



CYMRU | WALES

Campaigning for a bigger and better railway

Wales Transport Strategy - response to Welsh Government

Responses based on discussion at Railfuture Cymru/Wales committee meeting on 16.01.2021.

Consultation Response Form

Below are the answers entered into the response form by Railfuture Wales. The contact details shown below may become out of date so please see the contacts on the www.railfuturewales.org.uk website if you wish to contact Railfuture Wales.

Your name: Peter Kingsbury (Chair)

Organisation (if applicable): Railfuture Wales

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NB This response is primarily based on an assessment of the rail mini plan.

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 should not be assumed all travel demands need to be met.

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:

Replacing diesel trains with hydrogen is less desirable than electricity or batteries as it is only about 33% efficient and is only decarbonizing if the hydrogen is produced in a carbon-neutral way. Reference to 'renewable diesel locomotion' on page 75 is not understood.

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

Strongly agree	<input checked="" type="checkbox"/>	Agree	<input 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:

The first rail priority bullet point (page 76) should make reference to the potential for line reopening.

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:

All the above three priorities are important and rail can play a major role in achieving them.

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?

None to suggest.

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?

Statistics collected relating to rail use need to ensure that data on use of Transport for Wales services in England do not obscure data about rail use wholly or partly in Wales.

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?

Section on how we deliver priorities should refer to working with local authorities and other stakeholders such as train operating companies and rail user groups.

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?

This response only relates to the rail mini plan but it is important that connectivity between transport modes is given a priority in decision making: i.e. the ease of end to end journeys is always considered

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?

No

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?

No comment

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?

No comment

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

No comment

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 favourably than English.

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

No comment

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

No comment

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?

No comment

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?

No comment

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

Please enter here:

No

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