
Welsh Government Transport

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Llwybr Newydd

The Wales Transport Strategy 2021



OUR VISION

An accessible, sustainable and efficient transport system

OUR 5-YEAR PRIORITIES

- 1 Bring services to people in order to reduce the need to travel
- 2 Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- 3 Encourage people to make the change to more sustainable transport

OUR WELL-BEING AMBITIONS

Good for people and communities

A transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use.

Good for the environment

A transport system that delivers a significant reduction in greenhouse gas emissions, maintains biodiversity, enhances ecosystem resilience and reduces waste.

Good for places and the economy

A transport system that contributes to our wider economic ambitions and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability.

Good for culture and the Welsh language

A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.

Llwybr Newydd | Plan on a page

HOLDING OURSELVES AND OUR PARTNERS TO ACCOUNT

Transport Performance Board

A new evaluation framework

Modal shift

Well-being measures

Data on modes and sectors

HOW WE WILL DELIVER

Investing responsibly

Delivery and action plans

Cross-cutting delivery pathways

Working in partnership

Policies and governance

Skills and capacity

MINI-PLANS

Walking and cycling

Bus

Rail

Roads, streets and parking

Third sector

Taxis and PHV

Freight and logistics

Ports and maritime

Aviation

FIVE WAYS OF WORKING

INVOLVEMENT

INTEGRATION

PREVENTION

COLLABORATION

LONG-TERM

Four long-term ambitions



Three short-term priorities

1.

Bring services to people in order to reduce the need to travel

We will **plan ahead** for better physical and digital connectivity, more local services, more home and remote working and more active travel, to **reduce the need for people to use their cars on a daily basis.**

2.

Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure

We will actively aim to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys.

We will invest in **low-carbon, accessible, efficient** and **sustainable** transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

3.

Encourage people to make the change to more sustainable transport

We will encourage people to change their travel behaviour to use **low-carbon, sustainable transport.**

We will do this by making sustainable transport **more attractive and more affordable**, and by adopting innovations that make it easier to use.

Sustainable transport hierarchy

We will continue to make best use of the existing transport infrastructure by **maintaining and managing** it well.

We will also **adapt it to a changing climate** and upgrade it to **support modal shift**.

Where we need **new transport infrastructure**, we will use the Sustainable Transport Hierarchy.



Walking and Cycling

Public Transport

Ultra-Low
Emissions Vehicles

Other Private
Motor Vehicles

Targets!

It will be very challenging to find the money for major investment AND meet our targets without demand management.

| Year | Baseline (2019) | 2025 | 2030 | 2040 |
|---|---|--|---|--|
| WALES TRANSPORT STRATEGY | | | | |
| Sustainable Transport Mode Share | 32% | | | 45% |
| NET ZERO WALES | | | | |
| Sustainable Transport Mode Share | 32% (27% active travel and 5% public transport) | 35% | 39% (33% active travel and 7% public transport) | 48% (35% active travel and 13% public transport) |
| Car Mileage | 10,186 Vehicle Km per person | | 10% reduction per person | |
| Bus Fleet | | TrawsCymru fleet to be zero emission by 2026 | worst 50% to be zero emission by 2028 | zero emission (2035) |
| Taxis and Private Hire Vehicles | | | zero emission (2028) | |
| Passenger transport emissions | 3.8 MtCO ₂ e | 22% reduction | | |
| Freight transport efficiency | 2.1 MtCO ₂ e | Increase efficiency by 4% | | |

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M4 relief road: Planning protection for axed road scheme scrapped

18 June 2021



M4 relief road scrapped



Roads Review Panel

June 2021 - Pause on road building announced.

February 2023 – Final Report and Welsh Government's Response to the Roads Review Panel published.



THE FUTURE OF ROAD INVESTMENT IN WALES

Advice from the independent Panel appointed by the Welsh Government

PUBLICATION

Wales Roads Review: initial panel report

This report sets out how the Roads Review Panel will carry out its review and which projects it is considering.

First published: 10 February 2022
Last updated: 10 February 2022

Llywodraeth Cymru
Welsh Government

AUGUST 2022

Roads Review Panel – Response

The Roads Review Panel presented its findings to the Welsh Government in September 2022

The report sets out:

- an assessment of each road scheme reviewed (55 road schemes)
- a series of recommendations and tests on the purposes and conditions for road investment that would be consistent with the Wales Transport Strategy, Net Zero Wales and the Programme for Government.

Roads Review Panel – Welsh Government Response

| Category | What happens next | Number of schemes |
|---|---|--------------------------|
| Project progressing | This scheme will progress taking account the roads review panels recommendations and line with the Welsh Government's response to the Roads Review, this includes schemes that have been revised or grouped into a corridor programme. | 18 |
| Project not progressing at this stage | This scheme will not progress at this stage. It has the potential to be considered in future funding rounds. Any revised interventions would be subject to meeting the agreed tests for future road building and our commitments in the Well-being of Future Generations Act. | 9 |
| Local authority schemes | Local authority schemes will be considered in future transport grant funding rounds, subject to meeting the agreed tests for future road building and our commitments in the Well-being of Future Generations Act. | 13 |
| Economic development site for review by Cllr Anthony Hunt and Cllr Llinos Medi | We have asked Councillor Anthony Hunt and Councillor Llinos Medi to lead a group to develop guidance on delivering place based economic development enabled by transport solutions that support the growth of a prosperous, green, and equal economy and are consistent with the future tests for road building and the Wales Transport Strategy. | 3 |

What are the future road building tests?

Future Welsh road building tests

We will continue to consider future road investment for projects that:



Reduce carbon emissions and support a shift to public transport, walking and cycling



Improve safety through small-scale changes



Help us adapt to the impacts of climate change



Provide connections to jobs and areas of economic activity, in a way that maximises the use of public transport, walking and cycling

Further information on the tests can be found at:
<https://www.gov.wales/roads-review-welsh-government-response>

Published documents



Llwybr Newydd: The Wales Transport Strategy 2021:

<https://gov.wales/llwybr-newydd-wales-transport-strategy-2021>

National Transport Delivery Plan:

[National transport delivery plan 2022 to 2027 | GOV.WALES](#)

Roads Review: [Roads review | GOV.WALES](#)



Diolch!