



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

REPORT TO TRANSPORT DELIVERY SUB-GROUP

DATE: 7th December 2020

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

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1. Purpose of the Report

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

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

2. Decision Sought

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

3. Reasons supporting the need for a decision.

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

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

4 Background and Relevant Considerations

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

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

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

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

The overall vision set out in the document is

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

This will be supported by:

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

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

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

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

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

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

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

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

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

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

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

5. Considerations

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

The closing date for consultation is 25th January 2021.

The document can be accessed via the following link.

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

5. Financial Implications

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

6. Legal Implications

There are no specific legal implications from this report.

7. Staffing Implications

There are no specific staffing implications at this stage

8. Impact on Equalities

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

9. Consultations undertaken

There are no specific consultations required at this stage

STATUTORY OFFICERS RESPONSE:

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

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

iii.