

Llwybr Newydd: a new Wales transport strategy

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

Strongly agree

Comments:

THIS IS THE RESPONSE FROM M.A.G.O.R. (Magor Action Group on Rail). For decades, an integrated, joined up 'holistic' transport policy, incorporating all modes of transport has been talked about without ever achieving a deliverable result. A long-term vision that is deliverable is required more urgently than ever and needs to be developed. Covid 19 will pass, but people will still need to travel and climate change is ongoing. Therefore, an 'accessible for all', seamless transportation system that is designed to reduce carbon emissions and noise pollution, needs to happen as part of a long-term strategy. Such a vision must have incorporated the protection, support and promotion of Welsh heritage, culture and language.

Q2. Do you agree with our 20 year ambitions?

Strongly agree

Comments:

The development of a travel network that relies less on cars, is of fundamental urgency and importance. Whilst not easy to achieve, there has to be an attitudinal change. This would involve easy access to the public transport network within communities. Walking and cycling with ease to the second form of transportation, with modal switching between bus/taxi/train is the mind set change that needs to be the aspiration over the next 10 years. In other words - back to the future, the way it was 100 years ago.

Q3A. Do you agree with our 5 year priorities?

Strongly agree

Comments:

Magor & Undy Walkway Station is an example of an innovative, quick win for Severnside and the Metro. It presents an opportunity to give the people a choice of public transport over the car, in an area of Wales that currently has limited access to public transport. This futuristic concept would be low cost to construct by incorporating with existing rail infrastructure. The opportunity to reduce a minimum of 80k car journeys, 200k car miles and tons of carbon emissions per annum. It integrates bus and rail connectivity. There would be a modal switch to train for journeys, particularly westbound into Wales with the added benefit of contributing to less cars on the roads into major cities. Thus, contributing to reducing emissions into and out of those cities. Access and egress to the station will largely be on foot or cycling, promoting fitness and well-being for current and generations yet unborn.

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 3 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 our infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Strongly agree

Comments:

Priorities are fine.

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

Yes

Can you suggest others?

The measures seem to encompass the targets / changes of travel

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

Yes

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

Public transport measures the passenger flows. Being parochial, the opening of Magor & Undy Walkway could be a baseline or benchmark for measurement and target setting for conversion to sustainable transport from car. Therefore, measuring westbound journeys along the South Wales Mainline corridor is particularly important to gauge car to train/bus modal switching.

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

Yes

Are there others that you can suggest?

No further suggestions

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

Yes

Do you have any comments on these?

No further suggestions

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

Do you have any comments?

No further suggestions

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?

Presumably, in the event road charging was brought in it would be for motorways and major trunk roads? Therefore, satellite technology could be the answer with it being used to track each vehicle road movement and billing the owner. Although it may be seen as 'big brother' it would be fair and equitable with those who use the roads the most, will obviously have to pay the most.

Integrated Sustainability Appraisal

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

Yes

Comments:

No further suggestions

Q10B. Are there any gaps?

Yes

Comments:

Greater adoption of walkway concept towards opening new stations as integrated transport hubs to compliment parkway stations/hubs. Thereby, providing 'holistic' sustainable public transport which would be accessible for all. One possible gap or risk might be the lack of recognition that people may change from their current cars (e.g. diesel) to electric vehicles, in preference to public transport, in belief that they are 'doing their bit'.

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

Excellent well researched and presented report. However, the recommendations need to be adopted and implemented without delay to benefit the people and Wales for present and future generations.

Impact on Welsh Language

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 the 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?

In our view the draft strategy could have a very positive and beneficial effect and be beneficial for the Welsh Language.

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.

Long term policy to have onboard train/bus announcements on public transport (train/buses) in Wales to be in Welsh as well as English.

Impact on people who share protected characteristics

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

We believe it will be neutral.

Question D: Do you think the draft Wales transport 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.

Submit your response

You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending. Name

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If you want to receive a receipt of your response, please provide an email address. Email address

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