



*Response to:*

**Consultation on Llwybr Newydd: a  
new Wales transport strategy**

## Introduction

Transport Action Network strongly supports the draft transport strategy for Wales, “Llwybr Newydd: a new Wales transport strategy” which it sees as essential for tackling a wide range of social, environmental and economic issues. The considered and thoughtful approach of this draft transport strategy is a welcome breath of fresh air from a national government and we hope that it will remain intact when it is adopted.

## Our headline issues

We strongly support the following aspects of the draft strategy:

- the commitment to reducing the need to travel through better land use planning.
- the clear commitment to reducing traffic and car dependency.
- the focus on inclusivity and accessibility.
- the five-year priorities, especially tackling climate change, increasing public transport usage, improving digital connectivity and making alternatives to car use more attractive.
- the proposed measures to explore equitable ways to disincentivise car use, such as road user charging and workplace parking levies.
- the sustainable travel hierarchy that would see investment in active travel and public transport prioritised over road schemes.
- the prioritisation of road maintenance over road expansion.
- the commitment to work with the UK Government on a “fully integrated public transport solution to congestion on the M4 as a more sustainable long-term alternative to private cars use in south east Wales”.

## Additional comments

While we are very supportive of the draft strategy, we would like to see more ambition on road user charging, with a firm commitment that any funds raised would be ringfenced for a transformational public transport and active travel fund. As revenues from fuel duty fall due to the increased uptake of electric vehicles, it is important that any replacement revenue raising scheme makes clear that funds raised will be reinvested back into providing sustainable alternatives, so people have a genuine choice not to use their cars.

Although the draft strategy makes clear that investment will be prioritised to public transport and active travel, and road maintenance over road expansion, there are still some areas where it is slightly ambiguous. For example, it’s not clear how any current road

building proposals, such as the controversial A55 A55/A494/A548 Deeside Corridor Improvement 'Red Route' in north Wales, will be reassessed in accordance with the strategy and the new WelTAG appraisal tool. How this is dealt with will be seen as an important test of the Welsh Government's commitment to doing transport differently.

It will also be important that any traffic issues on the road network, such as congestion pinch points, are tackled by traffic reduction through increasing active travel provision and public transport priority measures. It will be essential that road capacity is not automatically increased as this will just fuel traffic growth and undermine the wider transport strategy.

## **Conclusion**

We firmly believe that the Welsh Government has a golden opportunity to reshape future transport provision in Wales with this ground breaking transport strategy. It represents a radical departure from the past but one that truly embraces the need to tackle a number of critical issues that have for too long been ignored in transport planning.

Placing social and environmental issues at the heart of the strategy with an emphasis on inclusion and fairness is warmly welcomed and will be important if the strategy is to deliver the level of change that is required.

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Transport Action Network provides free support to people and groups pressing for more sustainable transport in their area and opposing cuts to bus services, damaging road schemes and large unsustainable developments

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