



Llywodraeth Cymru  
Welsh Government

# National Transport Delivery Plan 2022 to 2027

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## From the minister



Since 1990, Wales has managed to cut its carbon emissions from waste by 64%, industry and business have brought down their emissions by 36%, the same in the energy sector; from buildings we've reduced emissions by a quarter, even in agriculture we've cut emissions by 10%, but transport has decreased just 6% in those same thirty-three years. Why is transport the laggard on the path to healing our damaged climate?

Reducing emissions from transport requires fundamental change that reaches deep into society and the lives of individuals. For the last 70 years whenever we have hit a transport problem our go-to solution has been to build a new road. The primacy of car transport is deeply embedded in all aspects of our thinking and practice

To do better we have to act together, right across society, with governments, communities and businesses working

collaboratively to change how we travel. We can't just write policies, we have to change thinking, practices, and re-wire the systems.

In 2021 we launched Llwybr Newydd, the new Wales Transport Strategy, to set out our priorities and ambitions. Having consulted on a draft plan and completed the Roads Review we are now publishing this National Transport Delivery Plan (NTDP) which lays out programmes, projects and new policies over a five-year period to deliver Llwybr Newydd and align transport with our transition plan to a decarbonised economy, as published in Net Zero Wales.

Our approach to this challenge is three-fold: we aim to reduce the need for travel by bringing jobs, services, and facilities closer to where people live; to make sustainable modes of transportation such as walking, cycling, and public transport an attractive option; and to encourage everyone to make these sustainable transport choices.

Reducing and re-prioritising our investment on new road schemes and increasing our investment in sustainable modes will help modal shift, but it will also deliver wider benefits.

These include less air pollution, more successful town and neighbourhood centres and a transport system that is accessible and fair for all.

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## From the minister

We recognise that this is a big and difficult change, that it won't happen overnight, and it requires us to work collaboratively, across government and beyond.

Shifting funding towards public transport will not only help us deal with transport problems but will be an important social justice measure to help tackle inequalities. That's why this Plan commits to providing real alternatives to people who feel they have no option besides the car. This plan sets out a 5-year programme of investment in rail, bus, walking and cycling projects.

Alongside climate change, social justice and equality are major priorities for this Welsh Government and this plan seeks to deliver on all three.

When we developed the Llwybr Newydd it was clear from the many conversations and engagement sessions, that people right across Wales wanted a transport system that was affordable, reliable, easy to use and accessible to all.

This plan sets out how we will better integrate journeys across different modes of transport, provide better more reliable and attractive public transport services, make tickets less complicated, and ensure people feel safe whilst travelling.

This adds up to a more accessible, more sustainable and more efficient transport system. This is good for individuals, good for communities, good for the environment, good for the

economy, and will help support economic well-being through thriving towns, cities and villages and Welsh language and culture.

We recognise that delivery needs to be adaptable to meet the needs of communities across Wales. It is designed so that solutions can be tailored to support our rural communities as well as the more urban areas of Wales.

Since we published our draft plan, we have seen a significant reduction in our spending power following the UK Government's financial crash. As a result of the Autumn Statement, the Welsh Government's overall capital budgets will be 8.1% lower in 2024-25. The recent levelling-up funding announcements from UK Government have also failed to deliver much needed support for people to take purposeful journeys via sustainable transport in Wales.

This deteriorating fiscal and economic situation means that our programmes may cost more and take longer to deliver, but our goals and ambitions set out in Llwybr Newydd remain unchanged. In areas like rail, we need now more than ever for UK Government to fulfil its funding obligations to allow us to continue making progress.

To be clear; none of this is easy, but neither is the alternative. If we are to declare a Climate and Nature Emergency, and legislate to protect the Well-being of Future Generations, and put into law a requirement to reach NetZero by 2050, we have

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### **From the minister**

to be prepared to follow through. In doing so, we will not only benefit our environment, but also clean the air we breathe, and promote healthier lifestyles for ourselves and future generations.

A handwritten signature in black ink, appearing to read 'Lee', is centered within a light gray rectangular box.

**Lee Waters – Deputy Minister for Climate Change**

# Introduction

This National Transport Delivery Plan (NTDP) sets out how we will deliver against the priorities and ambitions set out in [Llwybr Newydd – The Wales Transport Strategy 2021 \(WTS\)](#). This includes the programmes, projects and new policies that we are intending to deliver over the next five years.

How we deliver against the WTS has social, economic, environmental and cultural implications for people in Wales and can help us deliver against multiple objectives. Therefore, delivering the WTS is closely aligned with the Programme for Government, [Net Zero Wales](#) and links to other government policies such as regeneration and tackling poverty.

The NTDP has four sections:

1. **Strategic Context** – how this document links to the Wales Transport Strategy and other relevant plans and policies.
2. **The NTDP: Turning Strategy to Action** - How we will implement the WTS by working in partnership, allocating funding, supporting projects and programmes, governance and monitoring.

3. **What we will deliver: Key Priorities** - A headline overview of how we will deliver against our three 5-year priorities.
4. **What we will Deliver: Modes and Sectors** - what we will deliver by individual mode and sector, including specific policies, programmes and projects.

**Annexes** - details of programmes and projects, and how we will deliver against cross-cutting pathways.

# 1. Strategic context

# 1. Strategic context

Transport is vital to the well-being of the people and economy of Wales. It has major social, environmental, economic, place-based and cultural impacts. The WTS sets out a new path to design an accessible, sustainable and efficient transport system that works for everyone.

## 1.1. Transport in Wales

For the purposes of this NTDP, transport covers nine transport modes – active travel (walking and cycling), bus, rail, roads (including streets and parking), taxis (and other private hire vehicles), maritime, freight and logistics, and aviation. It also includes services delivered by third sector community groups.

Transport is not just about providing services or infrastructure. It also plays an important role in the lives of people in Wales. This was demonstrated during the coronavirus pandemic which completely changed our lives. It stopped our daily routines in their tracks and has forced us all to live differently. It has also presented us with a golden opportunity for change - significantly accelerating many of the enormous changes impacting on our society and our economy; for example, reducing the need to travel through remote working.

[Mobility in Wales](#) provides a more detailed overview of transport in Wales in 2020, setting out basic information about each of the different sectors, and also the wider links between transport and issues such as equality, the environment, culture, the economy and places as well as feedback from users. This provided the background we used to develop Llwybr Newydd: The Wales Transport Strategy 2021, and it provides useful background to commitments in the NTDP.

## 1.2. Transport Responsibilities

This NTDP set out our plans but also identifies areas also needing UK Government action so that we can deliver on shared ambitions. This is because some aspects of transport are devolved to Welsh Government, but others remain the responsibility of the UK Government. The Welsh Government is responsible for active travel, roads, buses, community transport and taxis and some aspects of rail. We also have a planning role in relation to ports and logistics.

However, the UK Secretary of State remains responsible for many elements of rail in Wales, for aspects of vehicle regulation, for maritime transport and aviation.

There are a number of other bodies involved in the delivery of transport services including Local Authorities, Transport for Wales (TfW), commercial operators and third sector



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## 1 Strategic Context

organisations. A more detailed breakdown of responsibilities between governments, local authorities and operators is provided below and our approach to partnership working is set out in section 2.1.

### 1.3. Llwybr Newydd - the Wales Transport Strategy 2021

The NTDP shows how we will deliver the [Llwybr Newydd - Wales Transport Strategy 2021 \(WTS\)](#).

Llwybr Newydd places people and climate change at the centre of how we design our transport system, setting the vision for an accessible, sustainable and efficient transport system. We set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represented an increase of 13 percent on the 2019 estimated mode share of 32%. In the WTS the vision is supported by three 5-year priorities based on four 20-year well-being ambitions.

The 20-year ambitions link directly to the national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015 and provide the underpinning purpose for investing in transport. They also provide a framework against which we will measure our longer-term investment in transport.

To deliver the three 5-year priorities in the WTS there are nine mini plans that set out how each mode and sector will contribute to achieving these.

The nine modes and sectors are:

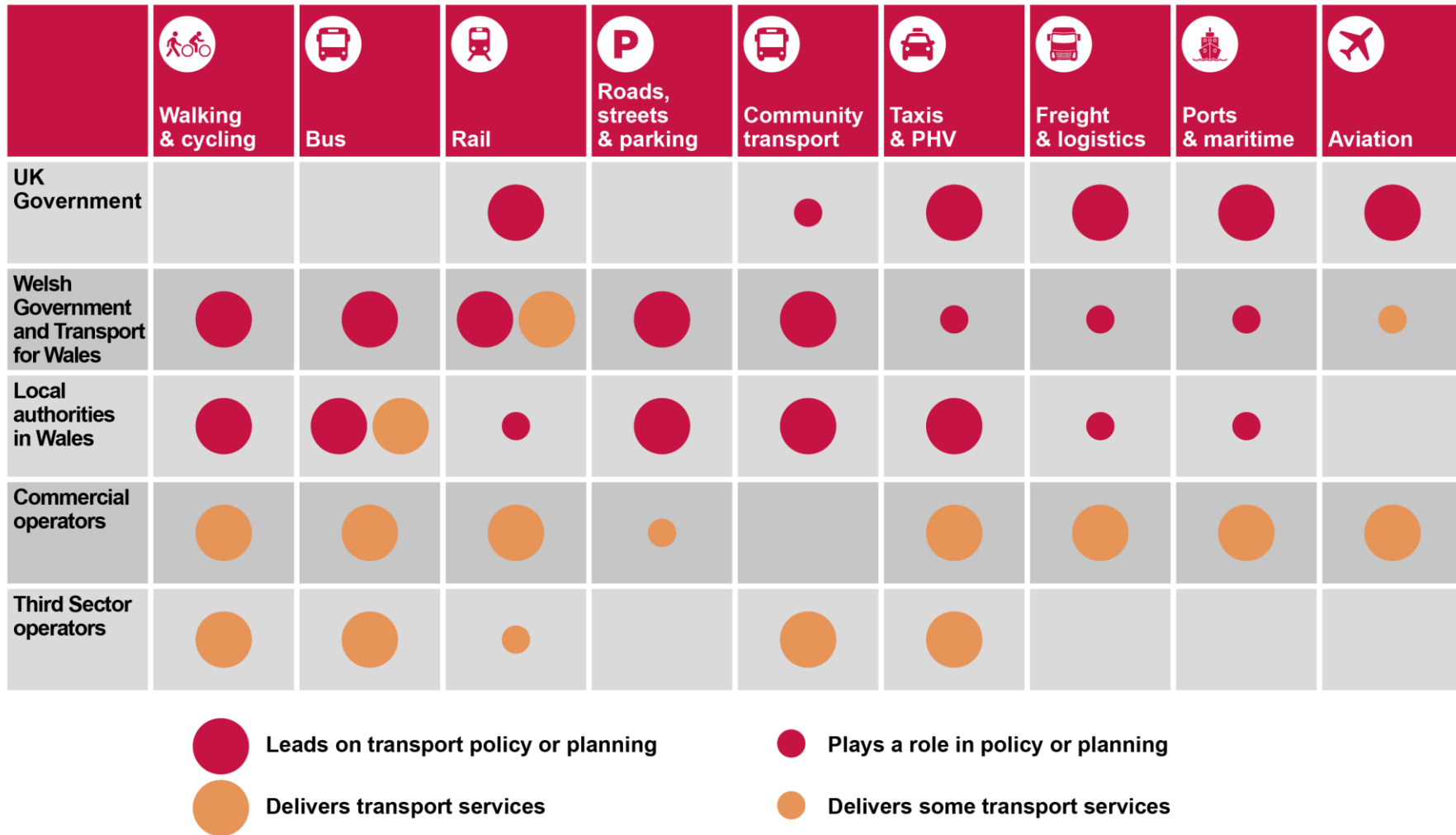
- Active travel
- Bus
- Rail
- Roads, streets and parking
- Third Sector
- Taxis and private hire vehicles
- Freight and logistics
- Maritime transport
- Aviation

As part of the priorities the WTS also sets a Sustainable Transport Hierarchy to guide how we prioritise our transport investments.

#### 1.3.1. Monitoring

The commitments under each of the WTS well-being ambitions are reflected in the targets set in the WTS (see below). The new transport monitoring framework and the four delivery pathways will enable us to track progress against these wider ambitions.

# Transport responsibilities in Wales



# 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 WELLBEING AMBITIONS



#### Good for people and communities

A transport system that contributes to a more equal Wales and to be 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.

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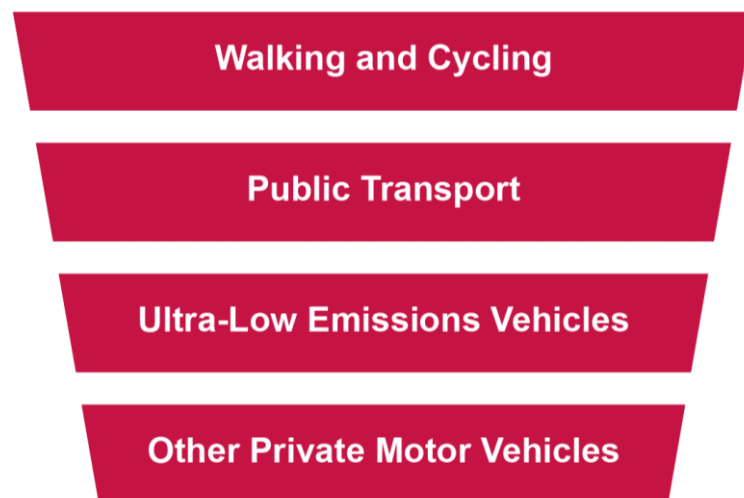
## 1 Strategic Context

### 1.3.2. The Sustainable Transport Hierarchy

The Sustainable Transport Hierarchy (STH) provides a way to guide future investment giving priority to maintaining by managing and upgrading our existing transport infrastructure. We will do this by maintaining and managing it well, adapt it to a changing climate, and upgrade it to support modal shift.

Where we need new infrastructure, it gives priority to walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.

**Where we need new infrastructure, we will prioritise**



### 1.3.3. Net Zero Wales

Following the publication of the WTS, we updated our plans for decarbonisation. [Net Zero Wales](#) sets out our decarbonisation ambitions for the next 5 years and is aligned to a pathway to net zero by 2050.

The Net Zero Wales ambition statement for transport addresses emissions through three broad areas of mitigation:

- Demand reduction and modal shift – setting targets for journeys to be made by public transport, walking and cycling of 35% for 2025 and 39% for 2030.
- Technological options including low and zero emission transport.
- Improvements to fuel efficiency in conventional vehicles.

Net Zero Wales also sets out thirteen policies which will support the achievement of the ambition statement.

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## 1 Strategic Context

### 1.4. Other plans and policies considered by the NTDP

The following wider Welsh and UK Government plans, policies and reviews are also relevant to the NTDP.

#### 1.4.1. Key Welsh Government plans and policies

Other key Welsh government plans used in developing the NTDP are:

- [Welsh Infrastructure Investment Plan 2012-2022](#), This is a 10-year plan to provide a stimulus to the Welsh economy in response to the impact of austerity through investment in strategic infrastructure.
- [The Future Wales – The National Plan 2040](#). Is the national development framework setting the directions for progress and development in Wales to 2040. The plan outlines a strategy for tackling key national priorities through the planning system.
- [Programme for Government](#) (PfG 2021-2026) Is a five-year commitment by the Welsh Government to tackle well-being and societal issues including their priorities for transport to support them. This also incorporates the commitments from the cooperation agreement between Welsh Ministers and Plaid Cymru.

#### 1.4.2. UK-wide plans and policies

The proposed UK Government Transport Bill that was announced during [the May 2022 Queen's Speech](#), includes key changes to the operation of the railways measures to safely enable self-driving and remotely operated vehicles and vessels and support the roll-out of electric vehicle charge points. It is important that the UK Government engages with us on these measures so we can fully understand the potential implications for Wales.

During 2021 and 2022 there were also a number of key UK government plans and reviews relating to UK-wide transport.

At the higher-level [Net Zero Strategy: Build Back Greener](#), covers all sectors of the UK economy, not just transport. Although this included some limited additional transport funding it generally summarises the more detailed plans from the Decarbonising Transport plan summarised below.

- [Decarbonising Transport – A Better, Greener Britain \(DfT\), June 2021](#) This sets out the UK government's ambitions and commitments for decarbonising UK transport, which will include the non-devolved modes and sectors in Wales. There is a commitment to deliver a net zero rail network by 2050, with an ambitious programme of electrification and an ambition to remove all diesel-only trains from the network by 2040. It also includes a commitment to end the sale of new petrol and diesel only cars and vans from 2030

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## 1 Strategic Context

and all new cars and vans must be zero emission at the tailpipe by 2035.

- [Great British Railways: The Williams/Shapps Plan for Rail \(DfT\), May 2021](#) This plan sets out how a new public body, Great British Railways, will be created to run the rail network in the public interest. This proposes that a joint working agreement between Transport for Wales and Great British Railways be explored to improve the rail offer for passengers and freight customers in the connected network between Wales and England.
- [Union Connectivity Review: Final Report \(DfT\), November 2021](#) considers how better transport connectivity between the nations of the UK can be achieved. Specifically for Wales, the review, led by Sir Peter Hendy, recommends that the UK Government works with the Welsh Government on: a multimodal review of the North Wales Transport corridor; adopts a multimodal approach to the South Wales corridor by upgrading and building new stations on the existing South Wales mainline; and, develops a package of railway improvements to increase connectivity and reduce journey times between Cardiff, Birmingham and beyond. The UK Government is currently considering the report and joint work will take place on solutions to deliver the recommendations.
- [Jet Zero Strategy, July 2022](#) sets out how UKG will achieve net zero aviation by 2050. It focuses on the rapid development of technologies in a way that maintains the benefits of air travel whilst maximising the opportunities

that decarbonisation can bring to the UK. The Jet Zero strategy includes a 5-year delivery plan, setting out the actions that will need to be taken in the coming years to support the delivery of net zero aviation by 2050. UK Government will be monitoring progress and reviewing and updating the strategy every 5 years. We will continue to work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental impacts of aviation. We see Sustainable Aviation Fuel (SAF) is an intermediate carbon reduction solution, as the industry looks to the development of new zero-emission aircraft, such as hydrogen-fuelled and electric powered aircraft. We strongly encourage the UK Government to bring forward proposals to drive up fuel efficiency, encourage the development of new zero emission aircraft and accelerate the supply and uptake across the UK of SAF from non-agricultural sources.

- [Future of Freight: a long term plan, June 2022](#) is a cross-UK government and cross-modal plan for the freight sector, developed in partnership with industry, setting out the UK government's long-term vision for the UK freight sector. It identifies the main challenges, objectives and actions that need to be taken in the following 5 priority areas:
  - National Freight Network (NFN)
  - enabling the transition to net zero
  - planning



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## 1 Strategic Context

- people and skills
- data and technology

We will consider this report and its recommendations as part of our commitment to work with the UK Government, the sector and other partners on a Logistics and Freight Plan for Wales.

- [Railways high level output specification, December 2022](#) sets out for the Office of Rail and Road (ORR) what the Secretary of State wants to be achieved through the operations, maintenance and renewal of railway infrastructure activities (OMR) in England and Wales during the review period commencing 1 April 2024 and finishing on 31 March 2029: the High-Level Output Specification (HLOS) for Control Period 7 (CP7).

### 1.4.3. Strategic transport reviews in Wales

Three current strategic Welsh transport reviews in Wales have been taken into account in developing the NTDP. These are:

- [South East Wales Transport Commission](#) – The commission chaired by Lord Burns investigated sustainable ways to deal with congestion on the M4 in South East Wales and made 58 recommendations for developing a culture of sustainable travel in the South

East, with a focus on Newport. in their report. The recommendations have been built into the South Wales Metro programme and are being delivered jointly by the Welsh Government through TfW and the local authorities of Cardiff, Newport and Monmouthshire.

- **Wales Roads Review:** The Panel's report and the Welsh Government Response will be published alongside this NTDP. Following on from the review we have set four purposes for which road investment can be justified. These are detailed within section 4.4.4 of this plan.
- [North Wales Transport Commission](#) – chaired by Lord Burns is a year-long review starting in April 2022, building on the North Wales Metro to develop recommendations for road, rail, bus and active travel across the whole of North Wales. It will consider the needs of all communities; both urban and rural, along the coast and inland. The commission's recommendations will be used to further develop the Metro programme and other sector plans.

### 1.4.4. Future transport plans

Following on from the WTS, we are working on a range of other more detailed plans relating to individual transport modes and sectors.

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## 1 Strategic Context

On 1st April 2021, four new Corporate Joint Committees were established with three main duties, these being to develop regional transport and strategic development plans and to improve economic wellbeing. In June 2022, the transport planning duty transferred from local authorities to the Corporate Joint Committees.

The Corporate Joint Committees will be developing Regional Transport Plans (RTPs), to set the policies to deliver the WTS at a local and regional level, taking in to account this NTDP, the Metro programmes, our new road tests and delivery pathways as they develop. We are supporting Corporate Joint Committees in the development of the RTPs to build on the strategic programme development and growing technical support of the TfW regional Metro teams.

[Bws Cymru](#) sets out how we will use our powers and levers to help improve bus services. This plan looks at all aspects of improving bus service provision including infrastructure, road allocation, accessibility and integration with other public transport modes.

Over the life of the NTDP we will also be finalising other work including further development on bus reforms and Taxi and Private Hire Vehicle reforms. The North Wales Transport Commission is expected to report in 2023 and there will be further work on taxis and private hire vehicles, on ports and maritime, and on freight and logistics.



## **2. The NTDP: turning strategy into action**

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## 2. The NTDP: Turning strategy into action

# 2. The NTDP: turning strategy into action

This section explains how the NTDP will be delivered, funded and governed by the Welsh Government, Transport for Wales, Welsh local authorities and transport providers. It builds on the commitments in the WTS which sets out how we will: invest responsibly; deliver the strategy; and hold ourselves and others to account using the five ways of working. We have also taken into account key developments in regional structures that have been made since the WTS was published.

## 2.1. Working in partnership

In order to deliver on the NTDP, we will work in partnership with our social partners and others, including the UK Government, Transport for Wales, corporate joint committees, local authorities, the third sector and transport providers in the private, public and third sectors.

### 2.1.1. Welsh Government

We have a key role in providing the environment for all of our partners to deliver our vision of a safe, accessible and efficient transport system. We will develop the necessary legislation and planning regime to allow reforms to be made in public

transport, the movement of goods and to enable people to live and work more locally.

Our grants schemes detailed in section 2.2.1 will provide funding aligned with the WTS and NTDP. With many of our operators needing to invest in new zero-emission vehicles and associated infrastructure and create new solutions such as car clubs and vehicle load schemes we will use our powers to create access to low-rate loans and leases.

We are also the highway authority for the strategic road network in Wales and ensure this is safely and efficiently managed and operated. We will ensure it adapts to meet the needs of the shift to sustainable transport modes and also to address the challenges of climate change.

### 2.1.2. Transport commissions

The NTDP has taken into account the recommendations of the South East Wales Transport Commission. This provided a strategic review of transport issues in the South East, and the recommendations of that commission have now been incorporated into the South Wales Metro. A further transport commission has started work in North of Wales, and again, it is intended that will feed into future development of the North Wales Metro and other strategic programmes.

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## **2. The NTDP: Turning strategy into action**

### **2.1.3. Social Partners**

The Welsh Government is committed to working in social partnership to find the best solutions to the challenges facing Wales. This approach is built on the basis that more can be achieved by government, employers, and workers through trade unions, working together in a spirit of co-operation and collaboration. We will work with our social partners to achieve mutually agreed outcomes, to the benefit of all involved groups.

### **2.1.4. UK Government**

As noted above, some aspects of transport in Wales have been devolved to Welsh Government whilst others remain the responsibility of UK Government. We will work collaboratively with the UK Government to ensure UK-wide policies consider the needs of the people of Wales, support our economy and path to net zero and provide us with a fair share of associated funding.

### **2.1.5. Transport for Wales**

Transport for Wales provides a range of transport planning, development advice and operations for the Welsh Government. In relation to the NTDP it will support us in the governance and monitoring of the overall plan and in the development of strategic national programmes such as the

Metro programmes, bus reform, active travel and integrated ticketing and journey planning.

### **2.1.6. Corporate Joint Committees**

The newly formed Corporate Joint Committees (CJCs) have a duty to develop Regional Transport Plans (RTPs). These plans will set the policies to deliver the WTS at a local and regional level. The RTPs and NTDP will incorporate and apply our strategic national programmes to the regional and local priorities to ensure our national plan delivers for all of Wales. The RTPs will then provide a strategic framework for their local authorities to deliver within.

### **2.1.7. Local Authorities**

Local authorities play a central role in the development and delivery of local transport services and infrastructure as well as currently having statutory responsibilities for local bus services and as the local highway authorities. We will continue to consult with them in developing the national programmes to ensure they meet local needs. Working within the framework of the RTPs and our planned reforms for buses, taxis and private hire vehicle operations during the next five years they will provide the local management and oversight of the transition to the new service arrangements.

Many of our improvements to the transport infrastructure will be delivered by the local authorities. We will provide them

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## 2. The NTDP: Turning strategy into action

with a mix of core funds and grants for development works and grants for the delivery of infrastructure projects.

### 2.1.8. Transport providers

Bus, taxi, freight and maritime transport services in Wales are delivered by a wide range of private, municipal and third sector providers with support from the Welsh Government and local authorities.

To meet the new WTS ambitions and priorities, we will work with transport providers on issues such as improving access and moving towards zero-tailpipe emissions vehicles.

## 2.2. Funding

Responsibilities for policy, funding and delivery of transport in Wales and the borders is split principally across the Welsh Government, UK Government, Transport for Wales (TfW), local authorities, commercial operators and the third sector. The split of responsibilities is summarised in section 1.2.

### 2.2.1. Funding sources

The Welsh Government provides significant capital and revenue funding for transport in Wales. Capital funding supports new and existing rail, bus, road and active travel infrastructure and Metro programmes. We also provide Financial Transaction Capital in the form of loans to facilitate

transport investments in things such as zero-emission vehicles which could be difficult for operators, particularly SMEs, to finance through commercial markets. Our revenue funding supports services such as rail and bus services, the operation and maintenance of the Strategic Road Network, transport planning and also supports transport users through funding concessionary travel for older and disabled bus users and discounted travel for younger people on trains and buses.

The Welsh Government provides funding to local authorities and others through transport grant programmes. The main grant programmes support active travel, local transport (including roads and bus infrastructure), ultra-low emission vehicle infrastructure and road safety.

In addition to direct transport budget interventions, other Welsh Government budgets also contribute to the development of the transport network. These budgets include regeneration, transforming towns, air quality and ultra-low emission vehicles.

Improvements to the transport network can also be funded from other sources. Local authorities can use their 'block' grants from Welsh Government to fund local transport investments. Recently, some local authority borrowing has been agreed for enhancements to the Ebbw Vale rail line. As part of the development control planning process local authorities can also receive money for local transport

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## 2. The NTDP: Turning strategy into action

improvements associated with developments, under Section 106 of the Town and Country Planning Act.

Large redevelopment projects can also attract multiple funding partners. For example, the Cardiff Central Enhancements programme has attracted funding from the Welsh Government, Network Rail, Cardiff Council, UK Department of Transport, Cardiff Capital Region and a private developer. The proposed Cardiff Parkway station is a private sector led scheme which has received equity and loan support from the Welsh Government.

At a local level funding may come in the form of grants from bodies such as the National Heritage Lottery Fund who are currently supporting local community groups to deliver green infrastructure at 22 railway stations across Wales.

The funding of the transport system is complex, and we recognise that this can shape the way people use the system. Therefore, the Welsh Government will consider innovative ways to achieve our targets. For example, an emerging area which could deliver modal shift and carbon reduction targets whilst providing funding for significant improvements in public transport and active travel, is revenue from demand management schemes.

### 2.2.2. Welsh Government Statement of Funds Available

Current Welsh Government funding plans for transport are set out in the [draft budget](#) published in December 2022 and are an update to the [final budget](#) published in March 2022. The latest draft budget provides an indication of revenue and capital funding over the next two years, which in the short-term we have protected from the deteriorating fiscal and economic situation we have been placed in by the UK Government.

The budget provides a guide to the levels of spending on transport services, maintenance and projects we can plan for over the coming years. However, due to our annual budget settlement we do not have an absolute capital and revenue commitment for the term of this plan. There may be a need to adjust our future plan due to financial headwinds including the fall-out from the September mini-budget, inflationary pressures, the cost of living crisis, Brexit and the conflict in Ukraine.

The indicative capital and revenue budget for transport is set out below. This table covers the whole 5-year period of the NTDP, so years 2025-26 and 2026-27 remain unchanged as an indication for planning purposes only, but are not confirmed.

## 2. The NTDP: Turning strategy into action

NTDP 2022 – Indicative Transport Capital and Revenue Spend £000's					
	2022 - 2023**	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027
Capital	662,652	571,640	458,628	478,001	487,561
FTR* Capital	11,000	12,000	14,000	14,280	14,566
Revenue	462,034	460,431	457,931	433,535	442,206
Total	1,135,686	1,044,071	930,559	925,816	943,333

\* Financial Transaction Capital for which we will receive a return on in future years.

\*\* Values based on [final budget](#) published in March 2022

### 2.2.3. UK Government funding

The successful delivery of our strategic priorities for transport in Wales will depend upon close working with the UK Government.

For the UK Government responsibilities outlined in section 1.2, they not only set policy but also provide funding mainly through the Department for Transport (DfT). It is vital to the development of sustainable integrated transport that Wales receives its' fair share of funding and that historical under investment is addressed.

Historically the European Union has been a significant funder of transport projects in Wales. On leaving the EU, the UK Government committed to replace this funding. Despite repeated promises that Wales would not be a penny worse off, Wales will now receive a reduction of over £1 billion in funds by 2024-25, compared to what it would have received had the UK Government delivered its pledge.

The funding plans set out by the UK Government do not reflect the distinct needs of Welsh communities. We are concerned that too little will reach those communities most in need and we do not support the decision to redirect economic development funds away from those areas where poverty is most concentrated. This regressive decision is compounded by the dramatic reduction in the funds Wales would have received had the UK Government delivered its pledge to replace EU funds for Wales in full.

A range of cross-party committees, both in the Senedd and Westminster, as well as independent think-tanks and the National Audit Office have echoed many of our criticisms of the approach the UK Government has taken to Levelling-Up and post-Brexit funding. The proposed role of the Welsh Government in the allocation of the funds falls short of a genuine co-decision making function essential to maximising investment and respecting devolution in Wales.

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## 2. The NTDP: Turning strategy into action

### 2.3. Strategic Programmes

The NTDP will be delivered through a number of programmes, projects and policy interventions. The Welsh Government will be putting in place a range of new policy initiatives to help improve specific aspects of transport in Wales.

Our strategic delivery programmes directly funded by the Welsh Government include the Metro and Transport Decarbonisation Programmes. In addition, WelTAG, our guidance on developing transport projects in Wales, is being updated to ensure that future Welsh Government funded transport projects align with our wider priorities and ambitions.

Many of the WTS priorities will be delivered through individual projects funded through our ongoing transport grant funds to local authorities. These will be guided by the Regional Transport Plans which will be aligned to the Metro and Transport Decarbonisation Programmes.

#### 2.3.1. Metro Programmes

Our Metro programmes are a key part of delivering integrated regional transport plans. They bring together strategic transport planning with our well-being ambitions to underpin a regional longer-term strategy to develop an integrated, accessible, efficient and sustainable transport system, where people do not need to rely on the car for everyday journeys.

TfW is leading on the development of these programmes and associated business cases on behalf of the Welsh Government. They will leverage multiple sources of funding from the Welsh and UK Governments, local authorities, city deals and developers into integrated multimodal programmes to drive modal shift away from the car. For those regions of Wales where Metro programmes are being developed, they will provide a foundation for Regional Transport Plans to be developed, alongside our four Transport Pathways: Rural, Equalities, Decarbonisation and Integrated Journey Planning

#### 2.3.2. Transport Decarbonisation Programme (TPD)

Our TDP supports specific actions to deliver our decarbonisation targets set out in Net Zero Wales. This programme focuses our actions across all modes and sectors including the development of the strategic EV charging infrastructure in Wales and the decarbonisation of our bus and taxi fleets. The programme is currently developing funding models to support these two sectors meet the ambition of a zero tailpipe emission taxi and private hire fleet by 2028 and a zero tailpipe emission bus fleet by 2035.

#### 2.3.3. WelTAG

WelTAG is the Welsh guidance on planning and appraising transport projects. We are currently updating WelTAG in line

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## 2. The NTDP: Turning strategy into action

with the commitment in the WTS. WelTAG covers every stage of the Welsh Government's funded programme and project development from issue identification, through option selection, design, delivery and evaluation, whether delivered by local authorities, TfW at the Welsh Government's direction, or directly by our own teams.

The programmes and individual projects within the programmes listed in the delivery schedule in Annex 2 will be subject to appraisal through the revised WelTAG. This will ensure these programmes and projects remain aligned with the priorities and well-being ambitions of Llwybr Newydd and the NTDP and also meet the regional and local needs through engagement with local stakeholders.

### 2.3.4. Transport grant programmes

Welsh Government provides funding to local authorities and others through transport grant programmes. We will be modernising these grant programmes in the coming years to better align with the priorities of the WTS, as well as our path to Net Zero. The main grant programmes are:

- Active travel
- Local transport including roads
- Ultra-low emission vehicles
- Road safety

In addition to direct transport budget interventions other Welsh Government budgets also contribute to the development of

the transport network. These budgets include regeneration, transforming towns and air quality.

## 2.4. Governance

### 2.4.1. National Transport Performance Board

As committed to in Llwybr Newydd we have established a National Transport Performance Board (NTPB) to review our overall progress on the WTS. With the development of the CJsCs and stronger regional structures we are reviewing our governance model to create regional boards feeding into a national board. These boards will oversee the delivery of their Regional Transport Plans considering both the current performance of the overall transport system as well as future needs and development plans. The boards will also review the work of Transport for Wales and other partners in Wales in supporting the delivery of their plans.

Using the NTDP, we will work with TfW to oversee the delivery of the WTS. Together we will work closely with the new regional Corporate Joint Committees to help align the emerging Regional Transport Plans with the WTS, NTDP, their related Metro programmes and our delivery pathways. We will report progress to the national and regional boards and identify emerging issues that may impact on the delivery of our planned outcomes.



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## 2. The NTDP: Turning strategy into action

### 2.4.2. NTDP Monitoring and Review

We will monitor progress and report to the NTPB using a consistent and validated set of data and information. Our plans for monitoring are set out below.

#### 2.4.2.1. Monitoring framework

The Monitoring Framework is a suite of measures and indicators to track progress against the WTS and NTDP. It contains 6 key measures and 27 subsidiary measures, aligned with the four well-being ambitions in the WTS. In line with the Sustainable Transport Hierarchy the first key measure focusses on active travel and is supported by a further 3 specific subsidiary measures.

To capture the impact of our projects, programmes and policies in the NTDP and other initiatives, we will collect data from a variety of sources in Wales including Welsh Government departments, Cadw and Transport for Wales, along with other UK wide organisations. We will also work with organisations that have oversight of the transport network across the UK, including the Department for Transport, Network Rail, Office of Rail and Road and the Department for Environment, Food and Rural Affairs.

These data sources will be supplemented by a new National Travel Survey for Wales that will collect key travel related data from a representative sample of the Welsh population. This

will include coverage across the geography of Wales, protected characteristics and other socio-economic factors. Through targeted questions and travel diaries in the survey, we will identify trends in modal shift and active travel uptake.

#### 2.4.2.2. Delivery pathways

We will also monitor the NTDP through our four cross-cutting delivery pathways set out in the WTS. The four pathways are critical to delivering the WTS ambitions and priorities and bring them together under decarbonisation, equality, integrated journey planning and the rural pathways.

Four working groups, involving partners across TfW, CJsCs, local authorities and strategic partners are being set up to monitor these, reporting to the Transport Performance Board. Further details on how the NTDP will deliver against the pathways is set out in annex 3.

#### 2.4.2.3. Reviewing the NTDP

The NTDP covers the period 2022 to 2027. During 2026 we will be preparing the NTDP for the following 5 years. To inform the programmes and interventions in that plan, we will carry out more in-depth review of the effectiveness of this plan in meeting our priorities and ambitions. This review will assess what has been achieved both at a national and regional level to update the longer-term transport strategy as well as the next 5-year delivery plan.

### **3. What we will deliver: key priorities**

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### 3. What we will deliver – key priorities

## 3. What we will deliver – key priorities

This section provides a high-level overview of what we will deliver under the three headline priorities in the Wales Transport Strategy.

It draws on the more detailed policies, programmes and projects detailed in Annex 2, and in the subsequent sections which cover each individual mode and sector.

A full list of our programmes and interventions, with timelines is set out in Annex 2. These programmes will develop over time and will be adjusted to align with the prevailing fiscal and economic conditions and budget settlements we receive. The programmes will be reviewed regularly with our Transport Performance Board.

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### 3. What we will deliver – key priorities

## 3.1. Priority 1: bring services to people in order to reduce the need for people to use their cars on a daily basis

The headline priority 1 from Llwybr Newydd for the next 5 years is to bring services to people in order to reduce the need for people to use their cars on a daily basis. This will involve planning ahead for better physical and digital connectivity, more accessible services, more home and remote working and more active travel.

This priority is primarily delivered through working in partnership with others and through working strategically across transport modes and sectors. For example, it will involve working with local authorities and developers through the land-use planning system and regional transport planning and with other areas of Welsh Government in relation to home working and our digital strategy.

### 3.1.1. Support for remote working

We published our [remote working strategy](#) in March 2022. The strategy will support delivery of Priority 1 and already we have a network of 25 pilot hubs open. Data from the usage of these hubs will be used to support the development of future

remote working facilities. We are also developing a unified co-working booking system for the public sector to make the use of hubs easier for both regular and occasional users.

Our Town Centre First initiative supports the long-term ambition for 30% of the Welsh population to work from, or closer to, home. This will be done through repurposing vacant buildings into co-working hubs, encouraging public sector organisations to set up offices in town centre locations. Superfast Businesses Wales' work to improve connection speeds will also aid this (see below)

We are investing £136m in our Transforming Towns initiative which funds these projects. It is available to all of Wales' local authorities, is designed to be as flexible as possible and will offer support for a wide range of projects from green infrastructure and the creation of active travel routes to improvements for business owners.

### 3.1.2. Transport and new developments

We have said we will locate new developments close to public transport and design them to be walking and cycle friendly from the outset.

This commitment will be delivered through the operation of the land-use planning system, guided by Future Wales – the

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### 3. What we will deliver – key priorities

National Plan 2040 and [Planning Policy Wales](#). This notes that part of good design is avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. These principles are also consistent with the concept of a 20-minute neighbourhood where people have the ability to ‘live locally’ – where most of their everyday needs are met within a 20-minute walk of their home. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between development, using legal agreements where appropriate.

It also notes that wherever possible, best use should be made of existing infrastructure. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development.

Higher densities should be encouraged near major public transport nodes or interchanges, to generate a critical mass of

people to support services such as public transport, local shops and schools.

The policy also notes that planning authorities should identify development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure, hospitals and housing of sufficient density to fully utilise their accessibility potential.

Sites which are unlikely to be well-served by walking, cycling and public transport should not be allocated for development.

#### 3.1.3. Reviewing TAN 18

As part of our commitment to working more closely with those working in planning policy and delivery,, we need to update our planning guidance on transport. Technical Advice Note 18 – Transport is a vital document for guiding transport planning in new developments. We will review TAN 18 in the next 5 years, to take account of the new transport priorities in the Wales Transport Strategy and in Future Wales - the National Plan 2040.

#### 3.1.4. Digital Strategy

We are committed to improving access to fast and reliable broadband both at home and for businesses, to facilitate home and remote working. An important enabler is our [Digital strategy](#) for Wales supporting improvements to access to fast

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### 3. What we will deliver – key priorities

reliable broadband for both homes and businesses. Superfast Business Wales is working to encourage businesses to make more of digital. Our work to further improve digital connectivity will support this with a number of existing interventions including a £20m local broadband Fund and the Access Broadband Cymru grant scheme to help those without access to superfast broadband. This is in addition to its current roll-out of full-fibre broadband with Openreach to around 39,000 properties using £56m of public funding.

We aim to continue supporting Welsh businesses to ensure they have the necessary digital capacity to support flexible and remote working, through our [Digital strategy for Wales: delivery plan](#) published in March 2021.

#### 3.1.5. Strategic initiatives and a joined-up approach to investment

It is important to work strategically across transport to ensure that our investment enables people to use public transport and active travel, rather than their cars for day-to-day journeys.

We are committed to Integrated Journey Planning across all of our modes and sectors (see below) which will help make journeys easier.

In addition, we have put in place a series of strategic initiatives such as our Metro programmes and Regional Transport Plans which are helping to align strategic investment across rail, bus and road on a regional basis, our strategic bus network redesign, and our commitment to more rail services to help achieve this (see below).

We will use the Welsh Government Transport Appraisal Guidance (WelTAG) to ensure that when new investment is made it is assessed consistently and meets the vision, priorities and ambitions set out in the WTS.

#### 3.1.6. Regional working

The new regional Corporate Joint Committees (CJCs) will help to integrate transport and land use planning through their three broad function areas, which are to prepare: Regional Economic Frameworks (REFs); Strategic Development Plans (SDPs); and Regional Transport Plans (RTPs).

Through TfW, we will support CJCs in the development of the RTPs, which will build on the strategic programme development and growing technical support of the TfW regional Metro teams. This will help ensure that the needs of all communities are taken into account in planning and delivering integrated sustainable transport systems.

This approach will build on the Metro programmes which have already established collaborative working with local authorities

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### 3. What we will deliver – key priorities

and UK Government on non-devolved rail infrastructure. We are already using this joined up regional approach to co-deliver on the recommendations of the South East Wales Transport Commission and expect to extend this by incorporating the recommendations of the North Wales Transport Commission and our future road building tests into the Metro programmes and RTPs in 2023.

Through developing the plans and framework the CJsCs will work closely with local authorities in their regions. This work will provide a vital link between economic development, land-use planning and transport planning, to ensure that new developments take current and future sustainable transport provisions into account.

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### 3. What we will deliver – key priorities

## 3.2. Priority 2: accessible, sustainable and efficient transport services and infrastructure

Priority 2 is to 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 do this by investing in low carbon, accessible, efficient and sustainable services and infrastructure that enable more people to walk, cycle and use public transport and low emissions vehicles.

For infrastructure, the Sustainable Transport Hierarchy starts with managing and maintaining our existing infrastructure and then adapting it for modal shift and the effects of climate change. Where we need new infrastructure, we will give priority to walking and cycling, public transport and ultra-low emissions vehicles over other private road vehicles.

As noted, we have also set targets for modal shift, for reductions in passenger transport emissions, reductions in car mileage and freight transport efficiency.

In order to achieve this priority, key NTDP actions include investing in infrastructure, services, integrated journey planning, simpler fares, tickets and timetables. We want to improve accessibility, involve users in service design and

improve affordability through our commitment to explore 'Fairer Fares' across Wales.

### 3.2.1. Legislation and Policy reform

We will enable delivery of the WTS through legislative and policy reform. This will help unlock investment and deliver wider benefits for people across Wales.

#### 3.2.1.1. Devolution

Responsibility for transport in Wales is shared between the UK and Welsh Government with a mixture of responsibilities. In the long term, we would like to see more responsibilities devolved to Wales, with fair and equitable funding, to enable us to achieve some of our bigger ambitions for Wales. Specifically, in the short-term we would like to see Air Passenger Duty devolved and in the long term, we would like to see rail infrastructure fully devolved to Wales.

#### 3.2.1.2. Bus Reform

We have set an ambitious target to reform bus legislation that is currently preventing the public sector from making significant improvements to bus services. The aim is to give the public sector control on the frequency and routing of bus services, which will in turn enable us to extend their reach and better integrate them with other modes and ensure they meet



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### 3. What we will deliver – key priorities

the needs of communities across Wales. Our legislative proposals include the following aspects:

- The franchising of bus services across Wales
- Allowing local authorities to create new municipal bus companies
- Relaxing restrictions on existing municipal bus companies to put them on the same footing as new ones

#### 3.2.1.3. Taxis and PHVs

The current legislation for taxis and Public Hire Vehicles (PHVs) dates back to the 19<sup>th</sup> century and even the more recent legislation predates the arrival of the internet. We need to reform legislation on taxis and PHVs to respond to the changing nature of the industry and will develop plans for revised legislation to make the sector safer, fairer and greener.

#### 3.2.1.4. Freeports

In May 2022 we reached an agreement with the UK Government on the establishment of a Freeports policy in Wales. A Freeport will only be implemented if it can be demonstrated clearly it will operate in a manner that aligns with our policies on fair work and environmental sustainability, including the commitment to Wales becoming a net-zero carbon nation. Both Governments will remain open to the

possibility of a multi-site Freeport in Wales and also to the possibility of allowing more than one Freeport.

### 3.2.2. Funding Programmes

Over the next five years we will target funding towards sustainable transport. We will also revise our grant schemes to better reflect the priorities and ambitions of the WTS and our new development and delivery structures, including the Metro programmes and CJsCs.

We have a number of transport grant programmes that fund local transport, road safety, infrastructure improvements and ultra-low emission vehicles and associated infrastructure. Working across government, we also coordinate with other departmental programmes and budgets to support transport including air quality regeneration and transforming towns.

The following transport funding programmes are the main ones that support the delivery of sustainable transport.

#### 3.2.2.1. Active Travel Fund

We have increased funding for active travel infrastructure three-fold since 2018 and we plan to increase this further in future years. Our new [Active Travel Act Guidance](#) will help ensure the quality and accessibility of new infrastructure. We also continue to provide local authorities with funding to further develop Active Travel Network Maps (ATNMs) which

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### 3. What we will deliver – key priorities

provide an integrated plan for the future to extend the reach of active travel and plan development in the areas that are accessible by walking and cycling.

#### 3.2.2.2. Support for rail in Wales

Responsibility for rail in Wales is shared between the Welsh and UK Governments. We are investing significantly in the services and infrastructure under our control on the Core Valley Lines and working closely with the UK Government to maximise investment in rail. The key programmes we need UK Government to deliver include increasing capacity in South, Mid and North Wales, improving accessibility and level crossing safety and the early electrification of main routes to support decarbonisation.

We have always supported rail services through operating subsidies as a key part of our national transport system. During the pandemic we have provided over £250m of revenue funding over and above the planned subsidy to allow services to continue operating to support the Welsh economy and those who needed to travel. We will continue to support our rail services to re-establish timetables as customers return after the pandemic and then to grow with new services.

#### 3.2.2.3. Support for bus in Wales

Approximately 80% of public transport journeys are by bus and we support this through our bus services support grant

and our concessionary fares scheme. Bus passenger revenue has been hit in a similar way to rail during the pandemic.

Through our bus emergency schemes we will have provided over £150m of additional support to the sector to maintain a foundation timetable for those who needed to travel.

Recognising the time it will take passenger numbers to return, we are planning to provide additional support over the next 3 years during which time we will also move to our new network and operating model.

#### 3.2.2.4. Support for Freeports

UK Ministers will provide at least £26m of non-repayable starter funding and tax incentives for any Freeport established in Wales, in parity with the deals offered to English Freeports. The Welsh Government will design tax reliefs from local and devolved taxes (Non-Domestic Rates and Land Transaction Tax) to support the policy aims.

#### 3.2.2.5. Innovative approaches

Welsh Government's new cross-government Innovation Strategy will, when published in 2023, set our vision for innovation within four mission areas, these being the Economy, Education, Health & wellbeing and the Environment, including transport. These will have underpinning commitments to geographic and demographic equality; a thriving innovation culture; and a joined up, collaborative way of working. The Innovation Strategy will support the delivery of the commitments

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### 3. What we will deliver – key priorities

within the WTS including a vision for a transport system that provides a better Wales for generations to come. The strategy includes commitments to:

- support digital and other innovations that improve asset management and maintenance and reduce congestion in our infrastructure
- look at options for a transport ‘open data’ store, to improve journey planning and booking, develop integrated ticketing, and improve real-time information for passengers
- explore future infrastructure improvements that reduce carbon emissions, including infrastructure for 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
- work with ports in Wales to identify opportunities for future economic development such as offshore renewable energy and innovations in decarbonisation
- encourage more freight to be moved by rail and plan for the future of the Welsh supply chain through logistics hubs, innovations and shared transport solutions in line with our priorities in the Wales Marine Plan and our planning priorities in Future Wales. We will also work with

the sectors on solutions to address the impacts of a huge growth in last-mile deliveries.

Delivering against our targets requires a change in the way we travel. We need fewer cars on our roads, and more people using public transport, walking or cycling. An emerging area which has the potential to deliver modal shift, address carbon targets and support investment in sustainable transport is demand management schemes such as road user charging.

The devolution settlement surrounding the use of road user charging is complex. These powers reside within the Transport Act 2000, which covers the different powers that apply for different types of schemes.

Local schemes could deliver against our target and provide funding for improvements in public transport and active travel as the local authority would receive the revenue. These potential future revenue streams must be used on local transport priorities and could contribute to the expenditure needed to make transport infrastructure improvements or to provide cheaper fares.

We will explore a ‘benefits and charges packages’ approach to introducing any new schemes, looking at ways to improve services before charges or introduce lower fares when charging starts. We will support local authorities exploring options to borrow against the future demand management

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### **3. What we will deliver – key priorities**

related revenue streams to deliver enhancement in public transport and active travel in advance of any local charging regime being introduced.

#### **3.2.3. Integrated journeys**

Journey integration is central to achieving our ambition of accessible, sustainable and efficient transport. We are bringing together roads, active travel, bus and rail in Wales with other transport modes to think in a holistic way about travel from the customer perspective. This initiative cuts across each aspect of transport planning from services and infrastructure to ticketing. Key elements of our integrated journeys approach in Wales include:

##### **3.2.3.1. Metro programmes**

The Metro programmes integrate public transport and active travel to provide customers with door-to-door sustainable transport options. The South Wales Metro is most advanced with the delivery of the Core Valley Lines (CVL) transformation in construction. It also incorporates the delivery of the South East Wales Transport Commission recommendations and the development of an integrated transport hub around Cardiff Central. The North Wales Metro programme has, in addition to longer-term projects in development, progressed a wider range of smaller schemes which we are delivering in partnership with the local authorities. These schemes include station active travel

improvements at 11 sites and refurbishment at Bangor bus interchange. Our Swansea Bay and West Wales Metro is still in the development phase but will lead on the implementation of the hydrogen fuel cell bus pilot for Wales.

##### **3.2.3.2. One network, one timetable, one ticket**

We want to create a sustainable transport system with users as its focus, which is easy to access, has extensive, reliable and consistent networks, has one ticketing system, and is easy to understand and navigate – expressed simply as: ‘One Network, One Timetable, One Ticket’. We are intent on achieving a sustainable transport system that boosts social equity and is capable of delivering the scale of modal shift required to respond to the Climate Emergency.

##### **3.2.3.3. Integrated ticketing and journey planning**

We want to go further than just integrating bus services; we will improve the accessibility of transport by joining up ticketing, journey planning and information on sustainable transport in Wales. This will allow customers to easily switch between different types of sustainable transport and travel with confidence, choosing the best options for their journey.

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### **3. What we will deliver – key priorities**

We will explore ways to make it simpler for customers to buy tickets and pay for door-to-door journeys. To simplify payment, we will invest in a Pay-As-You-Go (PAYG) ticketing scheme using contactless debit/credit as well as prepayment cards to support those without access to bank accounts.

By bringing together mobile apps and transport websites we will make it simple for anyone to discover what sustainable transport options are available, plan a journey and book and pay for it. We are involving users, including people with lived experience, in the development of our future digital services and the design of our overall ticketing and journey planning offerings. All services will be available in both Welsh and English.

#### **3.2.3.4. Station networks plans**

We are no longer looking at our bus and rail stations in isolation. Instead, as part of our Metro programmes, we now see them as hubs for integrated journeys – bringing together all sustainable transport. These locally focussed individual plans will improve walking and cycling infrastructure for people to easily switch between transport types. At bus and train stations these will provide improved active travel facilities including cycle storage and hire.

### **3.2.4. Strategic initiatives**

We have many projects and programmes detailed in annex 2 that will help us improve the reliability, safety and frequency of public transport. Building on the strategic initiatives from priority 1 some of the strategic initiatives that will deliver these priorities are outlined below.

In developing the infrastructure and services we will use inclusive design principles and involve public transport users in the design and development of new services.

The initiatives will make best use of our extensive existing transport infrastructure and as we make changes, we will adapt it to support modal shift to sustainable modes and the impacts of climate change. Where these initiatives require new infrastructure, they will follow the Sustainable Transport Hierarchy and our 4 tests for new roads.

#### **3.2.4.1. Strategic bus network design**

Our major project to review bus services and infrastructure across Wales in collaboration with local authorities, will harness the power of big data and innovative software to map the bus network and establish where best to invest in services and infrastructure that will make the biggest difference. This ground-breaking project is led by TfW and draws on the local knowledge of the operators and local authorities to ensure our

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### 3. What we will deliver – key priorities

‘one network’ meets local needs as well as national objectives.

#### 3.2.4.2. Improving our bus services and infrastructure

We will continue to develop and upgrade our long distance TrawsCymru services, improving integration with rail and establishing virtual stations across the network. We are investing in demand responsive services such as fflecsi and making improvements to other services such as the Sherpa Network in Snowdonia. Through our network design and working with TfW, local authorities and transport providers we will identify infrastructure hotspots and address them through road space reallocation and enhancement projects to give priority to sustainable public transport. As well as supporting bus infrastructure projects across Wales through our grants programme, we will develop and complete a range of major bus infrastructure projects including:

- Rapid bus corridor between Cardiff and Newport
- Porth Integrated bus and rail station (2023)
- New Cardiff Bus Station (2023)
- Refurbishment of Bangor Bus Station

#### 3.2.4.3. Improving our rail services

Through our rail franchise we are increasing the routes and frequency of services and by 2025 we will be operating approximately 30% more services on the Wales and Borders network than ran in 2018. These services will be supported by £800m of new rolling stock and the CVL transformation programmes.

#### 3.2.4.4. Global Centre of Rail Excellence

We are establishing a Global Centre of Rail Excellence at the heads of the Dulais and Tawe valleys to meet the future needs of the rail industry. This will provide a new rail testing facility to test rolling stock, infrastructure and systems from prototype to implementation. This will put us in a strong position to support research and development across the industry and to support the skills development to achieve high quality employment in fair, secure and sustainable jobs that contribute to reducing regional inequality and promoting regeneration in Wales.

#### 3.2.4.5. Accessibility

We continue to enhance the accessibility of our public transport. This includes the active travel routes to get to the stops and stations; the stops and stations themselves; and the buses and rolling stock. Level boarding from platform to train will be a key feature of the transformed CVL with the rolling

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### 3. What we will deliver – key priorities

stock also having automatically deploying gap fillers removing the gap between platform and train.

#### 3.2.4.6. West coast travel corridors

TfW have been commissioned to develop outline plans for improving sustainable transport along travel corridors on the west coast of Wales. As part of this work they will identify any potential routes that will need to be reserved for potential future development.

#### 3.2.4.7. Decarbonising our fleets

We have set a series of targets to decarbonise transport fleets in Wales. These include the ambition to move to a net zero emission tailpipe bus fleet by 2035 and a zero-emission taxi fleet by 2028. In 2022 a group of industry experts and officials, chaired by James Davies from Industry Wales, met to consider how best to deliver decarbonisation of our bus fleet. Based on their recommendations we have allocated a budget to attract match funding to allow a new ownership and delivery mechanism to be created. This will not only support our bus franchising proposals and drive decarbonisation but will potentially deliver further economic benefits to Wales in the supply and support of the new technology.

We are working actively with UK Government on rail electrification and have a fleet plan to take incremental advantage of this as it is delivered. Whilst much of freight,

ports and aviation policy is not devolved to Wales, we will continue to work with the UK Government on industry plans to develop EV, hydrogen and sustainable aviation fuels and supporting infrastructure to reduce carbon emissions in these sectors.

#### 3.2.4.8. EV charging strategy

To increase the uptake in electric vehicles we aim that by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it. This is set out in our [EV Charging Strategy](#).

In order to deliver on this, we are rolling out a range of initiatives including charging points on the strategic road network and at rail stations, support for local authorities to deliver public and on street charging, setting national standards to ensure better user experiences and supporting building the skills base to maintain and operate them. We are also supporting community-based EV charging and mobility schemes. Beyond this, we will amend building regulations to mandate electric vehicle charging is provided at all new and refurbished buildings.

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### **3. What we will deliver – key priorities**

#### **3.2.4.9. Roads Review**

The Roads Review Panel's report will be published alongside this NTDP. Following on from the review we have set 4 tests for when future road building would be acceptable. Where a scheme has passed these tests, in addition to aligning with our wider policies including those set out in Llwybr Newydd – the Wales Transport Strategy 2021, they should focus on minimising carbon emissions, not increasing road capacity, not increasing emissions through higher vehicle speeds and not adversely affecting ecologically valuable sites. Further details of the tests and conditions are provided in section 4.4.4 of this plan.

#### **3.2.4.10. Road safety framework**

We will review our road safety framework to support our Vision Zero approach to road safety, based on the belief that no death or serious injury is acceptable on roads. This will support the delivery of our legal obligations on accessibility and safety as a highways authority and complement our work on active travel, road space reallocation and speed limits.

#### **3.2.4.11. Asset management and operations**

Effective asset management will enable us to make best use of our existing transport infrastructure. As part of the development of the CVL we have implemented the latest

asset management systems and are building a new control centre for its' operation. We also operate two network control centres for the Strategic Roads Network (SRN). We will support digital and other innovations that will improve our management and maintenance and allow us to operate them safely, effectively and efficiently to provide reliable journeys.

#### **3.2.4.12. A strategic approach to freight, logistics, ports and maritime**

Although freight and logistics are not devolved to Wales, and ports and maritime are only partly devolved, these sectors are hugely important to the well-being of Wales. They are also undergoing major changes through the impact of Brexit but also the huge increase in online shopping. We will work closely with the UK Government and the key sector bodies to address some of the major issues in Wales through two separate new strategic plans – one for Freight and Logistics, and one for Ports and Maritime Transport. They will help address key issues including last mile deliveries, skills and training, decarbonising the sector and moving freight from road to rail and water, including by providing grant assistance via the freight facilities and mode shift schemes where environmental benefits from lorry removal are high.



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### 3. What we will deliver – key priorities

#### 3.2.4.13. Walking and cycling infrastructure

We have significantly increased our active travel funding to deliver the quality infrastructure we need to drive the modal shift to active travel, replacing the car for shorter everyday journeys. This not only benefits our carbon reduction targets but provides improvements in physical and mental health, reducing the burden on our health services.

We are using our investment to integrate our active travel infrastructure with sustainable public transport and connect people and settlements with employment, education and services. Through the local authority active travel network maps, we are prioritising those routes which will have the greatest impact.

Through the South East Wales Transport Commission recommendations, we have consulted on a sustainable transport corridor for segregated walking and cycling as well as bus priority along the A48 and National Cycle Network (NCN) 88 between Cardiff and Newport, linking to two proposed new railway stations. We will develop further strategic routes to deliver modal shift between multiple centres.

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## 3. What we will deliver – key priorities

### 3.3. Priority 3: behaviour change

Tackling the climate and nature emergencies requires us to do things differently and to make decisions now that will make Wales' future better. To avoid the worst effects of climate change we must reduce our carbon emissions. If more people can walk, cycle or use public transport for everyday trips, we will reduce our dependency on cars.

We can't continue to do what we've always done; we have to do something different, and transport must play its part. This is further complicated by the significant reduction in our spending power.

We need to change our culture and behaviour to make sustainable transport choices the socially desirable choice. We are investing in the future but today people continue to choose the private car where for shorter journeys active travel is already an option and for other journeys there is a public transport alternative.

Businesses have an important role to play in supporting positive crossovers between active travel, regeneration and zero carbon. Employers can lead by example by encouraging their employees to walk or cycle by providing travel to work schemes, offering secure cycle parking and changing facilities, or by looking at how their delivery fleets can be decarbonised through the use of e-cargo bikes. Businesses

can also encourage their client and supplier networks to adopt these practices.

To change behaviour will mean people change those choices they habitually make to take the car rather than walk, cycle or take public transport. If every adult in Wales with access to a car chose to only replace one car journey each week with a sustainable journey, we would exceed our modal shift targets for this plan period.

To do this we need to encourage a shift to low-carbon sustainable transport and make using public and active travel the easy thing to do. We will do this by making sustainable transport more attractive and more affordable, and by adopting innovations that make it easier to use.

Our delivery programme will embed a strategic approach to behaviour change through application of the 'COM-B' model. The COM-B model is a widely used way of supporting behaviour change. It states that in order to change a behaviour, an individual must have the **Capability** to do it, the **Motivation** to do it, and external factors must provide them with an **Opportunity** to do it. We will apply this to all of our interventions so that we ensure that we are providing:

- the **Opportunity** to make sustainable transport choices
- the **Capability** to use sustainable transport
- the **Motivation** to make a shift away from private car use.

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### 3. What we will deliver – key priorities

There are a number of known interventions which can make a successful impact on changing behaviour, and we will continue to implement proven interventions, outlined below, building on best practice examples.

#### 3.3.1. Opportunity to make sustainable transport choices

Our planning policies outlined in Priority 1 will ensure future developments are planned and built to be accessed by sustainable transport. Under Priority 2 we will make the necessary reforms to legislation to enable us to redesign and integrate public transport service so many more people will have the opportunity to make sustainable travel choices. We will also deliver sustainable transport interventions as outlined in the delivery programme in annex 2, including:

- **Shared solutions** - we are supporting a range of initiatives to encourage people to move away from individual vehicle ownerships to shared solutions. This includes supporting car clubs and other Mobility as a Service solutions. We will also extend the capability of our integrated journey planning and booking tools to incorporate these options, integrating into multi-modal longer distance journeys.
- **Fairer Fares** - as part of our commitment to explore 'Fairer Fares' across Wales, we are looking at a range of options

to ensure sustainable public transport fares are made more affordable for all in the community. This work will involve a careful examination of discounted travel for young people. We are also looking at opportunities to ensure our fares and ticketing strategy maximises opportunities to encourage more integrated public transport provision for passengers through the one ticket approach and pay as you go technology to ensure the best fare is provided for every public transport journey. We remain committed to maintaining the mandatory concessionary travel scheme for older and disabled people.

- **Integrated ticketing and journey planning** - By bringing together mobile apps and transport websites we will make it simple for anyone to discover what sustainable transport options are available, plan a journey and book and pay for it. Journey planning will be modernised and enhanced to include new transport choices like fflecsi, bike hire and car clubs. We will make it easy for customers to plan their everyday end to end journeys to access work and education, and also less familiar journeys to access healthcare, leisure and tourism destinations. Customers will be able to easily compare options such as cost, journey time, step free access, busyness and sustainability so they can make the right choice of journey for their needs.

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### 3. What we will deliver – key priorities

- **Improved cycle hire availability** - we have a range of programmes underway or in development to encourage the greater use of cycles detailed in the active travel section. We will work with local authorities to extend their availability and integrate cycle hire into our journey booking and planning systems. This will encourage users to book cycle hire as one leg of a sustainable public transport journey. Our future plans include more e-bike and e-cargo bike loan and hire schemes. Building on existing pilots we have allocated further funding over the next three years to develop further schemes.
- **Addressing pavement parking and road obstruction** - we will create places where pedestrians can walk freely without having to step into the carriageway because a vehicle is parked on the pavement. In 2023, we are intending to introduce new civil enforcement powers that will enable local authorities to address pavement parking in their areas. A working group involving all stakeholders is will draft enforcement guidance for local authorities before the legislation comes into force to help ensure a consistent approach is taken across Wales.
- **Introduce a national default 20mph speed limit on restricted roads** - decreasing speeds reduces collisions, saves lives and helps improve quality of life - making our streets and communities a safer and more welcoming

place for cyclists and pedestrians, whilst helping reduce our environmental impact.

#### 3.3.2. Capability to make a shift

To improve the capability of people wishing to access sustainable transport, we will introduce:

- **Welsh language standards** - for those who provide bus services in Wales and ensure there is training in place to ensure that drivers make everybody feel welcome and safe. Customer focussed and Welsh language training programmes as well as improved passenger communications will continue to be rolled out on the rail network.
- **Safety training** - We will continue to support the safety of our pupils with school-based training. This will include child pedestrian training and improving consistency of cycle training delivery through the introduction of the [Bikeability National Standards](#) into Wales. We will increasingly encourage the expansion of training outside of school. This will include the provision of inclusive training opportunities within our communities for all adults as well as children.

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### 3. What we will deliver – key priorities

#### 3.3.3. Motivation to make a shift away from private car use

We will work with partners to develop education, marketing and other tools to transform the image of walking, cycling and public transport – this will include further support to expand TfW's community engagement role to include travel planning, supporting partners and other organisations to deliver facilities and programmes which encourage modal shift.

In 2022 we delivered a Public Transport Recovery Campaign to help address the challenges of attracting people back to using public transport. The first phase of this was launched in April as 'the real social network'.

Working with our partners we will use our future campaigns and marketing materials to build on our investments in walking, cycling and public transport to transform their image and become the natural choice for everyday journeys. We will refresh these campaigns as behaviours change to maintain the momentum and embed sustainable choices for the future.

To be motivated to a sustainable choice it is vital that people feel safe, welcome, comfortable and confident when using public transport and other sustainable travel modes. We have a wide range of projects across each mode and sector to transform customer experiences, from developing national

standards for taxis to improving accessibility, facilities and signage at our rail stations.

For customers to be confident to use our sustainable transport services they must be reliable. Our investment in vehicles and rolling stock, the redesign of bus networks and prioritising road space for sustainable transport will support this reliability and build the confidence that services will be there when needed.

Our work on integrated ticketing and journey planning outlined in priority 2, above, is essential to improving the customer experience of sustainable transport by making it easy and affordable to use for door-to-door journeys.

We will also motivate people away from private car use through **demand management** - the Wales Transport Strategy includes a commitment to develop a national road user charging framework. Further work will be undertaken to develop a fair and equitable road user charging framework, including how local authorities can borrow against these future revenue streams to fund transport improvements; and also consider other alternatives such as workplace car parking levies and road space reallocation.

## **4. What we will deliver: transport modes and sectors**

## 4. What we will deliver: transport modes and sectors

As well as working together on a more integrated approach to transport planning and delivery in Wales, we are supporting individual transport modes and sectors to help them deliver against our wider vision, ambitions and priorities for transport in Wales.

Within Llwybr Newydd, our sector mini-plans set out the priorities for each sector, based on four long term ambitions for how we can contribute to well-being by being good for people and communities, good for the environment, good for places and the economy, and good for culture and the Welsh language. The following section explains how within each sector we will deliver our priorities and ambitions on the ground.

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## 4. What we will deliver – Active Travel

### 4.1. Active Travel

In line with the Active Travel (Wales) Act 2013 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.

Over a quarter of journeys are already made by walking and cycling - over the next 20 years we need to increase this to over a third. To support this change, we have already significantly increased our investment in this area. Building on this, we will continue to invest in active travel over the NTDP period. This will deliver very significant increases in the quantity and quality of walking and cycling routes and infrastructure by investment in area-wide networks of better, safer walking and cycling routes, including safe cycling routes from villages to towns in rural areas. People using active travel will also benefit from wider initiatives such as the 20mph default speed limit and changes to discourage pavement parking, as well as wider moves towards integrated journey planning.

Llwybr Newydd identifies a range of actions on active travel that will help us achieve our long-term ambitions. This section shows how we will deliver those.

#### 4.1.1. Legislation and policy reform

As walking and cycling are part of our everyday lives, they are influenced by many of our policies. In all of these the sustainable transport hierarchy means when considering transport, we always consider active travel first. An emerging area of consideration is micro-mobility, which covers elements of active travel and others such as e-scooter trials ongoing in the UK which are not active travel, but potentially impact modal shift. We will be working with our UK partners on evaluating these trials and creating a regulatory framework to ensure these can be operated safely and in a considerate way. In Wales we have one piece of primary legislation for active travel which is supported through other policies, guidance and legislation.

##### 4.1.1.1. The Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 sets the context for Active Travel in Wales, placing duties on local authorities to deliver active travel and also integrating active travel into other transport programmes and projects. The Act has enabled us to raise the profile of active travel in Wales and considerably increase investment. We have also supported the Act through new Active Travel Act Guidance published in 2021. In 2022/23 we have reviewed the operation of the Act and policy to ensure it is delivering in the best way for Wales. A key part of this review was undertaken by the Cross-Party Group on



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## **4. What we will deliver – Active Travel**

the Active Travel Act in the Senedd. Their principal recommendation was to establish a new National Delivery Plan for Active Travel in Wales, and this will be published in 2023.

### **4.1.1.2. TAN 18 Transport**

Many active travel schemes are delivered through the planning process which aims to ensure that active travel infrastructure is included as a core part of new developments, including health facilities and future school building programmes, through the implementation of Planning Policy Wales 11. We will continue to work closely with colleagues in planning to implement those requirements including ensuring that active travel is incorporated in any future review of the planning guidance on transport, TAN 18.

## **4.1.2. Funding programmes**

### **4.1.2.1. Active Travel Fund**

We have dedicated funding for local authorities to develop active travel schemes through the Active Travel Fund Programme. This programme has grown from around £10m in 2018/19 to c.£60m in 2021/22. Over that period, we have supported local authorities to deliver new infrastructure that meets our active travel standards and to develop future plans for active travel networks and a pipeline of projects for future delivery.

### **4.1.2.2. Other local transport grants**

Other Welsh Government transport grants often support active travel. The Safe Routes in Communities Grant focuses on improving conditions for walking, cycling, scooting to schools through new and improved routes, facilities and measures such as school streets. Road Safety Grant funded schemes often provide significant support to making active travel safer and more attractive through lowering speed limits and improved highway and junction layouts and crossings. The Road Safety Revenue Grant provides funding for cycle training and child pedestrian training, building confidence and capability for using active travel modes.

### **4.1.2.3. Additional support for active travel**

Many active travel projects are delivered through roads or rail programmes including road improvement schemes, and rail investment in for example stations. This is because the Active Travel (Wales) Act 2013 places duties on local authorities to deliver active travel initiatives and integrates active travel into other transport planning. We also have in place planning policies that encourage active travel to be designed into new developments from the outset.

## **4.1.3. Integrated journeys**

Walking and cycling are often the first and last part of many longer public transport journeys. We are working with local

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## 4. What we will deliver – Active Travel

authorities, TfW and other providers to not only increase walking and cycling for standalone journeys, but improve integration with other modes to enable many more sustainable transport journeys.

An example of this joined up approach is a new active travel route on the Strategic Road Network which connects to the new railway station at Bow Street near Aberystwyth and the local university campus. Our strategic roads team are also planning a new active travel route along the A40 at St Clears which will support the new station in development there.

### 4.1.4. Strategic initiatives

Our aim is to increase the reach and quality of active travel infrastructure, and to better integrate it with public transport. The key initiatives that will help to achieve this over the next five years are:

#### 4.1.4.1. Active travel planning and guidance

Our Active Travel Act Guidance published in July 2021 establishes clear principles and standards that walking and cycling infrastructure should meet to be considered suitable for active travel. To develop active travel networks in Wales in a planned and coordinated way we have three key tools.

#### Active Travel Network Maps

These are prepared by local authorities with support from the Welsh Government and provide a long-term plan for active travel routes across an authority area. The network maps include education facilities, including Welsh-medium education, to highlight these important centres for active travel. Local authorities must refresh the plans for these Integrated Active Travel Networks every three years, based on extensive consultation with particular emphasis on people with protected characteristics, children and young people and those who do not currently walk or cycle for local trips.

As part of our support for local authorities to develop active travel network maps, we will help identify and deliver routes that link rural communities to services and facilities in the nearest town. We aim to increase the number of people who can access their nearest town and the places they travel to for everyday journeys by routes designed for walking and cycling.

#### Station Network Plans

We will work with TfW and local authorities to identify rail and bus stations with the greatest potential to encourage access by active travel and will develop a network of prioritised routes for future implementation. We have already started using this approach in North Wales as part of the North Wales Metro programme and have developed network plans to improve connections to stations in Bangor, Flint, Holyhead, Llandudno,

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## 4. What we will deliver – Active Travel

Llandudno Junction, Colwyn Bay, Shotton, Deeside, Wrexham, Rhyl and Prestatyn. This process will continue in the North and start in the South and Swansea Bay and Wales West metro areas.

### Station travel plans

The station network plans are complemented by station travel plans that identify the barriers that discourage use of sustainable transport modes when accessing public transport across Wales. These will inform future station and interchange improvement proposals and will support ongoing development of local authority active travel networks. We will work towards ensuring that every railway station on the Wales and Borders network and all major bus stations are covered by a travel plan. These will play an important part in developing the local hub-and-spoke models to connect smaller communities to the wider transport network through their active travel networks.

#### 4.1.4.2. Skills and capacity

We have already introduced a new active travel delivery model through TfW. This has seen the development of an online grant application portal and management system alongside the provision of technical expertise to improve scheme design, consultation and engagement, and monitoring and evaluation.

Further improvements to this approach will include enhancements to the online system, the establishment of peer and scheme reviews, further guidance and support on stakeholder engagement and prioritisation, appraisal and monitoring of active travel proposals.

### Active travel training and development programme

We will further enhance the capacity and skill base in TfW to support the delivery of active travel schemes. We will create a technical design hub to further develop our guidance documents, provide peer review, develop and share innovation and best practice and allow all those developing schemes to access expert support on specific design issues.

The TfW team will facilitate sharing of best practice across all authorities and delivery partners. Through this and specific training programmes, we will develop professionals in Wales that are equipped to improve the function, safety, accessibility, quality and value of our infrastructure.

### Improving the standards of active travel infrastructure

A key part of our training and development programme is to improve the quality of the infrastructure we provide and to ensure it is resilient against future climate change. We want our infrastructure to be accessible and meet the needs of all of those who may wish to use it, including those with limited mobility or vision. Use of co-production methods that involve communities in scheme design are a valuable tool to achieve

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## 4. What we will deliver – Active Travel

this. Achieving schemes that realise wider benefits will involve going beyond minimum standards set out in the Guidance and instead consider the whole streetscape and how the active travel route interacts with its environment and other sustainable forms of transport. We will be looking for opportunities within the streetscape to improve the infrastructure for other forms of sustainable transport and considering whether vehicle through traffic should be restricted or removed to provide a safer environment.

The main emphasis of our work to increase active travel is focused on towns, and everyday journeys. We will however also support the use of walking and cycling between villages and towns, for leisure and tourism and the improvement of the National Cycle Network in Wales.

### 4.1.4.3. South East Wales Transport Commission recommendations

The South East Wales Transport Commission made 58 recommendations for developing a culture of sustainable travel in the South East with a focus around Newport.

Public access to the rail network will be transformed through the addition of six new stations and more frequent rail services on the South Wales mainline, which can provide alternative rail journeys to car commuting between Cardiff, Newport and Bristol. The new stations will incorporate green

infrastructure, be easy to access by walking, cycling and bus and provide secure cycle storage and cycle hire facilities.

Other recommendations include improved walking, cycling and bus connections between Cardiff and Newport city centres and new infrastructure for walking, cycling and bus access to Severn Tunnel Junction station.

### 4.1.4.4. Secure cycle facilities

#### Cycle Parking at Stations

We are improving the number and quality of cycle parking spaces available at railway stations across the network and working on ensuring a similar level of provision at bus interchanges. There are currently just over 1,700 cycle parking spaces available at stations across the Wales and Borders network and we will increase the number of spaces being provided to over 4,000 in the next five years.

#### Cycle storage

We will provide more high-quality cycle storage at key stations including secure cycle hubs with ancillary facilities such as cycle repair stands, e-cycle charging, and retail offers where appropriate. We will work with Transport for Wales and local authorities to extend this approach to introduce a pilot project to implement on-street cycle hangars and other facilities in towns. Through the work of the South East Wales Transport

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## 4. What we will deliver – Active Travel

Commission, we are also currently funding trials of secure cycle storage facilities in Cardiff and Newport.

The outcome of these pilots and trials will inform the future development and roll-out of these facilities on a wider basis.

### Cycle carriage on public transport

We will increase the number of spaces available for the carriage of cycles on trains across the Transport for Wales fleet with an ambition of having an average of two spaces per carriage. We will also look at ways to enhance capacity for the carriage of cycles on TrawsCymru bus services and enhance facilities for walkers and cyclists including the potential for dedicated carriages where sufficient demand exists.

#### 4.1.4.5. Cycle hire

Cycle hire and public bike share models have enabled significant additional cycle trips in many locations, enabling people to make active journeys as one leg of a sustainable journey or as a replacement for a car or public transport journey.

We will build and maintain user confidence in cycle hire facilities through the provision of a consistent customer experience. This will be done by developing a brand identity for publicly funded cycle hire schemes and creating uniform user interactions where such schemes are available. We will

also establish an integrated ticketing platform through TfW that enables users to book cycle hire alongside their rail or bus tickets.

We will explore alternative cycle hire models including the potential to establish return-to-base provision at railway stations and the potential for longer term personal hire schemes. In developing future schemes, we will carry out a review of the opportunities associated with the inclusion of standard, electric-assist and adapted cycles.

### E-cycles

We have supported the implementation of e-cycle hire facilities at locations within the Vale of Glamorgan and Cardiff, including the provision of infrastructure at public transport interchanges. We will monitor the impact of our pilot projects “e-symud / e-move”, delivered via Sustrans, and ‘see cycling differently’, introducing e-cycle hubs offering hire and long-term loan of e-cycles and e-cargo cycles and have allocated further funding to support further loan schemes in the interim.

During 2022/23 we are developing an e-cycle purchase loan scheme for roll-out in 2023/24 that substantially reduces the financial barriers to e-cycle and e-cargo cycle ownership. In combination with the e-cycle loan hubs, this will enable users to try out e-cycles and then progress to ownership.

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## 4. What we will deliver – Active Travel

### 4.1.4.6. Behaviour change

We will work with partners on behaviour change programmes to encourage the uptake of healthy and active travel.

Initiatives including the 20mph speed limit programme and measures to tackle pavement parking will help make it easier for everyone to walk and cycle.

We will take further actions to encourage replacing car journeys with active and sustainable travel options and our key plans are outlined below.

#### Campaigns

Active travel will benefit from the planned wider campaigns to promote sustainable travel as an alternative to car use. This will also include the promotional toolkit in the Active Travel Act guidance for local authorities to promote active travel alongside implementation of ‘hard’ infrastructure. The toolkit is summarised in a graphic in the guidance.

#### Active school travel

The journey to school is a key focus of our action to increase uptake of active travel due to the multiple benefits in terms of health and well-being, educational, environmental and road safety impacts.

We are working with partners to encourage holistic approaches that combine infrastructure improvements through

new routes and facilities or street closures as part of school streets with promotional interventions.

Our Active Journeys programme continues to work with a large number of school communities across Wales to encourage children and families to walk, scoot or cycle to school for all or part of their journeys. To complement this, it is our ambition to encourage eventually all schools to produce active travel school plans for their pupils, parents and staff. We will be providing access to resources and advice to schools to support them in the development of their travel plans.

We will continue to support the safety of our pupils with school-based training. This will include child pedestrian training and improving consistency of cycle training delivery through the introduction of the [Bikeability National Standards](#) into Wales. We will increasingly encourage the expansion of training outside of school. This will include the provision of inclusive training opportunities within our communities for all adults as well as children.

#### Workplace initiatives

There are opportunities for a shift to active travel modes for both commuting and business. The cycle to work scheme has supported the purchase of many cycles for commuting, but there is more that can be done.

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#### **4. What we will deliver – Active Travel**

We support the further roll-out of the Healthy Travel Charter across employers in Wales and will update and issue travel plan guidance for businesses to help employers incentivise their staff to travel more actively to work and in the course of business.

We will also consider ways we can support and incentivise employers to aid the implementation of enhanced workplace infrastructure such as cycle parking, equipment storage and shower or changing facilities.

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## 4. What we will deliver – Bus

### 4.2. Bus

Our vision for bus is for a stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low carbon and that encourage more people to use the bus rather than their cars.

Put simply, we want to create a bus system with passengers as its focus. It needs to be:

- Easy to access – through extensive networks, good infrastructure and welcoming drivers.
- Easy to use – through simple ticketing and sensible routes; and
- Easy to navigate – with fully integrated journeys and clear information.

The aim of this approach is summarised by the phrase '*One Network, One Timetable, One Ticket*'.

Our Llwybr Newydd Bus Mini-plan sets out sixteen commitments on bus services over the next five years. Our new Bws Cymru action plan provides a more detailed plan for the whole sector and builds on these priorities. The strategic initiatives outlined in this section will be developed further as Bws Cymru plans are delivered.

#### 4.2.1. Legislation and policy reform

We set ourselves a priority to support quality, affordable, regular, reliable and punctual bus services in partnership with local authorities, the commercial and third sectors.

One of the barriers to achieving this is the current limitations of deregulation, which make it difficult to target new services, to achieve a zero-emissions bus fleet, and to set expectations of bus providers. Therefore, we are working towards new legislation that will give the public sector more control over bus services in Wales.

Bws Cymru sets tangible outcomes against which our progress can be measured as we move towards our vision. Within Bws Cymru there are a detailed set of 31 proposed actions to deliver the following outcomes:

1. There will be increases in the coverage, frequency and reliability of bus services with improved passenger satisfaction
2. Bus services will be accessible, available and affordable to all members of society, regardless of their background
3. The quality of the bus fleet will continue to be improved with modern, sustainable, low carbon / zero emission vehicles
4. Services will operate more efficiently, with improvements to bus-related infrastructure and integration, new



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## 4. What we will deliver – Bus

developments and other transport modes to create an improved passenger experience

5. Bus services will be simple to use, easier to understand, safe and integrated with other forms of transport, particularly rail and active travel
6. Bus service information will be accurate, consistent and up to date across all channels to enable intelligent journey planning
7. Bus-related professions will be more attractive to applicants with customer focus at their heart
8. Local transport authorities, CJsCs and Transport for Wales are given support to enable them to make long-lasting improvements to local bus services

The consultation White Paper was the starting point for the new legislative proposals which include proposals for franchising in the sector. Building on the responses to the Bus White Paper consultation we will develop our proposals for the introduction of a Bill in the Autumn of 2023.

We will transition to the new sector operating model to ensure there is a smooth progression towards the new ways of working with clear roles and responsibilities. Meanwhile, we will work closely with the new Corporate Joint Committees, TfW, trade unions and local authorities to roll out improvements that do not require legislation.

### 4.2.2. Funding programmes

The need to support the bus sector has become even more important during the last 3 years of the pandemic. We would normally plan to spend approximately £90m each year on supporting the sector through our grant schemes.

#### 4.2.2.1. Bus Services Support Grant

We support bus services in Wales through our discretionary Bus Services Support Grant. This grant supports local authorities and bus operators to provide a range of services over and above what they are able to provide from their own funding availability, that they have determined are socially necessary and support access to employment, health services and leisure.

We will reform the Bus Services Support Grant to allow us to deliver additional government policy aspirations in relation to bus services within existing legislation. This will include addressing the challenge of the ageing bus fleet and to encourage an increase in standards and the decarbonisation of the fleet.

#### 4.2.2.2. Concessionary and discounted bus fares

Our concessionary fares scheme provides free bus transport for concessionary cardholders in Wales. Concessionary

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## 4. What we will deliver – Bus

cards are provided to those over 60 years old or who meet the disability eligibility criteria and have their primary address in Wales.

Our discounted young person's bus fares (Mytravelpass) provide all 16 to 21 years old pass holders with a third off the price of their ticket compared to the equivalent adult fare.

We keep our concessionary fares scheme under review and as part of our commitment to explore 'Fairer Fares' across Wales, we are looking at a range of options to ensure public transport fares are made more affordable for all in the community. This work will involve a careful examination of discounted travel for young people.

### 4.2.2.3. Bus Emergency Scheme 3 (BES 3)

Covid has had a huge impact on bus services. The Welsh Government worked with key stakeholders to bring forward the Bus Emergency Scheme (BES), providing essential funding to operators via local authorities, to secure services. BES3 is the current scheme that runs to the end of March 2023 and is an agreement between bus operators, local authorities and the Welsh Government.

It ensures operators are incentivised to support the recovery of the whole network and improve standards. Across the BES schemes we will provide over £150m of additional support to the sector.

Although bus passenger numbers are recovering, they are likely to remain below pre-Covid levels for a while.

We are developing plans with TfW and the sector for follow on support. As part of this process TfW will work with local authorities to make changes to the bus network in response to the new travel patterns emerging from the impact of the Covid-19 pandemic.

### 4.2.3. Integrated journeys

Bus will benefit from our wider initiatives on integrated journey planning and ticketing. Key to this is our ambition of **one network, one timetable, one ticket**.

We will improve the accessibility of transport by joining up ticketing, journey planning and information in Wales, to create an integrated customer experience across the whole transport network. All customers will be able to travel with confidence, choosing the best options for their journey. We will make it simple for customers to buy tickets and pay for door-to-door journeys.

#### 4.2.3.1. Pay As You Go

To simplify payment, we will invest in a Pay As You Go (PAYG) ticketing scheme using contactless debit/credit cards.

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## 4. What we will deliver – Bus

A multi-operator fare-capping pilot for North West Wales started in 2022 and a PAYG pilot trial in South East Wales will be delivered for rail and bus services between Cardiff and Newport later in 2023. The ticketing changes will include PAYG ticketing systems with “Tap On” “Tap Off” ticket validators and new and improved zonal pricing and fare capping structures.

The learning from these trials will inform plans to develop contactless payment options, with integrated tickets for rail and bus journeys and aligned ticket pricing for similar length journeys. We will look to go further with the integration of multi-modal journeys so that connections between walking, cycling, bus and rail are made easier, less time consuming and less expensive as part of a daily commute.

### 4.2.3.2. Integrated journey planning

All mobile apps and transport websites in Wales will be brought together to make it simple for anyone to discover what sustainable transport options are available, plan a journey and book and pay for transport. Customers won't have to download and register for a new app each time so they can easily access any type of transport available.

We are involving users, including those with lived experience, in the development of our future digital services and the design of our overall ticketing and journey planning offerings. All services will be available in both Welsh and English.

Journey planning in Wales will be modernised and enhanced to include new transport choices like fflecsi, bike hire and car clubs. We will make it easy for customers to plan their everyday end to end journeys to access work and education and also unfamiliar journeys to access healthcare, leisure and tourism destinations. Customers will be able to easily compare options such as cost, journey time, step free access, busyness and sustainability so they can make the right choice of journey for their needs.

When there are delays and disruption, we will ensure customers have full information and our systems assist them in replanning their journey on to other available sustainable transport options and PAYG will ensure they retain the best fare for their journey.

Customers are already able to purchase tickets combining Rail and TrawsCymru services. This has simplified journey planning and ticketing between South Wales and Aberystwyth, and saved customers time and money.

### 4.2.3.3. Real time information

A Wales Bus Data Service will be created giving access to real-time departure and arrival information for buses right across Wales, with real-time disruption information helping customers replan when things change.

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## **4. What we will deliver – Bus**

By joining up information and journey planning, we will create a single source of truth that customers can trust. These systems will provide information to third-party apps and websites, as well as signage at bus stops, train stations, social media and personalised disruption alerts. Staff will be able to use this too, providing better information about transport connections whether at stations, on board trains, or via the contact centre, ensuring all customers in Wales can access the best quality information.

### **4.2.4. Strategic initiatives**

We are developing a range of strategic initiatives to deliver on our priorities in Llwybr Newydd. These include:

#### **4.2.4.1. Strategic approach to service design**

We are developing a new strategic design project to help us ensure that we invest our funding in the services and locations that will make the biggest difference to the reach, accessibility and performance of bus and public transport services. We have invested in specialist data engine software to enable us to use big data analysis, coupled with extensive local knowledge to innovate, develop and test the viability of different combinations of timetabled buses, demand responsive and third sector services along with existing rail and active travel networks.

We will use the same approach to road and depot infrastructure improvements, using the data engine software and local knowledge to identify the locations where investing in reallocating road space and new or modified infrastructure will make the biggest difference. Our service designs will build on the extensive engagement we have undertaken in the development of Bws Cymru. We will also consult on any future changes, with local authorities, and user groups before making major changes.

#### **4.2.4.2. Metro Programmes**

Our Metro programmes are bringing together planning for bus, rail, active travel and road in order to improve journey times and punctuality. This can often involve better positioning bus stops, reallocating road space for buses or improving interchange between modes.

In the South East the potential reallocation of road space was part of the consultation for the A48 Cardiff – Newport bus corridor and plans are being developed for Newport City centre. The Cardiff North West corridor between the city and developments to the North West brings together potential bus priority routes connecting at interchanges with the metro rail services into the city centre. At Cardiff Central the new bus station will provide further integration enhancements between bus, metro and mainline rail.

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## 4. What we will deliver – Bus

In the North a similar approach is being taken working with the Wrexham Gateway, Bangor Gateway, Holyhead interchange, and Transforming Towns projects, enhancing the integration and interchange of sustainable modes including bus.

### 4.2.4.3. Service enhancement

While the strategic network redesign is taking place, we continue to enhance bus services where we can. We are supporting the Traffic Commissioner in implementing an effective enforcement regime as we return to normal operating that helps to improve reliability and journey times for passengers.

We will also work to continue to keep drivers and passengers safe by ensuring access to contactless payment technology, screens and other measures required to maintain public health as other measures are removed.

We have three major service improvements programmes ongoing and these are:

#### **TrawsCymru network**

We are making improvements to our long-distance bus network in Wales, including decarbonising the fleet by the end of 2026. Our long-term ambition is to update the whole of the network by 2026 but in the short term we have reviewed the network to improve journey connections between bus and rail

and to improve integrated journey planning. The latest TrawsCymru timetables were included in the December 2022 rail timetable in line with network rail timescales. This shows TrawsCymru as connecting services in all rail planners as if they were trains.

#### **fflecsi services**

These are demand responsive services, booked through an app or call centre. They contribute to delivering better transport in their areas, addressing first/last mile issues and extending the reach of our public transport offering. There are pilot schemes in:

- Blaenau Gwent
- Rhondda Cynon Taff
- Pembrokeshire
- Conwy Valley
- Prestatyn
- Denbigh
- the Llyn Peninsula.

Each operates in a slightly different way, depending on location, geography, operator and local requirements. For example, the Pembrokeshire scheme supports the seasonal tourism needs as well as providing public transport access for local people and is operated by Pembrokeshire Voluntary Transport. In Ebbw Vale the fflecsi service operates in a mixed rural/urban environment and has opened a number of

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## 4. What we will deliver – Bus

new public transport travel opportunities including early morning workers at the large Rassau industrial estate on the outskirts of the urban area. Over the coming year we will evaluate the different fllcesi models to determine its future and to explore whether we can also include taxi-bus services within the framework.

### The Snowdon Sherpa network

There have been issues with visitors travelling by car and car parking in the national park for a number of years. This was highlighted by increased visitor numbers during 2020 and 2021 due to Covid-19 and uncertainty on travelling abroad. TfW has been working in partnership with Gwynedd Council and the Snowdonia National Park Authority to re-position the Snowdonia bus offer. The aim was to improve the services available, branding and general quality of the vehicles, reduce emissions and to engage and attract more users to use the bus to access the National Park from key hubs – thereby also supporting the economies of those communities. Over the last year this has increased ridership by one third.

#### 4.2.4.4. Infrastructure enhancements

One of our priorities is to address congestion hotspots and invest in bus stations and stops to speed up journeys and improve passenger experience. Some of the current schemes that we are investing in include:

- Cardiff bus station – the largest scheme which is currently in fit out and will become operational in 2023
- The refurbishment of Bangor bus station
- The new Porth bus and rail interchange, due for completion in 2023
- Rapid transit measures for the central Newport, Newport – Cardiff and North West Cardiff corridors.

#### 4.2.4.5. Accessibility improvements

We are continuing to improve the accessibility of our bus services through improvements in information provision and infrastructure and vehicle design. As we develop our plans, we will involve users, including those with impairments and lived experiences, in the design process. We have used this approach successfully in the development of our new rail rolling stock and also the rail station design toolkit.

All service buses in Wales with over 22 seats are now physically accessible in compliance with the Public Service Vehicle Accessibility Regulations 2000. Accessibility of services starts well before the bus stop and our integrated ticketing and journey planning described above is the start of this process. The developments in our active travel networks and action on pavement parking will make getting to the bus easier. Our metro station active travel plans will also provide better access and integration for those interchanging between bus and rail.

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## 4. What we will deliver – Bus

### 4.2.4.6. Decarbonising the bus fleet

We are committed to delivering a zero-emission bus fleet by 2035 and to replace 50% of the highest emission vehicles by 2028. This will require considerable investment for the industry as there are approximately 2,000 services buses and about a further 2,000 vehicles involved in education transport.

We have been investigating the best models to allow these targets to be met and are working with industry representatives on options. We are currently evaluating in detail two potential models:

1. Operators own and operate the new fleet and charging/fuelling infrastructure with grant support from government.
2. The fleet and charging/fuelling infrastructure are owned and funded by a third party in a Public Private Partnership model. The operators lease or pay for 'bus, technology and infrastructure as a service'.

To implement one of these new models, we will include provisions to support the decarbonisation of the bus fleet in proposed buses legislation. We will also reform the Bus Services Support Grant to incentivise decarbonisation.

### TrawsCymru zero emission buses

We are working to decarbonise the TrawsCymru fleet by the end of 2026 to include the provision of new zero emission vehicles and the necessary infrastructure to support their operation. This is likely to include capital investment in both battery electric and hydrogen fuel cell electric vehicles due to the differences in terrain and route lengths. We will also provide financial support for the provision of new depots with the appropriate charging/fuelling and maintenance infrastructure.

As contracts for the provision of individual TrawsCymru services progressively transfer to direct Welsh Government procurement, we are able to simultaneously bring forward plans to convert these services to be provided by zero emission vehicles. Proposals are being finalised to deploy new electric buses onto the key TrawsCymru T1 route in February 2023 linking Aberystwyth – Lampeter – Carmarthen and connecting passengers with the rail network at Aberystwyth and Carmarthen.

A new fleet of electric buses for the TrawsCymru T22 route has already been procured by Gwynedd Council for imminent deployment in 2023. We have also provided a grant to Gwynedd Council for the development of a new charging depot and hub at Porthmadog.

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## 4. What we will deliver – Bus

As part of the development of the Swansea Bay and West Wales Metro TfW are working with the local authorities on plans for hydrogen powered zero emission vehicles and infrastructure for TrawsCymru routes T5 and T6.

### Current investments

There are already battery electric buses operating in Newport, Caerphilly and Cardiff using funding from the UK Government. It is unlikely the new funding models will be fully in place until 2024 and in the interim we will use our grant funding mechanisms to support the further introduction of zero emission buses. Our main programme in the interim will be to support the introduction of hydrogen buses for the TrawsCymru T5 and T6 routes.

#### 4.2.4.7. Training and skills

We need the best people to give the best service to improve bus services for today's users and to encourage people out of their cars. We will work with the sector, using the legislation and our support schemes to improve working conditions and attractiveness of the industry to bus drivers. We will ensure there is training in place to ensure that drivers make everybody feel welcome and safe, and that training is kept up to date.

With the new zero emission technologies there is the need for new skills to support their operation and maintenance. We are supporting recruitment into the sector to help develop skills and training opportunities for staff in these new areas. By working with our education and skills department, Careers Wales and the Department for Work and Pensions (DWP) we will attend careers fairs and run pilot training schemes to ensure the industry is ready to operate the new fleets.

#### 4.2.4.8. Best practice guidance

As we redesign our service network and develop the new operating model, we will use our extensive engagement for Bws Cymru to set standards so passengers know what they can expect from bus services in Wales. These will include Welsh language standards for those who provide bus services in Wales.

To help upgrade existing infrastructure and design new infrastructure, TfW are developing a scalable set of guidance documents for the design and specification of interchanges, rail stations and stops on rapid bus corridors. These designs are being developed using inclusive design principles to allow as many people as possible to use these facilities equally, confidently and independently.



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#### **4. What we will deliver – Bus**

To continue to develop our standards and guidance we will continue to work with stakeholders such as Transport Focus and Bus Users Cymru to understand passenger experiences and learn how we can improve.

We will refresh our Memorandum of Understanding between Welsh Government, Bus Users Cymru, Office of the Traffic Commissioner and the Driver & Vehicle Standards Agency regarding the sharing of information about provision and timeliness of bus services and vehicles involved.

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## 4. What we will deliver – Rail

### 4.3. Rail

Our vision for rail is to achieve the efficient and accessible passenger and freight rail services that people and business in Wales need, in order to better support our wider well-being ambitions. The following section explains how we will deliver our priorities and ambitions from Llwybr Newydd on the ground.

Over the next five years we will invest in infrastructure, stations, rolling stock and services in order to encourage more people to take the train and to leave the car at home. These improvements will also deliver wider benefits including better accessibility, environmental improvements and real benefits to places and the economy.

By 2025 we will have introduced approximately 30% more services than operated in 2018, which will benefit from £800m of new rolling stock. This will mean 95% of TfW rail journeys in Wales will be on new trains. In the south east the transformation of the Core Valley Lines (CVL) will more than double the number of services between Treherbert, Aberdare, Merthyr Tydfil, Rhymney and Cardiff and provide more services later in the evening and on Sundays.

#### 4.3.1. Legislation and policy reform

Responsibility for the majority of rail infrastructure in Wales lies with the UK Government, with the infrastructure operated

by Network Rail. The exception to this is the Core Valley Lines (CVL) around Cardiff which were divested to the Welsh Government in 2020 and are now operated by Transport for Wales on behalf of the Welsh Government.

Transport for Wales Rail Limited (TfWRL) operate all stations in Wales under lease arrangements with Network Rail or TfW for the CVL. TfWRL also operate 84% of services in or partly in Wales with other operators such as Avanti West Coast, Cross Country and Great Western Railway operating long distance services into England.

In the long term, we would like to see rail infrastructure fully devolved to Wales, with a full and fair financial settlement to deliver this. Until this time we will work collaboratively with the Department for Transport, the UK Government and Network Rail to deliver on our shared ambitions for rail in Wales.

#### 4.3.2. Funding programmes

We continue to invest in elements of the rail system that are devolved to Wales, including the transformation of CVL. We will work with TfW and TfWRL to provide funding for station improvements under their lease arrangement with Network Rail.

We will co-fund work with the DfT on studies and business cases for enhancing the performance and capacity of the rail infrastructure in Wales developed through our metro

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## 4. What we will deliver – Rail

programmes. These studies will then inform future investment requests to UK Government funds such as Union Connectivity, Restoring Your Railways, Levelling-Up and Access for All as well as Network Rail's core delivery programmes.

We have recently supported Cardiff Council's successful Levelling-Up bid for Cardiff Crossrail phase 1 from Cardiff Central to Cardiff Bay station. The Welsh Government are matching the UK Government £50m of Levelling-Up funding. The project will provide a platform to support the development of the Callaghan Square, Bute Street, Lloyd George Avenue, and the Atlantic Wharf masterplan.

The day-to-day operations of TfWRL are also supported through subsidy from the Welsh Government as well as the farebox. This operating subsidy also provides funding to support the introduction of the £800m fleet of new trains to be in service by 2025.

Prior to the pandemic the planned subsidy for 2022/23 was £158m. During the pandemic we provided more than £250m of additional revenue funding to allow services to continue operating to support the Welsh economy and those who needed to travel. Additional funding will continue to be provided as we reintroduce a full timetable whilst waiting for passenger numbers to grow again. We will keep the timetable under review and will adapt it where possible to any emerging

new travel patterns to best serve the travel needs of our customers.

### 4.3.2.1. Funding of non-devolved infrastructure

We continue to engage with Network Rail and the DfT through the newly formed Wales Rail Board to develop projects jointly and to secure UK Government funding for the necessary infrastructure improvements. In the current fiscal and economic situation, we need now more than ever for the UK Government to fulfil its funding obligations to the rail network in Wales. The main strategic programmes we will be seeking funding for are listed below.

### Enhancing capacity for services in Wales

To enable us to invest in additional services we will need additional infrastructure capacity. Through the Union Connectivity Review (UCR) we applied for funding to develop proposals with Network Rail for enhancements in South and North Wales through the South Wales Mainline and North Wales Metro programmes and we are working on a similar funding application for mid-Wales. These proposals include in each region mainline line speed and capacity enhancements to enable faster journeys and increased frequencies and a number of new stations to improve rail access for people and communities.

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## 4. What we will deliver – Rail

- progressing the South East Wales Transport Commission recommendations for enhanced capacity on the South Wales Mainline to facilitate provision of stopping services between Cardiff and Bristol Temple Meads and five new stations between Cardiff and Severn Tunnel Junction.
- provision of direct services between West Wales and Bristol Temple Meads to improve regional connectivity
- unlocking Chester station capacity to allow additional services through to the North Wales coast
- increased capacity to allow more services on the North Wales Mainline
- enhancements on Borderlands line to enable improved regional connectivity and direct services into Liverpool
- improved connectivity at the Shotton interchange between the North Wales mainline and the Borderlands line to provide enhanced rail services in support of our North Wales Metro ambitions.
- capacity improvements between Mid-Wales and the Midlands along the Cambrian Main Line to allow increased service frequency.

The funding where secured is only for the development stage. We will need the UK Government to fund the full delivery of these UCR recommendations on their rail infrastructure in Wales to support our plans for transport integration and modal shift.

We are also currently working with the UK Government through the Reopening Your Railways fund on plans to re-open the Abertillery Spur and to identify opportunities for further line openings in the future.

### **Electrification in Wales**

We will continue to work with the UK Government on the decarbonisation of the rail network in Wales including pushing for the early delivery of electrification in Wales. Currently only 2% of the route miles in Wales are electrified compared to 25% in Scotland and 45% in England. Key to this work will be the early delivery of a plan for decarbonisation through the electrification of the South Wales Mainline, at least to Swansea, the North Wales Coast Mainline, the Vale of Glamorgan and Marches lines. An early decision on this programme is vital so that we can use the skills we have built through the smart electrification of the CVL before they are demobilised and potentially lost to other projects potentially outside of the industry.

### **Wales level crossing strategy**

Another significant constraint on developing rail services in Wales and the borders are those imposed by the capacity and safety of level crossings. In Wales we have 11% of the UK network length but 20% of the number of level crossings. We will work with the Wales Route to develop and deliver a

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## 4. What we will deliver – Rail

comprehensive, UK Government funded level crossing strategy that will target interventions for the highest risk crossings, not just those where service changes are planned. This will not only ensure that planned service increments can be safely introduced but will improve safety across the network.

### Accessibility

Improved accessibility of stations is important, and we have partially funded accessibility schemes with Network Rail under the UK Government's Access for All programme. The current schemes detailed in Annex 2 are due to be completed by 2024 and we have submitted priority nominations for further UK Government investment in further upgrades in the next control period running from 2024 to 2029.

### 4.3.3. Integrated journeys

To improve customer experience and encourage modal shift we will address all stages of the journey from planning and ticket purchase through the rail journey and on to their final destination through other forms of public transport, cycling or walking. Our Integrated Journey Planning pathway will create an integrated programme of developments which will work across different modes to enable end to end journeys to be easily planned and made with ticketing options and fares that make them flexible and affordable. During this plan period

these options will initially be developed in our Metro areas, with a zonal fares structure be developed for the South Wales Metro area and a fairer fares policy across all areas.

Only by creating an integrated offering with other sustainable transport modes will we be able to make everyday journeys without the private car being the easy choice. This integration will leverage and act as a multiplier to the impact the strategic initiatives below could have on their own within just the rail sector.

We will continue to develop our staff with customer focussed and Welsh language training programmes. We will improve passenger communication, on stations, on trains and via digital channels to ensure passengers can plan their journeys and have confidence that they will be able to travel when they expect to do so.

### 4.3.4. Strategic initiatives

#### 4.3.4.1. Core Valley Lines (CVL)

We started the transformation of the Core Valley Lines (CVL) north of Cardiff in 2018 and took over the infrastructure in 2020. Work on this project started in 2018 with on-site works starting in late 2019. The infrastructure works will be completed in 2025 when we will have the capacity to run 4 trains per hour to each of the valley heads, 12 trains per hour

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## 4. What we will deliver – Rail

between Pontypridd and Cardiff and 6 per hour between Caerphilly and Cardiff.

As part of the transformation programme we are also constructing a new Integrated Control Centre (ICC) and train depot at Taff's Well. to support the operation of the CVL and the new fleet of tram trains.

Working with our Infrastructure Manager, Amey Infrastructure Wales, we have also implemented the latest asset management systems and in addition to the transformation programme will deliver an asset renewals programme of over £70m during the next 5 years. These will ensure we operate and maintain the high performing network our high-frequency metro services will require.

As part of our commitment to providing accessible services we will provide step-free access to all platforms on our devolved network during the plan period. With the investment in new rolling stock and enhancements to our station through the transformation programme we will also provide level-boarding between all platforms and trains.

### 4.3.4.2. CVL decarbonisation

We will not only increase capacity but will deliver a decarbonised network through a smart electrification approach, which has significantly reduced the cost of electrifying these lines. This will help speed up journeys,

improve air quality and reduce noise pollution. We will seek to use these skills to support and bring forward the electrification and decarbonisation of other parts of the non-devolved rail network in Wales.

### 4.3.4.3. Service improvements

Despite the challenges from the Covid pandemic we remain committed to the vision of the 2018 procurement that saw a step change from the years of the previous “no growth” franchise. The full range of these service enhancements currently planned for delivery by the end of 2024 are provided in Annex 2.

These service increments over the 5-year period represent a 30% increase in services compared to those being delivered under the previous franchise. We keep our services under review to ensure they best meet the need of our customers and this will be more important as we see new travel patterns emerge as we return to a new normal after the pandemic. In addition to reviewing our planned services we will continue to work with TfW and Network Rail to evaluate opportunities for other service improvements, including:

- extending the Crosskeys to Newport service to Ebbw Vale Town providing 2 trains per hour on the full length of the Ebbw Vale Line and later operate an additional 2 trains per hour on the line through to Abertillery when re-opened.

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## 4. What we will deliver – Rail

- provide hourly Cardiff to Swansea “Swanline” stopping services and 2 trains an hour to Maesteg from Bridgend
- introduce direct services between West Wales, Cardiff and Bristol Temple Meads to reduce need for interchange.
- improved services frequencies on routes in West Wales, including to Pembroke Dock, Fishguard and Milford Haven.
- options to deliver 2 stopping trains per hour between Cardiff and Bristol Temple Meads.
- development of plans for new Swansea Bay Metro services
- working on plans for more North Wales Metro services with a focus on an additional train per hour on the North Wales coastline and on the ambition for 4 trains per hour between Wrexham and Liverpool via Bidston.
- reviewing timetables to provide additional opportunities for leisure purposes and to tourism destinations.
- increasing freight paths to support the need reduce emissions from road freight and reduce congestion.

We welcome the Office of Rail & Road’s decision to award access rights to Grand Union Trains to enable them to operate new services between Carmarthen and London. We look forward to working with them as they develop their service offer to integrate these with existing rail services and to encourage greater modal shift to rail along the M4 corridor.

### 4.3.4.4. Rolling stock

We are investing in newer, improved trains which produce fewer emissions and provide a better environment for our passengers to travel in. This higher quality passenger environment linked to the delivery of improved and increased services will attract more people to choose the train rather than the car. In 2024 the average age of the fleet will be 7 years old, down from an average of 26 years old in 2019. These improvements will help modal shift towards sustainable transport and improving revenue streams to enable greater investment in public transport.

By 2025 we will have delivered our commitment for approximately 95% of rail passenger journeys to be on new trains. We have worked extensively on their interior design with the TfW accessibility and advisory panels to ensure these vehicles are accessible to all those with impairments. These trains will have lower emissions than the existing fleet and the CVL tram-train fleet will operate under electrification and battery power from renewable sources.

Our rolling stock strategy will continue to evolve to meet the need for decarbonisation through electrification and use of other power sources. We are working with our rolling stock suppliers on options to reduce carbon emissions in the future through repowering options. Our Flirt trains from Stadler will be delivered as tri-modes (Electric, Battery, Diesel) for use on

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## 4. What we will deliver – Rail

the CVL and as diesel only for other parts of the network. We are working on options for this diesel fleet to be converted to bi-mode (diesel and electric) as electrification is extended within Wales. We have leased our class 67 locomotives until only 2028 and are working with suppliers on options for low or zero emission replacements.

### 4.3.4.5. CVL new stations

As part of our transformation of the CVL we will be constructing new stations at Crwys Road and Butetown, along with making active provision for future new stations at Treforest Estate and Gabalfa.

We are also working with Rhondda Cynon Taff Council on the development of a new rail and bus interchange at Porth providing enhanced accessible facilities and improving connectivity for the surrounding towns and villages, especially in the Rhondda Fach valley.

Within our Metro development plan, we are also considering the case for further new stations and interchange improvements at a number of locations across the CVL.

### 4.3.4.6. Non-devolved stations

The funding for the construction of new stations outside of the CVL, is non-devolved. Despite this we have a recent history of opening new and previously closed stations, the most recent

being at Bow Street. Despite the current challenging economic situation, we will continue to identify further affordable opportunities to increase access to the rail network. We will work with the UK Government on business cases to allow them to commit further new stations investment.

Development work for a new station at St Clears will complete early in 2023 which will update the full business case and inform the next steps and programme. We will continue to work with the UK Government on future opportunities for additional stations across the network such as at Deeside Parkway where development funding has been secured.

At Cardiff Central station in a partnership with the UK Government, Cardiff Capital Region, Cardiff Council and a private developer, we are developing plans for increasing the passenger capacity and allowing people to move around the station more easily. We will also provide high quality cycle storage facilities, enhanced customer facilities and integration across the central interchange area with the new bus station and all other transport modes. The full business case will be completed in 2023 and it is expected detailed design works will start in 2024.

Under their operating lease with Network Rail TfW have a rolling programme of improvements including waiting facilities, toilets, passenger information, CCTV and where possible free water refill. Station sustainability is also being improved



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## 4. What we will deliver – Rail

through low energy lighting, solar panels and other green infrastructure. We will be working with our Local Authorities to create sustainable transport interchanges and hubs around the rail stations to facilitate more public transport journeys supporting a shift away from the private car.

### 4.3.4.7. Accessibility and customer experiences

We will improve station accessibility at the CVL stations with a number of new lifts and ramped footbridge to provide step free access to platforms. Platform alterations will be made to provide level-boarding from platform to train when the new fleet is introduced. We will be improving our customer facilities with new and refurbished shelters, secure cycle storage, free Wi-Fi and free water refill where possible. Customer safety and security will be improved through better low-energy LED lighting and monitored CCTV with over 200 more cameras and the latest digital recording. We are also developing a programme to install defibrillators at suitable stations across our network to support our passengers and the local communities.

We are improving the provision of toilets at stations across the CVL through the provision of more Universally Accessible facilities at 12 locations. This will ensure toilets are to a modern standard and that passengers are no more than 15

minutes away from these facilities. The development at Porth will include a Changing Places toilet facility.

In 2022 we completed the roll out of new ticket vending machines and platform validators across all stations on the CVL. These new ticket vending machines are easier to use, provide better information and give the opportunity for all passengers to purchase tickets before boarding a train. The validators will allow the use of smart cards and means we are ready for “tap in tap out” contactless ticketing in the future and the opportunities for more flexible fares structures these create.

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## 4. What we will deliver – Roads, Streets and Parking

### 4.4. Roads, Streets and Parking

Our vision is to ensure that our roads and streets are safe, well-maintained and managed for all road users, and also support sustainable transport options including active travel and more public transport.

We have set out a series of 14 actions to support this vision and to ensure that, by 2040 our approach to roads, streets and parking has made a significant contribution to well-being of people and communities, the environment, the economy and places and culture and the Welsh Language.

Over the next 5 years the focus will be on maintaining and operating the SRN and all roads in Wales in a way that meets our statutory obligations. SRN programmes will be developed in line with the recommendations of the independent review established to consider the appropriateness of their design and specification to ensure that Welsh Ministers' meet their statutory duties as highway authority for the network whilst minimising carbon impact and demonstrating value for money. We will also roll out our priority actions on 20mph speed limits, pavement parking and EV charging.

#### 4.4.1. Legislation and policy reform

Welsh Ministers are directly responsible for the safety, serviceability and long-term integrity of the Strategic Road Network (SRN) (motorways and trunk roads) in Wales. Local

authorities maintain and keep safe other roads, including some A roads, local streets and rural lanes. UK Government are responsible for most highways legislation and we will work with them to incorporate existing European Union directives into UK law where they are beneficial to transport in Wales.

##### 4.4.1.1. 20mph Residential speed limits

Legislation to change the default speed limit on Restricted Roads (mainly those with street lighting) from 30mph to 20mph was passed in the Senedd in July 2022 and will be introduced in Wales on 17<sup>th</sup> September 2023. The introduction of the 20mph default speed limit will:

- Save lives and reduce the risk and severity of injuries from collisions between vehicles and vulnerable road users.
- Make streets safer for playing, walking and cycling.
- Encourage more people to make more sustainable travel choices.
- Make Wales more attractive for our communities.
- Bring physical and mental health benefits.
- Reduce noise pollution, promote cleaner air and will be better for the environment.

There will still be discretion for local authorities to retain a 30mph speed limit on key arterial routes by using a place and function-based exceptions process. Further details can be found in [the Setting exceptions to the 20mph default speed limit for restricted roads guidance](#).

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## **4. What we will deliver – Roads, Streets and Parking**

### **4.4.1.2. Parking**

The Welsh Government is planning to consult on the potential introduction of new civil enforcement powers in 2023 to enable local authorities to address pavement parking in their local areas. This will not be a blanket ban but instead we propose to give local authorities the powers to deal with dangerous situations and target hotspots like schools and respond to local circumstances. This will make the streets of Wales safer for everyone, particularly people with children in buggies, people with vision loss and those who are less mobile such as wheelchair users.

We will also develop policies on parking for all vehicle types to drive modal shift to public transport and active travel. We will ensure equality considerations are taken into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts.

### **4.4.1.3. Clean air and noise policies**

We will be bringing forward some key legislation and plans during the next five years on improving air quality and soundscape. Following on from the White Paper in 2021 we will bring forward a Clean Air (Wales) Bill in this Senedd term, which will build on the feedback from the White Paper. This will also strengthen the powers for local authorities to tackle unnecessary vehicle idling.

We will publish a new Technical Advice Note (TAN) 11 on Air Quality, Noise and Soundscape for planning authorities and developers in 2023. Also, in 2023 we will publish a new Noise and Soundscape Action Plan 2023-2028. In 2025 we will review and update our Clean Air Plan to ensure we continue to meet our targets.

## **4.4.2. Funding programmes**

### **4.4.2.1. Funding for maintenance and operation of the network**

Our investment priorities for the strategic highway network are:

- Ensuring the safe operation of the network and fulfilling the statutory responsibilities of the highways authorities
- Ensuring the efficient, resilient and effective operation of the network
- Maintaining asset value and optimising investment now to manage future costs
- Ensuring appropriate measures are taken to protect the environment and adapt to climate change

The ongoing requirement for capital investment is defined through value management processes. Each year programmes and projects are reviewed and a priority ranking assessment is carried out (where applicable) to establish those required to maintain safety, the required service levels

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## 4. What we will deliver – Roads, Streets and Parking

and meet the wider needs of the communities, including the potential to enhance active travel, in the area the network serves.

Each local authority receives a core allocation for the upkeep of the local roads within their area. Specific projects may receive grant funding from other Welsh Government funds.

### 4.4.2.2. Funding for safety

We support local authorities to improve safety on local roads, and on the SRN through three annual programmes of work dedicated to road safety:

- **Local Safety Schemes** - This programme delivers safety improvements across Wales based on evidence recorded by the police. Typically, these schemes are where there is a trend in collision types addressable through engineering measures.
- **Community Safety Schemes** - This is a much broader range of proactive schemes taking into consideration local issues raised by communities and the police and changes in the local environment or traffic flow. Schemes may range from pedestrian crossings and footways to improvements to sight lines, signing and road markings. This would improve safety at road bends for instance.
- **Safe Routes to Schools** - This is a targeted programme of improvements to support active travel options to schools. Through this programme measures such as the

introduction of part time speed limits, traffic calming, footway improvements, the part time closure of access roads and other physical and environmental improvements will continue to be delivered.

Going forward, we are commissioning an International Road Assessment Programme (iRAP) Star Rating survey of the SRN which will inform road safety improvements through a number of programmes. The iRAP method enables road authorities to take a 'proactive' risk assessment approach to identifying potential treatments to reduce risk and inform safety improvements before people are killed or hurt.

### 4.4.2.3. EV charging

As set out in our EV charging Strategy, to stimulate the uptake of electric cars and vans owners need to be confident they can access electric vehicle charging infrastructure when and where they need it. We are directly funding new charge points at TfW rail stations and will fund additional charging points on the SRN where not yet commercially viable, so charging is available at least every 20 miles across Wales by 2025. We will also support local authorities to deliver public and on-street charging so that EV uptake is not held back by a lack of infrastructure.

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## 4. What we will deliver – Roads, Streets and Parking

### 4.4.2.4. Other government funding

There are a number of other funding programmes which may support projects in our highway environment. Many of these programmes will support sustainable transport use of the highway including:

- The Active Travel Fund
- Bus Infrastructure Fund
- Local Transport Fund

### 4.4.3. Integrated journeys

Our highway network is an integral part of our transport network in supporting our economy, the movement of freight, public transport, walking and cycling as well as use by private cars. We will continue to develop our highway networks to support the sustainable movement of people and goods. This will mean where needed that road space priority will be given to public transport and active travel.

### 4.4.4. The Roads Review

The Roads Review was undertaken by an independent panel Chaired by Dr Lynn Sloman MBE, a transport specialist based in Wales who has previously been part of the Lord Burns South East Wales Transport Commission and involved with

development of the Wales Transport Strategy (WTS). The panel's report will be published alongside this NTDP.

Following on from the review we have set 4 purposes for which road investment can be justified:

1. **To support modal shift and reduce carbon emissions.** This is about ensuring that future roads investment does not simply increase the demand for private car travel. Instead, we need to deliver schemes that contribute meaningfully to modal shift, which will require different approaches in different parts of Wales.
2. **To improve safety through small-scale changes.** Safety on the road network must be paramount. Investments for safety should focus on specific safety issues to be addressed (rather than wider road improvements and increases in road capacity). Speed limits should be considered as one of the primary tools for improving safety.
3. **To adapt to the impacts of climate change.** Climate change is already having an impact on our road network and is likely to become an increasing issue in future decades. Road investment can be justified to adapt for these circumstances to ensure roads can continue to function and contribute meaningfully to modal shift.

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## 4. What we will deliver – Roads, Streets and Parking

4. **To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.** In particular, new and existing access roads will be necessary to connect new developments, including Freeports, to the existing network. The location of new developments needs to be consistent with Future Wales / PPW11, which includes the principle of maximising the opportunity of access by sustainable means and should be designed to prevent ‘rat-running’.

In developing schemes, the focus should be on minimising carbon emissions, not increasing road capacity, not increasing emissions through higher vehicle speeds and not adversely affecting ecologically valuable sites.

We will consider these tests alongside our commitments in the Well-being of Future Generations (Wales) Act 2015 through our transport plans which set out the policies, funding and schemes we will develop to deliver Llwybr Newydd, the Wales Transport Strategy.

Future roads schemes will still be required to allow us to meet our statutory duties and align with our wider policy objectives. We will continue to prioritise our schemes based on safety and affordability. Our plans for schemes on the SRN during this plan period are detailed in Annex 2.

### 4.4.4.1. Major projects

Although the Roads Review has paused the development of new major roads projects, a number of projects under construction progressed towards completion. These projects already incorporate our approach to maximise the opportunity to improve active travel and biodiversity. The projects that remained in construction were:

- A487: Caernarfon to Bontnewydd bypass –completed: 2022
- A55: Abergwyngregyn to Tai'r Meibion improvements - expected completion date: 2023
- A487: new Dyfi bridge - expected completion date: 2023
- A40: Llanddewi Velfrey to Redstone Cross improvements - expected completion date: 2023
- A465: Dowlais Top to Hirwaun (Sections 5 and 6) - expected completion date: 2025.

### 4.4.5. Strategic initiatives

#### 4.4.5.1. 20mph speed limits

As noted above, in section 4.4.1.1 the national default 20mph speed limit on restricted roads will come into force on 17<sup>th</sup> September 2023. Reducing speed limits on roads delivers significant benefits in terms of safety, air quality and

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## 4. What we will deliver – Roads, Streets and Parking

environment, and can also help encourage the take up of more sustainable transport modes.

The current method of introducing 20 mph through the use of individual Traffic Regulation Orders (TRO) is costly and time consuming. The introduction of a national default 20 mph on restricted roads using the powers Welsh Ministers have under the Road Traffic Regulation Act, 1984, will enable the rapid expansion of 20 mph in a more cost-effective way. It is estimated that currently that around 2.5% of roads in Wales have a 20mph speed limit, this will rise to around 37% in September 2023.

Currently 20mph speed limits are being tested in eight settlements across Wales in order to identify any unforeseen issues prior to the national roll-out. Trials commenced in 2021 in the following settlements:

- St Dogmaels, Pembrokeshire
- St Brides Major, Vale of Glamorgan
- Llanelli North, Carmarthenshire
- Abergavenny, Monmouthshire
- Central North, Cardiff
- Severnside, Monmouthshire
- Buckley, Flintshire
- Cilfriw Village, Neath and Port Talbot

Wales is at the forefront on safe speeds with this plan to introduce 20mph speed limits on all restricted roads. It puts Wales in a unique position having adopted well-being and active travel legislation that support the Vision Zero approach to road safety, based on the belief that no death or serious injury is acceptable on roads. These road safety improvements are a generational change similar to the compulsory wearing of seatbelts in the 1980's. It will not only encourage people to walk and cycle more, but also help support action to tackle the climate emergency and decarbonisation, alongside improving the environment, public health, and social cohesion.

### 4.4.5.2. Pavement parking & road obstruction

We are planning to consult on the introduction of potential new civil enforcement powers in 2023 to enable local authorities to address pavement parking and other road obstruction issues in their local areas. The objective of this new civil contravention will be to enable local authorities to create places where pedestrians can walk freely without having to step into the carriageway, being at risk of walking into an obstacle or being prevented from making a journey on foot because a vehicle is parked on the pavement. This will make the streets of Wales safer for everyone, particularly people with children in buggies, people with vision loss and those who are less mobile such as wheelchair users.

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## 4. What we will deliver – Roads, Streets and Parking

The intention is to tackle parking on pavements by changing driver behaviour through raising awareness with civil enforcement powers in place to demonstrate the determination of authorities to achieve the community's objectives. Local authorities will be expected to publish their policies to inform their communities of their local approach to enforcement, dealing with local circumstances.

### 4.4.5.3. EV charging

The provision of electric vehicle charging is an essential precursor to rapidly increasing the number of electric cars and vans on the road. Our approach will ensure a healthy and growing EV charging supply chain in Wales.

By 2025 we will ensure a network of electric vehicle charging points on the strategic trunk road network every 20 miles across Wales to facilitate easier long-distance travel. EV charge points will also be provided at many more station car parks on the TfW network. We will ensure that there is at least one publicly accessible charge point for between every 7 and 11 electric cars and vans in Wales and support local authorities to deliver public and on-street charging via the Welsh Government ULEV Charging Fund. We will also work with power network operators and stakeholders to plan and ensure a resilient grid infrastructure to support electric vehicles charging.

We will develop programmes to install EV charging at public sector workplaces, tourism sites, rail stations and taxi ranks and provide for the delivery and operation of charging points, including training, maintenance and back office systems. We will also look for opportunities to use these services in support of communities to develop community based EV charging and E-based mobility solutions.

### 4.4.5.4. Air quality and noise reduction

We published our [Clean Air Plan for Wales: Healthy Air, Healthy Wales](#) in August 2020. This sets comprehensive action to deal with a wide range of cross-Government and sector actions for the achievement of national air pollution emission reductions and to reduce the impacts of air pollution on human health, biodiversity and the natural environment, and our economy.

In 2021 we published, for consultation, our draft Air Quality Update Plan on measures to tackle roadside nitrogen dioxide exceedances. and a White Paper for a Clean Air (Wales) Bill. The Clean Air (Wales) Bill based on feedback will be introduced in 2023.

In reviewing our legislative proposals, we will consider existing powers to introduce road user charging to ensure these can be fully deployed where there is a case to do so, such as where evidence shows a Clean Air Zone would be the most effective means of tackling air pollution problems. We also



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## 4. What we will deliver – Roads, Streets and Parking

intend to strengthen the powers available to Local Authorities to tackle unnecessary idling of vehicles in our towns and villages to improve air quality and reduce noise and carbon emissions.

We will monitor progress in improving air quality and review our Clean Air Plan in 2025 to reflect the progress made and to ensure we continue to tackle air pollution.

In 2023 we will publish new strategic noise maps under the Environmental Noise (Wales) Regulations. We will use the noise mapping outputs to inform a new Noise and Soundscape Action Plan which will also be published in 2023.

### Updating TAN 11

In support of the above measures we have published for consultation a new [Technical Advice Note \(TAN\) 11 on Air Quality, Noise and Soundscape](#) for planning authorities and developers, reflecting the current content of Planning Policy Wales on these topics. Coupled to this we will provide support and advice to local authorities on the application of the new TAN.

### 4.4.5.5. Intelligent transport systems

We have recently updated our ITS strategy for the SRN and developed a delivery plan during 2022, before implementation starts in 2023. The priorities in the strategy are:

- Planning for Better Connectivity - including real-time and open-source information,
- Public Transport Services, Safe, Accessible,
- Well-Maintained and Managed Transport Infrastructure,
- Making Sustainable Transport More Attractive and Affordable,
- Supporting Innovations that deliver more sustainable choices.

The future plan for implementing the strategy will also consider the longer-term preparations and adaptations needed to enable the future field of connected and autonomous vehicles. These are expected to have significant benefits for road safety and in transforming how real-time traffic monitoring and analysis can be carried out.

### 4.4.5.6. SRN soft estate and biodiversity

We have recently updated our trunk road biodiversity plan to ensure biodiversity is maintained and enhanced, promoting the resilience of ecosystems and adapting to climate change. The 3000ha soft estate is an important source of biodiversity and ecosystem resilience and also contributes to reducing noise and impact of traffic. The plan is being developed around 5 key priorities, which are:

1. To mainstream biodiversity and climate change resilience in our decision making and actions.

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## 4. What we will deliver – Roads, Streets and Parking

2. Improve our understanding of the biodiversity value of the SRN and identify opportunities for improvement actions.
3. Ensure that the impacts we have on biodiversity are properly assessed and that the mitigation and enhancements we provide are effective and resilient.
4. To have an ambitious programme of biodiversity improvement actions and measures delivered across our network annually.
5. To work with others and be accountable.

### Litter and Fly Tipping

Roadside litter is difficult and often dangerous to remove and represents a significant cost to the taxpayer. To help address this, our Litter and Fly-tipping Prevention Plan (to be published in 2023) will include a number of specific measures aimed at reducing the safety, environmental and economic impacts litter and fly-tipping have on managing the network. These measures will include trialling the use of innovative technology and using communication messages to encourage positive behaviour change.

### 4.4.5.7. Unadopted roads

Unadopted roads are roads which have not been adopted by a highway authority and are therefore not maintained at the public expense. In 2021 we awarded over £1million to 6 local authorities to conduct pilots on how recommendations published in 2020 by an Unadopted Roads Taskforce could

be implemented. This included ways to ensure that new residential developments meet common standards, so they are easily adopted by the local authorities. These trials will form the basis of a future implementation plan to be developed in 2023.

### 4.4.6. Administration of the SRN

Welsh Ministers are directly responsible for the safety, serviceability and long-term integrity of the Strategic Road Network (SRN) (motorways and trunk roads) in Wales. In turn there is a formal delegation to local government partners, our agents the North and Mid Wales Trunk Road Agent (NMWTRA) and the South Wales Trunk Road Agent (SWTRA) (these are operated by Gwynedd Council and Neath Port Talbot Council respectively).

The Welsh Government team oversee the delivery of all schemes and services on the SRN. As part of their management roles they will produce an Asset Management Strategy and update our Procurement Strategy, the Road Safety Framework, our approach to biodiversity and trunk road maintenance standards to ensure they deliver in the most sustainable way, adapting to modal shift and climate change.

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## 4. What we will deliver – Roads, Streets and Parking

### 4.4.6.1. Operations and maintenance

The day to day routine and cyclic maintenance work is carried out by the trunk road agents in accordance with the [Trunk Road Maintenance Manual](#) which ensures the network is maintained safely and meets our legal obligations. This includes the delivery of winter maintenance activities including salt spreading and snow clearance.

The Welsh Government support the operation of the network through two network control centres, our intelligent transport systems (ITS) team and the traffic officer service. The control centres and ITS teams ensure we provide real time information to road-users and control traffic through the network of variable message signs. The control centre also works with the traffic officer service to minimise disruption to road users by providing a safe and timely response to incidents and a more customer focussed service to breakdowns.

### 4.4.6.2. Sustainable asset management

The integrity of the highway network is maintained through asset plans, which are updated through inspection data to continually reflect the condition of its component parts (assets). We will improve asset management for road infrastructure to reduce the maintenance backlog, operate more efficiently, free up funding for improvements and

maintain and enhance biodiversity, ecosystem resilience and protect historic environment assets on the soft estate.

As part of our overall asset management approach we continue to investigate opportunities to deliver our works in a more sustainable way. This may be through the reduction in materials used, the use of locally sourced lower carbon and recycled materials or more energy efficient means of construction. We will support the development, trialling and use of innovative solutions to further reduce future embodied carbon.

We will also seek to reduce the effect of the road network on the surroundings in terms of noise and light pollution. We will do this through the use of low noise surfacing, more directional focussed LED lighting and the use of natural screening which can also enhance biodiversity.

We will address climate change issues by building more durable and sustainable assets. We will work with Natural Resources Wales to 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 discharge.

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## **4. What we will deliver – Roads, Streets and Parking**

### **4.4.6.3. Independent review of statutory duties**

The independent review undertaken during 2022 considered all aspects of our statutory duties to operate and maintain the SRN has been published. The review considered what programmes are required to meet the statutory highway authority duties, how these should be interpreted and are the current programmes correctly defined to meet those duties and provide value for money. We will use the work to inform the development of a Major Asset Renewal programme, subject to funding. This work will also inform how we will reduce the major maintenance backlog to sustainable levels by 2030.

### **4.4.6.4. Best use and enhancement**

An important part of Llwybr Newydd is to ensure that the infrastructure we already have is resilient and can adapt to climate change. The major asset maintenance and renewal schemes will seek opportunities to enhance active travel, improve public transport and enhance biodiversity. These works will be coordinated with our public transport, Metro and local authority transport programmes along with the Active Travel Network Management maps and delivery plans.

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## 4. What we will deliver – Third Sector

### 4.5. Third Sector

Our vision is for a thriving, viable third sector that meets the needs of local communities and delivers wider social, economic, environmental and cultural benefits.

The third sector can play an important role in promoting sustainable transport and along with community transport play an important role in providing accessible transport services for potentially ‘isolated’ individuals and communities. The sector supports many of our smaller Welsh speaking communities and improving access to sustainable transport will help these communities to development. The sector includes a wide range of third sector transport providers and community initiatives including community rail partnerships, heritage rail services and community transport providers.

Our priorities for the third sector include support for existing operators, growing services as an alternative to private car ownership and better integration of third sector services into wider transport planning, policy and provision as part of integrated journey planning.

We will support the sector to expand their services and embrace new technologies to increase the provision of services and to better integrate them into the public transport and active travel networks.

#### 4.5.1. Legislation and policy reform

The Welsh Government provide grant support to a number of organisations in the sector with the principal transport organisation being the Community Transport Association (CTA).

To help create a shared direction we will establish a Memorandum of Understanding between the Welsh Government, Transport for Wales (TfW) and the CTA. This will ensure we are able to work together to integrate community and public transport and maximise the benefits from emerging technologies. This will particularly benefit the rural pathway where, with the third sector, we can develop the idea of a minimum level of lifeline journey provision.

The partners to the MOU will also work with the Office of the Traffic Commissioner to ensure that guidance and regulation supports volunteer drivers and community operations. This will ensure both small and larger organisations can operate safely and within the regulations with access to support if clarification is required.

We will work with the Heritage Rail Association (HRA), Office of Road and Rail (ORR) and UK Government on proposal for the creation of a new UK Heritage Rail Safety and Standards Boards (HRSSB). This will bring heritage rail in line with all other parts of the rail sector. This reflects the increasing role and popularity of heritage rail in tourism and local transport.

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## **4. What we will deliver – Third Sector**

### **4.5.2. Funding programmes**

We support the Community Transport Association, as well as a range of other third sector transport providers through our grant funding programmes.

An example of a recent grant award is the Western Valleys Transport Pilot to develop new services and enhance existing ones to provide targeted support to communities in the area. While the pilot will initially focus on traditional community transport provision, over the next 12 months the CTA will work with communities and partners to develop a modal shift in transport provision, which will include the development of active travel provisions and alternative transport solutions, such as community car clubs in an area which is currently reliant on limited public transport options.

### **4.5.3. Integrated journeys**

As the third sector continues to grow, regular updating of information on the TfW operated Traveline Cymru service will help people find their nearest service. This means schemes can benefit from reaching new passengers and be seen as part of our integrated transport system. There are four key initiatives which are leading on this integration.

#### **4.5.3.1. Shared booking platform**

The CTA is co-developing a shared booking software platform with the sector for real-time data collection, efficient journey planning and vehicle use optimisation. To support this, they are helping develop the digital infrastructure and skills within the sector through an annual programme of information and training sessions.

Building on the third sector platforms TfW will incorporate information about community and third sector transport services into new transport apps and other journey planning initiatives. This will support the integration with public transport and facilitate easier and longer end to end journeys for all.

#### **4.5.3.2. Integrating community transport into strategic bus redesign**

As we go through the planned bus network redesign and bus reforms, we will seek to integrate third sector services into the public transport network. We will help them provide local links into transport hubs and encourage the provision of appropriate dedicated drop off and collection points.

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## 4. What we will deliver – Third Sector

### 4.5.3.3. fflecsi

We are actively looking for opportunities to ensure community transport organisations are closely integrated into the continued development of the fflecsi demand responsive network across Wales. Mapping work with the CTA is highlighting areas for priority development, and a specification for a minimum level of lifeline provision is being co-developed, which will guide future growth. This type of integration will build on the successful implementation of fflecsi in Pembrokeshire by Pembrokeshire Voluntary Transport and the seasonal fflecsi coastal bus service on the Llŷn Peninsula delivered by O Ddrws I Ddrws.

### 4.5.3.4. Accessing health

A significant area of demand for community transport operators has been in providing journeys to health services such as GP surgeries, health centres, hospitals, pharmacies, opticians, and dentists. We are exploring options for the greater use of community transport to access health. For example, we are in discussion with the Wales Ambulance Trust to see if fflecsi can support their patient transport offer. If a success this approach could also be considered for other parts of the public sector across social care and education.

We support initiatives such as the development of new patient transport schemes through a partnership project with Aneurin Bevan University Health Board, the Gwent Association of

Voluntary Organisations (GAVO) and three other voluntary organisations, testing approaches to help address Winter Pressures. Transport providers can apply for grant funding available through the 'Transport to Health' project to support the growth and development of accessible and inclusive transport. The funding is available to existing community transport enterprises, to support the development of new patient transport schemes and to encourage new partnerships within the sector.

## 4.5.4. Strategic initiatives

### 4.5.4.1. Community rail

TfW have a network of Community Rail Partnerships and have developed an active station adoption programme covering 142 stations on the Wales and Borders network. Their Social and Commercial Development Plan develops unused and under-used spaces at rail stations for use by community groups including, social enterprises, community interest companies, arts organisations, repair cafes, foodbanks and local money advisory services.

### 4.5.4.2. Community car scheme packages

One of the barriers for many communities in creating a transport scheme is access to information on how to start and run such a scheme. We are supporting the CTA to develop an "off the shelf", ready to go, community car scheme

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## **4. What we will deliver – Third Sector**

package. This package will be able to be used by community groups to start a scheme in their area, with all the information, guidance, templates and resources needed to facilitate the set up.

### **4.5.4.3. Wales on Rail website**

The third sector relies on many working in partnership with local authorities, the Welsh Government, TfW and others to provide their services. Working with Visit Wales and others we will promote historic rail and community rail partnerships. This is beginning already with the launch of the Wales on Rails website, which brings together visitor attractions and heritage rail with our main rail and TrawsCymru routes to promote sustainable days out and whole holiday itineraries.

### **4.5.4.4. EV Car Club Framework**

Interest is growing in electric vehicle (EV) Car Clubs to add extra capacity and flexibility to fleets. We are engaging with the CTA and other stakeholders such as Community Energy Wales, TrydaNi, and CoMoUK, to develop an EV Car Club framework so groups can quickly set up and develop a shared Car Club with access to a booking platform and support with set-up considerations such as insurance. We will trial different ways to do this, including local partnerships aimed at providing maintenance support for the third sector at bus garages, giving preferential and priority access to high quality

zero emission vehicle maintenance facilities for organisations operating zero emission vehicles.

### **4.5.4.5. Community transport development**

We will support the community/voluntary groups to grow the capacity and vitality of the sector across Wales. We will look for ways to help community/voluntary transport organisations with the uptake of zero emission vehicles. Funding will be provided to local community transport groups for the purchase and maintenance of electric bikes and cargo bikes to complement and expand the type of vehicles operated by the groups and also to support the provision of transport choices to those who have no means of getting to, or keeping, a job/training due to a lack of public transport at times they require. We will also focus on proposals which target key skills training for volunteer drivers and schemes which focus on improving access and travel choices for disadvantaged communities and groups with protected characteristics.

### **4.5.4.6. Community transport partnerships**

These can provide a number of services from identifying local transport priorities, organising journeys, vehicle brokerage schemes and supporting other local needs. Other potential local schemes include expanding “Bus Buddies” where volunteers help people who need extra support to use community bus, public transport and community car services. They help people get out of their homes to do their shopping,



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## 4. What we will deliver – Third Sector

get to appointments / medical appointments, share a cuppa in a café or gain the confidence to use services more often.

### 4.5.4.7. Virtual community transport volunteering hub

The CTA is developing a Virtual Community Transport Volunteering Hub to support the third sector to co-produce shared volunteer recruitment campaigns, an online Volunteer Induction Essentials package, and a programme of information and training based on best practice in volunteer management. This peer network will build skills and knowledge within the sector and allow even small groups to integrate with the wider transport network to contribute to our vision of an accessible, sustainable and efficient transport system.

### 4.5.4.8. Minibus driver awareness scheme

Although legislation does not require volunteer drivers working for a not for profit service to hold a PCV licence for driving minibuses and some larger vehicle we are keen to support appropriate training. We will continue to support schemes such as MiDAS, the Minibus Driver Awareness Scheme administered by the CTA. The scheme provides a nationally recognised standard for the assessment and training of minibus drivers, designed to enhance minibus driving standards and promote their safer operation.

### 4.5.4.9. Passenger charter for community transport organisations

It is important that people know what to expect from all forms of third sector transport services. We are working with the CTA through our MOU to update standards and a Passenger Charter for Community Transport organisations. This will help promote high-quality services, so that people using third sector services are aware of the standards they can expect and are not disadvantaged.

Our work on supporting the infrastructure for the third sector operators and integrating it with our information platforms will support longer multi-modal journeys. By connecting third sector services to local interchanges and our Metro services, with integrated journey planning and ticketing many more journeys will become accessible to more people.

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## 4. What we will deliver – Taxis and Private Hire Vehicles

### 4.6. Taxis and Private Hire Vehicles

We want a taxi and private hire vehicle (PHV) licensing system that is fit for a modern Wales, promotes safety for passengers and drivers, contributes to a cleaner environment, improves the customer experience and is accessible by all.

We have committed to a series of actions on Taxis and PHVs including reforming legislation and licensing, a target for rolling out a zero-emissions taxi fleet in Wales, and commitments on customer services.

We recognise that Taxi and PHVs are a vital form of public transport. They deliver a practical direct transport solution and provide an essential service to: people living in rural communities where other forms of public transport may be insufficient; the night-time economy; passengers with disabilities; and have an important role in facilitating social inclusion. They are often the first means of transport a visitor from another country or part of Wales experiences when they arrive here and as such can be a flag bearer.

#### 4.6.1. Legislation and policy reform

Private hire vehicles (PHVs) must be pre-booked through a licensed operator. The licensed driver, vehicle and operator must all be licensed by the same authority, but journeys can

take place anywhere in the UK. Private hire fares are not regulated, they are an agreement between the hirer and operator.

##### 4.6.1.1. Legislative reform

The Taxi and PHV industry are progressing and adapting faster than the legislation governing it. The current legislation is Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, the former pre-dating motorised vehicles, let alone the internet and smart phone booking apps. Through the Wales Act 2017, the licensing of taxis and PHVs is a devolved matter and work to develop a Bill that would ensure taxi and PHV services were safer, fairer and greener is planned during the NTDP period. A White Paper is due to be published early in 2023 setting out proposals for how this will be achieved.

##### 4.6.1.2. Licensing reform

Local authorities are currently responsible for setting licensing requirements for drivers, vehicles and operators. These requirements vary across the country which can lead to inconsistencies in the standard of services experienced by customers. Problems include inconsistent standards, public safety concerns, cross border hire problems, fare refusals, inconsistent enforcement, public confusion around the difference between taxis and PHVs and polluting vehicles,

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## 4. What we will deliver – Taxis and Private Hire Vehicles

lack of services in rural areas, poor affordability and accessibility.

Our plan is to introduce one set of national licensing standards for drivers, vehicles and operators which will improve safety and will ensure a consistent approach across Wales. We will ensure regulators have the necessary enforcement powers and consult on proposals for a national licensing database and public register. This approach will reduce local variance in standards will also help to solve problems of cross-border hire.

Other safety measures that will be consulted on and may be added to the national standards or in some cases be allowed as additional local standards include mandatory vehicle CCTV, standardised medical checks, criminal record checks for applicants and licence holders, Welsh language standards and standardised specifications for vehicles and the vehicle testing regime.

### 4.6.2. Integrated journeys

There are currently around 11,000 drivers, 4,500 taxis and 5,000 PHVs licensed in Wales and the sector is important for social and economic inclusion in Wales. Lack of available, affordable or nearby transport can be a barrier to accessing employment, services and leisure to some individuals, in particular the older and disabled people who may also require a door to door service.

We see taxis playing an important role in integrated public transport. We will explore how taxis/PHVs can better integrate and supplement other forms of public transport such as local bus services by providing taxi-bus services or another form of shared demand responsive travel options. We will develop a plan on how taxi-bus arrangements can be formalised to supplement public transport services.

### 4.6.3. Strategic initiatives

#### 4.6.3.1. Decarbonising the fleet

Our ambition is that all taxis and PHVs should be zero-emission at tailpipe by 2028. To help to achieve this ambition, we will develop and implement a taxi decarbonisation action plan which will include details on ways we can assist the industry in making the transition to zero-emission vehicles. Stakeholder engagement will inform this plan and will determine the most suitable forms of incentives, which may include a loan or lease scheme.

As part of the development of the decarbonisation strategy the Welsh Government have funded the purchase of 50 zero emission taxis. These vehicles are in operation in Denbighshire, Cardiff Capital region and Pembrokeshire on a try before you buy scheme where drivers and use the vehicle for one month free of charge.

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## **4. What we will deliver – Taxis and Private Hire Vehicles**

Welsh Government are also developing plans for electric vehicle charging provision across Wales. We will consider whether there is a need for specific taxi/PHV charging provision in discussion with the sector. Charging points are now in place in the Cardiff Capital Region, Pembrokeshire and Denbighshire as part of the Try Before You Buy Scheme.

### **4.6.3.2. National standards for taxis and PHVs**

It is important that regardless of where customers live in Wales, they experience a good level of taxi or PHV service with readily available accessible, safe vehicles and suitable and trained drivers that provide good customer service and make passengers feel welcome. We will consider ways in which to ensure that licensed taxis/PHVs are easily recognisable to the public and any other measures that may improve understanding for consumers.

Through stakeholder engagement we will shape national standards to ensure that as well as being safe, licensed vehicles are comfortable and suitable for all passengers. Also, as part of these standards we aim to introduce a training course to make certain that individuals have the necessary skills to undertake the role of a licensed driver.

### **4.6.3.3. Accessibility**

We will protect the existing investment in accessible taxis with cleaner engine technology during the transition to a zero-emission fleet. We will ensure that we do not reduce the supply of accessible vehicles and that we explore opportunities to enhance the provision.

### **4.6.3.4. Simpler fares**

We will seek to simplify taxi fares, so that they are fair and clear to customers and there is a consistent approach across Wales. We will also ensure that customers are able to pay for taxis in a variety modern and traditional methods and address customers concerns regarding fare refusal and booking cancellations to improve confidence in using these services.

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## 4. What we will deliver – Freight and Logistics

### 4.7. Freight and Logistics

Wales needs a competitive, responsive and resilient network of freight and logistics distribution services across Wales that contribute to our wider well-being ambitions.

The sector supports every industry with access to goods and services, delivers goods to Wales' 3.2 million residents and has undergone major changes during the pandemic.

Our priorities for freight include better integrating freight and logistics into new development, marine planning and regeneration. We need to develop a response to significant growth in last mile and express delivery, understanding how best to manage this alongside our ambitions to reduce congestion and tackle decarbonisation in the industry.

#### 4.7.1. Legislation and policy

Freight and logistics are not devolved to Wales, so we need to work with the UK Government on future initiatives, particularly to deal with the post Brexit changes to the sector.

##### 4.7.1.1. Land use planning and Wales

Although responsibility for freight is not devolved, land-use planning is devolved. We will use our planning polices to integrate freight and logistics provision into new developments, marine planning, industrial zoning and

regeneration. We will also seek opportunities to co-locate manufacturing and energy with ports and freight hubs to improve the efficiency and sustainability of the sector.

##### 4.7.1.2. The impact of Brexit

There has been significant disruption to the freight and logistics sector from the pandemic as well as disruption from Brexit. Most powers relating to issues in this sector are not devolved and lay with the UK Government. Our ongoing engagement with Industry bodies has confirmed the view that in the short-term there are no Welsh-specific issues, although there are plans to introduce border control arrangements at the Welsh ferry ports from early 2024 for imports of sanitary and phytosanitary goods. Whilst these arrangements will introduce further disruption to supply chain logistics, our plans are aimed at minimising the impact. The current problems for the sector are UK-wide and they consider the most effective solutions will be provided via UK Government with our support.

##### 4.7.1.3. Freight and Logistics Plan

To provide a joined-up response to the challenges facing the sector we will be to develop a Wales National Freight and Logistics Plan by 2024. In developing this plan, we will consider the UK Government [Future of Freight: a long term plan, June 2022](#) as part of commitment to work together in this sector. Joint working and consultation with the UK

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## **4. What we will deliver – Freight and Logistics**

Government and sector providers such as The Rail Freight Group, Road Haulage Association and Logistics UK will be essential to deliver a clear plan and direction for freight and logistics in Wales.

### **4.7.2. Integrated journey planning**

There is a need to work with the sectors to better understand the complex interactions between freight, logistics and the wider network, and support them in becoming more efficient and sustainable. There are two main enablers to facilitate these improvements data and technology.

Better data is needed to enable us to analyse how to support efficiency measures. We are working with the sector to produce the appropriate data to support more targeted and decision making. Scheduling data analysis and tracking technology continues to develop and will help drive sector consolidation and efficiency.

### **4.7.3. Strategic initiatives**

We cannot wait to complete the National freight and Logistics plan to deal with some of our immediate issues and so we are working with the sector on a number of strategic initiatives, including:

#### **4.7.3.1. Last mile deliveries**

There has been significant growth in last-mile, same and next day express delivery and general online orders, and this is likely to continue and grow. We will support the sector in expanding the use of electrically assisted cargo bikes, drop-off/pick-up lockers and other forms of consolidation as well as working with them on discouraging express delivery where not required.

#### **4.7.3.2. Driver skills and industry attractiveness**

We want to create a more sustainable and resilient sector that offers fairer pay and working conditions. Working collaboratively with education and industry partners we are actively promoting a career within the industry to all ages.

The industry is currently facing an HGV driver and wider skills shortage. Whilst these shortages have been developing for a few years, they have been accelerated by the combined effects of Brexit and the Pandemic. The shortages of drivers have also highlighted further factors that have been affecting the attractiveness of the sector. The working conditions for drivers and also warehousing staff are often quoted as reasons for people not joining or leaving the sector. These matters are generally covered by reserved UK Government powers; however, we have established cross-policy groups to

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## 4. What we will deliver – Freight and Logistics

review emerging issues including training and roadside conditions.

We welcome the Economy, Rural Affairs and Trade Committee's recent HGV Driver Shortage and Supply Chain Issues report and recommendations. We see this as an opportunity to reverse the problems that have been building in the industry over many years by creating fairer pay and working conditions as well as better facilities for drivers to attract more people to work in the sector, [A new direction for HGC Drivers](#). We will work with the UK Government and industry on these recommendations and we will take them forward into the National Freight and Logistics plan currently under development.

### 4.7.3.3. Apprenticeships and support for skills

Our Apprenticeship programme already has a number of logistics focused options to support people to start a career in the sector. Our ReAct programme supports redundant and unemployed workers gain the skills sought by employers and has supported over 800 people to gain an LGV licence. Our Personal Learning Account (PLA) programme includes a number of logistics and automotive courses and qualifications and we are consulting partners on expanding this further within the sector.

### 4.7.3.4. Safety

Safety within this sector is also vital as the consequences of failure can be catastrophic. We are working with the Traffic Commissioner, Vehicle and Operator Services Agency (VOSA), Driving Standards Agency (DSA) and sector operators to improve the understanding of safety issues and compliance.

### 4.7.3.5. Decarbonising the fleet

The sector accounts for approximately one third of all transport emissions. Following a consultation, the UK Government confirmed that it will end the sale of all non-zero emission HGVs from 2040, with lighter HGVs from 2035. Funding competitions for the battery electric and hydrogen fuel cell strands of UK Zero Emissions Road Freight Trials (ZERFT) have taken place, with further competitions to follow.

The technology to support the decarbonisation of the freight sector is less well developed than that for private vehicles. The strategy for freight vehicles will be further developed through the freight and logistics plan. We will also support the switch of freight from the roads to the more sustainable modes of rail and water-based transport. This not only supports decarbonisation but reduces congestion and noise pollution and improves air quality.

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#### 4. What we will deliver – Freight and Logistics

As part of our wider EV Action Plan we will identify and support locations where larger-scale EV charging infrastructure can be aggregated to support cars, vans, lorries and public sector vehicles such as refuse vehicles and buses. In the medium-term this will be extended to hydrogen fuelling infrastructure if there is a demand.

The use of hydrogen as a fuel for heavy vehicles is at an earlier stage of development when compared to Battery Electric Vehicles (BEVs). There is a need to test such vehicles in the real-world environment and in our [Hydrogen in Wales consultation](#) the action plan ambition is for a roll out of a number of fuel cell HGVs and vans from 2023/24. These would be powered by green hydrogen and create new jobs in vehicle servicing and supply.

The public transport and public sector fleet of buses and refuse collection vehicles (RCV) offer opportunities in Wales to lead in the deployment of zero emission vehicles. We are supporting several local authorities with trials of a range of new vehicles in their fleets. This real-world experience allows us to decarbonise our fleet and share our experience to support the commercial HGV and LGV sectors. This may also provide further opportunity to create shared hydrogen fuelling and EV charging facilities for the sector.



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## 4. What we will deliver – Ports and Maritime

### 4.8. Ports and Maritime

Our vision is to adopt a more strategic approach to Welsh ports and nearby development sites, recognising their role as a catalyst for colocation of manufacturing, energy and distribution as well as others which support our leisure and visitor economy.

The sector is undergoing some significant changes. The introduction of border controls in the Republic of Ireland has reduced the volume of exports to Ireland while the level of 'land-bridge' activity from the Republic of Ireland using the Welsh ports has tailed off markedly as exports opt to use new direct sailings from Irish ports to the Continent. New processes including checks on animals, plants and products of animal/plant origin (largely foodstuffs) are expected to be introduced from early 2024.

These will introduce further disruption and costs to supply chains and prolong the period during which a new "business as usual" equilibrium is established. The potential to support sustainable offshore energy production provides major new opportunities for the sector. The creation of a freeport in Wales offers an opportunity to harness Wales's abundant economic potential domestically and internationally by reimagining the role of ports, whilst promoting fair work and sustainability.

We have identified a series of key actions including supporting projects to deliver more sustainable ports infrastructure, developing a National Ports and Maritime Plan for Wales, recognising ports as a key part of the future economic development of Wales and accordingly, seek to minimise the impact on port-related trade of introducing border controls in 2024. We will continue our ongoing engagement with the sector to ensure we develop a better understanding of the risk and opportunities they face so we can update our plans to address them.

#### 4.8.1. Legislation and policy reform

Ports Policy is not a wholly devolved area and remains in part the responsibility of the UK Government, although the major ports infrastructure apart from Milford Haven was devolved to Wales in 2017.

On 1 September 2022 the UK and Welsh Governments published the new [Freeport Programme in Wales prospectus](#), which invites bids from potential sites across Wales to demonstrate how they meet three core objectives, as well as supporting the Welsh Government's priorities around fair work and sustainability:

- Promote regeneration and high-quality job creation.
- Establish the Freeport as a national hub for global trade and investment across the economy.

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## 4. What we will deliver – Ports and Maritime

- Foster an innovative environment.

Consortiums had until 24 November to submit their bids, which are now being assessed by officials from the UK and Welsh Governments. The successful bid will be jointly selected by ministers from both governments in an open and transparent selection process.

Wales also retains responsibility for land use planning which can include development and changes in land use in and around ports. We also recognise the role our ports play in the wider movement of goods and the potential positive environmental impacts that modal shift towards coastal shipping could support and will integrate them into our wider policies on freight and logistics in Wales.

Planning policy is set out in PPW11 which is supported by Welsh Government Technical Advice Note 14 on coastal planning. This ensures we develop these areas in a sustainable way considering the potential impacts of climate change.

Our Welsh National Marine Plan (WNMP) and implementation guidance sets out our policy for the next 20 years for the sustainable use of our seas. The first progress report was published in 2021 and confirmed there were no current plans to amend the WNMP.

### 4.8.2. Funding programmes

Again, although most support comes from the UK Government, the Welsh Government provides, or intends to provide, some support for infrastructure and development in and around ports through various funds including Regeneration, Marine Energy Programme and Transforming Towns Coastal Communities.

To date UK Government has not provided financial support for the offshore wind industry in Wales, only providing support in England and Scotland. We will work with them to secure support for fixed offshore wind and its' supporting infrastructure to maximise opportunities for Wales for this and future floating offshore wind (FLOW) development.

### 4.8.3. Strategic initiatives

#### 4.8.3.1. A Wales National Ports and Maritime Plan

In order to deliver on some of the key strategic initiatives in Wales, we plan to work closely with the UK Government, the Welsh Ports Group and the wider sector on a new Wales National Ports and Maritime Plan. This will complement our Welsh National Marine Plan.

This plan will ensure that we mitigate the impacts of Brexit and maximise the opportunities from energy, sustainable

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## 4. What we will deliver – Ports and Maritime

logistics, sanitary and phytosanitary goods and tourism. The plan will need to reflect the significant changes the sector is still undergoing and the emerging nature of many future opportunities that we seek to exploit. Our plan will not only cover the major seaports but will also address the issues facing our smaller ports and the role they play in their local economy.

The plan will address some of the key strategic issues set out here:

### 4.8.3.2. A new trading position for UK Ports

Welsh ports are a strategic gateway to Ireland for GB and similarly to GB from Ireland. Ireland is our 4<sup>th</sup> largest export market and is a Top 10 source of imports. The last three years have been very volatile years for trade and passengers across the Irish Sea due to the pandemic and the impacts of Brexit. The impacts of the changing Covid situation and new customs arrangements and other border controls due to be implemented in 2024 will take time to stabilise.

The UK government has set out a new timetable for introducing full import controls for goods from the EU. These changes require facilities to process customs and biosecurity checks. Where these cannot be managed within the ports, they are being developed inland. HMRC is developing a site 1.7 miles from Holyhead port, and the Welsh Government owns a site nearby – it let a contract for the design of the site

in March 2022. The Welsh Government is also considering arrangements to serve Pembroke Dock and Fishguard.

The focus over the coming years is to ensure that Welsh ports are not disadvantaged by the new requirements and in particular by the charging regime for these facilities.

### 4.8.3.3. Ports and the visitor economy

Tourism is another major contribution our ports make to their areas. The major ports bring visitors to their area and through our plans for purposeful place-making outlined in [Welcome to Wales: Priorities for the visitor economy](#), the smaller ports become a destination.

Cruise Wales is a partnership between the Welsh Government, the current six cruise ports in Wales, destinations, and many outside stakeholders. By working together, we have created an excellent cruise offer for passengers visiting Wales. We have and continue to attract new cruise lines and with Cruise Wales we are working on improving the supporting infrastructure at our ports.

### 4.8.3.4. Decarbonisation

We will invest in projects that deliver more sustainable ports infrastructure and which contribute to decarbonisation in the sector. Our ports have a major part to play in supporting the decarbonisation of shipping by providing green fuel and shore

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#### **4. What we will deliver – Ports and Maritime**

supplies to ships. We will also support the development of associated local industries and use our education, skills and training programmes to provide local people with the skills to support them.

Works have already started on site and include work on creating a 17,000 sqm laydown space, a new supersize slipway, new workboat pontoons and office facilities.

#### **Marine Energy Programme**

We are committed to making Wales a centre for emerging marine energy technologies and innovations and have set up the Marine Energy Programme (MEP) to deliver on this commitment. The MEP will deliver our Programme for Government commitments to develop a Tidal Lagoon Challenge, as well as supporting fixed and floating offshore wind (FLOW) by investing in Welsh ports. The MEP will also support wave and tidal stream technology by exploring the potential to provide a route to market through revenue support.

#### **Pembroke Dock Marine Programme**

Within Wales we continue to press ahead in developing this sector and in December 2021 announced the £60 million Pembroke Dock Marine (PDM) programme. PDM's immediate focus will be to support the growth of wave and tidal technologies and potentially FLOW. This will place Pembrokeshire at the heart of global zero carbon marine energy innovation. The programme is expected to generate £73.5 million a year to the regional economy.

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## 4. What we will deliver – Aviation

### 4.9. Aviation

Our vision is to commit 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.

Cardiff Airport is Wales' gateway to the world and is a vital piece of our transport infrastructure. It allows us to develop new markets; maintain and grow existing markets; and establish our position as an attractive and competitive place to visit and study, and to invest and do business.

#### 4.9.1. Legislation and policy reform

As noted, aviation is not wholly devolved to Wales and therefore responsibility for policy lies with the UK Government.

##### 4.9.1.1. Air Passenger Duty

We continue to press the UK Government to create a fairer tax system throughout the UK by devolving APD to Wales. Wales should not be treated differently to Scotland, Northern Ireland and England.

There is support for the devolution of APD from aviation, tourism and business sectors in Wales. There is also compelling evidence for the economic benefits it could bring,

enabling a sustainable aviation sector that supports the wider economy.

No decisions about APD policy in Wales will be made before it is devolved. Any such decision would involve a complex range of factors specific to the economic conditions of the time and will be for Welsh Ministers, with the Senedd, to determine what to do.

##### 4.9.1.2. Regional connectivity

Regional connectivity needs to feature along with general recovery in the UK Governments Aviation Recovery Plan. The current UK Government position to not support Passenger Service Obligations for regional routes, unless linked to London, goes against its' Aviation Strategy; to develop inter-region connectivity. We will engage with UK airports and other devolved administrations to improve regional connectivity to Wales as Wales needs to be connected to the whole of the UK and not just London. We are committed to developing Cardiff Airport to enable Welsh-based passengers to fly from closer to home.

#### 4.9.2. Funding programmes

At the start of the pandemic, we made the conscious decision to keep Cardiff Airport open to support freight and logistics, which saw delivery of much needed PPE for the NHS in Wales. The pandemic has had a major impact on

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## 4. What we will deliver – Aviation

international travel world-wide, significantly impacting on both airports and airlines ability to operate and trade. The priority for Cardiff, like all airports and airlines across the globe, is recovery, sustainability, and eventually growth.

In 2021, the Welsh Government agreed a financial package to provide support to Cardiff International Airport Limited in the medium term against a five-year plan for the rescue and restructure of the airport following COVID-19. The package satisfies the terms of the UK-EU Trade and Co-operation Agreement, in particular the provisions around subsidies for the purposes of rescue and restructure. We agreed investment by way of a grant of up to £42.6m which has enabled Cardiff Airport to begin restructuring its operations and securing its viability.

### 4.9.3. Integrated journeys

With the current suspension of the Express T9 bus link to the airport, reflecting reduced passenger travel since the beginning of COVID-19, we are exploring with the Vale of Glamorgan Council the expansion of a local bus services to provide some additional faster journeys between the Airport and Cardiff City Centre. Where possible these would coincide with key flight arrival and departure times, until re-instatement of the T9 service is justifiable. A direct rail spur into Cardiff Airport in the future has not been ruled out and a route has been reserved in the Cardiff Airport Masterplan. However, the

impact of COVID-19 and the shift in focus to recover and restore the airport's passenger demand will remain the priority for the next few years ahead. New road links are unlikely to be supported as these would not align with the Wales Transport Strategy or climate change ambitions to achieve net zero by 2050.

### 4.9.4. Strategic initiatives

As aviation is a non-devolved function the future of aviation in Wales is largely dependent on UK Government strategies for the sector.

#### 4.9.4.1. Aviation recovery plan

In the short-term, and following publication of the UK Government's [Flightpath to the Future](#), we will work with the UK Government and its' new Aviation Council to support the sector through the COVID-19 recovery period. We need to understand how things will develop over the duration of this NTDP so that we and the aviation sector in Wales can plan and be best placed to recovery quickly.

A number of European flights are now operating from Cardiff on a daily basis and Cardiff Airport continues to work with its existing operators to develop new services and recover the routes that were lost as a result of the collapse of Flybe at the onset of the pandemic in 2019.

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## 4. What we will deliver – Aviation

### 4.9.4.2. Aviation 2050

The Aviation 2050 Strategy was consulted on from December 2018 to June 2019. In the consultation forward the Aviation Minister confirmed the expectation the final strategy would be published by the end of 2019, which did not happen and instead, *Flightpath to the Future* was published as an interim approach by the UK Government to its aviation strategy. We need additional clarity on how things will develop over the duration of this NTDP so that we and the aviation sector in Wales can plan and be best placed to recovery quickly and, if given the opportunity, we are committed to working with the UK Government and its new Aviation Council to represent Wales.

### 4.9.4.3. Decarbonisation

The UK Department for Transport projects that demand will increase by 73% between 2018 and 2050. The use of larger and more efficient planes, and a limited uptake of low carbon sustainable aviation fuels will, according to DfT analysis, result in aviation greenhouse gas emissions remaining broadly flat if current trends in technology and demand continue.

#### Jet Zero

The UK Government published its [Jet Zero strategy](#) in July 2022 which covers a number of proposed actions across the

six measures; improving efficiencies to airports, airspace and aircraft, building a thriving UK sustainable aviation fuel industry, developing zero emission flights for commercial use, creating successful carbon markets and investing in greenhouse gas removals, enabling consumers to make sustainable aviation travel choices, and addressing non-CO2 impacts.

We will work with the UK Government on these proposals to ensure we can build our own aviation recovery plans and support and develop a more sustainable aviation industry in Wales.

#### Cardiff International Airport Environmental Flight Path

In September 2019, Cardiff International Airport Limited (CIAL) launched its [Environmental Flight Path](#) which is a framework developed to track environmental and sustainability successes that have already been achieved, whilst setting out short-term goals.

The airport is planning to update its Environmental flight path soon, with a publication of revised targets to achieving Carbon Net Zero. We will support Cardiff Airport to fulfil its pledge to decarbonise its ground operations and to promote the uptake of sustainable aviation fuels and support zero emission flight technology in Wales.

## Annex 1: Useful Terms



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## Annex 1: Useful Terms

# Useful terms

Terms you will find in this document.

### **Accessible Transport**

Services and infrastructure that meet the relevant policy and regulatory standards on equality, access, human rights and the Welsh language, recognising the social model of disability.

### **Active travel**

For the purposes of this document ‘active travel’ refers to walking and cycling for everyday journeys - such as to go to work, or education or access services.

### **Cardiff Capital Region (CCR)**

The Cardiff Capital Region (CCR) consists of 10 local authority areas covering South East Wales -Blaenau Gwent; Bridgend; Caerphilly; Cardiff; Merthyr Tydfil; Monmouthshire; Newport; Rhondda Cynon Taf; Torfaen; and Vale of Glamorgan.

### **Corporate Joint Committees (CJCs)**

New local government tier which will take on regional transport planning in Wales.

### **Decarbonisation**

The actions needed to cut greenhouse gas emissions and move towards a low carbon economy. The Welsh

Government is committed to net zero carbon emissions by 2050.

### **Demand Management**

A range of measures that influence people’s travel choices by disincentivising private car use, generally with the aim to encourage the use of sustainable travel modes.

### **Demand-responsive travel**

Shared private or semi-public transport based on passenger demand rather than a fixed timetable. Examples in Wales include Transport for Wales’ fflecsi services.

### **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 and aviation are not devolved and Welsh Ministers work in collaboration with the UK Government.

### **Ecosystem resilience**

The capacity of a whole ecosystem to respond to disturbance by resisting damage and recovering quickly.

### **Electric Vehicle (EV) Charging**

EV charging is the process of using an EV charger to deliver electricity to a vehicle’s battery.

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## **Annex 1: Useful Terms**

### **Equality Act**

Under the Equality Act 2010 it is unlawful to discriminate against someone because of a protected characteristic. The 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. The five ways of working are: thinking long-term, prevention, integration, collaboration and involvement.

### **Future Wales**

The National Plan 2040. This 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 (HGVs)**

The term for vehicles over 3.5 tonnes - light commercial vehicles (LCVs) 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. The electricity powers the car or charges a battery which powers the vehicle. The hydrogen fuel is stored in a high-pressure tank.

### **Infrastructure**

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

### **Integrated Journeys**

A combination of different transport modes which are combined together in an easy to use and efficient way for a complete journey from origin to destination.

### **Land-use planning system**

The process of regulating land for wider public benefit, including social and environmental outcomes.

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## **Annex 1: Useful Terms**

### **Local Authorities**

The 22 councils responsible for the provision of local government services in Wales.

### **Llwybr Newydd**

Means 'new path' in Welsh. It is the title of the Wales Transport Strategy 2021. The NTDP has been published to set out specific investment priorities following on from Llwybr Newydd.

### **Metro**

A modern, efficient and sustainable bus, rail and active travel integrated transport system designed and operating at a regional as well as local level.

### **Micro-mobility**

Small lightweight vehicles driven by users personally and operating at speeds of under 25km hour. They can include electrically powered cycles or scooters.

### **Mobility as a service (MAAS)**

A shift away from personally owned transportation to services that enable people to plan, book, pay for and use different types of transport.

### **National Transport Delivery Plan (NTDP)**

sets out Welsh Government investment priorities based on the Wales Transport Strategy.

### **National Transport Performance Board**

The Board monitors the work of the Welsh Government, Transport for Wales and transport other partners in Wales in their delivery of the Wales Transport Strategy and the NTDP. It is chaired by the Deputy Minister for Climate Change.

### **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.

### **Net Zero Wales**

the second emissions reduction plan for Carbon Budget 2 (2021-2025) setting the foundation to make Wales net zero by 2050.

### **North Wales Transport Commission**

A commission chaired by Lord Burns to develop recommendations for the sustainable development of road, rail, bus and active travel across North Wales.

### **Pathways**

Four cross cutting delivery pathways to ensure delivery on commitments on decarbonisation, equality, integrated journey planning and our rural offer

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## **Annex 1: Useful Terms**

### **Pay As You Go**

A system that allows the use of contactless cards or accounts to pay for journeys which calculate the price at the end of a journey without the need to buy individual tickets.

### **Planning Policy Wales 11 (PPW11)**

The Welsh Government's guidance for making planning decisions. It is supplemented by Future Wales – the National Plan 2040.

Also known as minicabs and must be pre-booked via a licensed private hire vehicle operator.

### **Programme for Government**

The document published in June 2021 and updated in December 2021 setting out the government's commitments and programme for the Senedd term.

### **Protected characteristics**

Under the Equality Act 2010 it is illegal to discriminate against people on the grounds of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. These are known as protected characteristics.

### **Public service vehicles (PSVs)**

Vehicles that carry more than eight passengers for hire or reward.

### **Regional Transport Plans**

Plans to be prepared by Corporate Joint Committees for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area.

### **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

### **Roads Review**

An independently chaired review to ensure road investment in Wales is fully aligned to Llwybr Newydd, the Programme for Government and Net Zero Wales.

### **Senedd**

The democratically elected body that represents the interests of Wales and the Welsh people.

### **Social model of disability**

This makes an important distinction between impairment and disability. It recognises that people with impairments are disabled by barriers that commonly exist in society. These barriers include physical, attitudinal, environmental, systemic, linguistic and economic barriers which can prevent disabled people's inclusion and participation in all walks of life.

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## **Annex 1: Useful Terms**

### **Social Partner:**

A trusted member of ‘social partnership’, being either an employee, employer representative, or trade union. The term “Social Partner” can also be applied to Welsh Government representatives.

### **Soft estate**

The green spaces and land associated with strategic transport infrastructure – particularly the Strategic Road Network. It may include biodiversity.

### **South-East Wales Transport Commission (SEWTC)**

A commission to consider how to reduce congestion on the M4 in south east Wales (also known as the Burns commission).

### **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 Hierarchy**

Guides decisions about transport investment. It gives priority to maintaining, managing and future proofing existing

infrastructure. Where new infrastructure is needed, it gives priority to walking and cycling and public transport followed by ultra-low emissions vehicles and finally private vehicles. It is set out in Planning Policy Wales (PPW).

### **Sustainable transport modes**

Types of transport that contribute to decarbonisation including walking and cycling, public transport and shared use low- or zero-emissions vehicles.

### **Taxis and PHV standards**

Taxis and private hire vehicles are high risk environments, 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 walking, cycles, vehicles including motorcycles, rail, ships (maritime), air (aviation). Increasingly people see transport journeys as involving different modes (multi-modal).

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## **Annex 1: Useful Terms**

### **Transport sectors**

Groups of organisations that provide services to move people or goods in the private, public or voluntary sector.

### **Ultra-low emissions vehicles**

Vehicles that emit very few greenhouse gases – technically 75g/km CO<sub>2</sub> or less. They may be electric, hydrogen or hybrid vehicles.

### **Ultra-low emissions zones**

Areas where vehicles, including cars, motorcycles and vans, need to meet ultralow emissions standards or they have to pay a charge to drive within the zone.

### **Wales and Borders Franchise**

A contract to operate passenger railway services on the Wales and Borders lines, currently operated by Transport for Wales.

### **Union Connectivity Review**

A review led by Sir Peter Hendy, published in November 2021 that considers how better transport connectivity between the nations of the UK can be achieved.

### **Wales and Borders Franchise**

A contract to operate passenger railway services on the Wales and Borders lines, currently operated by Transport for Wales.

### **Wales Infrastructure Investment Plan**

This sets the context for investment in infrastructure in Wales including transport infrastructure.

### **Well-being of Future Generations (Wales) Act 2015**

Legislation that aims to improve 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, prevent problems and take a more joined-up approach.

### **Welsh Transport Appraisal Guidance (WeITAG)**

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.

## **Annex 2: Programmes, projects and interventions**

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
NTDPM	National Transport Delivery Plan Management	
NTDPM 1	Produce guidance for the CJs in the use of the Llwybr Newydd, NTDP and Metro Programmes in developing the Regional Transport Plans	2022 to 2024
NTDPM 2	Reporting to the Transport Performance Board on the delivery of the NTDP and cross-cutting delivery pathways	2022 to 2027
NTDPM 3	Review and Update the WTS	2025 to 2027
NTDPM 4	Produce a new NTDP based on an Updated WTS	2026 to 2027
NTDPM 5	WTS Monitoring Framework set-up	Complete
NTDPM 6	WTS Monitoring Baseline data publication	2022 to 2024
NTDPM 7	WTS Monitoring rolling programme and annual publication	2023 to 2027
IJPT	Integrated Journey Planning and Ticketing	
IJPT 1	Develop detailed policy framework for the implementation of a Fairer Fares approach to public transport.	2022 to 2024



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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
IJPT 2	PAYG capped daily / weekly best value fares (using contactless bank card / Apple Pay or Google Pay) multi modal pilots in SE Wales	2022 to 2025
IJPT 3	Extend PAYG across urban Metro regions (SE Wales, NE Wales and Swansea and the Bay)	2024 to 2027
IJPT 4	Develop a cash loadable (pre-payment) contactless card that's available through local retailers as an alternative for customers without a contactless bank card or wish to keep using cash.	2023 to 2025
IJPT 5	PAYG daily capped best value fares (using contactless bank card / Apple Pay or Google Pay) multi bus operator pilot in North West Wales.	2022 to 2024
IJPT 6	Extend fare capping bus pilot to wider North Wales region.	2023 to 2025
IJPT 7	Deliver integrated fares and journey planning from National Rail to new contracts for TrawsCymru routes supported by a new network of virtual stations.	2022 to 2025
IJPT 8	Review multi modal fares and ticket products outside core PAYG scheme areas and develop new products and solutions that support a more seamless travel experience.	2024 to 2027
IJPT 9	Launch new TrawsCymru App and add other multi-operator ticketing (e.g. 1Bws)	2022 to 2024
IJPT 10	Modernise Transport for Wales Apps with intelligent navigation, shared transport, and fflecsi integration	2023 to 2024

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
IJPT 11	Enhanced TfW Rail app with support for Pay As You Go and future rail ticketing and Mobility as a Service products	2023 to 2025
IJPT 12	Develop a Wales Bus Data Service providing Real-time bus departure information across Wales	2023 to 2024
IJPT 13	Integrate all TfW Mobile Apps to create a seamless multimodal user experience	2023 to 2025
IJPT 14	Integrate emerging mobility providers into TfW multimodal app to create a unified marketplace	2023 to 2027 and beyond
BC	Behavioural Change	
BC 1	Develop a cross government behavioural change programme to address the climate emergency	2023 to 2025
BC 2	Develop a suite of Behavioural Change programmes to reduce car use and support the switch to more sustainable transport choices	2022 to 2025
BC 3a	Work with each transport sector on promoting more sustainable transport choices	2022 to 2025
BC 3b	Deliver programmes working with sector partners	2023 to 2027 and beyond
BC 4	Develop a Strategy for fair road user charging	2022 to 2026

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
BC 5	Deliver national air quality communications and behavioural change campaigns such as Clean Air Day	2022 to 2027 and beyond
BC 6	Deliver anti-idling messaging to encourage drivers of stationary vehicles to turn their engines off	2022 to 2027 and beyond
AT	Active Travel	
AT 1	Administer Active Travel Fund Programme	2022 to 2027 and beyond
AT 2	Publish a National Delivery Plan for Active Travel in Wales	2023 to 2024
AT 3	Develop a prioritisation tool to assist LAs in planning AT networks	2022 to 2024
AT 4	Develop an active travel appraisal tool to aid in assessing schemes	2022 to 2024
AT 5	Develop Station Travel Plan (STPs) approach and methodology	2022 to 2023
AT 6	Prepare STPs and implement recommendations (including LA liaison)	2023 to 2027 and beyond
AT 7	Widening availability of cycle hire	2022 to 2027 and beyond
AT 8	Integrate cycle hire with TfW ticketing and digital systems	2022 to 2026 joint funded

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
AT 9	Support development of a behaviour change campaign for AT	2022 to 2027 and beyond
AT 10	Develop and roll-out school/active travel plans	2022 to 2027 and beyond
AT 11	Establish a travel plan support programme	2022 to 2027 and beyond
AT 12	Enhance cycle parking provision across Wales and Cross Borders network	2022 to 2027 and beyond
AT 13	Implement an active travel training programme	2022 to 2027 and beyond
AT 14	Review and approve local authority Active Travel Network Maps	2024 to 2025
AT 15	Establish active travel forums to develop a community of practice around active travel	2022 to 2023
AT 16	Develop travel plan guidance and toolkit	2022 to 2024
AT 17	Develop and roll-out an e-cycle purchase loan scheme	2022 to 2024
Bus	Bus	
Bus 1	Publish Bws Cymru - the Welsh Government's plan for changes to the bus sector	Complete

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Bus 2	Review the Bus Services Support Grants structure	2022 to 2024
Bus 3	Carry out a learner Travel (Wales) Review, including the legal framework related to travel and transport provisions for learners travelling from home to school	2022 to 2024
Bus 4	Create new bus partnerships following the Covid-19 Bus Emergency Support programme	2023 to 2024
Bus 5	Develop a new bus sector operating model including franchising	2022 to 2024
Bus 6	A programme of seminars with bus operators and local authorities to support the development of the bus reform programme	2022 to 2025
Bus 7	Consult on a White Paper to introduce new legislation which will consider a range of proposals relating to bus service delivery	Complete
Bus 8	Bring forward the Bus Services Bill in the Senedd	2024 to 2025
Bus 9	Through Transport for Wales working with local authorities carry out a detailed review and redesign of bus networks,	2022 to 2025
Bus 10	Deliver a new Operational Model for future delivery of bus services	2024 to 2027 and beyond
Bus 11	Test and evaluate the 'blueprint' bus framework in a series of 'pilot' areas	2024 to 2027

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
Bus 12	Roll-out of a new bus network design across Wales	2026 to 2027 and beyond
Bus 13	Develop best practice and detailed guidance on the planning and delivery of new public transport interchanges	2023 to 2025
Bus 14	Develop the Bus Infrastructure and Planning Practice Guidance	2022 to 2024
Bus 15	Develop guidance on bus stop accessibility, design and associated enforcement	2022 to 2024
Bus 16	Develop further guidance on bus accessibility	2022 to 2025
Bus 17	Set Welsh Language Standards and associated guidance for the bus sector	2022 to 2025
Bus 18	Develop and deliver infrastructure improvement projects demonstrating the new guidance	2023 to 2026
Bus 19	Develop a programme of upgrades of key strategic interchanges across Wales	2022 to 2026
Bus 20	Detailed design and delivery of key strategic interchanges across Wales	2025 to 2027 and beyond
Bus 21	Develop a network of rural / community 'hubs' to act as interchanges for rural / DRT / Fflecsi / community-based transport services and mainstream bus services	2023 to 2026

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Bus 22	Detailed design and delivery of a network of rural / community 'hubs' to act as interchanges for rural / DRT / Fflecsi / community-based transport services and mainstream bus services	2025 to 2027 and beyond
Bus 23	Develop a national concessionary card scheme with automated operator reimbursement	2022 to 2025
Bus 24	Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit.	2022 to 2025
Bus 25	Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework.	2024 to 2027 and beyond
Bus 26	Development of the TrawsCymru service to offer a zero-emission service that provides better multi-modal integration.	2022 to 2026
Bus 27	Finalise options on the financing, procurement and operation of high quality ULEV buses, (both electric battery and hydrogen fuel cell)	2022 to 2024
Bus 28	Finalise options on the financing, procurement and operation of associated depot infrastructure	2022 to 2024
Bus 29	Working with local authorities ahead of a new operating model to finance and introduce new ULEV buses	2022 to 2025

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Bus 30	Implement the new financing, procurement and operating model(s) for all new ULEV buses	2024 to 2027 and beyond
Bus 31	Fit out and commissioning of the Cardiff Central Interchange Bus Station	2022 to 2024
Rail	Rail	
Rail 1	Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays.	2022 to 2025 joint funded
Rail 2	Access for all - Footbridge/lifts upgrade at Neath; lift additions to existing structures at Pontypool & New Inn, Grangetown, Llantwit Major,	2022 to 2025 joint funded
Rail 3	Changing places toilet and tactile paving installations to be installed at Shotton.	2022 to 2025 joint funded
Rail 4	Development stage only of lift additions at s and Whitchurch, Shropshire ready for Network Rail control period 7 delivery	2022 to 2025 joint funded
Rail 5	Addition of lifts at Ruabon and Whitchurch, Shropshire during NR CP7.	2025 to 2027 and beyond funded by others
Rail 6	Cardiff Central Enhancements Project	
Rail 6a	Cardiff Central Enhancements Project - Development	2022 to 2023 joint funded



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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Rail 6b	Cardiff Central Enhancements Project -Outline Design	2022 to 2024 joint funded
Rail 6c	Cardiff Central Enhancements Project - Detailed Design and Delivery	2024 to 2027 and beyond joint funded
Rail 7	A Programme of ongoing targeted improvements to stations across the Wales and Borders Network	2022 to 2027
Rail 7a	Green Routes (Heritage Lottery Fund £100,000 project) with about 20 stations and 5 community groups to deliver Green Infrastructure projects	2022 to 2023 funded by others
Rail 7b	New Ticket vending machine and validator roll out	2022 to 2023
Rail 7e	Install solar panels at the 20 largest stations and two depots in Wales, subject to surveys and gaining necessary landlord and planning approvals,	2022 to 2025
Rail 7d	Installation of LED lighting at all stations	2022 to 2027
Rail 7e	Produce an updated Rail Sustainable Development Plan and delivery of associated projects	2022 to 2027 and beyond
Rail 7f	Produce a rail operations pathway to net zero for non-moving assets and deliver net zero target by 2030	2022 to 2027 and beyond
Rail 7g	Produce a rail operations Biodiversity Action Plan and deliver associated projects	2022 to 2027 and beyond

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Rail 7h	Capacity improvements Shrewsbury - Wrexham (Gobowen Intermediate block signal)	2022 to 2025 joint funded
Rail 8	Introduction of additional rail services (Services requiring infrastructure works by Network Rail marked by an *) tph = train per hour	
Rail 8a	Ongoing review of business case for additional services based on Covid-19 recovery and travel patterns	2022 to 2025
Rail 8b	CVL 4tph from Heads of the Valleys	2023 to 2027
Rail 8c	Cheltenham - Cardiff 1 tph	2022 to 2023
Rail 8d	Ebbw Vale - Crosskeys 1 tph	2023 to 2024
Rail 8e	Heart of Wales 1 tpd and 2 tpd part route *	2022 to 2023
Rail 8f	Cardiff - Liverpool 0.5 tph*	2024 to 2025
Rail 8g	Shrewsbury - Liverpool 0.5 tph*	2024 to 2025
Rail 8h	Carmarthen - Fishguard 2 tpd	2023 to 2024
Rail 8i	Aberystwyth - Shrewsbury 4 tpd	2024 to 2025

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
Rail 8j	Machynlleth - Tywyn 2 tpd Sundays	2023 to 2024
Rail 8k	Tywyn - Pwllheli 4 tpd Sundays	2023 to 2024
Rail 8l	Llandudno Junction - Bangor 1 tph*	2023 to 2024
Rail 8m	Llandudno Junction - Llandudno 2 tph*	2023 to 2024
Rail 8n	Llandudno Junction - Chester 1 tph*	2023 to 2024
Rail 8o	Cardiff - Bridgend via VoG 1 tph	2025 to 2026
Rail 8p	Bridgend - Maesteg 1 tph*	2026 to 2027
Rail 8q	Bridgend - Swansea 0.5 tph (Swanline)*	2025 to 2026
Rail 8r	West Wales (Options) - Bristol 1 tph*	2025 to 2026
Rail 8s	Cardiff -Bristol 2 tph*	2026 to 2027
Rail 8t	Swansea - Pembroke Dock 1tph*	2026 to 2027
Rail 8u	Potential future additional services	2025 to 2027 and beyond

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
/Rail 9	Introduction of 25 Mk 4 intercity carriages on Cardiff - Manchester route	2023 to 2024
Rail 10	Introduction of new Rolling Stock	
Rail 10a	Introduction of new Class 197 trains across North Wales, Cambrian and the Marches lines	2022 to 2025
Rail 10b	Introduction of new Class 231 trains on South Wales services	2023 to 2025
Rail 10c	Introduction of new Class 230 trains on Wrexham - Bidston	2023 to 2024
Rail 10d	Introduction of new Class 398 Tram-Trains on CVL	2023 to 2025
Rail 10e	Introduction of new Class 756 tri-mode trains on CVL, Penarth and Barry	2024 to 2025
Rail 11	Deliver a campaign to increase the use of rail for commuting and leisure	2022 to 2024
Rail 12	Community Rail, British Transport Police and modal shift	
Rail 12a	Continue to support our Community Rail Partnerships and expand the number of station adopters	2022 to 2027
Rail 12b	Deliver phase 2 of the rail social and commercial development plan.	2022 to 2024

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
Rail 12c	Continue to provide funding to British Transport Police for additional PCSO's to support rail staff and reduce crime on the railways	2023 to 2025
Rail 12d	Continue to provide funding to enable modal shift from road to rail where high environmental benefits are achieved from HGV reduction	2023 to 2027
SWML	South Wales Mainline	
SWML 1	South Wales Mainline Strategic Development	
SWML 1a	Develop a South Wales mainline medium-term strategic timetable model	2022 to 2024
SWML 1b	Maintain and update the timetable model in line with infrastructure and service changes	2024 to 2027 and beyond
SWML 1c	Develop the strategic case for long-term development of the South Wales Mainline and connecting routes (UCR funded)	2022 to 2023 funded by others
SWML 1d	Continue to develop and update the long-term the strategic case for South Wales Mainline and connecting routes	2023 to 2027 and beyond
SWML 2	Additional Stations (5) between Cardiff-and Severn Tunnel Junction	
SWML 2a	Station package development (UCR funded)	2022 to 2023 funded by other

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SWML 2b	Station package outline design and full business case	2023 to 2026 funded by others
SWML 2c	Phased detailed design and construction of individual stations	2025 to 2027 and beyond funded by others
SWML 3	Cardiff - Swansea inc. New Stations package	
SWML 3a	Station package development based on strategic case and strategic timetable model	2023 to 2025
SWML 3b	Station package outline design and full business case	2024 to 2026 joint funded
SWML 3c	Phased detailed design and construction of individual stations	2026 to 2027 and beyond funded by others
SWML 4	Swansea - Severn Tunnel Junction capacity improvements	
SWML 4a	Swansea - Severn Tunnel Junction capacity improvements development	2023 to 2025
SWML 4b	Swansea - Severn Tunnel Junction capacity improvements outline design	2024 to 2027 funded by others
SWML 4c	Swansea - Severn Tunnel Junction capacity improvements phased construction	2025 to 2027 and beyond funded by others

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SWML 5	Cardiff- Swansea Electrification	
SWML 5a	Cardiff- Swansea Electrification - feasibility review	2023 to 2025
SWML 5b	Cardiff- Swansea Electrification - Outline design	2024 to 2026 funded by others
SWML 5c	Cardiff- Swansea Electrification - detailed design	2025 to 2027 and beyond funded by others
SWML 5d	Cardiff- Swansea Electrification - construction	2026 to 2027 and beyond funded by others
SWML 6	Penarth / Vale of Glamorgan Electrification	
SWML 6a	Penarth / Vale of Glamorgan Electrification - feasibility review	2023 to 2025
SWML 6b	Penarth / Vale of Glamorgan Electrification - Outline design	2024 to 2026 funded by others
SWML 6c	Penarth / Vale of Glamorgan Electrification - detailed design	2025 to 2027 and beyond funded by others
SWML 6d	Penarth / Vale of Glamorgan Electrification - construction	2026 to 2027 and beyond funded by others

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
NWM	North Wales Metro	
NWM 1	Overall NW Metro strategic development including studies and analysis to inform future schemes	2022 to 2027 and beyond
NWM 2	Active Travel Local Connectivity: Stations and Transforming Towns	
NWM 2A1	Active Travel (Local Connectivity) Phase 1 Detailed Design	2022 to 2024 funded by others
NWM 2A2	Active Travel to Stations (Local Connectivity) Phase 1 Delivery	2023 to 2025 funded by others
NWM 2B1	Active Travel to Stations (Local Connectivity) Phase 2 Development	2022 to 2023 funded by others
NWM 2B2	Active Travel to Stations (Local Connectivity) Phase 2 Detailed Design	2023 to 2025 funded by others
NWM 2B3	Active Travel to Stations (Local Connectivity) Phase 2 Delivery	2024 to 2026 funded by others
NWM 2C1	Active Travel to Stations (Local Connectivity) Phase 3 Development	2023 to 2024 funded by others



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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
NWM 2C2	Active Travel to Stations (Local Connectivity) Phase 3 Detailed Design	2024 to 2026 funded by others
NWM 2C3	Active Travel to Stations (Local Connectivity) Phase 3 Delivery	2025 to 2027 funded by others
NWM 3	Interchange Hubs	
NWM 3A1	Wrexham Gateway Access and Movement Development	2022 to 2025
NWM 3A2	Wrexham Gateway Access and Movement Delivery	2024 to 2027
NWM 3B1	Bangor Gateway Station Area transport integration Development	2022 to 2025
NWM 3B2	Bangor Gateway Transport integration Delivery	2024 to 2027
NWM 3C1	Snowdonia Access Improvement - Study & Development	2022 to 2023
NWM 3C2	Snowdonia Access Improvement - Detailed design	2023 to 2025
NWM 3C3	Snowdonia Access Improvement - Delivery	2024 to 2027 and beyond
NWM 3D1	Development of Holyhead Transport Masterplan	2022 to 2025

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
NWM 3D2	Design of Holyhead Transport elements	2024 to 2027
NWM 3D3	Delivery of Holyhead Transport elements	2025 to 2027 and beyond
NWM 3E1	Development of further Public Transport Interchange hubs	2023 to 2026
NWM 3E2	Design of further Public Transport Interchange hubs	2025 to 2027 and beyond
NWM 3E3	Delivery of further Public Transport Interchange hubs	2026 to 2027 and beyond
NWM 3F1	Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys.	2022 to 2025
NWM 3F2	Delivery of projects from the low occupancy study and development project	2024 to 2027
NWM 3F3	Apply study results to other areas of Wales	2024 to 2027
NWM 4	Borderlands	
NWM 4A1	Borderlands line capacity enhancements co-development with Network Rail	2022 to 2025 joint funded
NWM 4A2	Borderlands capacity enhancements by Network rail subject to UK Government funding	2024 to 2027 and beyond funded by others

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
NWM 5	NWML Phases 1/2/3	
NWM 5A1	North Wales Mainline capacity enhancements co-development with Network Rail	2022 to 2027 joint funded
NWM 5A2	North Wales Mainline capacity enhancements by Network rail subject to UK Government funding	2024 to 2027 and beyond funded by others
NWM 5B1	North Wales Mainline Strategic Connectivity to UKNet - co-development with Network Rail	2022 to 2024 joint funded
NWM 5B2	North Wales Mainline Strategic Connectivity to UKNet - Delivery by Network Rail /UCR	2023 to 2027 and beyond funded by others
NWM 5C1	North Wales Mainline development study into additional stations	2023 to 2025
NWM 5C2	North Wales Mainline additional stations co-development with Network Rail	2024 to 2027 and beyond funded by others
NWM 5C3	North Wales Mainline additional stations by Network rail subject to UK Government funding	2026 to 2027 and beyond funded by others
NWM 6	Deeside	
NWM 6A	Deeside Station Detailed Design and Construction	2022 to 2026 joint funded

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
NWM 7	Shotton /Interchange	
NWM 7A1	Shotton Integrated Station Outline Design	2023 to 2025 joint funded
NWM 7A2	Shotton Integrated Station Detailed design and construction	2024 to 2027 and beyond joint funded
NWM 8	North and West Wales Transport Innovation	
NWM 8A1	Transport Innovation (North and West Wales) Study	2022 to 2023 joint funded
NWM 8A2	Transport Innovation (North and West Wales) Development	2023 to 2026 joint funded
NWM 8A3	Transport Innovation (North and West Wales) Design	2025 to 2027 and beyond funded by others
NWM 8A4	Transport Innovation (North and West Wales) Delivery	2027 and beyond funded by others
SBWW	Swansea Bay and West Wales Metro	
SBWW 1	St. Clears Station Reopening	
SBWW 1a	St. Clears Station Reopening - Full Business Case	2022 to 2023 joint funded

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SBWW 1b	St. Clears Station Reopening - Implementation	2023 to 2025 joint funded
SBWW 2	West Wales Rail Interchange and Hub Improvements	
SBWW 2a	West Wales Rail Interchange Improvements - Outline Business Case	2023 to 2025
SBWW 2b	West Wales Rail Interchange Improvements - Full Business Case	2024 to 2026
SBWW 2c	West Wales Rail Interchange Improvements - Implementation	2025 to 2027 and beyond
SBWW 3	Swansea Bay Area Metro Phase 1	
SBWW 3a	Swansea Bay Area Metro Phase 1- Outline Business Case	2022 to 2024
SBWW 3b	Swansea Bay Area Metro Phase 1- Full Business Case	2023 to 2025 joint funded
SBWW 3c	Swansea Bay Area Metro Phase 1 - Implementation	2024 to 2027 and beyond joint funded
SBWW 4	Swansea Bay Area Metro Phase 2	
SBWW 4a	Swansea Bay Area Metro Phase 2 - Outline Business Case	2022 to 2024

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SBWW 4b	Swansea Bay Area Metro Phase 2 - Full Business Case	2024 to 2027 joint funded
SBWW 4c	Swansea Bay Area Metro Phase 2 - Implementation	2027 and beyond joint funded
SBWW 5	Swansea Bay Hydrogen Fuel Cell Bus Project	
SBWW 5a	Swansea Bay Hydrogen Fuel Cell Bus Project - Outline Business Case	2022 to 2023
SBWW 5b	Swansea Bay Hydrogen Fuel Cell Bus Project - Full Business Case	2022 to 2024
SBWW 5c	Swansea Bay Hydrogen Fuel Cell Bus Project - Implementation	2023 to 2026 funded by others
SBWW 6	Pembrokeshire Hydrogen Fuel Cell Bus Project	
SBWW 6a	Pembrokeshire Hydrogen Fuel Cell Bus Project - Outline Business Case	2022 to 2023
SBWW 6b	Pembrokeshire Hydrogen Fuel Cell Bus Project - Full Business Case	2022 to 2024
SBWW 6c	Pembrokeshire Hydrogen Fuel Cell Bus Project - Implementation	2023 to 2026
SBWW 7	TrawsCymru T5 Hydrogen Fuel Cell Bus Project	

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SBWW 7a	TrawsCymru T5 Hydrogen Fuel Cell Bus Project - Outline Business Case	2022 to 2023
SBWW 7b	TrawsCymru T5 Hydrogen Fuel Cell Bus Project - Full Business Case	2022 to 2024
SBWW 7c	TrawsCymru T5 Hydrogen Fuel Cell Bus Project - Implementation	2023 to 2026
SBWW 8	TrawsCymru T6 Hydrogen Fuel Cell Bus Project	
SBWW 8a	TrawsCymru T6 Hydrogen Fuel Cell Bus Project - Outline Business Case	2022 to 2023
SBWW 8b	TrawsCymru T6 Hydrogen Fuel Cell Bus Project - Full Business Case	2022 to 2024
SBWW 8c	TrawsCymru T6 Hydrogen Fuel Cell Bus Project - Implementation	2023 to 2026
SBWW 9	Active Travel to Stations (Local Connectivity)	
SBWW 9A1	Active Travel to Stations (Local Connectivity) Phase 1 Development	2022 to 2023
SBWW 9A2	Active Travel to Stations (Local Connectivity) Phase 1 Detailed Design	2023 to 2025
SBWW 9A3	Active Travel to Stations (Local Connectivity) Phase 1 Delivery	2024 to 2026
SBWW 9B1	Active Travel to Stations (Local Connectivity) Phase 2 Development	2023 to 2024

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SBWW 9B2	Active Travel to Stations (Local Connectivity) Phase 2 Detailed Design	2024 to 2026
SBWW 9B3	Active Travel to Stations (Local Connectivity) Phase 2 Delivery	2025 to 2027
SBWW 9C1	Active Travel to Stations (Local Connectivity) Phase 3 Development	2024 to 2025
SBWW 9C2	Active Travel to Stations (Local Connectivity) Phase 3 Detailed Design	2025 to 2027
SBW 9C3	Active Travel to Stations (Local Connectivity) Phase 3 Delivery	2026 to 2027 and beyond
SBWW 10	Swansea Aberystwyth Transport Link	
SBWW 10a	Swansea Aberystwyth Transport Link – Develop the case for change and option selection	2022 to 2025
SBWW 10b	Swansea Aberystwyth Transport Link - Outline Design and Powers	2025 to 2027 and beyond joint funded
SWM	South Wales Metro	
SWM 1	Overall CCR Metro strategic development including studies and analysis to inform future schemes and extensions	2022 to 2027 and beyond
SWM 2	CVL Enhancements Package	



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**Annex 2: Programmes, projects and interventions**

<b>Reference</b>	<b>Description</b>	<b>Timescale</b>
SWM 2a	Stations - Development	2023 to 2026
SWM 2b	Stations - Outline Design and Consents	2024 to 2027
SWM 2c	Stations - Detailed Design and Delivery	2025 to 2027 and beyond
SWM 2d	Stations - Outline Design and Consents	2024 to 2027 joint funded
SWM 2e	Stations - Detailed Design and Delivery	2025 to 2027 and beyond joint funded
SWM 2f	CVL Infrastructure Capacity Enhancements - Study	2023 to 2024
SWM 2g	CVL Infrastructure Capacity Enhancements - Development	2024 to 2026
SWM 2h	CVL Infrastructure Capacity Enhancements - Outline Design	2025 to 2027
SWM 2i	CVL Infrastructure Capacity Enhancements - Detailed Design and Delivery	2026 to 2027 and beyond
SWM 2j	Cardiff West - Infrastructure Capacity Enhancements - Development	2023 to 2024
SWM 2k	Cardiff West - Infrastructure Capacity Enhancements - Outline Design	2024 to 2026 joint funded

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SWM 2l	Cardiff West - Infrastructure Capacity Enhancements - Detailed Design and Delivery	2025 to 2027 joint funded
SWM 3	Core Valley Lines Extension Package	
SWM 3a	Aberdare to Hirwaun Extension - Development	2023 to 2024
SWM 3b	Aberdare to Hirwaun Extension - Outline Design and Powers	2024 to 2027 joint funded
SWM 3c	Aberdare to Hirwaun Extension - Consents, Detailed Design and Delivery	2026 to 2027 and beyond joint funded
SWM 3d	Cardiff Crossrail Central - Bay - Development	2022 to 2023
SWM 3e	Cardiff Crossrail Central - Bay - Outline Design and Powers	2023 to 2026 joint funded
SWM 3f	Cardiff Crossrail Central - Bay - Consents, Detailed Design and Delivery	2024 to 2027 joint funded
SWM 3g	Cardiff Crossrail Bay - Newport Rd - Development	2022 to 2024
SWM 3h	Cardiff Crossrail Bay - Newport Rd - Outline Design and Powers	2024 to 2027 joint funded
SWM 3i	Cardiff Crossrail Bay - Newport Rd - Consents, Detailed Design and Delivery	2026 to 2027 and beyond joint funded

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SWM 4	Valley Line Enhancement and Extensions(non-CVL) Package	
SWM 4a	Maesteg Frequency Enhancements - Development	2023 to 2024
SWM 4b	Maesteg Frequency Enhancements - Detailed Design	2024 to 2026 joint funded
SWM 4c	Maesteg Frequency Enhancements - Construction	2025 to 2027 joint funded
SWM 4d	Ebbw Vale Frequency enhancements to 4tph and extension to Abertillery - Development	2023 to 2024
SWM 4e	Ebbw Vale Frequency enhancements to 4tph and extension to Abertillery - Detailed Design	2024 to 2026
SWM 4f	Ebbw Vale Frequency enhancements to 4tph and extension to Abertillery - Construction	2026 to 2027 and beyond joint funded
SWM 5	Local Station/Interchange Enhancements Packages	
SWM 5a	Local Station/Interchange Enhancements Phase 1 - Construction	2022 to 2024
SWM 5b	Local Station/Interchange Enhancements Phase 2 - Detailed Design	2023 to 2024
SWM 5c	Local Station/Interchange Enhancements Phase 2 - Construction	2023 to 2025

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SWM 5d	Local Station/Interchange Enhancements Phase 3 - Development	2024 to 2025
SWM 5e	Local Station/Interchange Enhancements Phase 3 - Detailed design	2025 to 2027 joint funded
SWM 5f	Local Station/Interchange Enhancements Phase 3 - construction	2027 to 2027 and beyond joint funded
SWM 6	Active Travel Package	
SWM 6a	Newport Central Active Travel Infrastructure Improvements - Outline Design	2022 to 2023
SWM 6b	Newport Central Active Travel Infrastructure Improvements - Detailed Design and Delivery	2023 to 2026
SWM 6c	NCN88 Cardiff to Newport Corridor - Detailed Design and Delivery	2022 to 2026
SWM 6D1	Active Travel to Stations (Local Connectivity) Phase 1 Development	2022 to 2023
SWM 6D2	Active Travel to Stations (Local Connectivity) Phase 1 Detailed Design	2023 to 2025
SWM 6D3	Active Travel to Stations (Local Connectivity) Phase 1 Delivery	2024 to 2026
SWM 6E1	Active Travel to Stations (Local Connectivity) Phase 2 Development	2023 to 2024

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SWM 6E2	Active Travel to Stations (Local Connectivity) Phase 2 Detailed Design	2024 to 2026
SWM 6E3	Active Travel to Stations (Local Connectivity) Phase 2 Delivery	2025 to 2027
SWM 6F1	Active Travel to Stations (Local Connectivity) Phase 3 Development	2024 to 2025
SWM 6F2	Active Travel to Stations (Local Connectivity) Phase 3 Detailed Design	2025 to 2027
SWM 6F3	Active Travel to Stations (Local Connectivity) Phase 3 Delivery	2026 to 2027 and beyond
SWM 7	Bus and Bus Rapid Transit Package	
SWM 7a	Cardiff North West Corridor – Bus Priority/Active Travel/Interchange Enhancements- Development	2022 to 2023
SWM 7b	Cardiff North West Corridor – Bus Priority/Active Travel/Interchange Enhancements- Outline design	2023 to 2026
SWM 7c	Cardiff North West Corridor – Bus Priority/Active Travel/Interchange Enhancements- Detailed Design and delivery	2025 to 2027 and beyond
SWM 7d	Bus Priority and P&R at Severn Tunnel Junction Station - Detailed Design and Delivery	2022 to 2025

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SWM 7e	A48 Cardiff to Newport Corridor - Detailed Design and Delivery	2022 to 2027 and beyond
SWM 7f	Newport Central Bus/BRT Infrastructure Improvements - Outline Design	2022 to 2024
SWM 7g	Newport Central Bus/BRT Infrastructure Improvements - Detailed Design and Delivery	2024 to 2027 and beyond
SWM 7h	Strategic BRT Corridors - Study	2022 to 2024
SWM 7i	Strategic BRT Corridors - Development	2023 to 2027 and beyond
SWM 7j	Strategic BRT Corridors - Outline Design and Powers	2025 to 2027 and beyond
SWM 7k	Strategic BRT Corridors - Detailed Design and Delivery	2027 and beyond
SWM 8	<b>Metro Enhancement Framework Corridor Studies</b>	
SWM 8a	Cardiff - Vale of Glamorgan - Bridgend Corridor Study	2022 to 2023
SWM 8b	Cardiff - Vale of Glamorgan - Bridgend Corridor Development	2023 to 2026
SWM 8c	Cardiff - Vale of Glamorgan - Bridgend Corridor - outline design	2025 to 2027 and beyond

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SWM 8d	Cardiff - Vale of Glamorgan - Bridgend Corridor - phased delivery	2026 to 2027 and beyond
SWM 8e	Newport - Chepstow & Eastern Valleys Corridor study	2022 to 2023
SWM 8f	Newport - Chepstow & Eastern Valleys Corridor Development	2023 to 2026
SWM 8g	Newport - Chepstow & Eastern Valleys Corridor outline design	2025 to 2027 and beyond joint funded
SWM 8h	Newport - Chepstow & Eastern Valleys Corridor Phased Delivery	2026 to 2027 and beyond joint funded
SRN	<b>Strategic Road Network</b>	
<p>Following the Road Review Report the Welsh Government will continue to consider road investment in roads (both new and existing) in the following circumstances:</p> <ul style="list-style-type: none"><li>a) To support modal shift and reduce carbon emissions.</li><li>b) To improve safety through small-scale changes.</li><li>c) To adapt to the impacts of climate change.</li><li>d) To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.</li></ul> <p>This programme should be considered alongside the additional detail and context set out in the Welsh Government response to the Roads Review</p>		

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SRN 1	Annual Programme of Capital Maintenance & Renewal	
SRN1a	Update and implementation of Trunk Road Maintenance Manual	2022 to 2027 and beyond
SRN 1b	Deliver an annual Programme of Routine and Cyclic Maintenance	2022 to 2027 and beyond
SRN 1c	Delivery of the Traffic Officer Service	2022 to 2027 and beyond
SRN 1d	Management of the Network Control Centre	2022 to 2027 and beyond
SRN 2	Annual Programme of Capital Maintenance & Renewal	
SRN 2a	Approve SRN Asset Management Strategy and Policy	2023
SRN 2b	Create and approve SRN Asset Management Plans	2023 to 2024
SRN 2c	Deliver an Annual Programme of Capital Maintenance & Renewal	2022 to 2027 and beyond
SRN 2d	Noise mitigation sites for SRN in accordance with Noise and Soundscape Action Plan for Wales	2023 to 2027 and beyond
SRN 2e	Carbon reduction and Climate Change adaptation schemes on SRN	2023 to 2027 and beyond



## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 2f	Update the Road Safety Framework	2022 to 2024
SRN 2g	Develop a Nature Recovery Action Plan for Wales for SRN	2022 to 2024
SRN 2h	Delivery of the Nature Recovery Action Plan for Wales for SRN	2022 to 2027 and beyond
SRN 2i	Deliver programme of mitigation for Air Quality Exceedance on the SRN	2022 to 2027 and beyond
SRN 2j	Develop a plan for the delivery of our Highway Technology Systems Strategy	2022 to 2023
SRN 2k	Roll-out of the Highway Technology Systems delivery plan	2023 to 2026
SRN 2l	Completion of Setting Local Speed limits in Wales Guidance	2022 to 2023
SRN 2m	Delivery of 20mph rollout on SRN	2022 to 2024
SRN 3	Major Asset Renewal (MAR) Programme	
SRN 3a	Develop and deliver a Major Asset Renewal Programme for the SRN in Wales	2022 to 2027 and beyond
SRN 3b	A494 River Dee Bridge Improvements – Major Asset Renewal (MAR) scheme	2022 to 2027 and beyond
SRN 4	Schemes under construction	

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 4a	A55 Abergwyngregyn to Ta'ir Meibion	2022 to 2024
SRN 4b	A487 New Dyfi Bridge	2022 to 2024
SRN 4c	A40 Llandewi Velfrey to Redstone Cross	2022 to 2024
SRN 4d	A465 Dowlais Top to Hirwaun (Section 5 &6)	2022 to 2026
SRN 5	<b>Trunk Road Active Travel Programme</b> , including development of interventions, subject to funding.	
<p>We will progress active travel schemes on the strategic road network that help us achieve the mode shift ambition of Llwybr Newydd and those that are part of wider improvement works or are needed to improve safety of pedestrians and cyclists. We are prioritising schemes in dialogue with the local authorities on the basis of their revised active travel network maps. Schemes that will be progressed in the short term include the following:</p>		
SRN 5a	A40 Bancyfelin Active Travel scheme	2023 to 2027
SRN 5b	A487 North of Aberystwyth Active Travel scheme	2023 to 2027 and beyond
SRN 5c	A487 Cardigan, Penparc Active Travel scheme	2024 to 2026
SRN 5d	Conwy Valley (Glan Conwy to Black Cat and Junction 18 A55) Active Travel scheme	2021 to 2027 and beyond

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 5e	A494 Ewloe to Mold Active Travel scheme	2022 to 2026
SRN 5f	A483 Llandrindod Active Travel scheme	2022 to 2027 and beyond
SRN 5g	A55 Britannia Bridge Active Travel scheme	2022 to 2024
SRN 6	<b>Trunk Road Modal Shift Programme</b> , including development of sustainable and strategically aligned interventions, subject to funding at:	
SRN 6a	Wrexham A483 multi-modal corridor improvements and city centre connectivity. Work with Wrexham Council to develop multi-modal improvements. These will include feasibility/investigation of creating an exemplar multi-modal residential and employment development with lower levels of car use, aligned to tests set out in Welsh Government's response to the Roads Review.	2022 to 2027 and beyond
SRN 6b	A487 Fishguard to Cardigan - Continue with WelTAG process aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027 and beyond
SRN 6c	A4076 Haverfordwest - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2025
SRN 6d	A4042 Southern Corridor Pontypool to M4 - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 6f	A55, A494 and other SRN routes in line with any relevant recommendations of North Wales Transport Commission and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027 and beyond
SRN 6g	M4 sustainable transport studies to support modal shift, aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2027 and beyond
SRN 6h	A494 Aston Hill - we will work with the Local Authority to develop options to improve air quality and support modal shift and resilience, in line with the tests set out in Welsh Government's response to the Roads Review.	2022 to 2027 and beyond
SRN 6i	Revised schemes for Menai Corridor - develop options to ensure the resilience of crossing the Menai Straights on way that supports modal shift, aligned to tests set out in Welsh Government's response to the Roads Review. We have asked the North Wales Transport Commission to make recommendations on how this is best achieved.	2022 to 2027 and beyond
SRN 7	<b>Trunk Road Safety and Resilience Programme</b> , including development of interventions, subject to funding at:	
SRN 7a	A487 Dorglwyd Comins Coch - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
SRN 7b	A40 Millbrook Farm, Brecon - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
SRN 7c	A470 Caersws - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
SRN 7d	A487 Rhiwstaerdywyll - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
SRN 7e	A487 Llwyn Mafon - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
SRN 7f	A55, A494 and other SRN routes in line with any relevant recommendations of North Wales Transport Commission and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027 and beyond
SRN 7g	M4 safety and resilience studies, aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2027 and beyond
SRN 7h	A40 Carmarthen to St Clears Corridor - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 7i	A40 Carmarthen to Llandeilo Corridor - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
SRN 7j	A494 Lon Fawr Rhuthun/Corwen Road. Small scale changes to improve safety at the junction aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2024
SRN 7l	A494 Maesgammedd Road Junction, consideration of alternative and small-scale options to improve safety, aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2024
SRN 7m	A48 Cross Hands to Pensarn - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review.	2022 to 2025
SRN 7n	A48 Nantycaws Corridor Improvement - Consideration of small-scale changes to improve safety aligned to tests set out in Welsh Government's response to the roads review. This will exclude proposals for a grade separated junction.	2022 to 2025
SRN 7o	A44 Llangurig to Aberystwyth, continued development of safety and resilience schemes and aligned to tests set out in Welsh Government's response to the roads review.	2022 to 2027 and beyond
SRN 8	Cross border schemes	

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
SRN 8a	A483 Pant to Llanymynech – we will work together with National Highways to see whether scheme proposals align to the tests set out in the Welsh Government's response to the Roads Review.	2022 to 2027 and beyond funded by others
SRN 9	Other schemes	
SRN 9a	A483 Llandeilo Eastern Bypass - we will continue to work on options to progress the Llandeilo bypass scheme.	2022 to 2027 and beyond
<p>A small sample of three land development schemes (Celtic Business Park, Fishguard, Llanfrechfa, Cwmbran, Warren Hall, Flintshire) were reviewed due to Welsh Government involvement via land ownership or funding. Whilst some comments are made on these developments, the Panel does not make recommendations on whether or not these individual schemes should proceed. Instead, this sample has been used to inform the Panel's advice on future road investment. To aid implementation of these and other economic development schemes, 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.</p>		
EV	Electric Vehicle Charging	
EV 1	Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to EVs	2022 to 2026

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
EV 2	Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to EVs	2022 to 2026
EV 3	Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EVs	2022 to 2027 and beyond
EV 4	Delivery of 18 sites for rapid charging on strategic road network	2022 to 2023
EV 5	Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN	2022 to 2023
EV 6	Through Grants, technical and procurement assistance, support LAs with the delivery of On-street residential charging points	2022 to 2025
EV 7	Develop support services, including training, maintenance and back-office systems, for public sector provided charging points	2022 to 2027
EV 8	Support commercial delivery of Energy forecourt: rapid charging hubs	2023 to 2027
F&L	Freight and logistics	
F&L 1	Participate and contribute to the Cross-Whitehall Freight Group to ensure a collaborative and joined-up approach to policy development is taken across Government in relation to cross-cutting freight issues / opportunities.	2022 to 2023



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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
F&L 2	Ongoing programme monthly engagement meetings with the key sector industry bodies including the Rail Freight Group (RFG), the Haulage Association (RHA) and Logistics UK.	2022 to 2027
F&L 3	Develop a new multi-modal Logistics and Freight Plan for Wales	2022 to 2024
F&L 4	Roll-out of the new multi-modal Logistics and Freight Plan for Wales	2024 to 2027 and beyond
F&L 5	Continue to provide grant assistance via the freight facilities and mode shift schemes where high environmental benefits are achieved from HGV reduction.	2023 to 2027 and beyond
S&P	Streets and Parking	
S&P 1	Introduction of a default 20 mph speed limit - deliver and evaluate 8 trial sites across Wales	2022 to 2024
S&P 2	Roll-out default 20 mph based on trial evaluation	2023 to 2025
S&P 3	Develop a Strategy for fair road user charging strategy	2022 to 2026
S&P 4	Support Local Authorities to develop guidance and standards so developer-built roads are adopted	2022 to 2025
S&P 5	Support local authorities with the creation of a database of unadopted roads and support plans to adopt roads where appropriate	2023 to 2027

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**Annex 2: Programmes, projects and interventions**

Reference	Description	Timescale
S&P 6	Bring forward legislation to provide additional powers to LAs around enforcement of pavement parking	2022 to 2024
S&P 7	Support LAs with awareness and behavioural change programmes around the local introduction of any new policies and powers	2022 to 2025
S&P 8	Continue to develop parking policies in that support equality and modal shift	2022 to 2025
Air	Air Quality	
Air 1	Clean Air Plan / Strategy - Undertake review every 5 years (from publication of Clean Air Plan in August 2020)	2025 to 2026
Air 2	Publication of Technical Advice Note (TAN11) on Air Quality, Noise and Soundscape	
Air 2a	Publication of new TAN11	2022 to 2024
Air 2b	Promulgation of new TAN11	2023 to 2024
Air 2c	Provide further advice and support to users of new TAN	2024 to 2027 and beyond
Air 3	Stationary vehicle engine idling	

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Air 3a	Develop proposals for strengthened powers to tackle unnecessary engine idling as part of Clean Air (Wales) Act	2022 to 2024
Air 3b	Enact new powers	2024 to 2027 and beyond
Air 3c	Provide guidance to Local Authorities on developing and implementing anti-idling measures, including enforcement	2024 to 2025
Aviation	Aviation	
Aviation 1	WG / WGC Holdco to monitor Cardiff International Airport Limited's (CIALs) progress against its restructuring plan which aims to bring the airport back to financial viability by 2025/26	2022 to 2026
Aviation 2	Development Bank of Wales to monitor CIAL's business against the remaining loan plus accrued interest to be repaid by 2045.	2022 to 2027 and beyond
Aviation 3	CIAL Commissioning and installing a solar PV farm on the Airport site to deliver savings of over 20,000 tonnes of carbon emissions over the life of the project for the operation of the airport.	2022 to 2024
Aviation 4	Cardiff Airport is expecting to update its Environmental Flight Path and publish an update for achieving Carbon Net Zero in 2023/24.	2023 to 2024

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Aviation 5	Work with the UK Government / Devolved Government's on the delivery of all aviation strategies including <i>Jet Zero and Flightpath to the Future</i> , which will focus on building back better and ensuring a successful UK aviation sector for the future.	2022 to 2027 and beyond
Third	Third Sector	
Third 1	Agree and MOU with the Community Transport Association to work together on integrating Community and Public Transport and raising awareness of existing community transport schemes	2022 to 2023
Third 2	Develop MOUs with other bodies to support the development of shared mobility and Mobility as a Service Solutions	2022 to 2024
Third 3	Launch a Community Challenge Fund to grow community /voluntary transport sector	2023 to 2024
Third 4	Offer grants to community / voluntary transport organisations for the uptake of zero emission vehicles	2024 to 2027
Third 5	Provide an accelerated skills / training programme and peer-mentoring for volunteers working for community / voluntary transport organisations across Wales	2024 to 2027
Third 6	Establish Neighbourhood / Community Transport Partnerships	2025 to 2027

## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
Third 7	Create a fund for local community transport groups for the purchase and maintenance of electric bikes and cargo bikes	2023 to 2027
Third 8	Trial collaboration partnerships at a local level which are aimed at providing maintenance support for the Community Transport sector at bus garages	2025 to 2027
Third 9	work with the Traffic Commissioner to ensure that regulation supports volunteer drivers and community operations	2022 to 2025
Third 10	develop frameworks for car clubs and other shared mobility solutions to be used by community groups	2022 to 2025
Third 11	Develop a rural shared mobility /community transport / MaaS pilot trial area to test the effectiveness and viability of emerging technologies and services	2024 to 2027
Third 12	Develop an urban shared mobility /community transport / MaaS pilot trial area to test the effectiveness and viability of emerging technologies and services	2024 to 2027
Third 13	Develop a support function through Transport for Wales to assist communities in developing local solutions	2024 to 2027 and beyond
T&P	Taxi and Private Hire Vehicles	
T&P 1	Initial stakeholder engagement on potential reforms	2022 to 2023
T&P 2	Drafting and consultation of White Paper on taxi/PHV licensing	2022 to 2024

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
T&P 3	Drafting of new taxi/PHV licensing Bill including national standards	2022 to 2025
T&P 4	Development of national licensing database	2023 to 2026
T&P 5	Development of taxi decarbonisation action plan	2022 to 2023
T&P 6	Implementation of taxi decarbonisation action plan	2023 to 2027 and beyond
T&P 7	Development of a national training courses for drivers and operators	2022 to 2024
T&P 8	Roll out of training for drivers (optional at first until legislation in place)	2023 to 2027 and beyond
T&P 9	Development and formalisation of taxi-bus arrangements for rural areas	2023 to 2027 and beyond
T&P 10	Try before you buy Green taxi pilot (started 2021)	2022 to 2024
T&P 11	Evaluation of try before you buy pilot (results feeding into decarbonisation plan implementation)	2022 to 2024
T&P 12	Develop options for increasing numbers of Wheelchair Accessible Vehicles	2022 to 2024
T&P 13	Implement preferred option(s) for increasing numbers of Wheelchair Accessible Vehicles	2023 to 2026

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## Annex 2: Programmes, projects and interventions

Reference	Description	Timescale
P&M	Ports and Maritime	
P&M 1	Develop a new ports and maritime strategy for Wales which reflects the challenges and opportunities of post-Brexit changes in sea freight movements.	2022 to 2024
P&M 2	Roll-out of the new ports and maritime strategy for Wales	2024 to 2027 and beyond
P&M 3	Ongoing programme of separate monthly engagement meetings the Maritime Recovery Working Group, British Ports association, UK Major Ports, individual major port owners (4), two major ferry operators.	2022 to 2027 and beyond
P&M 4	Working with the Marine Energy Programme as part of the ports and maritime strategy to support opportunities for floating offshore wind (FLOW), tidal stream, wave and tidal lagoons, across Wales.	2022 to 2027 and beyond

## Annex 3: Delivery pathways



## **Annex 3: Delivery pathways**

The WTS identified four key areas critical to the delivery of our priorities and ambitions – decarbonisation, equality, integrated journey planning and rural. These cut across the different modes and sectors. There are a wide range of commitments relating to each of these throughout the WTS.

We are developing four delivery pathways listing the specific commitments in the WTS and mapping out what needs to be done to make them happen. Progress on each of the pathways and associated commitments will be reported regularly to the Transport Performance Board which has now been established.

Within this annex we have provided a summary of the main initiatives that will be key to delivering each pathway.

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## Annex 3: Delivery pathways – Integrated journey planning

### Integrated journey planning pathway

Facilitating integrated journeys by sustainable modes, for door-to-door journeys will be key to meeting our modal shift targets. The integrated journey planning pathway will bring together a range of issues such as service design, timetabling, ticketing, information provision, infrastructure investment and planning and policy development to enable these journeys to happen easily and reliably.

We will take forward the following main actions to deliver affordable, sustainable integrated journeys.

#### Metro programmes

Our Metro programmes are a mainstay of our integrated transport delivery, developing all sustainable modes to provide an accessible and efficient transport system at a regional and national level. The Metro programmes are developing prioritised programmes for the next 10 to 15 years we can align all transport developments to deliver our ambitions for modal shift.

#### One network, one timetable, one ticket

This programme is starting with our bus services where we want to create a bus system with passengers at its focus. It will be:

- Easy to access – through extensive networks, good infrastructure and welcoming drivers.

- Easy to use – through simple ticketing and sensible routes; and
- Easy to navigate – with fully integrated journeys and clear information.

This approach will be extended across all of our public transport services to achieve a sustainable transport system that boosts social equity and is capable of delivering the scale of modal shift required to respond to the Climate and Nature Emergency.

#### Integrated ticketing and journey planning

This will be a key part of supporting our Metro programmes and the vision of one network, one timetable, one ticket. By bringing together mobile apps and transport websites we will make it simple for anyone to discover what sustainable transport options are available, plan a journey and book and pay for it. We will develop systems that allow users to easily switch between different types of transport including taxis, community transport, cycle and E-bike hire. We are involving users, including those with lived experience, in the development of our future digital services and the design of our overall ticketing and journey planning offerings. All services will be available in both Welsh and English.

#### Station Active Travel plans and Station Network Plans

We are no longer looking at our bus and rail stations in isolation. Instead, we now see them as hubs for integrated

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## **Annex 3: Delivery pathways – Integrated journey planning**

journeys – bringing together all sustainable transport. These locally focussed individual plans will improve walking and cycling infrastructure for people to access the stations and then easily switch between transport types. At bus and train stations these will provide improved active travel facilities including cycle storage and hire.

### **Reforming bus legislation and network redesign**

We have set an ambitious target to reform bus legislation that is currently preventing the public sector from making significant improvements to bus services. The aim is to give the public sector control on the frequency and routing of bus services, which will in turn enable us to extend their reach and better integrate them with other modes and ensure they meet the needs of communities across Wales.

The network redesign will establish where best to invest in services and infrastructure that will make the biggest difference. This network redesign is led by TfW and draws on the local knowledge of the operators and local authorities to ensure our 'one network' meets local needs as well as national objectives. These reforms and redesign are key enablers for us to deliver our 'one network, one timetable, one ticket' vision for integrated journeys.

### **Roads**

Our roads play a major role in supporting public transport and active travel. We will continue to optimise our assets to support modal shift making it easier to make reliable, sustainable journeys. The introduction of default 20 mph residential speed limits, reductions in pavement parking and the reallocation of road space to sustainable modes will all contribute to modal shift away from the private car.

### **Third Sector**

As we develop our integrated journey planning and ticketing platforms, we will look to integrate third sector services, including car clubs, with them. This will create further opportunities for people to complete multi-modal door-to-door sustainable journeys without the need for a private car.

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## Annex 3: Delivery pathways – Decarbonisation

### Decarbonisation pathway

This pathway brings together the commitments and action in the WTS in and around decarbonisation. These cut across different priorities, modes and sectors, and are often integrated into particular programmes and projects. Our targets on modal shift, the efficiency of freight transport, and passenger emissions will all contribute to decarbonisation.

Our behaviour change headline priority is all about encouraging people to make the change to sustainable low carbon transport. Apart from the direct approach of campaigns and marketing many other interventions will contribute to changing behaviours to support the decarbonisation of transport. The strategic initiatives against this priority are:

- Improving customer experiences
- Developing shared solutions
- A framework for demand management
- 20 mph default residential speed limits
- Action on pavement parking
- 'Fairer Fares' for public transport
- Improving cycle hire availability

The key actions within the modes and sectors cover a range of activities which either support active travel and public transport use or decarbonises the vehicles used. The

following are the main actions we are developing in support of the decarbonisation pathway.

#### Active Travel

Walking and cycling on their own are zero emission forms of transport. Our whole active travel programme not only encourages this but also works to integrate active travel with other forms of sustainable travel to extend the benefits of increased walking and cycling.

#### Bus

Our plans include a target of 50% of the most polluting part of the bus fleet to be zero tailpipe emission by 2028 and the entire fleet to be zero tailpipe emission by 2035. Our bus reforms and network redesign will extend the reach of services to increase patronage and create modal shift. This will be further supported by developing our 'Fairer Fares' policy to make services more affordable, again supporting modal shift away from the private car.

#### Rail

Our investment in new rolling will significantly reduce emissions and our smart electrification of the core valley lines and green energy procurement will further reduce emissions. We also have a longer-term rolling stock strategy to take

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## Annex 3: Delivery pathways – Decarbonisation

advantage of further electrification of the Wales network when delivered by the UK Government.

### Roads

The rollout our [EV charging plan](#) for Wales supported by investment in a range of charging infrastructure on our strategic road network, transport interchanges, public sector locations and for the use of buses and taxis will be key to decarbonising road transport. Following the roads review we have set 4 tests for new road investment based on the ambitions and priorities of the WTS so will align with the decarbonisation pathway. We will also prioritise sustainable transport using our roads and to support this where appropriate we will reallocate road space to prioritise walking, cycling and public transport.

### Third Sector

A strong third sector will support modal shift away from less sustainable transport options. EV car clubs will provide zero tailpipe emission options for many in urban and rural areas and we will explore ways to support community groups make the switch to zero tailpipe emission vehicles.

### Taxi and Private Hire

Our ambition is that all taxis and PHVs should be zero-emission at tailpipe by 2028. To help to achieve this ambition, we will develop and implement a taxi decarbonisation action

plan which will include details on ways we can assist the industry in making the transition to zero-emission vehicles. Stakeholder engagement will inform this plan and will determine the most suitable forms of incentives, which may include a loan or lease scheme.

### Freight and Logistics

The technology to support the decarbonisation of the freight sector is less well developed than that for private vehicles. The strategy for freight vehicles will be further developed through the freight and logistics plan. As part of our wider EV Action Plan we will identify and support locations where larger-scale EV charging infrastructure can be aggregated to support cars, vans, lorries and public sector vehicles such as refuse vehicles and buses. In the medium-term this will be extended to hydrogen fuelling infrastructure if there is a demand.

There has been significant growth in last-mile, same and next day express delivery and general online orders, and this is likely to continue and grow. We will support the sector in expanding the use of electrically assisted cargo bikes, drop-off/pick-up lockers and other forms of consolidation as well as working with them on discouraging express delivery where not required.

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## **Annex 3: Delivery pathways – Decarbonisation**

### **Ports and Maritime**

Our ports have a major part to play in supporting the decarbonisation of shipping by providing green fuel and shore supplies to ships. The MEP will deliver our Programme for Government commitments to develop a Tidal Lagoon Challenge, as well as supporting fixed and floating offshore wind (FLOW) by investing in Welsh ports.

### **Aviation**

The UK Government published its Jet Zero strategy in July 2022 which covers a number of proposed actions across the six measures; improving efficiencies to airports, airspace and aircraft, building a thriving UK sustainable aviation fuel industry, developing zero emission flights for commercial use, creating successful carbon markets and investing in greenhouse gas removals, enabling consumers to make sustainable aviation travel choices, and addressing non-CO2 impacts.

We will work with the UK Government on these proposals to ensure we can build our own aviation recovery plans and support and develop a more sustainable aviation industry in Wales. Cardiff Airport have an environmental flightpath and this will be updated with revised targets to decarbonise its ground operations and to promote the uptake of sustainable aviation fuels and ultimately zero emission flight technology in Wales

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## Annex 3: Delivery pathways – Equality

### Equality Pathway

The Equality pathway will map the actions needed to meet our legal and policy commitments on the accessibility of infrastructure and services, as well as our commitments on inclusive design, training, policy development and standards. We will report to the Transport Performance Board on its design and delivery. The aim is to ensure that equality is integrated into transport planning at the highest level rather than seen as a separate issue. In line with the five ways of working, we will involve people with lived experiences, including the Transport for Wales Advisory Panel.

Within the WTS are a range of commitments that need to be realised. In working through those commitments relating to the Equality Pathway, they have been divided into five pillars:

- **Engagement and Involvement:** will actively engage those who design and use transport to ensure it is fit for purpose.
- **Infrastructure:** Through WelTAG equality is considered as a matter of course in the design of new / review of current infrastructure ensuring that facilities are safe, welcoming and accessible.
- **Social Justice:** will work to ensure that transport is available, accessible and affordable to the people of Wales.

- **Technology and Innovation:** ensure that any developments in innovation and technology, are from the outset, accessible and benefit all those who use transport.
- **Training and Guidance:** We will work with all partners to provide training and guidance that will support the objectives of the equality pathway.

### Engagement and Involvement

We will support and encourage the involvement of all user groups in the design and development of our services and infrastructure. We consulted extensively in developing the WTS and the feedback forms the basis of this plan. The TfW Advisory Panel represents a broad range of groups to help develop our transport services. There are also specialist sub-groups which have carried out in depth reviews of the designs for our new rail rolling stock and station infrastructure. Similarly, the Transport Performance Board also has representatives from a wide range of groups reviewing our delivery of transport services.

### Infrastructure

WelTAG, our guidance on developing transport projects in Wales, is being updated to ensure that future transport projects funded by the Welsh Government align with our wider priorities and ambitions in the WTS, including those relating to equality.

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## **Annex 3: Delivery pathways – Equality**

Our plans continue to enhance the accessibility of our public transport. This includes the active travel routes to get to the stops and stations; the stops and stations themselves; and the buses and rolling stock. Level boarding from platform to train will be a key feature of the transformed CVL with the rolling stock also having automatically deploying gap fillers removing the gap between platform and train.

### **Social Justice**

The equality pathway will also monitor the application of our Socio-Economic Duty considering how strategic decisions will reduce the inequalities associated with socio-economic disadvantage. This is most directly linked to public transport availability and affordability, including concessionary fares, which will be covered by our 'Fairer Fares' policy. There are a number of other programmes where the socio-economic duty will be important. A number of the third sector services are often used by those who may be socio-economic disadvantaged and in developing programmes such as EV Car Clubs and E-cycle hire we will look to reduce inequalities.

Road user charging is often presented as inequitable. However, ONS data shows that the average Welsh household with a car has an income 69% above a similar household without a car, so charging that supports improving non-car modes is progressive and supports those on lower incomes.

### **Technology and Innovation**

The main programme which will assist in delivering the equality pathway is that of integrated journey planning and ticketing. We will explore ways to make it simpler for customers to buy tickets and pay for door-to-door journeys. To simplify payment, we will invest in a Pay-As-You-Go (PAYG) ticketing scheme using contactless debit/credit and prepayment cards so not disadvantaging those without debit/credit cards.

We are involving users, including those with lived experience, in the development of our future digital services and the design of our overall ticketing and journey planning offerings. All services will be available in both Welsh and English.

### **Training and Guidance**

As part of our reforms and development of different modes and sectors we will be producing a range of standards and guidance. We will work with partners to provide supporting training materials and programmes, which will incorporate addressing equality issues. As we develop our new bus services operating model, we will be developing service standards and training requirements for drivers which will support equality. A similar approach is also planned as we start to develop our reform proposals for the taxi and private hire sector.



### Rural Pathway

Wales' rural communities make up around a third of our population and are spread across all parts of the country. Providing access to sustainable, safe and reliable public transport is vital not only to achieving our climate change goals but to help people access the services, employment, cultural and education opportunities to enable them to thrive.

We recognise that the transport needs of communities in rural Wales will be different to those in more urban areas, and it is important to work with those communities to plan the types of public transport services they will need. It can't be a 'one size fits all' solution; each community has its own requirements and challenges that will impact what works best for the people that live, work and visit them.

Wales Transport Strategy - sets out our approach to developing a series of pathways centred on topics which are of strategic importance. They cut across different modes and sectors and are designed to pull together our commitments and plans on these topics in a way that allows people to easily track the progress both we as Welsh Government are making along with our local, regional and national delivery partners.

It is vital that we seek to find sustainable public transport models which are both tailored to the needs of rural communities, but also interface with more urban transport

networks so that people can travel from urban to rural areas and vice versa with as little friction as possible.

Our Rural Pathway takes a hub-and-spoke approach. It will help those in the most isolated communities better access their local village or town. From there they will have a wider range of public transport and active travel choices to travel locally or to connect them to their nearest transport interchange for longer journeys.

#### Active travel networks

Through the development of the local authority Active Travel Network Maps we will extend the reach of active travel creating new active travel routes between rural communities and their nearest town and or public transport access. Working with local authorities we aim to build "hub-and-spoke" active travel corridors to connect market towns and other significant local centres to surrounding villages and outlying developments.

It is recognised that active travel networks in rural areas may involve longer distances and more challenging terrain than in urban area. We have been exploring the benefits that electric cycle hire schemes can bring in all parts of Wales, including rural areas. We are developing an e-cycle purchase loan scheme for roll-out in 2023/24 that substantially reduces the financial barriers to e-cycle and e-cargo cycle ownership, which will support those in rural areas make longer active

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## **Annex 3: Delivery pathways – Rural**

travel journeys and help rural communities contribute to achieving modal shift targets.

### **Extending the geographical ‘reach’ of public transport in rural Wales**

There are a number of programmes that will contribute to extending the reach of public transport in rural areas. The main programme will be the bus network redesign which is aimed at providing more services to more people. Part of the design programme will aim to connect villages with an inter-town network of frequent, fast bus services and train lines. This will be supported by the bus reform legislation which will give the public sector control on where buses services run.

As well as new technologies, new service models will play an important part in allowing people to access public transport in a way and at a time that best suits their needs. Our Fflecsi pilots have shown that demand-responsive travel can provide a more flexible and adaptable service, with particular success in rural communities. We will examine the findings of this pilot carefully and embed them into our rural pathway framework for regions across Wales to exploit.

Although TrawsCymru services serve strategic long-distance routes they also serve many rural communities along the way, providing them with vital links to be able to complete longer journeys by sustainable means. We are investing in the

TrawsCymru services and also decarbonising the fleet to make these an even more sustainable choice.

Public transport not only needs to be available, but also affordable. This is particularly important in rural areas where people may have fewer transport choices for low-cost independent mobility. Our ‘Fair Fares’ policy will explore making bus travel more affordable which will benefit rural communities with limited sustainable travel options.

### **Demand Management**

In developing a framework for fair and equitable demand management in Wales and other disincentives to car use, we will take into account equality issues including the needs of people in rural areas. This will protect the rural economy and those who have no access to sustainable transport services.

### **Third Sector Services**

The third sector provide a range of different services that support our rural communities. Community transport is an important part of our transport system in Wales, supporting vulnerable people to access essential services. We will, through Transport for Wales, work with our Community Transport partners to look at ways we can best support both the people who use this vital service and those who give their time to run it.

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### **Annex 3: Delivery pathways – Rural**

third sector, we can develop the idea of a minimum level of lifeline journey provision.

All of the strategic initiatives outlined in the third sector section will contribute to the rural pathway, these include:

- Community car share schemes packages
- Community-based EV Car Clubs
- Community transport partnerships
- Virtual community transport volunteering hub
- Passenger charter for community transport organisations

#### **Electric Car Clubs**

Electric car clubs also offer a new way of looking at car usage; both for those who want to use their car less, or may only use it some of the time, and for people who may struggle to afford the high cost of running a car. We are working in partnership with Powys County Council, Transport for Wales, and a range of partners to look at how we can increase provision of community-based car clubs.

#### **Regional Transport Planning for All Communities in Wales**

Our delivery pathways also provide a framework to support the development of Regional Transport Plans, which will be developed for North, West, Mid and South East Wales by the

regional Corporate Joint Committees (CJCs). It will allow each region to easily identify the different range of interventions they could make, and how they can implement them in a way that is consistent with Llwybr Newydd. These will be live frameworks, being updated as we test and develop new and innovative services and infrastructure solutions.



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