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Consultation – summary of response

Llwybr Newydd: a new Wales transport strategy

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Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

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1	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.



A 10-week consultation exercise for Llwybr Newydd: A new Wales Transport Strategy took place between 17 November 2020 and 25 January 2021. This report summarises the responses to the consultation exercise and outlines the next steps.

2 What was the consultation about?

In developing the draft Llwybr Newydd: A new Wales Transport Strategy, a range of stakeholders' views and perspectives were sought. Through an online survey, events and written correspondence, stakeholders were invited to offer their views on a range of issues.

As well as the consultation, stakeholders were engaged prior to the publication of the draft, with 52 meetings held, the responses from which are captured in the '*Mobility in Wales Background Report for Llwybr Newydd: A new Wales Transport Strategy*'. The consultation documentation was made available on the Welsh Government's consultation website and further engagement opportunities were held across Wales from 17 November 2020 until 25 January 2021, incorporating people and organisations from across Wales.

3 The responses

In total, **402 consultation responses were received**. The respondents were split between the various organisational categories, **with 58% from the 'Private individual' and 'Other' categories**. Some of the responses were partially completed with respondents choosing not to provide a response or comment on all questions. The respondents are listed in Annex 1. There were a range of respondents from a broad range of organisations and geographical areas.

All the responses have been considered fully and will inform the preparation and implementation of Llwybr Newydd: A new Wales Transport Strategy.

4 Overview of the responses to each question

4.1 Q1. Do you agree with our long-term vision?

Response	Number
Strongly agree	92
Agree	118
Neither agree or disagree	16
Disagree	17
Strongly disagree	8
Don't know	1
No opinion	2

Respondents largely agreed with the Consultation Draft Welsh Transport Strategy's long-term vision, with **83% (210) of respondents either agreeing or strongly agreeing** with the long-term vision and **13% (25) of respondents either disagreeing or strongly disagreeing** with the vision. Suggestions included closer alignment with the Climate Change Strategy, which could benefit the long-term vision.

It was also requested that the vision and high-level strategy should more clearly address urban/rural inequality, the need for strategic and local road network maintenance and should more clearly highlight the link to Local Authorities and their plans. A greater consideration of rural communities and learning from successful transport strategies in other countries to be more resilient, sustainable, integrated and accessible as a transport system was therefore requested.

4.2 Q2. Do you agree with our 20-year ambitions?

Response	Number
Strongly agree	78
Agree	114
Neither agree or disagree	32
Disagree	7
Strongly disagree	5
Don't know	4
No opinion	2

Respondents were in general agreement with the 20-year ambitions, with **79% (192) of respondents agreeing or strongly agreeing** with the ambitions.

Some respondents, **13% (32) neither agreed nor disagreed** and **3% (7), showed a general disagreement** with the 20-year ambitions.

Many respondents reference The Urban Mobility Partnership as a means of achieving the ambitions, and the role mobility hubs can play in promoting easier interchanges between transport modes which would enable increased public and active travel in the region.

Some respondents had concerns that these ambitions will not succeed if they were not driven across all cross-departmental segments (environment, transport, economy, industry etc) and interlinked with their strategies.

In order for Wales to achieve these ambitions, some respondents suggested that there should be more of a focus on providing affordable and accessible transport to more rural areas and communities, given Wales' large proportion of rural citizens.

4.3 Q3A. Do you agree with our five-year priorities?

Response	Number
Strongly agree	72
Agree	98
Neither agree or disagree	35
Disagree	15
Strongly disagree	9
Don't know	3
No opinion	4

Respondents mostly agree and strongly agree with the Consultation Draft Welsh Transport Strategy's five-year priorities, with **72% (170) in agreement**. There is a notable recognition and appreciation of its focus on environmental factors and public transport.

10% (24) of respondents disagree with the five-year priorities, commenting that the strategy should focus more on the infrastructure to facilitate active travel, such as bicycle storage, and the behavioural change needed to make this happen across the country, as a large part of Priority 4.

There are also several respondents who feel there is a lack of inclusion for shared transport initiatives and innovation, especially in Priority 1.

It was also noted that a few respondents expressed concerned about the need for funding to match the long-term timescales and ambitions, where short-term funding cycles could stifle long-term progress, especially when it comes to supporting clean fleet adoption across Wales.

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

Response	Number
Yes	151
No	47

A majority of respondents agreed that the right high-level measures have been identified to capture progress against the strategy, with **76% (151) agreeing with the measures.**

Where respondents felt the measures could be improved, suggestions were made, including measures of affordability, accessibility, health impact, % change figures relating to different vehicle journeys/passenger behaviour and the number of new cycle tracks per year. Some also indicate the need for better data around freight to support a specific freight and logistics transport strategy.

Some also requested that measures could be recorded on the Wales Transport Statistics as opposed to creating a new formal report.

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

Response	Number
Yes	168
No	37

A majority of respondents agree that there should be specific targets for encouraging more people to travel by sustainable transport, with **82% in agreement with the need for specific targets.**

Respondents suggest that measuring the decline in unsustainable travel would be beneficial and that sustainable travel could be encouraged by increasing the number of priority travel lanes and parking places.

There are also comments about measuring investment return for sustainable travel shifts as well as the environmental benefit, potentially through installation of climate change experience hubs in Welsh towns.

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

Response	Number
Yes	143
No	48

Respondents generally agree that the right actions have been identified to deliver the draft strategy with **75% (143) of responses in agreement.**

Some respondents believe the actions should be linked to the guidance published in the ‘Valued and Resilient: The Welsh Government’s Priorities for Areas of Outstanding Natural Beauty and National Parks’ 2018 report and that stakeholders should be involved in developing the National Transport Delivery Plan, which is key to delivering the strategic vision and ambitions.

Many respondents highlight the importance of community and social transport in Welsh communities. Those respondents believe that there should be more focus in this area, including targeted investment and community engagement to identify community needs and the right actions to drive behavioural and modal change.

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

Response	Number
Yes	122
No	66

Respondents broadly agree that the strategy has identified key issues for each transport mode and sector mini plan, with **65% (122) of respondents in agreement**.

Refinement and further development was requested by a third of respondents who did not agree that all key issues had been identified, suggesting:

The need to identify future funding streams for maintaining infrastructure, such as cycle routes and walkways, and for transitioning to clean public transport and taxi services by working closely with Local Authorities.

Other suggestions related to investment in infrastructure and across transport modes to support rural communities and disabled passengers through more seamless and shared journeys through being better connected and supported (funding).

Broadly across recipients, there is a positive outlook on the development of mini plans and how these will improve air quality and reduce noise emissions although some sought clarity on practical steps that could be implemented to deliver a Zero Tailpipe Emission target.

4.8 Q8. We have shown how transport will use the five ways of working set out in the Wellbeing of Future Generations (Wales) Act 2015. Do you agree with this approach?

Response	Number
Yes	164
No	28

Respondents mostly agree with the way transport will use the approach set out in the Well-being of Future Generations (Wales) Act 2015, with **85% (164) of respondents in agreement**. For a detailed review of comments received refer to section 5 Responses and the Wellbeing of Future Generations Act.

There were queries from several respondents about the choice to use the four pillars of sustainable development, and that a clear alignment to the seven goals was preferred and required.

A number of respondents comment that there might be the potential for Welsh Culture to be negatively impacted, as Welsh learners could have less opportunity to be immersed in authentic environments. This could be addressed by retaining the need to promote fewer journeys and increasing home working, and promoting public transport when using town-based businesses and to immerse in our Welsh culture and landscape.

Some respondents praise the inclusion of health improvements in the transport strategy and feel that the public health benefits of cleaner transport and increased active travel should be prioritised.

4.9 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?

Several respondents comment that to be fair, there would have to be consideration given to two specific groups: low-income households which may not be able to afford to switch to clean transport; and rural citizens who have fewer public transport options and rely on private vehicle journeys. Interest-free loans for citizens and businesses, or road charges weighted to household income were suggestions from some respondents.

Road use charges were received favourably with comments suggesting that these should be carefully implemented to take into account the availability of public transport, household income, vehicle type and fuel, mileage and location (urban/rural). Incentives were indicated as preferable to penalising road users, and that alternative transport should be available and in place before any charges were to come into effect.

There were also comments that any charges could be better considered alongside spending more on public transport initiatives, such as subsidising transport, e.g., for young people or during non-peak times, or improving transport links and enabling vehicles to be cleaner and more accessible.

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

Response	Number
Yes	121
No	30

Respondents generally agree that the Integrated Sustainability Appraisal Report identified the most important benefits of sustainable transport, with **79% (121) of respondents in agreement.**

The 20% (30) of respondents who do not agree did not provide further insight or comment.

4.11 Q10B. Any gaps?

Some respondents commented that:

There should be parallel consultations and strategies linking transport, energy, buildings, etc into a wider Net-Zero Wales strategy and plan.

Transport poverty, air quality and health inequalities were not fully addressed in the report.

Rural areas may be excluded from initiatives and therefore not benefit from improvements if funding is focused on larger towns in the south, west and north west of Wales.

A traditional Equality Impact Assessment should be produced for the transport strategy, especially when evaluating the impact of the proposals on people with each of the nine protected characteristics and (from 31 March 2021) to further socio-economic equality.

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

There are comments from respondents that:

There should be in inclusion in the vision for 2040 that 'passengers' are, and feel, safer travelling on the transport network.

More information is needed on the affordability, investment and funding plan for initial investments, ongoing operational support and maintenance of existing and future assets.

To achieve the five-year priorities, the challenges of rural transport, decarbonisation and modal shift should be addressed in more detail. For many people living in rural Wales, a reliance on personal, shared, or community vehicles is likely to continue, and a decarbonisation plan for this will be required.

The report notes that fewer women than men drive. Accordingly, the strategy should consider improving women's access to educational and professional opportunities, by investing in the transport systems which women use, addressing issues of access, affordability, safety and attractiveness, and ensuring that integrated transport planning considers childcare, training and employment locations.

4.13 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 the 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?

Respondents suggested that:

Welsh language should be encouraged in all instances through bilingual signage, announcements, information, transport staff, for digital and physical infrastructure and this should be reflected in the strategy.

Welsh language on public transport will be especially relevant for rural and elderly communities when trying to encourage increased public transport, as they are often Welsh speaking communities who speak less English. Many people can be put off using public transport if they believe they will not be understood.

Public transport operators should adopt and embrace the Welsh culture and language, supporting staff to prevent this becoming a burden.

Measurable targets should support the use of the Welsh language such as 'Welsh speakers can confidently use bus/train services in the language of their choice', though the Welsh language aspirations are encouraging to respondents.

4.14 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.

There were comments from respondents that:

A digital and/or app-based technology approach to public transport can make it easier to use an integrated transport network that covers all bus and train services with data in Welsh and English.

Bus service data should be available in Welsh and English through introduction of Welsh language standards. The proposal of these standards was well received.

New infrastructure should have a Welsh and English name to ensure that the culture and language is not lost, and that the infrastructure is positively received by local citizens.

A balance needs to be made between making Welsh language translations more obvious and available for native speakers and communities, while ensuring that non-Welsh speakers and tourists are not alienated. There should be a sensitive approach which considers both Welsh and non-Welsh speakers.

4.15 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?

Respondents answered that:

The disabled community should be consulted to better identify the barriers to using public transport, and to ensure the correct measures and upgrades are implemented to enable disabled users to use public or active transport networks.

While the strategy goes a long way to addressing accessibility for disabled passengers, it should also consider affordability to ensure that public transport can benefit those lower income families and communities.

It was noted that the focus on maintaining and including the Welsh language will support rural and older communities, and those who are native speakers, so that public transport is more inclusive.

Generally, respondents indicated that accessibility and inclusion of people who share protected characteristics is adequately covered and addressed in this strategy.

4.16 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?

Respondents indicated that:

Consideration should be given to people who work outside of 9am to 5pm by extending public transport timetables to ensure everyone can access the services they need.

Equestrians and motorcyclists could be negatively impacted by more cyclists and buses on the roads.

Invisible disabilities could be considered more in the strategy. Wheelchair access is important and facilitating services for: the visually impaired, hearing impaired, neurodiverse, medical conditions (e.g. Crohn's), and those with learning difficulties should be considered. Facilities such as hearing loops, well maintained signage, braille (in English and Welsh) and well-maintained public toilet facilities on transport routes will help achieve this and ensure everyone is comfortable using public transport.

The strategy should consider groups who are less likely to partake in active and public transport, considering the drivers for this behaviour. This might include those who feel specific transport modes are less safe for them. It is also important to avoid penalising any lack of adoption without adequate understanding or taking measures to alleviate group specific concerns.

4.17 Question E

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

Respondents added that:

Older, closed railway lines should be reopened to enable more transport options.

There should be interactive maps and data for bus services and community services.

Improved accessibility of electric charging and hydrogen refuelling is needed to facilitate adoption of clean vehicles for citizens and businesses.

Better provisions are needed for bikes on trains and buses.

Small Welsh railways should be included in the strategy as key tourist drivers.

Equestrians, carriage drivers and motorcyclists should be considered throughout the strategy.

Implementation of longer, whole Wales bus routes should be considered (e.g. linking north and south).

A holistic approach is needed to all transport modes and how they work together, especially for freight and public transport services.

Road design should prioritise walkers and cyclists over vehicles, and driver education should be improved and enforced to improve the safety of everyone on our roads.

Certain road schemes currently being planned are not compatible with the Consultation Draft Wales Transport Strategy.

There should be more and clearer links to other Welsh National strategies and policies such as the forthcoming Future Wales NDF Framework.

Wider factors such as the Brexit/EU transition and Covid-19 should be covered and considered in the strategy to ensure it is in keeping with future challenges and changes.

Facilities along public and active transport routes should be considered to make these modes more appealing, accessible and user friendly.

School transport makes up a significant proportion of the transport network in Wales, but it is barely referred to in the strategy.

The delivery and financial considerations of the plan are not included and should be communicated to fully demonstrate the achievability of this strategy.

5 Responses and the Well-Being of Future Generations Act

In developing Llwybr Newydd: a new Wales transport strategy, Welsh Government will draw on the principles and goals contained within the Well-being of Future Generations (Wales) Act 2015. The Act is concerned with improving the social, economic, environmental and cultural well-being of Wales. It aims to put sustainable development at the centre of decision making across the Welsh Government, ensuring that all actions taken meet the needs of the present without compromising future generations. The Act places a duty on public bodies to consider and maximise their contribution to the Act's seven Well-being goals:

In guiding the development of the strategy, Welsh Government were keen to consider the views and priorities of respondents in relation to the Well-being goals. The strategy sought to map the ambitions in the consultation document to the seven Well-being goals.

Our ambitions and the seven Well-being Goals



Many respondents positively recognised that the overarching framework presented within the draft strategy aligns well with the Well-being of Future Generations Act, the direction of travel for reducing emissions and the inclusion of the Sustainable Travel hierarchy to guide planning and investment decisions. There is a further recognition that delivery detail will be included in the forthcoming National Transport Delivery Plan.

Key recommendations were also provided and have been aligned with the seven goals:

5.1 A more resilient Wales

A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).

Respondents were supportive of the environmental considerations within the strategy with some considering whether the strategy should make a clear commitment to increasing net biodiversity and the challenges of practical implementation to ensure long-term consideration of the goals within transportation development:

‘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’. Should this be a greater commitment, e.g. to achieve Biodiversity Net Gain across transport interventions across Wales? An Organisation, Response 246, Q4

Other environmental benefits should also be emphasised including improvements to the public realm, open spaces, green streets, event streets and spaces etc.

An Organisation, Response 112, Q8

Climate change and carbon targets are important but short-term gains measured for an improvement that promotes one product with less carbon impact may be detrimental to CDM* which requires a Designer to design for maintenance – i.e. the whole life cycle needs to be considered therefore a new carriageway surface that lasts 12-15 years may be better for the environment and safer for the contractor laying it than a recycled product that has a life expectancy of 5 years.

An Organisation, Response 303, Q2 [*HSE Website - The Construction \(Design and Management\) Regulations 2015](#)

5.2 A globally responsible Wales

A globally responsible Wales. A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

Respondents welcome the leading example that Wales has, and continues to set with The Future Generations Act. Many also recognised that to continue to maintain our lead and maximise our contribution to global well-being we could be more ambitious and apply learning from other nations:

To make significant changes, any strategy should focus on developing Hydrogen transport technologies in Wales (aviation, trains/trams and shipping). The post-industrial landscape and existing infrastructure, especially in south Wales, is an ideal nursery for such innovation, and the limitations of the environment ideal for demonstration and roll-out. The Strategy makes little mention of assisting in the development of technology, merely adopting whatever may be available, but this lacks imagination and misses an ideal opportunity for Wales to become a focus for Hydrogen, electric and hybrid technology design and production. These technologies are ripe for exploitation, and Wales should lead the implementation.

An Individual, Response 74, Q1

The Scottish Government has recently made a clear commitment to a 20% reduction in the distance travelled by car by 2030. We believe that similar clear milestones are required in Wales. Without them it will not be possible to assess the extent to which progress is being made on the measures set out in the draft strategy.

A Group, Response 133 [Securing a green recovery on a path to net zero: climate change plan 2018–2032](#)

5.3 A Wales of vibrant culture and thriving Welsh language

A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

There is a broad consensus that transport provides important opportunities for people to engage with Welsh language, history and culture with some respondents seeking a greater emphasis on Welsh language. Many responses sought a greater consideration of the cultural benefits and the risks presented by the strategy. This include elements such as increased home working and tourism:

We welcome and support plans for Wales' transport system to be one that contributes to a thriving Welsh culture. The influence sport has on Wales' international reputation is highlighted in the British Council's Soft Power Barometer and we are pleased to see consideration has been given to how transport in Wales will support major sporting events. Wales has a positive history in hosting memorable sporting events and a public transport system with well-connected, safe, accessible infrastructure will showcase this on the world stage.

An Organisation, Response 254: Q2

Digital investment to promote homeworking with less trips will have an economic impact on cafes, shops and restaurants in towns and could also easily be challenges that a Welsh Learner will have less opportunity to immerse themselves in the Welsh culture and with Welsh speakers.

An Individual, Response 306: Q8

In terms of opportunities to use Welsh when accessing transport services, we note that you refer to the duty on public transport providers to comply with Welsh language standards over time. The aim of the standards is to provide certainty and consistency in the way that the Welsh language is treated and used, and it is key that this is included in the strategy. However, as the situation often changes in terms of the governance of different transport providers and companies, and the way in which people use services is likely to evolve by 2040, we believe that Llwybr Newydd needs to allow flexibility which recognizes that the legal framework may change, but that the principle and ambitions in terms of the Welsh language will remain.

An Organisation, Response 298: QA

5.4 A Wales of cohesive communities

Attractive, viable, safe and well-connected communities.

There was broad recognition by many respondents of the important role that transport plays in connected, attractive, viable and safe communities. This could be made clearer, reflecting the opportunities that travel presented for people's education, health, wellbeing and prosperity through the sustainable travel hierarchy as a central element. For some respondents, they felt that travel was an essential element in the cohesion of communities.

Travel is an important component of social interaction and wellbeing, and health and fitness. It seems to conflict with a lot of other priorities for example cohesive communities. As an ambition it doesn't acknowledge that some travel is essential, such as to education, for social interaction etc.

An Individual, Response 274: Q3B

The strategy states that it will aim to reduce travel and enable people to access education, services and work in their local communities. This creates opportunities to increase Welsh-medium employment opportunities for Welsh speakers wherever in Wales they may live. This may contribute to increasing inequalities in communities and undermining the objectives of the Cymraeg 2050 strategy and the objectives of the Well-being of Future Generations Act of more equal and cohesive communities with a vibrant culture where the Welsh language thrives. We recommend that you work with other departments within the Welsh Government to investigate the impact of changing working patterns on communities.

An Organisation, Response 298: QA

The experience of the pandemic, including home-working and closer focus on neighbourhoods and the immediate environment, has provided an opportunity to consider a more holistic approach to living and working. As churches, we support community services which promote equality and build community, protect creation, and encourage wholeness of life.

An Organisation, Response 232: Q8

5.5 A more prosperous Wales

An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well- educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

There was broad recognition of the important role that transportation plays in the economic life of communities across Wales. For some respondents, they felt that the strategy could better reflect the wider definition of a more prosperous Wales. Others also expressed that a balanced approach was required to ensure the strategy plays a role in supporting all businesses and communities in Wales:

Some referred to the plan being economically focussed as "Gross Domestic Product" or similar, whereas the Act's meaning is clearly much subtler and broader. When this strategy is transformed into action plans and local implementation, there is a clear

danger of economic concerns dominating in practice. To avoid this, the final strategy should make wellbeing and environmental concerns more prominent.

An Organisation, Response 232, Q1

I could easily challenge that digital investment to promote homeworking with less trips will have an economic impact on cafes, shops and restaurants in towns.

An Individual, Response 306: Q8

5.6 A healthier Wales

A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

Many respondents recognised that the strategy integrated health into its ambitions and sought a greater emphasis on health impacts with further recognition that a successful transport strategy would help prevent health problems in the short, medium and long term. This was reinforced by responses that reflected on the global Covid-19 pandemic, its tragic consequences, and the need for a greater focus on preventative measures in the future:

In section 6.3 (Prevention), there should be more emphasis on the health problems a successful transport policy will help prevent – overweight/obesity, cardiovascular disease, diabetes, reduced incidence of cancer, improved mental wellbeing etc. Similarly, for section 6.4 (Integration), this should include work with any impacts on the health sector; so the impact of the transport network on demand for services and the ability for large public sector organisations to influence the way their staff and visitors travel (e.g. via Health Travel Charters).

An Organisation, Response 258: Q8

The Covid-19 pandemic has highlighted the importance of placing preventative health at the forefront of a resilient Wales and the significant impact sport and leisure can have on facilitating this. The importance placed on being active everyday throughout the pandemic must continue. This is the time to make permanent positive behaviour shifts by continuing this messaging, redesigning systems that create connected active communities and re-evaluating if services are equitable. It is also the time to continue to promote new innovative ways of incorporating physical activity into daily lives – including how people move around spaces where they live, work and play.

An Organisation, Response 254: Q2

5.7 A more equal Wales

A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

Respondents recognised that the strategy would make a positive impact on opportunities for individuals and communities, including access to employment and wellbeing. The global Covid-19 pandemic was thought by some to highlight the inequalities in society which could be more clearly addressed and considered in the strategy:

We are delighted to see that the strategy recognises transport is essential for community access and for wellbeing, and that sometimes people may not have an alternative to using transport.

Many of our members with learning disabilities tell us that good public transport is crucial to their independence and they often feel vulnerable in terms of using active transport measures if they do not have access to adequate support.

An Organisation, Response 205: Q1

Whilst we support the ambition to help people overcome some of the barriers to making use of transport, we do not feel that there has been sufficient consideration of the need to address the cost barriers, particularly for low-income families, children and young people. The current approach to concessionary and free travel does not adequately provide for many families and children in low income, despite official figures showing that 28% of children are living in poverty in Wales, with many relying on public transport (buses and trains) as their only means of transport.

An Organisation, Response 257: Q2

6 Summary

Respondents mostly agree with the way transport will use the approach set out in the Well-being of Future Generations (Wales) Act 2015, with **85% (164) of respondents in agreement** with the direction of travel for reducing emissions and the inclusion of the Sustainable Travel hierarchy to guide planning and investment decisions. There is a further recognition that delivery detail will be included in the forthcoming National Transport Delivery Plan.

Suggested areas for improvement and increased ambition included those who sought a clearer focus on the 7 wellbeing goals as there was a risk that their emphasis was reduced by focusing on the ambitions and how they contributed to all seven goals and highlighting key links between e.g. transport impacts such as pollution and health, equality, housing and socio-economic disadvantage;

Purposefully and deliberately to build a safe, sustainable and active transport network fit for the 21st century.

An Organisation, Response 229, Q3B

Respondents also recommended that greater detail would benefit the vision, including reference to: the safety of transport systems, as well as personal safety and, the integration of transport systems and resilience. Respondents commented on the potential that could be realised by focusing on action and building effective means of communication to support what would be a significant (and positive) change in our transport system.

A key aspect of the consultation was to establish views on the outcomes we are seeking as a nation. A clear majority of people, 82% (168), agreed that including specific targets for more people to travel by sustainable transport was important. Respondents also commented on the need for accountability and a detailed funding stream, necessary to match the ambitious strategic vision. This is therefore recommended for future planning stages.

Integration, as a way of working, came through strongly in a number of areas including:

The Climate Change Strategy, with more detail requested on how transport will be coordinated with other agendas such as planning and education.

The governance structure for the delivery of the strategy and clarity about the roles of organisations and the need for stakeholders to come together and work together locally, nationally and regionally in a cohesive manner with clear accountabilities.

Strategic and local (both urban and rural) networks, with their distinct characteristics and the challenges and opportunities each bring.

An Organisation, Response 303, Q1

A clearer statement on new road building within the overarching transport strategy.

The free-flowing movement of goods and produce, locally, nationally and internationally.

Practical issues of implementation were referenced, with many seeking greater detail emerging from the mini-plans and implementation including a shift of approach for decision making in WelTAG* with a clear reference to the Sustainable Travel hierarchy and long-term decarbonisation pathway for transport.

In recognition of the changes required to achieve modal shift, many respondents discussed how to make this happen and suggested some practical examples of how systems could be integrated using 'mobility hubs';

Providing seamless connectivity between modes and between different areas of a city, town or local area.

An Organisation Response 117, Q2

It is recommended that these details be considered in the future planning phases.

7 References

Welsh Government (2015). *Well-being of Future Generations (Wales) Act 2015*. [online] Available: [here](#) [Accessed 9 Feb. 2021]

Welsh Transport Appraisal Guidance (WelTAG) [online] Available: [here](#) [Accessed 9 Feb. 2021]

Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks [online] Available: [here](#) [Accessed 12 Feb. 2021]

The Construction (Design and Management) Regulations 2015 [online] Available: [here](#)

Securing a green recovery on a path to net zero: climate change plan 2018-2032 – update [online] Available: [here](#)

8 Annexes

Annexe 1

Organisations who have responded to the consultation:

- Action Vision Zero
- Age Cymru
- All Wales People First
- Associated British Ports
- Associated Society of Locomotive Engineers and Firemen (ASLEF)
- Association for Consultancy and Engineering Wales
- Asthma UK and British Lung Foundation Partnership (AUK-BLF)
- Auditor General for Wales
- BAE Systems (Power and Propulsion Solutions)
- Bevan Foundation
- Bike Ability Wales
- Brecon Beacons, Pembrokeshire Coast and Snowdonia National Park Authorities
- Bridge Owners' Forum
- Bridgend County Borough Council
- British Heart Foundation Cymru
- British Parking Association
- British Ports Association
- Bus Users UK
- Caerphilly County Borough Council
- Caerphilly County Borough Council/CSS, WLGA
- Campaign for National Parks
- Cardiff and Vale UHB
- Cardiff Bus
- Cardiff Council
- Cardiff Cycle City
- Carmarthenshire Cycling Forum
- Centre for Alternative Technology
- Chartered Institute of Logistics and Transport Cymru Wales
- Chester Shrewsbury Rail Partnership
- Children and Young People's Rights Office
- Children in Wales
- Children's Commissioner for Wales
- Coach and Bus Association Cymru (CaBAC)
- Comisiwn Dylunio Cymru Design Commission for Wales
- Community Rail Network
- Community Transport Association
- Competition & Markets Authority (CMA)

- Campaign for the Protection of Rural Wales (Montgomeryshire Branch)
- Crohn's & Colitis UK
- Cross Party Group on the Active Travel Act
- Cycling UK
- Cydffederasiwn Cludwyr Teithwyr Cymru/The Confederation of Passenger Transport Wales (CPTCymru)
- Cymdeithas Eryri Snowdonia Society
- Cymru Older People's Alliance (COPA)
- Cytûn – Churches together in Wales
- Ddiwydiannol Limited
- Denbighshire County Council
- Design Commission for Wales
- Director, Hay Tourism Information Bureau
- Disability Wales
- Engage to Change project (Learning Disability Wales, All Wales People First, Agoriad Cyf, ELITE Supported Employment, Cardiff University – National Centre for Mental Health)
- Environmental Health Wales
- Equality and Human Rights Commission
- Fairer Future
- First Cymru Buses Ltd
- Flintshire County Council
- Friends of Pembrokeshire Coast National Park
- Friends of the 65 Bus
- Friends of the Earth Cymru
- Federation of Small Businesses Wales
- Future Generations Commissioner for Wales
- Green Llanelli Transport Forum
- Greener Llanelli (Env. Group)
- Guide Dogs Cymru
- Gypsies Travellers Wales
- HyCymru - Wales Hydrogen Trade Association
- Industry Wales
- Information Commissioner's Office (ICO)
- Institution of Civil Engineers Wales Cymru
- IPPR (Institute for Public Policy Research)
- Isle of Anglesey County Council
- Jones Login
- Leonard Cheshire Cymru
- Living Streets
- Llani Car Club
- Llwybrau Llandudoch/St Dogmaels Footpath Association

- Logistics UK
- MCIA (Motorcycle Industry Association)
- Merthyr Tydfil Heritage Trust
- Midlands Connect
- Monmouth Town Council
- Monmouthshire County Council
- Mostyn Ward Flintshire CC
- Mott Macdonald
- National Federation of Women's Institutes-Wales
- National Pensioners Convention Wales
- National Trust Wales
- Natural Resources Wales
- Network Rail Wales & Borders
- Newport City Council
- North & Mid Wales Association of Local Councils
- North Wales Economic Ambition Board
- North Wales Wildlife Trust
- National Pensioners Convention Wales
- Older People's Commissioner for Wales
- Pembrokeshire Association of Community Transport Organisations (PACTO)
- Pensioners Forum Wales
- Port of Milford Haven
- Possible / Riding Sunbeams
- Public Health Wales
- Race Equality First
- Rail Freight Group
- Railfuture Wales
- Railway Industry Association
- Redrow Homes South Wales
- Religious Society of Friends (Quakers) – Meeting of Friends in Wales
- RenewableUK Cymru
- Road Haulage Association Ltd
- RTPI Cymru (Royal Town Planning Institute)
- SARPA
- Scottish Power
- Self Energy
- Shrewsbury Aberystwyth Rail Liaison
- South Wales Trunk Road Agent
- Sport Wales
- St Dogmaels 20 is Plenty for us
- Stagecoach South wales

- Sustrans Cymru
- Suzy Lamplugh Trust
- Swansea University
- Transport for Wales
- The BusMan Transport Consultancy
- The Motorcycle Action Group
- The Urban Mobility Partnership
- TIER
- Torfaen County Council
- Trafnidiaeth Canolbarth Cymru -TraCC - Mid Wales Transportation.
- Transform Cymru
- Transport Action Network
- Transport Focus Wales
- Uber Britannia Ltd
- UK H2Mobility
- UK Major Ports Group
- Unite the Union
- University of Westminster, London
- Vale of Glamorgan Council
- Welsh Highland Railway Ltd
- Welsh Language Commissioner
- Welsh Senate of Older People
- Welsh Women's Aid
- Wheelrights- Swansea bay Cycle Campaign
- Wildlife & Countryside Services
- WLGA - Growth Track 360 and the Mersey Dee Alliance
- Wrexham County Borough Council
- WSP
- Y Coleg Cymraeg Cenedlaethol