to grow public transport use, we need to continue to invest in improving services, particularly bus services which play a vital role in peoples’ lives across Wales. We need to improve reliability, safety, cleanliness and frequency, as well as ensuring that everyone feels welcome, delivering higher standards of provision across all of Wales.

• provide more innovative, flexible services that respond to demand

  working closely with local authorities, commercial and third sector providers and users to design services that better meet people’s everyday needs
• ensure that bus and rail services can adapt effectively to unexpected emergencies (e.g. pandemics, flooding) and major planned events

COVID-19 has shown how quickly external events can change our lives, and how important it is to be able to respond quickly and decisively to those events. We will need to continue to flex and adapt our transport services to respond to the impact of significant external events

• Improve journey planning to make it easier to switch between different types of transport

including public transport, active travel, taxis and options such as community transport, so that people can be more confident about leaving the car behind

• ensure that public transport services are shaped by feedback from users

Transport services are services for people. We need to ask for, understand, capture, respond to and reflect on the views of transport users and indeed people in Wales. We need to use that feedback in everything from developing policies to operating services.
Priority 3:
Safe, accessible, well-maintained and managed transport infrastructure

Transport infrastructure is all the things that enable transport services to operate – streets and roads, railway lines and active travel networks such as cycle-paths and footpaths, as well as associated structures such as stations, bridges, embankments, car parks, signage, signaling, bus stops and transport interchanges. It also includes the soft estate – land and greenspace associated with transport. Ports and harbours, airports, and freight and logistics facilities are also important.

Improve journey planning to make it easier to switch between different types of transport infrastructure. Much of our transport infrastructure is over fifty years old, there is a significant maintenance backlog, many older facilities are not easily accessible and climate change is having an impact on infrastructure. And our transport infrastructure needs to be upgraded to support sustainable transport, through for example electric vehicle charging facilities or provision for active travel.
Safe, accessible, well-maintained and managed transport infrastructure, that is also future-proofed to support sustainable transport choices, especially walking and cycling, public transport and electrification.

We will:

- continue to meet our statutory responsibilities as the Highway Authority for maintaining and operating the motorway and trunk road network (the strategic road network) in Wales

  Maintaining and operating our road networks delivers wider social, economic and environmental benefits including tackling congestion and improving road safety, and supporting active travel.

- work with partners including Transport for Wales, local authorities, third sector and commercial operators, to improve the maintenance and management of other transport infrastructure in Wales

  Responsibility for other kinds of transport infrastructure including unadopted roads, streets and cycle routes, aviation, ports and harbours lies with many different organisations including Transport for Wales, local authorities, third sector and commercial operators.
• future-proof current transport infrastructure to make safe and attractive active travel provision, tackle congestion, improve accessibility, embrace innovation and respond to climate change

As well as maintaining and managing our current infrastructure, we need to ensure that it continues to meet future requirements – such as growing active travel, improving accessibility and adopting technical innovations such as charging points. We also need to plan for and respond to the impact of climate change and extreme weather events on infrastructure, such as flooding which can have devastating impacts on communities.

• support electric vehicle charging

As part of our Decarbonisation Pathway, we will develop an Electric Vehicle Charging plan designed to improve charging facilities across Wales.

• work with the UK government

We need to develop a fully integrated public transport solution to congestion on the M4 as a more sustainable long-term alternative to private cars use in south east Wales.

• improve the use of data in managing infrastructure

Data is increasingly important to all aspects of transport – from supporting users to improving services and maintaining and managing infrastructure. But we also need the infrastructure to support that. We will continue to invest in the technology to support data solutions to maintaining infrastructure and managing transport services.
Priority 4: Making sustainable transport more attractive and affordable

We want more people to walk and cycle, to use public transport, and to use ultra-low emissions vehicles rather than petrol or diesel vehicles. Priority 2 and Priority 3 are about investing in services and infrastructure to help achieve this.

But investing in services and infrastructure is not enough. People need the confidence to choose active travel and public transport, and the incentives to do so – which might also mean making the choice to use high-emissions vehicles and private cars less attractive.
We will make 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.

We will:

- support incentives that encourage people to walk, cycle or use public transport such as workplace travel schemes and concessionary fares, as well as schemes to encourage people to use cleaner vehicles such as scrappage schemes for older vehicles

- make car use more equitable by exploring disincentives to car use including differential road pricing, workplace parking levies and other measures - taking into account the need to address equality issues and recognising that the solutions that work in cities may not be appropriate in rural areas

- improve bus and train reliability and punctuality users need to be confident that public transport services are reliable and punctual. We will continue to work with providers to improve reliability and punctuality for public transport services in Wales, as well as other measures such as improvements to customer experiences.
• **provide better information for users**

Good information about public transport services plays a critical role in usability. We will work with operators to improve transport data, so users can access easy, reliable and up-to-date information both online and by other means.

• **transform transport experiences and the image of public transport and active travel**

by working with key groups including young people to better understand their experiences of public transport, and use that to improve those experiences. We will use education, marketing campaigns and other tools to encourage more people who have a choice to use public transport and active travel – because it is good for the environment and good for the community.
Priority 5: Support innovations that deliver more sustainable choices

The transport sector is innovating rapidly. Government can play a role in innovation by identifying new technology; by providing incentives to help adopt new technology and regulatory frameworks and standards that facilitate new technology, and by using our procurement power and opportunities to encourage the adoption of new technology.
We will support digital, technological and operational innovations that help more people and businesses adopt more sustainable transport choices.

These will include:

- digital innovation

in the future data infrastructure could be as important as physical infrastructure in transport services. We will need to manage and maintain that infrastructure in a way that delivers public good but also protects individual rights and commercial interests, and do so in a way that addresses digital inclusion for users who do not have access to mobile technology. As noted, we will use data to improve journey planning and booking, develop integrated ticketing, and improve real time information for passengers. We will also use data to improve co-ordination and connectivity between services, improve asset management and maintenance and reduce congestion. We will look at options for a new open transport data store for Wales.
• **technological innovation**

new technology will play a key role in decarbonisation so we will continue to support sustainable transport technology including electrification, new fuels such as hydrogen, technology that facilitates more sustainable aviation and cargo operations, and materials innovation that improves service-life, speed of construction and maintenance, and reduces environmental impacts

• **operational innovation**

we will work with providers to facilitate operational innovation that can help deliver on our wider environmental, economic and social ambitions including opportunities for car sharing, bike sharing, mobility as a service, and the idea that we may no longer own cars at all, sharing opportunities in the cargo, freight and logistics sectors, and innovations in community transport, integrated responsive transport pilots and demand-responsive transport.
What we will measure

Llwybr Newydd sets four high-level 20-year ambitions. This section sets out quantitative measures we have identified to help us track our progress against those ambitions.

Please note that we will also monitor and evaluate all of the commitments in this strategy including our five-year priorities and our mini-plans. The next section of Llwybr Newydd (Section 5) provides more detail on how we will do that.
4.1 Quantitative measures

We need a series of high-level quantitative measures to capture our overall progress against the four ambitions in this strategy.

Those measures will need to cover all modes of transport and also draw on multiple sources of data. They will have to be underpinned by a range of supporting metrics that will give a broader picture of each measure and allow further breakdown by mode, demographic, socioeconomic and geographic factors, where possible. The measures will need to be based on robust evidence from both existing and new sources of data and research. They should make the best use of information collected through other Welsh Government initiatives, such as the National Survey for Wales, and analyse published datasets such as traffic flows and bus timetables.

We are also planning to establish new data sources to inform this strategy.

We are very conscious that in order to measure progress we will need to have baseline data. So we intend to report on each measure as far as possible after the first year on the strategy so that we can compare future years.

One of our challenges in tracking progress is that there are significant gaps in the data we hold or have access to. There are already a range of surveys that provide information – such as the National Survey for Wales, the Transport Focus National Rail Passenger Survey, Transport for Rail Service Customer satisfaction data and other sources. However, these data sources do not consistently cover bus, active travel, community transport and other modes. And the data is not always broken down in a way that helps us to understand the experiences of people who share protected characteristics or the people from different parts of Wales.

We will work with our delivery partner Transport for Wales to develop a National Travel Survey to help fill the gaps. This would also provide us with the ability to understand how people with different protected characteristics – including disabled people and other groups – experience travel. It would also enable us to understand the different regional aspects of travel in Wales, particularly in rural areas.

Transport for Wales is also working to enhance the current evidence base through developing regional transport models and using mobile network data to better understand transport trends.
4.2 Measures: Good for people and communities

4.2 Good for people and communities

M1: Percentage of transport users satisfied with their journey

We will use data from existing user-satisfaction surveys and the proposed new National Travel Survey to measure how people experience travel, looking at different transport modes, and also gathering data on how different groups with protected characteristics experience travel and their satisfaction levels.

M2: Percentage of journeys by public transport

We want to achieve a modal shift towards more sustainable transport options, including more people using public transport and – by implication – fewer people using private cars. We will measure the number of journeys taken and kilometres travelled using different transport modes, including bus, rail, active travel and private car, and will look to set more specific targets around for example, car mileage.

M3: Percentage of journeys by active modes

We hope to be able to identify the proportion of journeys taken by active modes, and the average distance travelled per walking and cycling trip. We know that longer journeys are not always viable by active modes, so we will also try to measure the proportion of short journeys that are undertaken by walking or cycling.

M4: Percentage of people who feel safe when travelling

Our aim is to use data collected as part of the National Well-being Indicators to understand how safe people feel using different types of public transport, and also walking and cycling. This would complement the data that we already collect on accidents, vehicle enforcement checks and compliance with speed limits.
4.3 Measures: Good for the environment

4.3 Good for the environment

- **M5: Greenhouse gas emissions from the transport sector**
  
  We will need to measure greenhouse gas emissions from different modes of transport, as well as tonnes of carbon generated per person kilometre travelled by mode. We will make use of data from the National Atmospheric Emissions Inventory and conversion factors to enable us to track this.

- **M6: Households exposed to air pollutants and/or environmental noise from transport**
  
  We also need to understand the impacts on air quality and environmental noise that are attributable to transport. We will look at legislative limits by location and by pollutant, including nitrogen dioxide and particulate matter.

- **M7: Hectares of healthy ecosystems that form part of the transport network**
  
  We need to consider the management of the existing soft estate associated with roads, rail and active travel infrastructure, as well as new transport schemes including improvements and upgrades.

- **M8: Waste generated by the transport sector**
  
  The transport sectors generate waste through the repair and upgrading of transport infrastructure and through transport operations and services such as rail. This data is not currently available across all sectors and providers, and we will need to plan how it could be collected in a consistent manner.
4.4 Measures: Good for the economy and places in Wales

4.4 Good for the economy and places in Wales

**M9:** Percentage of people satisfied with their ability to access the services they need

In order to understand this on a population-wide basis, or in relation to different parts of Wales, we would need to gather data from the proposed new National Travel Survey. We are also planning to use accessibility-modelling to identify the proportion of Welsh households within a fixed travel time of work, leisure, education and services using different modes of transport. We will also look at issues such as transport poverty.

**M10:** Average delay per kilometre travelled

Congestion impacts on people and businesses, and is also one of the factors that can make bus use less attractive. Office of Rail and Road (ORR) gathers data on freight rail usage and performance, on passenger journeys, delay minutes and other factors. INRIX provides data on delays per vehicle kilometre travelled on the road and there is also data available on total kilometres travelled on road and rail. However, it is less easy to gather data on the causes of congestion.

**M11:** Transport infrastructure and service vehicles in good condition

If transport infrastructure is in good condition, it reduces delays and congestion – and can also indirectly contribute other benefits such as reduced emissions and particulate matter from tyre wear. Currently asset owners and operators including trunk road agents, local authorities, Network Rail and Transport for Wales. It would also be useful to better understand the number and severity of defects on the road, rail and active travel networks and the associated maintenance backlog. The average age and fuel efficiency of service vehicles including bus fleet, taxi and private hire vehicle fleet and rolling stock would also be relevant.
M12: Percentage businesses satisfied with their ability to move goods on the transport network

This data is not currently available and would depend on gathering industry intelligence. It would also be useful to better understand the transport workforce in Wales. It is possible to collate data on full time equivalent jobs in the transport sector in Wales, using existing evidence sources, although the challenge is to define the transport sector – given that it also might include areas such as logistics, and potentially other areas relating to tourism and the visitor economy. Information on apprenticeships would also help us to understand future workforce trends.

M13: Percentage of freight moved by low/zero carbon modes

The Office of the Rail and Road currently reports on freight moved and lifted at a UK level and by operator, and there is data available on imports and exports carried by road in Wales. However, we need to find ways to better understand freight kilometres by low/zero carbon transport.
4.5 Good for culture and the Welsh language

**M14:** Percentage of Welsh speakers satisfied with their ability to access transport networks through the medium of Welsh

This data is not currently available so we would need to gather it through the new Wales National Travel Survey.

**M15:** Percentage of people satisfied with their ability to access arts, culture, sport or heritage

Although there is currently data on the number of people who attend arts, heritage and sporting events, through the National Survey for Wales, this does not necessarily allow us to understand whether transport is a barrier to access, or whether it is a lack of provision. We would need to use the new Wales National Travel Survey to better understand the role of access to transport in people’s ability to engage with culture and sport.

**M16:** Percentage of heritage assets in good condition on the transport estate

Information about heritage assets including world heritage sites, listed buildings, scheduled monuments as well as historic landscapes, registered parks and gardens, and historic wrecks is set out in Historic Environment Records. Information relating to the condition of heritage assets on the transport estate is held by transport infrastructure owners and maintaining authorities as part of their asset management strategies. It will also be important to gather data on the protection of heritage assets and their settings in new transport developments.
05. **How we will deliver**

This is how we will use the policy levers available to us to deliver Llwybr Newydd.
## Transport responsibilities in Wales

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- **Red Circle**: Leads on transport policy or planning
- **Red Dot**: Plays a role in policy or planning
- **Orange Circle**: Delivers transport services
- **Orange Dot**: Delivers some transport services
5.1 Investing sustainably

Each year we, and the UK Government, invest both capital and revenue in transport services and infrastructure in Wales, often making difficult choices about limited resources. In future we need to align our approach to investment with the ambitions and priorities in Llwybr Newydd. We will:

**Work with the UK Government to improve transport investment decisions in Wales**

Many aspects of transport in Wales are the responsibility of the UK Government, including rail services and infrastructure in Wales apart from the Wales and Borders franchise and the Core Valley Lines network. Until further devolution, we need to continue to work with the UK government to ensure that investment decisions about transport in Wales reflect the needs of people in Wales, addressing major issues such as rural connectivity and community needs in order to benefit the wider economy of Wales including the sustainability of local communities addressing the wider ‘Levelling Up’ Agenda.

**Invest sustainably**

We will give priority to funding projects and programmes that meet the ambitions and priorities in Llwybr Newydd. We will give priority to active travel and public transport infrastructure - whilst meeting our statutory and contractual obligations to maintain and safely operate the Strategic Transport Network, we will also continue to support socially necessary services where there is market failure and the commercial sector are unable to step in.

In the short term the biggest challenge will be to maintain social distancing on public transport in a way that still enables people to get to work or education and transport operators to run viable services. In the longer term, supporting modal shift on a substantial scale will require a large capital investment and an ongoing revenue support beyond the current level. As well as supporting infrastructure and services, we will need to support measures to encourage behaviour change including ‘soft’ measures such as better information, educational and marketing campaigns, and also innovations that help people to adopt more sustainable transport choices.
5.1 How we will deliver: Investing sustainably

**Adopt more sustainable asset management strategies**
We will improve our approach to the management of assets under the control of Welsh Government and Transport for Wales by adopting more rigorous asset management planning to ensure that minor issues are dealt with before they require major capital investment. Because the maintenance of transport assets can have a critical impact on transport services such as rail and bus, and on road congestion and delays, we also need to work collaboratively to plan and manage the timing of asset management. The overall aim is to reduce the maintenance backlog and make better use of our existing infrastructure.

**Review transport grant schemes and procurement and better connect to other Welsh Government priorities**
We will review the grant schemes that provide revenue and capital funding for transport and our approach to procurement, to ensure they meet the ambitions and priorities in Llwybr Newydd. We will also work across government to ensure that transport investments are connected to wider government investment priorities, for example by focusing economic investment around pre-existing transport hubs and gateways and linking to other areas such as the visitor economy.

**Promote more inclusive design decisions**
Transport users say there can be a gap between our high-level policy aspirations around accessibility and specific day-to-day decisions about the design of services or facilities such as station upgrades or new active travel infrastructure. As part of our commitment to involving people under the five ways of working, we will encourage those who are involved in designing new transport interventions to adopt universal design principles to ensure that services and infrastructure are designed for everyone, regardless of their ability. We will also ask project designers to engage with people who have direct experience of access issues.

**Enhance the use and application of the Welsh Transport Appraisal Guidance (WelTAG)**
The starting point for deciding whether a new transport project should go ahead is our transport appraisal guidance (WelTAG). This looks at the business case for a new project in the light of the seven national wellbeing goals. All new projects should be supported by WelTAG appraisals.

We will keep WelTAG under review to ensure that it is aligned with Llwybr Newydd and working effectively, including exploring ways to speed up the process by staging assessments to provide early yes/no decisions. We will support training and skills development in using WelTAG for the public, private and third sectors, including skills in engaging effectively with stakeholders and communities. We will also monitor complete projects to ensure that they have delivered the benefits outlined in the WelTAG appraisal.
5.2 How we will deliver: Delivery and action plans

5.2 Delivery and action plans

We will work with partners on a series of specific delivery plans to turn the long-term direction and policies in the Llwybr Newydd into action.

National Transport Delivery Plan (NTDP)
The first will be a more detailed five-year National Transport Delivery Plan (NTDP), setting out the specific transport interventions financed by the Welsh Government. The plan will be developed by Transport for Wales, working with partners across the transport sectors. The plan will identify specific projects and programmes based on the priorities in Llwybr Newydd. It will also support the implementation of Future Wales – the National Plan 2040 and be aligned with the Wales Infrastructure Investment Plan. The NTDP will need to take into account both the movement of people and goods. Because it will contain specific schemes and projects, the NTDP will need to be supported by relevant appraisals to make sure that it is aligned with the national well-being goals.

Statement of Funds available (SoFA)
The NTDP will be based on a Statement of Funds Available (SoFA) in the light of the next UK Comprehensive Spending Review. This will provide more certainty over the funding available in the delivery plan period so Transport for Wales can plan for the future. The SoFA will identify what can be spent on transport services, maintenance and projects, although due to our own annual budget settlement, an absolute five-year commitment for revenue and capital is unachievable. It will provide high, medium and low budget scenarios allowing Transport for Wales to plan and respond effectively to changing circumstances.

Decarbonisation Pathway for transport
We will develop a Decarbonisation Pathway for transport to support the key Llwybr Newydd ambition to significantly reduce greenhouse gas emissions. This will map the things we need to do to achieve that, including the actions set out in our five-year priorities and in our supporting mini-plans for modes and sectors. The Decarbonisation Pathway for transport will be part of the Welsh Government’s second Low Carbon Delivery Plan and will include specific pieces of work such as an Electric Vehicle Charging Plan, a Demand Management Plan, our work on hydrogen and other innovations, and initiatives designed to change behaviour such as road pricing.

South East Wales Transport Commission (SEWTC) and other current policy initiatives
A number of other key pieces of policy development have been underway during the preparation of Llwybr Newydd. The need to respond to COVID-19 and its impact on transport has been a major issue, and we will update Llwybr Newydd in the light of our understanding of the medium and longer-term implications. The SEWTC, chaired by Lord Burns, has been looking at solutions to congestion on the M4 in south east Wales. Early thinking around their work has helped shape this draft and the findings will form part of the delivery of Llwybr Newydd. Work is also underway on learner and concessionary travel, default speed limits and pavement parking, electric vehicle charging and bus reform, and again the findings will feed into the implementation of this strategy.
Regional transport plans
Regional transport plans will be shaped by Llwybr Newydd and aligned with Future Wales – the National Plan 2040 and the emerging regional development plans.

Demand management
We will also develop an action plan for demand management – looking at how we can reduce the overall need to use cars on a daily basis, bringing together land-use planning and transport planning and management with other areas such as regeneration, digital strategies, health and education, to deliver a genuinely cross cutting approach to demand management.

Sector and mode strategies
Llwybr Newydd covers the different transport modes in Wales – active travel, bus, rail, roads, aviation, ports and harbours – as well as the freight and logistics sector and the third sector. Although Llwybr Newydd includes ‘mini plans’ for each mode and sector, these do not replace the need for more comprehensive sector and modal strategies, particular in fast-changing areas such as aviation, logistics and freight.
5.3 Working in partnership

We need to work in partnership in order to deliver Llwybr Newydd.

- We will:

  work effectively with the UK government on shared responsibilities, pressing for a Welsh voice in critical decisions that affect Wales. We share transport responsibilities in Wales with the UK government, who play a critical role in rail operations and investment, in aviation and ports and in regulation. Other UK-wide policies including decarbonisation and exit from the European Union also shape our approach to, and policy on, transport. We will work with the Department for Transport and the Secretary of State for Wales’ Office in particular to raise awareness of devolved issues and to deliver joint objectives

  • work across Welsh Government with education, planning, health and other policy areas to integrate transport considerations into wider decision-making, feeding into policy development, and learning from both successes and failures

  • support Local Authorities in planning for, and delivering, transport services and networks in their local areas, including improving bus services, supporting active travel, COVID-19 recovery and community transport initiatives

- implement and support effective regional transport planning and delivery through Corporate Joint Committees (CJCs), who will be empowered (and supported) to plan for services at a regional level, aligned with other regional and local planning priorities

- expand the role of Transport for Wales, the delivery partner for Welsh Government. Their initial role has been to manage and deliver the rail franchise in Wales but we will explore opportunities to expand their remit to deliver an integrated transport system for people in Wales.

- do more to involve transport users by creating a representative transport advisory group for Welsh Government who will play a critical role in taking this strategy forward.

- strengthen our engagement with commercial and third sector transport operators in Wales in conjunction with other areas of Welsh Government including Business Wales.
5.4 Better transport governance and policies

Many of our existing guidance and policy documents will need to be reviewed or updated to reflect the ambitions and priorities in Llwybr Newydd. These include TAN (Technical Advice Note) 18: Transport, which was last updated in 2007, as well as our guidance on biodiversity, our trunk road maintenance standards and our Road Safety Framework. We will also need to review our approach to local speed limits.

We will also take forward some of our wider reforms designed to improve transport services in Wales, including proposals to reform bus services, practical measures to improve active travel such as pavement parking and speed limits, and also proposals for the further devolution of transport powers in Wales.
5.5 How we will deliver: Building skills and capacity

5.5 Building skills and capacity

In order to deliver Llwybr Newydd we recognise that we will need to build capacity and skills within Welsh Government, in partners and in delivery organisations. There are major challenges around delivering innovation in transport and how best to facilitate those, including digital innovation. Taking forward decarbonisation will involve legal, economic, technical, social challenges, whilst demand management and delivering a more inclusive approach to transport across Wales, particularly in rural areas, also requires new thinking.
5.6 How we will deliver: Holding ourselves and our partners to account

5.6 Holding ourselves and our partners to account

We will hold ourselves and our partners to account, by taking a stronger approach to evidence and data in relation to transport in Wales, and by actively monitoring our progress against the ambitions and priorities in Llwybr Newydd.

We will:

• monitor Llwybr Newydd
  
  As well as tracking progress against the high level measures in Section 4, we will also monitor the Llwybr Newydd as a whole, reporting regularly on our progress against the priorities and other actions.

• build our capacity to gather data
  
  We will work with Transport for Wales and other partners including universities to better understand transport trends and impacts, as well as social, environmental, economic and cultural impacts.

• take robust approach to evaluation
  
  When we fund infrastructure projects or services, we need to be sure that those projects are delivering value for money for the public. Our grants teams will work with Transport for Wales to make sure that we understand the economic, social, environmental and cultural impact of our funding.
5.6 How we will deliver: Holding ourselves and our partners to account

• **review Llwybr Newydd**

  we will update the five-year priorities in Llwybr Newydd regularly, to reflect changing circumstances and to respond to major policy challenges

• **welcome challenge**

  we will open ourselves up to challenge, by commissioning an independent review of progress against Llwybr Newydd within five years

• **establish a performance board**

  to review our overall progress including Llwybr Newydd, the National Transport Delivery Plan, regional transport plans, the work of Transport for Wales and other partners including the Department for Transport and Network Rail.
5.6 How we will deliver

Well-being of Future Generations (Wales) Act 2015

Key WG policies
- Prosperity for All
- A Low Carbon Wales
- Future Wales – the National Plan 2040
- Connected Communities
- Clean Air Plan

Llwybr Newydd
- Active travel
- Bus
- Rail
- Roads, streets & parking
- Taxis & PHV
- Third Sector
- Freight & logistics
- Ports & maritime
- Aviation

Next steps
Thematic strategies
- Decarbonisation Pathway
- Modal shift
- Demand Management & remote working

Delivery plans
- National Transport Delivery Plan
- Regional Transport Plans

Legislative & other reforms
- Bus Reform
- Taxis & Private Hire Vehicles
- Pavement parking
- Speed limits
- Road user charging

Policy updates and reviews
- TAN 18 for transport
- Road Safety Framework
- WelTAG
06. The five ways of working

In order to achieve all of this we need to think and work differently. We will do this by using the five ways of working, set out in the Well-being of Future Generations (Wales) Act 2015.
6.1 Five ways of working: Involvement

6.1 Involvement

This way of working sets out the importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the area which the body serves.

As part of our wider commitments on equality we are committed to meaningful engagement, involvement and co-production. We need to engage with a wide range of people in order to understand their experiences of travel, and why they choose particular transport options.

If we are to address big issues such as climate change – we need behaviour change. This means fewer people using their cars on a daily basis, more people walking, cycling and using public transport, and businesses using ultra-low emissions transport. And to promote behaviour change, we need to understand how and why people make choices and behave in the way that they do. We will not assume that we know what people want. Instead we – and our partners – will use surveys and direct engagement methods to better understand the choices people make and the factors that influence them.

One of our other ambitions is to overcome the barriers that prevent people from making best use of transport. In order to do this, we will involve Welsh speakers and people who share protected characteristics, including black and minority ethnic (BAME) groups, young people and older people, to understand the issues which are of greatest concern and importance to them. We will ask them to advise on policies, programmes and solutions to problems, as they are developed, implemented and evaluated.

We are also committed to co-production, working with commercial and third sector partners, with local authorities and others, on the design and delivery of transport services in Wales.
6.2 Five ways of working: Collaboration

6.2 Collaboration

‘Collaboration’ means acting in collaboration with others to help meet well-being objectives. We recognise that transport is a social, environmental, economic and cultural issue, and that we need to collaborate with other policy makers to meet those well-being objectives.

We have already collaborated on the development of other Welsh Government strategies in order to show how transport can contribute to wider goals, including our Low Carbon Plan, our Economic Strategy, our Clean Air Plan, Connected Communities (our strategy that addresses loneliness) and Future Wales – the National Plan 2040. It is also relevant to meeting our priorities on health by improving activity levels, on biodiversity and ecosystem resilience, on culture, heritage and Welsh language.

As part of the delivery of Llwybr Newydd, we will continue to collaborate with other policy areas including planning, the economy, health, equality, decarbonisation, the environment, culture and Welsh Language in order to align our approach to transport with wider goals, and to ensure that we are not working in isolation.
6.3 Five ways of working: Prevention

6.3 Prevention

‘Prevention’ is about how acting to prevent problems occurring or getting worse may help public bodies meet their objectives. Llwybr Newydd is about how transport can help to prevent problems occurring or getting worse.

Each of the four high level ambitions in Llwybr Newydd addresses a major challenge. Our first ambition is about creating a more equal Wales and a healthier Wales, our second is about addressing climate change and environmental degradation, the third addresses the economy and connected communities and the fourth is about culture and Welsh Language.

We will take action to address those problems through the five-year priorities that follow on as well as by measuring progress, through our delivery plans and the mini-plans for each mode and sector.
6.4 Integration

‘Integration’ is about considering how our well-being objectives might impact on each of the other well-being goals or on the objectives of other bodies.

Llwybr Newydd therefore takes an integrated approach to transport, recognising that most journeys involve more than one type of transport.

Walking and cycling, rail and bus, private vehicles, aviation, maritime and shipping – are all technically different transport modes, with different infrastructure, often managed by different organisations or areas of government involving different service providers.

Planning for one form of transport can impact on the aims and objectives of other forms of transport. For example, decisions made about passenger services can impact on freight and logistics, or changes to rail timetables can impact on bus use.

In practice, most users don’t see transport that way and most of the bigger issues around transport are not specific to one mode. They all impact on the economy, our health and the environment.

We therefore need to think about transport as a single, integrated system that is about moving people and goods, regardless of individual mode. This means planning for whole journeys rather than for individual types of transport, improving connections between different types of transport and thinking about how people and goods move through their whole journey.
6.5 Five ways of working: Long term

**6.5 Long term**

This way of working focuses on the importance of balancing short-term needs with the need to safeguard our ability to also meet long-term needs.

Llwybr Newydd takes a long-term approach by setting both 20-year ambitions and five-year priorities. The long-term ambitions look ahead, whilst the priorities are immediate actions. The high-level measures we have identified will also help us track the long-term impact of the strategy on society, on the environment, on the economy and on culture and the Welsh language.

Llwybr Newydd has been developed during the early days of the COVID-19 pandemic. Over that time, our understanding of the virus and its impact has changed. It has demonstrated the need to test assumptions and continue to develop new approaches as things change. COVID-19 has also shown that we can work and travel differently. We have seen safer, traffic-free streets where cycling and walking are easier and reductions in greenhouse gas emissions. But it has also delivered challenges – in terms of safe distancing on public transport and ensuring that the most vulnerable are safe in the future.

We need to act now to build on the opportunity created by COVID-19 to think differently in the long-term about how we work and where we work. It has also shown us that however well we plan for the future, events can and will throw us off course.
07. Mini plans: transport modes and sectors

This section of the strategy takes an integrated approach to transport by showing how individual transport sectors and modes can contribute to the shared ambitions and priorities in Llwybr Newydd.
Active travel

Active travel principally includes walking and cycling. We want walking and cycling to become the normal choice for shorter journeys, because active travel is better for our health, our environment and the economy. In order to support people to travel actively we need to design or redesign environments so that active travel is safe, convenient and easy to access.

Alongside ‘hard’ measures such as building more cycle lanes and facilities for pedestrians we need ‘soft’ measures to support and provide information to people about walking and cycling.
**Vision**

For people in Wales, we want walking and cycling to become the preferred way of getting around over shorter distances. By 2030 we want Wales to move from over-reliance on private car use to an active travel nation, improving our health, and contributing to a more equal and healthier Wales because:

- more people are walking and cycling because we have addressed many of the barriers that stop people doing so including safety concerns.
- more young people are walking and cycling to school and education, as part of everyday life and for fun.
- built slower speeds into the design of future places and neighborhoods.

By 2040 we will have:

**Contributed to a more equal Wales and a healthier Wales because:**

- more people are walking and cycling because we have addressed many of the barriers that stop people doing so including safety concerns.
- more young people are walking and cycling to school and education, as part of everyday life and for fun.
- built slower speeds into the design of future places and neighborhoods.

**Significantly reduced the environmental impact of travel because:**

- there are fewer greenhouse gas emissions and air quality has improved because more people have replaced car journeys with active travel.
- biodiversity is in better condition and ecosystems are more resilient because we are managing our active travel networks better.
- there is a lower risk of flooding due to effective solutions for surface water on active travel networks.

**Delivered benefits to the economy and places in Wales because:**

- more people use active travel to get to work, supported by workplace schemes.
- we have adopted innovations that encourage the uptake of active travel including e-bike and e-cargo bike schemes.
- the economy of Wales has benefitted from the growth in the active travel sector including people who come to Wales to walk and cycle.

**Helped Welsh language and culture thrive because:**

- new bi-lingual interpretation has brought cultural and natural history to life on walking and cycling routes across Wales.
- former railway lines and other redundant transport infrastructure are now reused as cycle routes or footways.
- more people can use walking and cycling to visit and enjoy Wales’ amazing historic sites and monuments, national parks and landscapes and coastal areas including our national trails such as the Offa’s Dyke Path, the Pembrokeshire Coast Path and Glwyndwr’s Way, and the National Cycle Network.
Priorities
Over the next five years we will:

• ensure that all new developments, including new school and health facilities make provision for walking and cycling
• grow active travel, with a particular focus on shorter journeys and, in combination with public transport, for longer journeys
• support better active travel provision for education facilities, including Welsh-medium education
• change the default speed limit from 30mph to 20mph in built-up areas to reduce traffic related injuries and fatalities and make walking and cycling safer
• create safer, better cycle paths and more space for walking and cycling through closing roads for vehicle traffic, more facilities for pedestrians, and support for cycle training and safety schemes for all road users
• encourage organisations to adopt the Healthy Travel Charter, develop workplace travel plans including Cycle to Work schemes and provide facilities such as cycle parking, charging, lockers and showers
• work with external partners on behaviour-change programmes to encourage uptake of healthy and active travel
• encourage all schools to have an active travel plan and adopt actions to slow traffic and widen pavements around schools

Measures
We will track the growth of active travel, including the modal share. This will require more detailed information on the overall number and lengths of journeys people make. We will continue to track the percentage of people in Wales who make at least one walking trip or cycling trip a week. We will also need to understand uptake overall, and for particular groups including women, older people, black and minority ethnic groups (BAME), disabled people and young people.
How we will deliver those priorities

We will:

- give priority to active travel in our investment decisions
- work with Transport for Wales to identify specific active travel schemes in the National Transport Delivery Plan (NTDP) and manage and evaluate the Active Travel Fund which supports local authorities to develop and deliver active travel schemes
- include active travel within regional transport plans
- update our active travel policies including our statutory Active Travel Act Guidance
- set, monitor and review targets for active travel and publish an annual progress report
- work with UK partners to develop a regulatory framework for micromobility modes such as e-scooters

Five ways of working

We will:

**Involve** people in the design of new active travel networks and schemes and support local authorities to do so with detailed communication and engagement resources and training to reach those who currently do not travel actively.

**Integrate** active travel with other transport modes, incorporating active travel into the design of, for example, new rail schemes and transport interchanges.

**Prevent** further problems and address decarbonisation by replacing car journeys with active travel.

**Collaborate** with colleagues across government and external partners in the planning, built environment, health, environment and education sectors to increase levels of active travel.

**Take a long-term view** by monitoring our five-year priorities and review them as needed as well as the contribution of active travel to Llwybr Newydd as a whole.
7.2 Bus

Bus services are vital for many people in Wales, particularly in rural areas and around 23% of us in Wales who do not have access to a car.

Yet bus use has been stable or falling for the past few years, in part due to network changes by operators, diminishing public budgets and changes to travel trends including home-working and home-shopping. Many people tell us that they are not confident about using buses or find buses too expensive, too unreliable and too infrequent in Wales.

Ultimately we want more passengers to leave the car behind and jump on the bus, and if they don’t have a car, we want everyone to have the confidence to use the bus. But there are some stubborn challenges, including resourcing and the limited control that the public sector has over these services in an unregulated market, which can make it difficult to make improvements such as setting clear and simple fares.
Contributed to a more equal Wales and a healthier Wales because:

- there will be a faster, more reliable network of bus routes and services so people will not miss out on job opportunities or access to health and social contact simply because of where they happen to live
- communities across Wales, including rural communities, will be well-connected
- people will feel safe and comfortable using bus services
- there are better connections between buses and other forms of transport including rail services and active travel
- bus services and facilities are fully accessible, attractive and safe for everyone

Significantly reduced the environmental impact of travel because:

- more people will be happy to choose bus over using their cars
- in the short term, new engine technology will have reduced emissions from existing diesel buses
- in the longer term we have replaced diesel vehicles with electric buses or buses that use alternative fuels

Delivered benefits to the economy and places in Wales because:

- high-quality, flexible and reliable bus services get people where they want to go, when they want to get there and integrate with other services
- decisions about new development take into account the availability of bus services
- there is better strategic decision-making about bus services at a national and regional level across Wales to ensure that government funding supports services that people want to use
- Wales has adopted innovative technology that helps to reduce emissions from buses and has developed local skills in, for example, battery technology and the use of hydrogen fuels
- we have supported innovations including better real time information and integrated, smart ticketing for passengers to help them travel confidently across different modes of transport at the best time and cost for them

Helped Welsh language and culture thrive because:

- local communities are better connected
- Welsh speakers can confidently use bus services in the language of their choice
- buses are a good option for getting to and from major arts and sporting events, and for visiting Wales’ natural and cultural heritage including our landscapes, coasts and open spaces
Priorities
Over the next five years we will:

• ensure that new developments, including new education and health facilities, are located where there is, or can be, good access by public transport including bus

• continue to improve bus services for education including Welsh medium education

• support quality, affordable regular, reliable and punctual bus services

• address congestion hotspots and invest in bus stations and stops in order to speed up journeys and improve passenger experiences

• we will prepare Welsh language standards for those who provide bus services in Wales

• keep drivers and passengers safe by ensuring access to contactless payment technology, screens and other measures required to maintain public health

• manage post-COVID-19 adaptations to bus services to reflect the changing needs of the travelling public

• deliver innovative, more flexible bus services, in partnership with local authorities, the commercial and third sectors

• roll out the technology and infrastructure to deliver low emissions buses by 2028

• reshape bus services in Wales through partnership between operators and public bodies using new legislation where necessary

• improve working conditions and attractiveness of the industry to bus drivers

• help bus drivers to better understand the spectrum of disabilities which are not always physical, and keep that training up to date

• support the recruitment of bilingual staff and provide Welsh language learning

• support the Traffic Commissioner in implementing an effective enforcement regime that helps to improve reliability and journey times for passengers.

Measures
We have already set a commitment that all buses in Wales will be zero tailpipe emissions by 2028. As well as monitoring this we will monitor the contribution of bus to wider Llwybr Newydd goals by collecting data on bus use, reliability and service provision.
How we will deliver those priorities
We will:

- use the investment hierarchy to give greater priority to funding bus services and infrastructure
- ask Transport for Wales to set out priorities for integrated bus services and improved bus facilities and infrastructure in the National Transport Plan that supports the Llwybr Newydd
- work with local authorities and bus operators to provide reliable bus services
- progress our new bus legislation that gives the public sector more control over local bus services
- work with bus providers to help deliver these priorities and to attract bus group company investment in their Welsh services, with longer term funding horizons.

Five ways of working
We will:

**Involve** people in the design and delivery of bus services, through the Transport for Wales advisory panel.

**Ask providers to better integrate** bus services with other forms of transport.

**Address long term** issues such as decarbonisation through an ultra-low emissions bus fleet.

**Collaborate** with colleagues in planning, health and education to ensure that the availability of bus services is a key consideration in new developments.

**Take a long-term view** by monitoring our five-year priorities and review them as needed as well as the contribution of bus to Llwybr Newydd as a whole.
7.3 Rail

Our railway is one of our most important economic and social assets, with the potential to make a significant contribution to people’s lives, our society, the economy and our environment. But there are particular challenges with rail in Wales, due to geography, the rural nature of the country and as a result of historic and continued underinvestment.

Rail is not devolved to Wales, although recently we have taken on direct responsibility for the Core Valley Lines in Wales, with services delivered by Transport for Wales. We work closely with the UK Government to improve rail services in Wales, whilst also continuing to make the case for full devolution of rail to Wales.
Vision

Our vision is to achieve the passenger and freight rail services that people and businesses in Wales need, in order to better support our wider ambitions for the economy, communities and the environment. This should allow more of us to travel

Contributed to a more equal Wales and a healthier Wales because:

- there are fewer barriers that prevent people from making best use of rail services including improving physical accessibility, addressing affordability and providing training for staff to ensure that everyone feels welcome.
- seamless door-to-door journeys are easier and more sustainable because rail is better integrated with bus and active travel
- rail travel is safe and secure for all users

Significantly reduced the environmental impact of travel because:

- diesel rail traction has been replaced by new technology that emits fewer greenhouse gases
- more people take the train instead of using their cars
- trains make more use of renewable diesel locomotion by using renewable power sources
- we have improved the energy performance of stations and CVL infrastructure
- more goods have been moved onto rail and so avoiding environmentally sensitive lorry miles
- we have protected and enhanced biodiversity and ecosystem resilience in the day-to-day management of the rail soft estate and in future rail improvements

Delivered benefits to the economy and places in Wales because:

- there are more rail services
- new and existing rail stations are hubs for economic investment and growth
- passenger numbers have increased, making services more viable
- a wide range of digital innovations make rail travel easier, including integrated ticketing and better real-time information for passengers
- more people work locally using office hubs at stations

Helped Welsh language and culture thrive because:

- Welsh speakers can confidently use train services in the language of their choice
- historic environment assets have been protected and sustained in rail improvements and developments
- more people can use rail to get to and from major sporting and cultural events

By 2040 we will have:

- there are fewer barriers that prevent people from making best use of rail services including improving physical accessibility, addressing affordability and providing training for staff to ensure that everyone feels welcome.
- seamless door-to-door journeys are easier and more sustainable because rail is better integrated with bus and active travel
- rail travel is safe and secure for all users
- Welsh speakers can confidently use train services in the language of their choice
- historic environment assets have been protected and sustained in rail improvements and developments
- more people can use rail to get to and from major sporting and cultural events
**Priorities**

Over the next five years we will:

- provide more services, more and better trains and more stations in order to make rail services more attractive and improve customer experiences
- develop our public transport Metro systems to improve services and better integrate other public transport and active travel with the rail system
- work with the UK government to develop the rail element as part of the wider solution to congestion on the M4
- work with Network Rail and the UK government to decarbonise the rail network in Wales
- recruit more bilingual staff and provide opportunities for existing staff to learn Welsh and to use the Welsh language
- maintain and manage existing infrastructure under the control of Welsh Government, including upgrades to existing stations and improving the resilience of rail infrastructure to flooding and extreme weather
- continue to work with the UK Government to improve rail infrastructure across Wales including rolling out rail electrification schemes across Wales, delivering network improvements and extensions in Wales including reopening old lines and new lines of route
- press for a stronger voice in rail investment decisions that affect Wales, and ultimately for the full devolution of rail services and infrastructure in Wales and a fair funding settlement

**Measures**

We have set a target to decarbonise traction in Wales by 2040. In order to achieve this we will continue to work with the UK Government, Transport for Wales, with our franchisees and with Network Rail to progress our ambitions on decarbonisation and also to understand trends in passenger numbers, progress on electrification, reliability and punctuality of services in Wales and to track other measures including safety and customer satisfaction.
How we will deliver those priorities

- the National Transport Plan will set out plans for rail infrastructure investment and services on the Wales and Border services, and also across Wales as a whole
- Transport for Wales will continue to provide and develop rail services within Wales and Borders and across long distance services in the context of an integrated public transport network
- we will work collaboratively with our regional neighbours as so many of our rail journeys are cross-border
- we will continue to work with the UK government on delivering services in Wales

Five ways of working
We will:

- **Involve** people including those who share protected characteristics in the design and delivery of services, through the Transport for Wales advisory panel
- **Better integrate** rail services with other forms of transport including bus active travel
- **Address long term** issues such as decarbonisation by electrifying our rail fleet
- **Collaborate** with colleagues in planning, health and education to locate new developments around existing rail services
- **Take a long-term** view by monitoring our five-year priorities and review them as needed as well as the contribution rail to Llwybr Newydd as a whole.
Our first priority is to reduce the number of car and private vehicle journeys in order to reduce associated environmental and health impacts – but in order to achieve that, we will still need to maintain and manage our existing network of roads and streets which also include provision for buses and for walking and cycling.

Our roads and streets enable people to access work, leisure, services and education; they support public transport as well as car use and active travel and are the basis for the effective functioning of the supply chain in Wales.

Our roads infrastructure includes not only the roads, but bridges, cuttings, embankments, other structures as well as the associated soft estate including roadside verges, some of which is an important source of biodiversity. The Strategic Road Network (SRN) associated with trunk roads and motorways is one of our most valuable public assets, but many of the structures are over 50 years old, and there is a significant maintenance backlog (currently over £1bn on the SRN alone). The money we spend maintaining our road networks contributes to many of the national well-being goals and delivers benefits to the economy, active travel, safety, equality and the environment.
Vision

We will to ensure that our roads are safe, well-maintained and managed, and support sustainable transport options including active travel and more public transport.

By 2040 we will have:

Contributed to a more equal Wales and a healthier Wales because:

- default speed limits and action on pavement parking have made streets safer for all
- the road network gives greater priority to public transport and active travel, including cycle lanes and footways
- roads are safer for all users.
- unadopted roads in Wales are in better condition so that there is more equal access to goods and services

Significantly reduced the environmental impact of travel because:

- we have introduced equitable road charging in urban areas where there is poor air quality and/or congestion in order to drive behaviour change and reduce emissions from vehicles.
- we are using technology to regulate traffic speeds in order to reduce emissions
- there is better air quality and less noise on the network
- we have protected and enhanced biodiversity and ecosystem resilience on the soft estate and in future road improvements
- road operations and maintenance consume less energy and produce less waste.

Delivered benefits to the economy and places in Wales because:

- quieter urban streets make a positive contribution to place-making in towns and cities
- people can access work, services, leisure and education they need
- less-congested roads make it attractive for businesses to locate to Wales and support the Wales supply chain
- we have improved the operation and maintenance of roads, through new technology for Connected and Autonomous Vehicles, Intelligent Speed Assist and Intelligent Transport Systems by providing more open source data.
- fewer people live on unadopted roads and we do not create unadopted roads in the future

Helped Welsh language and culture thrive because:

- visitors to Wales, and local people can learn about and enjoy our transport heritage, and other heritage in Wales, as part of the three Wales Way routes – the Cambrian Way, the North Wales Way and the Coastal Way
- road signage continues to meet Welsh language standards
- we plan for and manage road use and congestion in and around major cultural and sporting events in Wales
- the historic environment is protected in road projects and upgrades and in the management of the soft estate
- we have reduced the impact of cars on Areas of Outstanding Natural Beauty and National Parks by promoting better local public transport links
7.4 Mini Plans: Roads, streets and parking

**Priorities**

Over the next five years we will:

- invest in the operation and maintenance of the SRN in a way that meets our statutory obligations, minimizes adverse environmental impacts, promotes active travel, sustains and creates employment in Wales and reduces the backlog of maintenance
- introduce a new national default speed limit of 20mph and tackle pavement parking
- keep traffic moving by dealing rapidly with incidents and through efficient forward planning of maintenance to avoid disruptions
- upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric vehicle charging
- improve asset management for road infrastructure in order to reduce the backlog of maintenance, operate more efficiently and free up funding for improvements
- ensure that those asset management strategies protect and enhance biodiversity, ecosystem resilience and historic environment assets on the soft estate (the green spaces associated with roads)
- manage the impact of climate change on road infrastructure by improving surface water drainage, managing flood risks and ensuring that new developments do not create harmful surface water discharges
- support local authorities to manage and maintain local roads, and help them adopt unadopted roads and that new residential developments meet common standards,
- manage the allocation of parking in order to drive modal shift to public transport and active travel
- enhance the Intelligent Transport System to improve real-time and open-source information for users and developers
- work with the UK Government to ensure that existing European Union directives are incorporated into UK law where they are beneficial to transport in Wales

**Measures**

We will track progress against Llwybr Newydd by continuing to gather data on road safety, journey reliability, traffic volumes, vehicle class and fuel type, noise levels and air quality. In future we also want to gather data on cycle use and to better understand pedestrian movements and behaviours. We will also measure the carbon impact of operating, maintaining and improving the road network to ensure it stays within budgets to achieve our carbon reduction targets. We will also look at a target to reduce the maintenance backlog to sustainable levels by 2030.
How we will deliver those priorities

- as Highway Authority, we will make discharging our duties for maintaining network safety our first priority for roads expenditure
- we will develop an investment strategy that will complement the National Transport Delivery Plan giving priority to maintaining existing infrastructure and to road improvements that support active travel and public transport
- we will develop a strategy for equitable road charging in Wales in partnership with local authorities
- we will update a key policy document including our Asset management strategy, our procurement strategy, the Road Safety Framework, our approach to biodiversity and trunk road maintenance standards for Wales and our approach to local speed limits as well as our Electric Vehicle Charging Strategy.

Five ways of working

We will:

**Involve** people in the design of road upgrades through WelTAG and also consult and engage stakeholders on maintenance works

**Integrate** active travel and public transport planning with road management and operation

**Prevent** future problems by reducing congestion so making buses and other sustainable transport options more efficient and by giving more road space to walking, cycling and public transport

**Collaborate** with colleagues in planning, health and education to ensure that new developments do not rely on travel by car and that they instead give priority to walking, cycling and public transport

**Take a long-term view** by monitoring our five-year priorities and review them as needed as well as the contribution roads, streets and parking to Llwybr Newydd whole.
7.5 Third sector

Third sector transport organisations, including community and not-for-profit transport organisations, provide passenger transport outside the commercial public transport network, delivered by volunteers.

These services include demand-responsive schemes taking people from door to door and volunteer-led services such as historic rail experiences. Community rail partnerships also create strong links between communities and rail providers.

There are over a hundred community transport schemes operating in Wales; most are small services, providing for example transport to hospitals but there are some bigger schemes in north and south Wales. Third sector transport providers are not always recognised as a seen as a key transport sector. Although they involve volunteers and can deliver excellent value for money, there are still significant costs that providers need to meet.
### Vision

A thriving, viable third sector fills gaps in provision, meets the needs of local communities and delivers wider social, economic, environmental and cultural benefits.

### By 2040 we will have:

**Contributed to a more equal Wales and a healthier Wales because:**

- there are lifeline services for people who would not otherwise be able to access conventional public transport
- we have reduced loneliness and isolation
- there is better access to health services and education, and effective safeguarding
- more people can access national parks and outdoor recreation
- we have an active and engaged network of volunteers

**Significantly reduced the environmental impact of travel because:**

- there are fewer carbon emissions as more people travel together
- community transport has made greater use of alternative vehicle technologies

**Delivered benefits to the economy and places in Wales because:**

- a wider range of people can access retail, services, education, work and leisure services they need
- we are providing services for people in rural areas where other services are infrequent
- we have boosted the visitor economy and rural jobs through historic rail services
- there is less fuel poverty in rural areas where the cost of running a car is high
- there are more innovative service delivery models including demand responsive travel

**Helped Welsh language and culture thrive because:**

- there are more transport services for faith and cultural groups, and better access to sporting and cultural events
- Wales’ rich transport heritage including historic rail infrastructure, canals and rolling stock, has been sustained for future generations
- there are more services for rural and Welsh-speaking communities
Priorities
Over the next five years we will:

• ensure that community transport provision is included in travel plans for existing and new transport, health or education services

• grow third sector services as an alternative to public transport

• provide more services that respond to community needs including rural communities

• better integrate third sector services into wider transport policy, planning and provision and introduce Memorandum of Understanding between Welsh Government, Transport for Wales and the Third Sector

• work with the Traffic Commissioner to ensure that regulation supports volunteer drivers and community operations

• incorporate information about community and third sector transport services into new transport apps and other journey planning initiatives

• work with Transport for Wales, Visit Wales and others to promote historic rail

• promote community rail partnerships

• provide peer-mentoring, support and training for volunteers

Measures
We will aim to capture the scope and potential of third sector transport, and better understand the wider economic, social, environmental and cultural benefits it delivers
Seven ways of working

We will:

- **Involve** users and operators in the design, planning and delivering third sector services
- **Integrate** third sector services with other transport modes including bus and rail
- **Address long-term** issues such as decarbonisation across third sectors
- **Collaborate** with colleagues in planning, health, the visitor economy and education to ensure that third sector transport is built into future policies and planning
- **Take a long-term** view by monitoring our five-year priorities and review them as needed as well as the contribution the third sector to Llwybr Newydd as a whole.

- **Delivery**

  - the new National Transport Plan will include options and support for community and third sector transport
  - we will actively engage with the community and third sector organisations to better understand current issues, to raise awareness of the sector, identify partnership opportunities and to help connect the sector to wider policy agendas such as health, education and the visitor economy

**Vision**

**Aims**

**Measures**

**Delivery**

**Five ways of working**

We will:
Taxis and private hire vehicles (PHV)

Taxis and private hire vehicles fulfil an important role in the transport system, often where there is little or no access to public transport. They need to integrate into the wider transport system, especially in delivering ‘last mile’ systems.

However one of the challenges in Wales is to ensure that taxis are safe, affordable and of a quality that the public expects.
By 2040 we will have:

**Contributed to a more equal Wales and a healthier Wales because:**
- regardless of where customers live in Wales, they experience a good level of taxi service with readily available, accessible, safe vehicles, and suitable drivers that provide good customer service
- everyone, including anyone that shares protected characteristics, feels welcome and safe when using taxi services, and has access to a service that meets their needs

**Significantly reduced the environmental impact of travel because:**
- there is less need for private cars and greater use of public transport
- we have introduced more zero emissions vehicles

**Delivered benefits to the economy and places in Wales because:**
- taxis and PHVs enable more people to access work, services, leisure and education by complementing public transport services
- A thriving, professional taxi and PHV sector in Wales benefits from a consistent approach to licensing standards and high standards of driver training and customer service

**Helped Welsh language and culture thrive because:**
- taxi and PHV drivers act as important ambassadors for Wales with a key role in introducing visitors to Wales
- more taxis and PHV drivers are able to communicate confidently in Welsh
**Priorities**
Over the next five years we will:

- develop national standards for taxis and PHVs in Wales dealing with such issues as the suitability of applicants/licence holders; vehicle safety measures; vehicle testing; record keeping of journeys; driver and operator training
- ensure that regulators have the necessary powers to undertake effective enforcement
- create and maintain a national licensing database and public register to aid consistency and promote public safety
- simplify the licensing system to make it less confusing for the public by removing the distinction between taxis and PHVs and having a ‘one-tier’ taxi licensing system.

**Measures**

We have set a target for all licensed vehicles to be zero emission by 2028 through a mixture of regulation and incentives.
How we will deliver those priorities

- we will create a more consistent approach within the existing licensing regime in partnership with local authorities and the sector
- in the longer term we are planning new taxi licensing legislation, that meets our vision and does not adversely affect the licensing regime in England, working with the Department for Transport, industry and users
- work with Transport for Wales to to make certain that the required infrastructure is in place to support the transition to zero emission taxis.

Five ways of working

We will:

**Involve** the industry, licensing authorities and users in the development of future regulation through external stakeholder group exercises and public consultation

**Integrate** taxis and PHVs with other forms of transport, particularly as a last and first mile solution to public transport

**Address long-term** issues such as decarbonisation by ensuring the uptake of zero emission vehicles through incentive schemes

**Collaborate** with partners including the Department for Transport and the industry

**Take a long-term** view by monitoring our five-year priorities and review them as needed as well as the contribution taxis and private hire vehicles to the Llwybr Newydd as a whole.
7.7 Freight and logistics

Freight and logistics touch all areas of our lives, from the food that we eat to the services that we access. Freight is about how goods move around, by road, rail, air and sea, whilst logistics involves the wider network of ports, warehouses, distribution centres and transport terminals that are essential to moving goods. Together freight and logistics make a major contribution to wider WG objectives including facilitating economic growth, supporting place-making in Wales.

The supply chain in Wales is delivered mainly through private sector operators, within a wider UK and international context, so we need to work closely with the UK Government, other devolved nations and local partners to achieve our ambitions.

Current challenges include the growth of last mile delivery services which has implications for congestion and decarbonisation, as well as challenges around integrating freight and logistics into wider land-use and transport planning.

We need to do more to raise the profile of the sector in keeping the country supplied with critical goods, supporting healthcare and other services and the wider contribution it makes to the well-being and resilience of citizens in Wales.
Vision

We want a competitive, responsive and resilient network of freight and logistics services across Wales that reflects our ambition for a thriving, socially-just economy, and a sustainable, environmentally responsible nation.

By 2040 we will have:

Contributed to a more equal Wales and a healthier Wales because:

- people in rural and urban areas across Wales can access the goods that they need
- an effective supply chain enables people to access services such as health care and food where and when they need to
- the networks which move both goods and people are safe and secure for both kinds of activity without disadvantaging connectivity or capability.

Significantly reduced the environmental impact of travel because:

- there are fewer greenhouse gas emissions, better air quality and less environmental noise from freight and logistics
- goods are moved more sustainably through innovative models such as multi-modal hubs and shared logistics
- we have adopted innovations that help create low carbon logistics networks, including demand-management measures to influence consumer behaviour

Delivered benefits to the economy and places in Wales because:

- our high-grade freight and logistics network support existing businesses and facilitate new investment and employment
- freight and logistics are integrated into wider transport and land-use planning policy at local, regional and national levels
- Wales has the infrastructure, capability and capacity to support a more sustainable freight and logistics sector including innovative business models that encourage commercial growth alongside decarbonisation

Helped Welsh language and culture thrive because:

- a thriving home-grown supply-chain management sector, with a skilled and diverse workforce, helps sustain local communities, including Welsh-speaking communities, across Wales.
Priorities

Over the next five years we will:

• integrate freight and logistics provision into new development, marine planning, industrial zoning and regeneration, recognising the role of existing transport infrastructure such as sea and air ports as a catalyst for co-location of manufacturing, energy, leisure, and tourism.

• integrate the need to move freight into wider transport planning for road, rail, ports, aviation and active travel

• develop an approach to the significant growth in last mile and express delivery, and understanding how best to manage this alongside our ambitions to reduce congestion and tackle decarbonisation.

• consider further research and development on innovative business models, including the potential for such models in both urban and rural environments.

• work closely with the sector and partners to promote the importance of freight and logistics and the contribution it makes to the well-being and resilience of Wales.

• support skills and job retention within freight and logistics sectors.

Measures

We will work with the sectors and partners to identify meaningful measures for freight and logistics to better understand the complex interactions between freight, logistics and the wider network and to set targets for decarbonisation.
7.7 Mini Plans: Freight and logistics

How we will deliver those priorities

• We will work with the UK government, the sector and other partners on a Logistics and Freight Plan for Wales
• We will integrate freight and logistics into our Decarbonisation Pathway in order to reduce emissions from the sector
• We will support interventions that shift freight from road to rail and water-based transport, whilst supporting future innovations that will help make the sector more sustainable
• We will integrate freight and logistics into updated planning guidance for transport

Five ways of working

We will:

- **Involve** industry, operators and users of the freight and logistics networks in taking forward the approach to freight and logistics
- **Integrate** to freight and logistics into wider transport planning, recognising that the sector shares infrastructure needs with the public for road, rail, aviation and shipping and avoiding unintended impacts that may impair the efficient movement of freight.
- **Prevent** further problems by mitigating the impacts to the environment of moving goods across Wales
- **Collaborate** across government to reflect the role of freight and logistics in other policy areas including decarbonisation, regional economic growth, housing/industrial zoning, energy, and land-use/marine planning.
- Take a long-term view by monitoring our five-year priorities and review them as needed as well as the contribution freight and logistics to Llwybr Newydd as a whole.
7.8
Ports and maritime transport

As a nation with a substantial coastline, ports and shipping are an essential part of both the Welsh economy and the economy of the UK as a whole. They provide a major conduit for Wales’ imports and exports and provide key transport infrastructure between land and sea. In 2016 Welsh ports imported and exported 54 million tonnes of cargo, more than 11% of the total of UK throughput. The sector is critical to the effective movement of cargo and people as part of networks or supply chains within the UK and as part of the global economy.

Ports and maritime transport play a key role in freight and logistics, but also support the visitor economy and leisure sectors as well as energy in Wales. They act as hubs for economic activity and investment that is a significant source of wealth and employment to their surrounding communities.

Ports policy was devolved to the Welsh Government in 2018, but even before then Welsh Government recognised the significant effect that ports, harbour and maritime transport had on supporting the economic and social fabric of Wales.
Vision
We will adopt a more strategic approach to Welsh ports and proximal development sites, recognizing their role as valuable hubs of economic wealth and local employment, acting as a catalyst for co-location of diverse activity, including manufacturing, energy, leisure, distribution, and tourism.

By 2040 we will have:

**Contributed to a more equal Wales and a healthier Wales because:**
- ports and harbours play a vital role in supporting local communities, including rural communities
- ports and harbours increase levels of activity in Wales by supporting the leisure and active travel economy including sailing, rowing and sporting opportunities

**Reduced the environmental impact of travel because:**
- maritime transport is more energy efficient and supports low-carbon logistics networks in Wales
- the efficient operation and development of ports and harbours supports marine conservation and the marine environment
- ports and harbours lead a green maritime recovery across Wales, including renewable energy projects and offshore renewables

**Delivered benefits to the economy and places in Wales because:**
- Welsh ports act as international gateways, increasing trade and inward investment opportunities in Wales
- ports and harbours are focal point for investment, delivering local jobs and services and benefits to the wider economy of Wales
- ports and harbours support a thriving visitor economy in Wales, introducing people to Wales’ rich culture and language
- ports are vital sources of employment and wealth in Wales’ regional economics and the wider supply chain.

**Helped Welsh language and culture thrive because:**
- Welsh speakers are able to travel using the language of their choice
- Historic environment assets, including Wales’ rich maritime history, are protected and sustained in the operation and growth of ports and harbours in Wales
**Priorities**

Over the next five years we will:

- acknowledge ports and maritime transport as a key facet of a wider policy approach for freight and logistics.
- review the constraints and opportunities of the planning system in relation to ports, seeking to reduce barriers to investment, increase efficiency and better facilitate co-location and integration of activity whilst maintaining high standards for sustainability
- support the contribution of our ports towards meeting our ambitions to grow tourism across Wales
- work with the UK Government and other decision makers on shared objectives, particularly in respect of a green maritime recovery

**Measures**

We will enhance the quality and availability of ports and maritime data and metrics to reflect the wider contribution of ports to the Welsh economy, rather than just considering products moving through ports, thereby strengthening the evidence base to inform policy interventions.
How we will deliver those priorities

We will:

- Involve key players in developing a ports and maritime strategy for Wales.
- Integrate ports and maritime into wider transport planning and development.
- Prevent and mitigate impacts on the environment that result from ports and maritime transport.
- Collaborate with other policy areas across government including economic development, green energy, leisure and tourism to maximise the role that ports and maritime transport can play in achieving wider objectives.
- Develop a better understanding of risks and opportunities through regular and ongoing engagement with the industry.

Five ways of working

We will:

**Involve** key players in developing a ports and maritime strategy for Wales.

**Integrate** ports and maritime into wider transport planning and development.

**Prevent** and mitigate impacts on the environment that result from ports and maritime transport.

**Collaborate** with other policy areas across government including economic development, green energy, leisure and tourism to maximise the role that ports and maritime transport can play in achieving wider objectives.

Take a long-term view by monitoring our five-year priorities and review them as needed as well as the contribution ports and maritime transport to Llwybr Newydd as a whole.
Aviation in Wales connects Wales to a global economy, facilitates inward investment and trade and makes Wales more accessible as a destination. Aviation is not devolved to Wales, but the Welsh Government plays an active role in aviation in Wales through its ownership and operation of Cardiff Airport.

Over 80% of Welsh exports are used by people in other parts of the UK and given the geography of Wales good air connectivity plays a vital role in helping Welsh businesses find new markets. Around 1.6 million people used Cardiff Airport in 2019.

Aviation has been one of the sectors most affected by COVID-19 globally. Almost all scheduled passenger flights were curtailed, airports deserted and entire fleets grounded, with almost all services suspended or reduced.

In the longer term, Future Wales – the National Plan 2040 acknowledges that Cardiff Airport is an essential part of Wales’ strategic transport infrastructure. It is an international gateway, connecting Wales to the world and is a key driver within the Welsh economy.
Vision

We are committed to maintaining an aviation capacity in Wales, because of the benefits that it brings to the Welsh economy as a whole, whilst recognising the challenges this creates for meeting our targets on decarbonisation.

By 2040 we will have:

Contributed to a more equal Wales and a healthier Wales because:

- communities across Wales, including rural communities, benefit from better, safer local and international connectivity

Reduced the environmental impact of travel because:

- there are fewer greenhouse gas emissions from Wales-based aviation
- Cardiff Airport has a robust decarbonisation strategy, delivering measures such as onsite generation, energy exporting and carbon neutral buildings

Delivered benefits to the economy and places in Wales because:

- Cardiff Airport is an international gateway connecting Wales to the world and a key driver within the Welsh economy
- good connectivity means that businesses are confident about relocating to Wales and staying in Wales, supporting all aspects of Wales’ economy, whilst Welsh businesses are reaching new markets
- the aviation supply chain and local aviation deliver benefits to economically disadvantaged areas that have traditionally suffered from lack of quality employment

Wales is a centre for skills in aircraft maintenance and engineering, and is prominent in the national and international delivery of Maintenance, Repair and Overhaul (MRO) services

- We have helped grow international visitors to Wales and business passengers safeguarding jobs in the visitor economy across Wales

Helped Welsh language and culture thrive because:

- more international visitors will discover and enjoy our rich cultural heritage and language
- more Welsh speakers will be able to travel using the language of their choice.
Priorities

Over the next five years we will:

- work with Cardiff Airport to reduce the environmental impacts of aviation
- continue to work with the UK Government on aviation policy in Wales, including making the case for Air Passenger Duty (APD) to be devolved to Wales
- recruit bi-lingual staff and increase opportunities for other staff to learn Welsh and make more use of the Welsh language
- continue to explore opportunities to connect Cardiff and Wales with the rest of the UK and Europe.

Measures

We will continue to track progress on reducing carbon emissions from aviation operations in Wales and explore how best to support aviation during the current pandemic.
How we will deliver those priorities

- we will support Cardiff Airport to develop and roll out a low carbon strategy as well as an associated energy strategy
- we will continue to press the UK government for changes to aviation policy in Wales.

Five ways of working

We will:

- **Involve** key players in taking forward the approach to aviation including the UK government
- Take an **integrated approach** to aviation, recognising the links between aviation and regional and national development in Wales
- **Collaborate** with others across government including the UK and devolved administrations as well as regional government to understand the role of aviation in other strategic policy areas
- **Prevent** future problems by working with the UK government to reduce emissions from aviation
- Take a **long-term** view by monitoring our five-year priorities and review them as needed, as well as the contribution aviation to Llwybr Newydd as a whole.
Consultation Response Form

Your name:
Organisation (if applicable):
E-mail / telephone number:
Your address:

Q1: Do you agree with our long-term vision?
Strongly agree □ Agree □ Neither agree nor disagree □
Disagree □ Strongly disagree □ Don’t know □
No opinion □
Please provide your comments:

Q2: Do you agree with our 20-year ambitions?
Strongly agree □ Agree □ Neither agree nor disagree □
Disagree □ Strongly disagree □ Don’t know □
No opinion □
Please provide your comments:

Q3A: Do you agree with our 5-year priorities?
Strongly agree □ Agree □ Neither agree nor disagree □
Disagree □ Strongly disagree □ Don’t know □
No opinion □
Please provide your comments:
Q3B: Do you think that we have the right number of priorities or should these be further refined? If so, do you agree with the following three priorities:

1. We will reduce the need to travel.
2. We will encourage modal shift – when people need to travel we will encourage them to take fewer car journeys and use sustainable forms instead through supply of better services, and stimulating demand for them through behaviour change measures.
3. We will adapt out infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Please provide your comments:

Q4: We have identified high level measures to aid us to capture our overall progress. Are these the right measures?

Yes ☐ No ☐

Can you suggest others?

Q5: Do you think we should include specific targets for more people to travel by sustainable transport?

Yes ☐ No ☐

Do you have any suggestions for how we should do this?

Q6: We have identified a set of actions to deliver the draft strategy. Are they the right actions?

Yes ☐ No ☐
Are there others that you can suggest?

Q7: We have set out mini plans for each transport mode and sector. Have we identified the key issues for each of these?

Yes ☐   No ☐

Do you have any comments on these?

Q8: We have shown how transport will use the 5 ways of working set out in the Well-being of Future Generations (Wales) Act 2015. Do you agree with this approach?

Yes ☐   No ☐

Do you have any comments?

Q9: If charges for road use were to be introduced to help meet goals for cleaner air, a safe climate and better health, how can this be done in a way that's fair to everyone?

Question on the Integrated Sustainability Appraisal

We have also published an Integrated Sustainability Appraisal (ISA). The aim of this is to ensure that the Wales transport strategy has considered the impact of transport on the environment, health, equalities, Welsh Language, rural issues, children and young people, economic development as well as wider sustainability issues, within the context of the national well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Q10A: Do you think the Integrated Sustainability Appraisal Report identifies the most important sustainability effects for transport?

Yes ☐   No ☐
Q10B: Are there any gaps?


Q10C: Do you have any comments on the findings of the report?


Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects that draft strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?


Question B: Please also explain how you believe the draft strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.


Question C: We have a duty to consider the impact of our policies on people or groups who share protected characteristics.

Do you think this draft strategy will deliver positive benefits for people who share protected characteristics? If so, which are the most important?
Question D: Do you think the draft strategy could have a negative impact on some people or groups who share protected characteristics? If so, what are they and how can we prevent those?

Question E: Are there any further comments that you would like to make on Llwybr Newydd: a new Wales transport strategy?

Please enter here:

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here: 