

Consultation - a new Wales transport strategy - Response Form

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Organisation (if applicable): Shrewsbury Aberystwyth Rail Liaison Committee

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Q1: Do you agree with our long-term vision?

Strongly agree	<input type="checkbox"/>	Agree	<input checked="" type="checkbox"/>	Neither agree nor disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>	Strongly disagree	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
No opinion	<input type="checkbox"/>				

Please provide your comments:

It is delivery in a reasonable time frame that will be the test of this policy. How practical some of the proposals relating to electric cars remains to be seen – apparently there is not the power in rural areas to sustain a lot of charging points and apparently there is not enough natural resources to provide materials to make the number of batteries required.

Rural areas could be disadvantaged (this covers a lot of Wales) with diesel and petrol cars being phased out – the provision of support for electric cars in these areas is very important but will be costly.

Q2: Do you agree with our 20-year ambitions?

Strongly agree	<input type="checkbox"/>	Agree	<input checked="" type="checkbox"/>	Neither agree nor disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>	Strongly disagree	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
No opinion	<input type="checkbox"/>				

Please provide your comments:

Delivery of projects in an identifiable programme is important to retain confidence of the population.

Q3A: Do you agree with our 5-year priorities?

Strongly agree	<input type="checkbox"/>	Agree	<input checked="" type="checkbox"/>	Neither agree nor disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>	Strongly disagree	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
No opinion	<input type="checkbox"/>				

Please provide your comments:

A lot of the proposals appear to be designed for urban areas. The need to roll out the programme Wales wide is important to include rural areas – i.e. Pembrokeshire, Powys, Ceredigion, Gwynedd, Denbighshire etc.

We support the proposals for reducing omissions.

We support the provision of buses in rural areas and on routes where they are not commercially viable for private companies.

We support the use of digital technology. The Covid 19 pandemic has forced many into using technology who might not have used it before.

Cycling in Wales is a challenge, particularly in rural areas. The important consideration is that promises of such facilities are met; to date there has been a lot of talk but little delivery. This is particularly apparent in Mid Wales and parts of North Wales.

Q3B: Do you think that we have the right number of priorities or should these be further refined? If so, do you agree with the following three priorities?

1. We will reduce the need to travel.
2. We will encourage modal shift – when people need to travel we will encourage them to take fewer car journeys and use sustainable forms instead through supply of better services, and stimulating demand for them through behaviour change measures.
3. We will adapt out infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Please provide your comments:

1. Need to travel:
This will happen with a new approach due to the lessons from Covid 19. There will need to be a substantial publicity campaign to attract passengers back to the railways.
2. How to travel:
To stop road usage a good public transport system is needed. In particular buses and trains at times which allow people to use them for commuting and leisure uses? Lack of early morning buses in some areas is an issue for people wishing to use buses for work.
3. Infrastructure:
There needs to be an overall programmed plan with funding for transport, both rail and bus, without this people will not use the services to their full potential. Such plans need to be specific and based upon local consultations.

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

Yes No

Can you suggest others?

Progress in any plan should be related and measured by the target dates for completion of schemes.

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

Yes No

Do you have any suggestions for how we should do this?

It would be good to set targets, however these should be based upon evidence gained from past surveys. The information can only be a guide as Covid 19 has changed many peoples working culture.

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

Yes No

Are there others that you can suggest?

It is important for the population to see clearly what is planned. To this end there should be 'sub plans' for each area (less than County wide in area) agreed using local knowledge (acknowledging overall policy) for implementation and measurement as to progress.

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

Yes No

Do you have any comments on these?

There needs to be clarity in individual mini plans so that all are clear as to what is to be proposed. There are too many documents which are not clear and do not give clarity as to the actual delivery.

Q8: We have shown how transport will use the 5 ways of working set out in the Well-being of Future Generations (Wales) Act 2015. Do you agree with this approach?

Yes No

Do you have any comments?

The approach is now well established. The important matter is delivery of any plan.

Q9: If charges for road use were to be introduced to help meet goals for cleaner air, a safe climate and better health, how can this be done in a way that's fair to everyone?

Charges for road usage is penal and another tax. Any charges should only be on primary routes and where there is an alternative route available without charges. In some areas there is no other form of acceptable transport and these areas should not be the subject of such charges (i.e. rural areas).

Question on the Integrated Sustainability Appraisal

We have also published an Integrated Sustainability Appraisal (ISA). The aim of this is to ensure that the Wales transport strategy has considered the impact of transport on the environment, health, equalities, Welsh Language, rural issues, children and young people, economic development as well as wider sustainability issues, within the context of the national well-being goals in the Well-being of Future Generations (Wales) Act 2015.

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

Yes No

Q10B: Are there any gaps?

There is an overall vision, however if the past has any bearing the rural areas will not benefit with almost all funding going to the cities and larger towns in South Wales and parts of North Wales.

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

The report needs to identify the needs of rural areas and have a specific policy to address those issues.

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects that draft strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favorably than English.

What effects do you think there would be? How positive effects could be increased, or negative effects be mitigated?

All transport information should be bi-lingual laid out in a readable way. (Separate Welsh and English information – combining them causes confusion if done line by line.

To sustain a reduction in paper information should be in two separate parts (one Welsh and one English). To provide single bilingual publicity involves a lot of wasted paper resources.

The pronunciation of Welsh with regard to announcements is important to retain the culture of the language. This has improved over the last few years.

Question B: Please also explain how you believe the draft strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language.

For transport information both languages are essential in Wales. They should not be combined but show in separate information next to each other. This causes less confusion.

Question C: We have a duty to consider the impact of our policies on people or groups who share protected characteristics.

Do you think this draft strategy will deliver positive benefits for people who share protected characteristics? If so, which are the most important?

A lot of what is proposed will be carried out in cities and larger towns. The Mid Wales smaller towns are not likely to gain the same attention. It would be good if the same benefits could be rolled out the towns such as Newtown, Welshpool, Llandrindod Wells and Aberystwyth. Decisions on what is needed to be provided should be the subject of a consultation with local people to ensure needs are met based on local knowledge.

If the above is implemented there could be positive benefits for the more rural areas.

Question D: Do you think the draft strategy could have a negative impact on some people or groups who share protected characteristics? If so, what are they and how can we prevent those?

A lot of what is proposed will be carried out in cities and larger towns. The Mid Wales smaller towns are not likely to gain the same attention. It would be good if the same benefits could be rolled out the towns such as Newtown, Welshpool, Llandrindod Wells and Aberystwyth. Decisions on what is needed to be provided should be the subject of a consultation with local people to ensure needs are met based on local knowledge.

If the above is not implemented there could be negative benefits for the more rural areas.

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

Please enter here:

Much as the published plan is colourful and gives an overview, there is little substance of what it all will mean in practice. How practical some of the proposals are will be seen over time.

We are not convinced that all electric cars is deliverable with the number of charging points (and time it takes to charge) required. It is also understood that the natural materials to build the number of electric road vehicles is not available.

Support for green uses is sound, electric or hydrogen trains is the right way forward.

Rural areas need to be carefully considered as some of the overall policies may only work in cities and larger towns. When setting an overall policy the effect on rural areas needs to be addressed.

To gain confidence in the strategy a move to provide detailed local plans as soon as possible is required.

Such local plans should involve local knowledge and provide clear proposals with a delivery plan including programme and funding.

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

Note: The Shrewsbury Aberystwyth Rail Liaison Committee is prepared to give oral evidence if it were felt to be of value.

December 2020.