

# Agenda



## Delegated Decisions - Joint Cabinet Member

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Date: Thursday, 21 January 2021

To: Councillors Jeavons and Davies

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Item	Wards Affected
1	

"LLwybr Newydd – New Path" Wales Transport Strategy Consultation  
(Pages 3 - 22)

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# Report



**Deputy Leader / Cabinet Member for City Services**  
**Cabinet Member for Sustainable Development**

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**Part 1**

**Date:** 22 January 2021

**Subject** “LLwybr Newydd – New Path” Wales Transport Strategy Consultation

**Purpose** Approval of the Council’s response to “LLwybr Newydd – New Path” the draft Wales Transport Strategy consultation.

**Author** Head of City Services  
 Head of People & Business Change

**Ward** All wards

**Summary** On 17th November 2020, Welsh Government published its new draft transport strategy pledging a major reduction in carbon emissions from the transport network in Wales. The draft strategy, “LLwybr Newydd – New Path”, aims to shape Wales’ transport system over the next two decades. It sets out a range of new ambitions to reshape transport in Wales, including a new sustainable transport hierarchy that will help shape investments towards greener transport options. A consultation has been launched which runs until 25 January 2021. The council has drafted a response to the consultation process for approval and this is attached as Appendix to the report.

Transport emissions for Newport are higher than the Wales average therefore sustainable transport is a key area of focus for the Newport area and the draft consultation response proposes that the Council agrees with ethos of LLwybr Newydd – New Path.

**Proposal** For Cabinet Members to review the strategy and approve the consultation response.

**Action by** Cabinet Members

**Timetable** Immediate

This report was prepared after consultation with:

- Head of Finance
- Head of Law & Regulation

**Signed**

## Background

Transport currently makes up 17% of Wales' carbon emissions and Welsh Government has committed to set new and stretching five year priorities to tackle carbon emissions as it seeks to meet decarbonisation targets.

On 17<sup>th</sup> November 2020, Welsh Government published its new draft transport strategy pledging a major reduction in carbon emissions from the transport network in Wales. The draft strategy, "*Llwybr Newydd – New Path*", aims to shape Wales' transport system over the next two decades. It sets out a range of new ambitions to reshape transport in Wales, including a new sustainable transport hierarchy that will help shape investments towards greener transport options.

Welsh Government has already outlined its long-term ambition for 30% of the workforce to work from home or remotely, achieved by giving people more choice over how and where they work. The strategy recognises that more local services and more active travel can mean fewer people needing to use their cars daily.

"*Llwybr Newydd – New Path*" sets out a **20-year vision**:

***An accessible, sustainable transport system.***

and four **long-term ambitions**:

- ***good for people and communities,***
- ***good for the environment,***
- ***good for the economy and places in Wales,***
- ***good for culture and the Welsh language.***

Contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015.

This will be delivered through a set of **five-year priorities**:

***Priority 1: reduce greenhouse gas emissions by planning ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, so that fewer people need to use their cars on a daily basis.***

Priority 1 also includes a sustainable travel hierarchy

- 1) Walking and Cycling
- 2) Public Transport
- 3) Ultra Low Emission Vehicles
- 4) Other Private motor vehicles

But where people and businesses do need to travel, we will:

***Priority 2: grow public transport use in Wales by providing services that everyone can use, wants to use, and does use, based on:***

***Priority 3: safe, accessible, well-maintained and managed transport infrastructure that is also future-proofed to support public transport and electrification especially walking and cycling.***

It is not enough to just support sustainable transport services and infrastructure. We also need to drive modal shift and behaviour change by:

***Priority 4: making sustainable transport choices more attractive and affordable to more people and businesses, whilst respecting the fact that many people including those in rural areas or disabled people, may not have options, and***

***Priority 5: supporting innovations that help more people and businesses adopt more sustainable transport choices.***

“Llwybr Newydd – New Path” also contains **nine ‘mini-plans’** for modes and sectors:

- **Active travel;**
- **Rail;**
- **Bus;**
- **Roads (including streets and parking);**
- **The third sector;**
- **Taxis and private hire vehicles;**
- **Freight and logistics;**
- **Ports & maritime transport**
- **Aviation.**

## Consultation

A consultation has been launched which runs until 25 January 2021. The council has drafted a response to the consultation process for approval and this is attached as Appendix 1 to this report.

As outlined in the draft response for the Newport area transport emissions are considerably higher than the Wales average therefore sustainable transport is a key area of focus. The draft strategy will further facilitate the move to sustainable travel options the council are advocating. This will improve air quality and reduce carbon emissions both locally and nationally and will support the local Air, Noise & Sustainability Action Plan and the local Carbon Reduction Plan. In addition, this will support the implementation of the Newport Local Well-being Plan.

Newport City Council agrees with ethos of Llwybr Newydd – New Path.

## Financial Summary

There are no financial implications to this report. However, there will be cost implications locally to implementation of this strategy and funding will need to be sought to undertake these changes.

## Risks

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Welsh Government retain objectives within the strategy that are unsupported by the authority	M	M	Seek to maintain a strong voice at both a local and national level on the implementation and impact of measures in the strategy. Maintain position that national strategies must also consider local circumstances and impact	Head of City Services
A road network that gives greater priority to public transport and Active Travel	M	M	Ensure that improved public transport services and infrastructure are delivered in a timely manner and with sufficient capacity to accommodate/encourage modal change	Head of City Services

## Links to Council Policies and Priorities

[One Newport Public Services Board Local Well-being Plan 2018-23](#)

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs’ sustainable travel vision is:

*“Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles”.*

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

**Steps**

1. *PSB to become champions of sustainable travel, leading by example and reducing the public sector’s contribution to air pollution.*
2. *Create an environment where public transport, walking and cycling is prioritised.*
3. *Encourage the use of ultra-low emission vehicles.*

There is a clear link between the sustainable travel intervention of the Local Well-being Plan and *“Llwybr Newydd – New Path”*.

Corporate Plan 2017-22 & the Strategic Recovery Aims

The Corporate Plan runs to 2022 and has a primary vision to *‘Improving People’s Lives’*. It has four well-being objectives:

- 1) *To improve skills, educational outcomes & employment opportunities*
- 2) *To promote economic growth and regeneration whilst protecting the environment*
- 3) *To enable people to be healthy, independent and resilient*
- 4) *To build cohesive and sustainable communities.*

The Covid-19 health emergency has posed a significant and unprecedented challenge to the way in which we deliver our services and our way of life. Since March 2020, the Council’s focus has been to preserve life, minimise the spread of the virus, and support our communities and the vulnerable. Newport City Council strategic recovery aims have been drafted to reflect the work undertaken by the Council in response to the crisis while also considering the Council’s long-term aims to ‘build a better Newport’ and support the Wellbeing of Future Generations (Wales) Act 2015.

Each of the strategic aims links in to the Corporate Plan objectives as below:

<b>Well-being Objective</b>	<b>Strategic Recovery Aim</b>
1. To improve skills, educational outcomes & employment opportunities.	1. Understand, and respond to, the additional challenges, which Covid-19 has presented, including loss of employment, impact on business and on the progress, achievement and wellbeing of both mainstream and vulnerable learners.
2. To promote economic growth and regeneration whilst protecting the environment	2. Understand and respond to the impact of Covid-19 on the city’s economic and environmental goals to enable Newport to thrive again.
3. To enable people to be healthy, independent and resilient.	3. Promote and protect the health and wellbeing of people, safeguarding the most vulnerable, and building strong, resilient communities
4. To build cohesive and sustainable communities.	4. Provide people with the resources and support that they need to move out of the crisis, considering in particular the impact that Covid-19 has had on our minority and marginalised communities

*“Llwybr Newydd – New Path”* will support the four well-being objectives and all four strategic recovery aims. Sustainable travel is key in:

- Enabling people to attend education and employment opportunities;
- Promoting economic growth and regeneration whilst minimising travel carbon emissions and air pollution;
- Enabling people to travel more actively and therefore being more physically active which benefits individual and population health;

- Supporting our communities to be sustainable;
- Connecting people and communities for social and cultural activities.

### Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan)

The Council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed, to outline the various actions the council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution known as Air Quality Management Areas (AQMAs). "*Llwybr Newydd – New Path*" will support the improvement of air quality by reducing travel and when people need to travel increasing healthy travel choices.

### Carbon Reduction Plan 2018-22

The Carbon Reduction Plan has a vision to be net carbon neutral by 2030. One of the objectives that supports this vision is to "*Reduce our business travel, fuel consumption and transition our fleet to electric or alternatively fuelled vehicles*" which will support "*Llwybr Newydd – New Path*".

### **Options Available and considered**

#### **Option 1**

For Cabinet Members to review the strategy and approve the consultation response.

#### **Option 2**

For Cabinet Members to review the strategy and approve the consultation response after making amendments.

### **Preferred Option and Why**

Option 1 - for Cabinet Members to review the strategy and approve the consultation response in line with other Council plans and strategies as outlined in the report.

### **Comments of Chief Financial Officer**

This report seeks approval for the consultation process and as such has no financial implications. Implementation of the strategy will need to be funded and identified in the Medium Term Financial Plan.

### **Comments of Monitoring Officer**

There are no specific legal issues arising from the report at the present time, as the Council is only being asked to respond to the Welsh Government consultation documents on the proposed New Wales Transport Strategy. The principle and intention of the Strategy is to be welcomed as it is consistent with the Council's corporate aims and well-being objectives in relation to sustainability and environmental improvements. It should improve air quality by reducing carbon emissions and, as such, will support the Council's Air, Noise & Sustainability Action Plan and the local Carbon Reduction Plan. The Transport Strategy is also consistent with the sustainable travel provisions within the Newport Local Well-Being Plan.

### **Comments of Head of People and Business Change**

From an HR perspective, there are no staffing implications to this report.

"*Llwybr Newydd – New Path*" supports the ethos of the Well-being of Future Generations (Wales) Act 2015. The report fully considers the Act, the well-being goals and the sustainable development principle along with the council's well-being objectives and the Well-being Plan well-being objectives. This has been summarised in the appropriate section of this report.

### **Local issues**

N/A

## Scrutiny Committees

N/A

### Equalities Impact Assessment and the Equalities Act 2010

The Equality Act 2010 contains a Public Sector Equality Duty which came into force on 06 April 2011. The Act identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The new single duty aims to integrate consideration of equality and good relations into the regular business of public authorities. Compliance with the duty is a legal obligation and is intended to result in better informed decision-making and policy development and services that are more effective for users. In exercising its functions, the Council must have due regard to the need to: eliminate unlawful discrimination, harassment, victimisation and other conduct that is prohibited by the Act; advance equality of opportunity between persons who share a protected characteristic and those who do not; and foster good relations between persons who share a protected characteristic and those who do not. The Act is not overly prescriptive about the approach a public authority should take to ensure due regard, although it does set out that due regard to advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these differ from the need of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

### Children and Families (Wales) Measure

In recent years Newport Youth Council has emphasised the importance young people place on sustainable transport. This was reflected in them selecting 'safe and affordable transport' as a priority theme back in 2018. During budget consultation work in 2019 facilitated by Newport Fairness Commission young people (through the Youth Council) made clear that young people are often highly dependent on public transport networks to access education and training as well as for social reasons. Furthermore the Youth Council continue to take an interest in all aspects of sustainability and how transport links with public health and wellbeing.

The Youth Council took part in the 2019 Welsh Government consultation on Improving Public Transport Across Wales which has informed the draft transport strategy.

### Wellbeing of Future Generations (Wales) Act 2015

The Well-being and Future Generations (Wales) Act 2015 seeks to improve the social, economic environmental and cultural well-being of Wales. Public bodies should ensure that decisions take into account the impact they could have on people living in Wales, in the future. The five main considerations of the Act that we need to consider are:

Looking to the Long Term:	In the long term, an accessible, sustainable transport system will help to improve air quality, reduce carbon emission and have a positive impact on climate change, which will affect future generations.
Prevention:	An accessible, sustainable transport system will help to prevent poor air quality, which impacts on people's health and the wider environment we live in.
Taking an Integrated Approach:	An accessible, sustainable transport system meet all of the Well-being Goals: <u>A prosperous Wales</u> : They support economic growth and enable people to access education and employment. <u>A resilient Wales</u> : They improve air quality, reduce carbon emissions and have a positive impact on climate change. <u>A healthier Wales</u> : They improve health by reducing carbon emissions, improving air quality and enabling people to travel more actively. <u>A more equal Wales</u> : They will enable all people and communities to fulfil their full potential no matter what background and circumstances they come from. <u>A Wales of cohesive communities</u> : They can connect communities.



	<p><u>A Wales of vibrant culture and thriving Welsh Language</u>: They can connect people and communities for social and cultural activities and the strategy has a long-term ambition to be good for culture and the Welsh language.</p> <p><u>A globally responsible Wales</u>: They will not only improve the economic, social, cultural and environmental well-being of Newport and Wales, it will also make a positive contribution to global well-being.</p>
Collaboration:	Delivering on “ <i>Llwybr Newydd – New Path</i> ” will need to be in collaboration with the Welsh Government, Transport for Wales, other transport providers, local authorities, other public and third sector bodies and the private sector.
Involvement:	A consultation has been launched for people to have their say on the plans, launched on the 17 <sup>th</sup> November and running until 25 January 2021.

### **Crime and Disorder Act 1998**

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

### **Consultation**

A consultation has been launched for people to have their say on the plans, launched on the 17<sup>th</sup> November and running until 25 January 2021.

### **Background Papers**

[“Llwybr Newydd – New Path” – Wales Transport Strategy](#)

Consultation Response attached.

One Newport Public Services Board [Local Well-being Plan 2018-23](#)

[Sustainable Travel Strategy \(Air, Noise & Sustainability Action Plan\)](#)

[Carbon Reduction Plan 2018-2022](#)

Dated: 14 January 2021

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## Appendix 1 - Newport City Council Draft Consultation Response Llwybr Newydd – New Path: Draft Wales Transport Strategy

Newport City Council agrees with ethos of Llwybr Newydd – New Path.

The draft strategy states that transport is the third-highest emitting sector in Wales, accounting for 17% of Welsh emissions in 2018. However, for the Newport area transport emissions are considerably higher than the Wales average with 45% of all carbon emissions in Newport originating from transport. This is the third highest in Wales with 20% of all carbon emission in Newport deriving from the M4. Therefore, Sustainable Transport is a key area of focus for the Newport area.

The draft strategy will further facilitate the move to sustainable travel options the council are advocating. This will improve air quality and reduce carbon emissions both locally and nationally and will support the local Air, Noise & Sustainability Action Plan and the local Carbon Reduction Plan.

In addition, this will support the implementation of the Newport Local Well-being Plan. The Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions.

Transport is a crosscutting function that facilitates access to a range of services and facilities, including employment, education and healthcare; therefore, it is imperative that the all members of society can access the network.

A more detailed response to the consultation is provided below by way of the consultation questions.

**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:

20 Year Vision

*An accessible, sustainable transport system*

Newport City Council agrees with the long-term vision for an accessible, sustainable

transport system.

Climate change and air quality are key priorities for the council and we welcome the inclusion of sustainability in the overarching vision.

We welcome a 20-year horizon, which reflects the scale of the challenge and timescales to deliver the range of infrastructure required. This will assist the ability to plan effectively in order to provide stability and achieve greater efficiency. The provision of complementary funding programmes to match these timescales are critical to facilitate delivery.

The 20 Year vision presents a holistic view of transportation, which should have benefits for our local communities by improving public transport, reducing carbon emissions, improving air quality and reducing local noise pollution. National and local efforts to develop an accessible, sustainable transport system will also support the global efforts that are needed to combat climate change.

The challenge is how we capture and quantify these changes as they take place and also translate them into local pride and well-being.

The long-term vision should be influenced by short-term challenges, which appears to be recognised in this vision.

A 20-year timescale should capture a lot of transportation change and the associated reduction in carbon emission and air quality improvement that occurs organically as well as that which will require strategic projects. It is important that all sectors responsible for Wales's transport emissions are engaged in this.

The Strategy defines "Accessible" as "a transport system that is accessible to all because transport providers are taking action to address the barriers that can prevent people using transport including physical, financial and attitudinal barriers."

Accessible should also include ensuring that transport systems enable communities to access work, education, services and leisure.

In addition, the Welsh Government may want to consider adding the word "efficient" to the vision.

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

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:

20 Year Ambitions

- *Good for people and communities*
- *Good for the environment*
- *Good for the economy and places in Wales*
- *Good for culture and the Welsh language*

Newport City Council agree with the long term ambitions and believe that these will support the delivery of the long-term vision and are pleased to see the wider aspects of well-being are being considered. This will support all the well-being goals contained in the Well-being of Future Generations (Wales) Act 2015.

**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:

5 Year Priorities

- Priority 1: Planning for better connectivity*
- Priority 2: Public transport Services*
- Priority 3: Safe, accessible, well-maintained and managed transport infrastructure*
- Priority 4: Making sustainable transport more attractive and affordable*
- Priority 5: Support innovations that deliver more sustainable choices*

Newport City Council agree with all the 5 year priorities.

The priorities recognise the impact of transport related activity on the environment, with a hierarchy that reflects the primary ambition to reduce travel and, where travel is necessary, use modes of least environmental impact when possible.

Safe, attractive, well-maintained and well-managed transport infrastructure is a key priority for the council and is part of the key to facilitating community behaviour change and so allowing community movement to less polluting forms of transport. Priorities 1 & 2 will encourage more home working which may mean that public transport services may not have the critical mass to make them viable. So cleaner and quieter choices may require investment or subsidies to take people to their tipping point where they make a change that counts. Leading workers in behaviour change have identified that human behaviours change best where there is sufficient affordable infrastructure to encourage change. Health benefits associated with active travel in combination with quieter modes of travel

and improving air quality and carbon emissions should be an easy sell however, this message needs to be cultivated in communities.

Safety is at the heart of concerns over both air quality, carbon emissions and noise so being able to make quieter and greener travel choices must be inherently safe.

The Covid-19 pandemic illustrates the need to ensure the transport network can adapt to changing needs.

**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:

Given the crosscutting nature of transport and many influences on provision, the use of 5 priorities is considered more appropriate than the 3 proposed. These are too narrow and don't reflect the societal elements, including cost of travel.

**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?

In general, the metrics proposed reflect the main factors that influence modal choice. The introduction of new data collection activities, including a regular travel survey is welcomed. We are keen to capture the views of those who choose not to use active or public transport modes and address identified barriers.

Geographical accessibility and reliability are key influences on the propensity to use public transport, it is imperative these form part of the final measurement plan.

We suggest that measures for affordability and accessibility should be included. Other possible data sets to include could be:

- Proportion of petrol/diesel car journeys.
- Proportion of EV car journeys

- % reduction of petrol/diesel car journeys
- Proportion working from home.
- km of new cycle track built per annum.
- Railway station patronage – this is already recorded nationally and reported in the Newport LDP AMR.
- % of children walking/cycling to school.
- % of children using public transport to travel to school
- No. of electric charging points (private & public)
- % increase electric car journeys.
- % of electric cars.
- % of bus/train services reduced/increased.
- Delayed bus/train journeys.
- % of businesses with implemented travel plans
- Creation of a hybrid measure that captures the synergies between health, environment and transportation e.g. increased life expectancy / miles of cleaner air cycled / grams of carbon saved etc.

**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?

Whilst measurement of key metrics are vital to assess the performance of the plan, the setting of targets requires careful consideration to ensure they are appropriate and achievable.

The medium and long-term impacts of Covid-19 on travel patterns / choices remain difficult to assess at present, particularly attitudes to the use of mass transit; However we would suggest long-term targets be added to the strategy to give the Welsh Government and other stakeholders goals to work towards.

We would suggest an overarching target for transport carbon emission and then other targets for each of the measures stated in the strategy. The targets would need to be at a Welsh level since each area is distinctly different and starts from a different point.

Any targets set need to consider the speed at which infrastructure will be implemented and the time that will be required for behaviour change to take place.

**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?

The actions are quite high level so the development of the National Transport Delivery Plan (NTDP) will be key to the delivery of the vision, ambitions and priorities in the draft strategy. Stakeholders should be involved in the development of this plan.

The NTDP will be based on the Statement of Funds Available (SOFA). Adequate, long-term and accessible funding will also be crucial for the delivery of the strategy.

In addition, we would also agree and endorse that the South East Wales Transport Commission (SEWTC) Recommendations are also a basis for the changes that take place in the Newport and South Wales area.

**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?

**Active Travel**

The council broadly support the emphasis to priorities active travel schemes. However, the re-appropriation of road space needs to be considered in more detail.

The strategy advocates the increase of EV vehicle usage to assist with decarbonisation, however the active travel section (page 68) states that active travel will be facilitated through roads being closed. This may seriously disadvantage people who have, or may find themselves with access and mobility issues. In addition, people who may have switched to EV may find they may be prevented from having a vehicle close to their property.

As a council, we would advocate an 'integration' of active travel modes with vehicle and EV infrastructure for domestic locations in particular.

Segregated bus and cycle lanes in city centres could restrict private cars but the central areas should only closed to vehicles completely where this would not compromise disabled people or deliveries.

**Roads, Streets & Parking**

Default Speed Limits

Newport City Council broadly welcomes any initiative that can deliver safer streets, improve air quality and reduce noise pollution. However, this proposal has the capacity to impact greatly of the lives of our communities.

Therefore, the importance of capturing public opinion and support for this proposal is



paramount. The proposed use of the Wales Omnibus Survey to capture data following the completion of the national communications campaign is seen as an appropriate measure.

Currently, traffic authorities have powers to vary speed limits on their local road network, including the introduction of 20mph speed limits where considered appropriate. A potential variation of a speed limit in Wales would be assessed in line with current standards represented by Welsh Government Circular 24/2009 "Setting Local Speed Limits in Wales".

Circular 24/2009 is explicit about the speed limit in built-up areas and the circumstances in which 20mph speed limits can be imposed.

With targeted introduction based on data, road users have generally embraced these reductions in speed limit and Newport has generally high compliance in these zones.

The 20mph Default report focuses on building support for this initiative, which will start with a national conversation.

To ensure road user "buy in" with this national approach, strong communications from Welsh Government to educate and inform all road users on the rationale and promotion of likely benefits is paramount.

This process must be a robust and comprehensive communication strategy led by Welsh Government, with Local Authority participation, and fully completed before it falls to local authorities to deliver at a local highway authority level.

The proposed "simplifying" of the TRO process would be welcomed as will a review of the aforementioned policy and guidance documents. Early engagement via the Pilot Settlements Project is a sensible approach. However, with the deadline for applications to the pilot scheme 23rd December with an anticipated commencement of pilots on the 1st April, confirming the application process early December will likely preclude Newport and many other Councils from taking part.

There are concerns regarding enforcement of the new speed limits and the expectation on the Police/GoSafe to adapt to the application of 20mph. There needs to be confidence that appropriate funding is available to the Police/GoSafe to provide commensurate levels of enforcement.

Lack of enforcement will likely result in community expectation on local highway authorities to make these roads "self-enforcing" through widespread introduction of traffic calming measures.

The 4 stages of action hierarchy for non-compliance sites places the responsibility on the LA and Community Road Watch with no expectation of Police or GoSafe intervention. It is felt that this reflects the likely limited enforcement that 20mph will receive across Wales.

The recommended publication of design guidance on typical engineering measures is welcomed and is especially important where there is strong community engagement.

The recommended Welsh Government fund for communities to plan, design and implement changes to their streets delivers benefits of community-based participation and the creation of quality public spaces that contribute to people's health, happiness and wellbeing.

However, experience has shown that when awarding grant funding direct to communities, it is extremely difficult to control aspirations within road safety guidelines.

Therefore strong Welsh Government guidance via toolkits and confirmation of statutory processes to applicants will be necessary as part of any grant award to communities. Early local highway authority involvement/ support should be mandatory for any successful community grant application

The recognition that local authorities will require additional resources from Welsh Government to enable these changes is acknowledged. This is especially important due to the need to ensure every authority can meet the “whole of Wales” implementation date, which will be challenging.

#### Pavement Parking

Newport City Council broadly welcomes any initiative that can deliver safer streets and the objectives for active travel and inclusive mobility for all road users.

However, roadside parking in all the city’s wards is at a premium and lack of parking provision is already a source of community tension. This proposal has the capacity to impact greatly on the lives of the city’s communities.

Therefore, the importance of capturing public opinion and support for this proposal is paramount. The proposed use of the Wales Omnibus Survey to capture data for the roll out is appropriate but it is questionable why this will be undertaken before the campaign to inform the public and not after, to gain a more informed view of public opinion. A launch announcement followed by a short campaign does not seem in step with the effort to gain public opinion on 20mph.

The use of subordinate legislation that adds the offence of pavement parking to the current list of parking offences enforced by local authorities under the TMA 2004 would seem a sensible approach and is supported by this authority. However, the impact on resources will be significant as enforcement will be required across the majority of the city’s highway network. Whether the Civil Parking Enforcement service will remain cost neutral in the future remains questionable.

Where it is necessary to permit pavement parking to take place, local authorities should indicate this so that drivers are informed where parking on the pavement is allowed. Traffic Regulation Orders (TRO’s) will be required to define these bays. Therefore, there would seem to be significant staffing, legal, signage and road marking costs in both identifying and implementing these measures.

The report states “ As with civil parking enforcement generally, most additional costs would be mitigated through the payment of such penalty charges the authority may see fit to issue to achieve compliance, but some additional funding may be required” It is clear that this initiative is seen as “self-funding” along the same lines as CPE. However, where additional costs are incurred at initial set up, it is the authority’s position that any additional costs, should be met by Welsh Government.

The lack of a definitive measure of obstruction does raise some concern as it will inevitably create or give the impression of inconsistencies of enforcement.

Also, the statement within the report “There will be places, for example narrow residential streets with no off-street parking, where some parking on pavements will need to be tolerated “highlights the inconsistency. If this is a measure to be applied, the vast majority of known problem areas within our communities will be exempt from enforcement.

It is therefore felt that the position stated within the report, although laid out in great detail in reflection of the new powers, requires further clarification to ensure equitable use of these new powers. The lack of clarity on what is obstruction and where permitted obstruction should be tolerated has the capacity to bring the authority into direct confrontation with the communities we seek to serve.

The report also seeks to deliver statutory guidance, which will ensure consistency across Wales but also allow some flexibility to adapt to local conditions. It is anticipated that, following this, these concerns will be addressed

There is also concerns over “displaced” vehicles as a result of new TRO’s. The report seems to place responsibility on local authorities “ More on-carriageway parking may also be needed to cope with the parking displaced from pavements”

With the majority of our housing estate “on street” parking at over capacity, it is unclear how additional on street parking can be created to accommodate displaced vehicles. This again creates an expectation of the authority, which in the vast majority of situations will be undeliverable.

A sharp increase in the number of gardens converted to parking spaces in enforcement areas would seem likely. Experience in the city has shown that the combined effect of numerous households paving their gardens can increase the risk of localised flooding and has the capacity to impact on the Strategy Report priority to manage surface water and flood risk.

Although regulations came into force in 2013 regarding the use of porous materials in such cases, non-compliance by householders will likely be widespread.

The report states “A period of 9 months from October 2021 to July 2022 has been allowed for local authorities to prepare for the commencement of enforcement operations, including public engagement on local policies, the making of any essential TROs to indicate areas of permitted parking or to increase on-carriageway supply, and the establishment of

any additional resources that will be needed”

Recent experience in the resourcing, communications and delivery of Civil Parking for the city of Newport has shown that to deliver a project of this size, complexity and potential contention, 9 months lead in time is insufficient

#### Un-adopted Road Network

The strategy commitment to help local authorities adopt unadopted roads over the next 5 years is welcomed by Newport, as is the report into the impact and scale of the un-adopted road network in Wales

The city has circa 18km of un-adopted “private streets” that cover all the categories identified in the report, with the likely cost of upgrading them to adoptable standards currently at circa £11m. Although it is accepted that many of the roads would be seen as low priority should funding be made available, it does show the extent of the problem for our communities who rely on these roads to access goods and services

#### Manage the allocation of parking in order to drive modal shift to public transport and active travel

This commitment is one of the 5-year priorities within the strategy. Newport City Council does not support the introduction of Work Place Parking Levies. With “in work poverty” already an issue for the city, stalled wage increases and costs likely to be passed by businesses to employees, this is unsupportable. Additionally, more clarity is required on the affect this would have on attracting businesses to the city and staff recruitment/retention.

#### Develop a strategy for equitable road charging in Wales in partnership with local authorities

The strategy states that Welsh Government will have introduced road charging in urban areas by 2040, where there is poor air quality and/or congestion. The council has previously provided its position on the introduction of road charging within the City of Newport to Welsh Government and via the SEWTC. The Council is aware of the recommendations of the report “An Independent Review of Road User Charging in Wales” However, such a move to introduce road charging cannot be supported by this Council.

#### Road network gives greater priority to public transport and active travel

Newport supports the provision of greater priority to public transport and active travel on the city’s highway network. However, for these measures to be successful in creating a modal shift, greater investment must be made into a public transport system that is fit for purpose, affordable and available at or before the introduction of measures to drive behaviour change. It is not enough to simply build capacity into the highway network and not address the steady decline in the services that run on them.

As set out in the five-year priorities, the authority supports the intention to address road congestion, improve journey time reliability and ensure highway resilience through the promotion of asset management strategies and reduction in maintenance backlog.

## **Taxis and Private Hire Vehicles**

It is felt very ambitious for all vehicles to be Zero emission by 2028. Though the Council very much support this ambition, it is felt both the trade and local authorities will need significant support to meet this target.

The use of charging points at taxi ranks is clearly not viable; as such, the charging infrastructure will be required to be considered. For many of our Licensed drivers they will not have the luxury of a driveway to charge vehicles, so this needs to be carefully considered.

However, clearly charging points and vehicles are continuing to evolve as such this will be less of an issue as we approach 2028 where charging points will be able to achieve rapid charging and vehicles will be able to undertake more miles per charge.

Newport City Council fully supports the revision of how both Hackney Carriage and Private Hire will operate in the future. Using legislation dating back to 1847 is simply not fit for purpose in 2020. Newport City Council strongly supports the develop of national standards for taxis and PHVs in Wales, including such issues as the suitability of applicants / licence holders; vehicle safety measures; vehicle testing; record keeping of journeys; driver and operator training.

However, it is important the national standards meets all Local Authorities requirements and not simply based around a Cardiff model. However, the council supports national standards and it is felt that local authorities are in the best position to both administer and enforce these proposed standards.

Currently as regulators, we do not have the necessary powers to undertake effective enforcement as such this detriment to both the professional trade and the travel public, so once again, we fully support the proposed changes.

Clearly, the Council fully supports maintaining a national licensing database and public register to aid consistency and promote public safety, though this is currently being undertaken via the NR3 database.

Newport City Council fully supports a 'one-tier' taxi licensing system. However, despite the Council's full support for this system, clearly consideration regarding Wheelchair Accessible Vehicles must be considered in the proposed national standards.

In regard to multiple seat taxis for example 8 seater vehicles, the proposed national standards should consider a safe and efficient "pool" system to allow customers to share vehicles taxis, this will decrease the number of journeys vehicles are undertaking.

There is much within the strategy regarding Taxis, that clearly Newport City Council supports but there seems to be a lack of clarity regarding public service vehicles (PSV). Clearly, if the proposed strategy was implemented this could lead to see an increase of PSV vehicles undertaking more traditional "taxi" work.

**General**

There is also a need for an integrated approach to transport provision to include looking at charges and ticketing across train, bus, parking etc to encourage people to travel in a more sustainable way.

Robust and implemented travel plans for new developments and businesses should also be a consideration to support more sustainable travel options.

**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 five ways of working have been fully considered in the draft strategy.

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

Please enter here:

The strategy proposes a greater role for Transport for Wales (TFW), please can we note many transport powers are vested with local authorities.

Before we start to implement the strategy, we need to understand the baseline position with the right measures and targets contained within the plan at a local level. This would give the Welsh Government and stakeholders which project and areas of focus there needs to be.

When the NTDP is developed the work streams associated with Llwybr Newydd need to be unambiguous and uncomplicated so that all stakeholders are clear about direction and outcomes. It is also vital that the five ways of working are applied when developing the NTDP, e.g. looking to the long term, prevention, involving people, collaboration, taking an integrated approach and ensuring all aspects of well-being are considered.

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: