

## Paper for Council for Economic Renewal

### Options paper on future working arrangements

#### 1. Purpose

- 1.1. This paper provides the Council for Economic Renewal with an update on the Government's transport commitments.

#### 2. Action Required

- 2.1. The Council for Economic Renewal is asked to note the contents of this paper and provide feedback on the questions raised at the end of the paper.

#### 3. Background

- 3.1. **Organisational Context;** The Transport Department sits within Local Government and Communities Directorate. The strategic outcomes of Local Government and Communities are:

- Reducing poverty
- Improving public services
- Sustaining safe, vibrant communities
- Enabling safe, reliable, sustainable travel

- 3.2. **The Vision;** A modern society that features high levels of mobility, where transport is an enabler of economic and social development; and where Wales' environmental impact on the world is reduced. The transport network should operate more efficiently, effectively, sustainably and inclusively, and there will be improved collaboration with and between local authorities, where services and functions are delivered at the appropriate level.

- 3.3. **The Broader Context;** The transport network plays a vital role in reducing poverty by supporting economic growth; linking people to jobs, delivering products to markets, supporting domestic and international trade; thereby helping to promote greater social inclusion and ensuring the sustainability of communities.

#### 3.4. Snapshot of Transport

- a) Motor vehicles are the most used mode of transport, with two thirds of personal travel trips made by car; but traffic peaked in 2007 and has fallen back by 1.6% by 2009 (though still 12% higher than 2000) with high fuel prices and recession.
- b) Bus travel increased after 2002/03 with the introduction of concessionary travel passes for the elderly and disabled. It dropped back in 2009/10 (6.4% lower than the previous year) though Wales retains around 1,900 registered bus routes. The concessionary fare scheme is heavily used with 83 per cent of adults aged 60 and over holding a pass and making around 12 million bus journeys every quarter.
- c) Rail continues to grow; Arriva Trains Wales increased the 'timetabled kilometres' of its services by 29% between 2003/04 and 2009/10; looking at all train operators shows that rail journeys within Wales increased by 7.1% in the year to 2008-09 and journeys to and from Wales increased by 3.9%. Wales has around 4% of the passenger traffic and 15% of the freight traffic of Great Britain.

- d) In 2009, 11% of people in employment walked to work with a further 1% cycling; 36% of children walk to school with around 1 to 2% cycling.

3.5. **Current policy frameworks;** The current policy framework for transport is set out in the Wales Transport Strategy. This has five priorities:

- reducing greenhouse gas emissions and other environmental impacts;
- integrating local transport;
- improving access between key settlements and sites;
- enhancing international connectivity; and
- increasing safety and security.

3.6. The National Transport Plan (NTP) takes forward these priorities and sits alongside Regional Transport Plans (RTP) in delivering the Wales Transport Strategy. The NTP contains a suite of interventions designed to deliver solutions to identified transport issues across Wales. The NTP also contains the principles that guide the day-to-day management of the transport system, including the network maintenance criteria that enable new interventions to be developed and scheduled when issues arise.

#### 4. Government Commitments

4.1. There are fourteen direct commitments for the Transport Department to lead on and a significant number of others that Transport will support. The table below sets out those direct commitments.

Page	Government Commitment
<b>Overarching &amp; Legislative</b>	
15	Prioritise the objectives of NTP
15	Consider using the provisions of the Transport Wales Act 2006 to establish one or more Joint Transport Authorities
16	Seek to establish a traffic commissioner for Wales
97	legislating to provide a duty to provide cycle routes in key areas
<b>Road</b>	
15	Review the arrangements for winter road maintenance currently undertaken by local authorities and consider the potential for these being carried out by the Trunk Road Agencies in Wales
<b>Rail</b>	
15	Examine the feasibility of the Wales and Border franchise being run on a not-for-profit dividend basis
16	Make the case to the UK Government for the Assembly Government to have greater accountability of Network Rail
16	Argue for the electrification of the south Wales - London Paddington line through to Swansea and develop the business case for the electrification of other parts of the local rail network in Wales
<b>Bus</b>	
17	Retain free Bus Travel for pensioners and disabled people and their carers
17	Work with partners to enhance the quality, reliability and safety of local transport bus service provision.
17	Continue to improve services such as the TrawsCymru Network and the popular on demand Bwcabus scheme
61	Extend eligibility for the concessionary fares travel scheme to seriously

Page	Government Commitment
	injured war veterans and armed forces personnel living in Wales
86	Continue to encourage and support the development of community transport schemes that meet the needs of rural areas
86	Examine the best options for providing local bus services for rural communities to have access to facilities.

### Questions for the Council

1. How to ensure greater collaboration, where appropriate, to better deliver Transport objectives?
2. How to improve the effectiveness of major infrastructure investment to ensure a legacy for communities/ areas affected?
3. What alternative investment models does the Council feel appropriate to explore to incentivise outside investment in transport infrastructure in the future?