



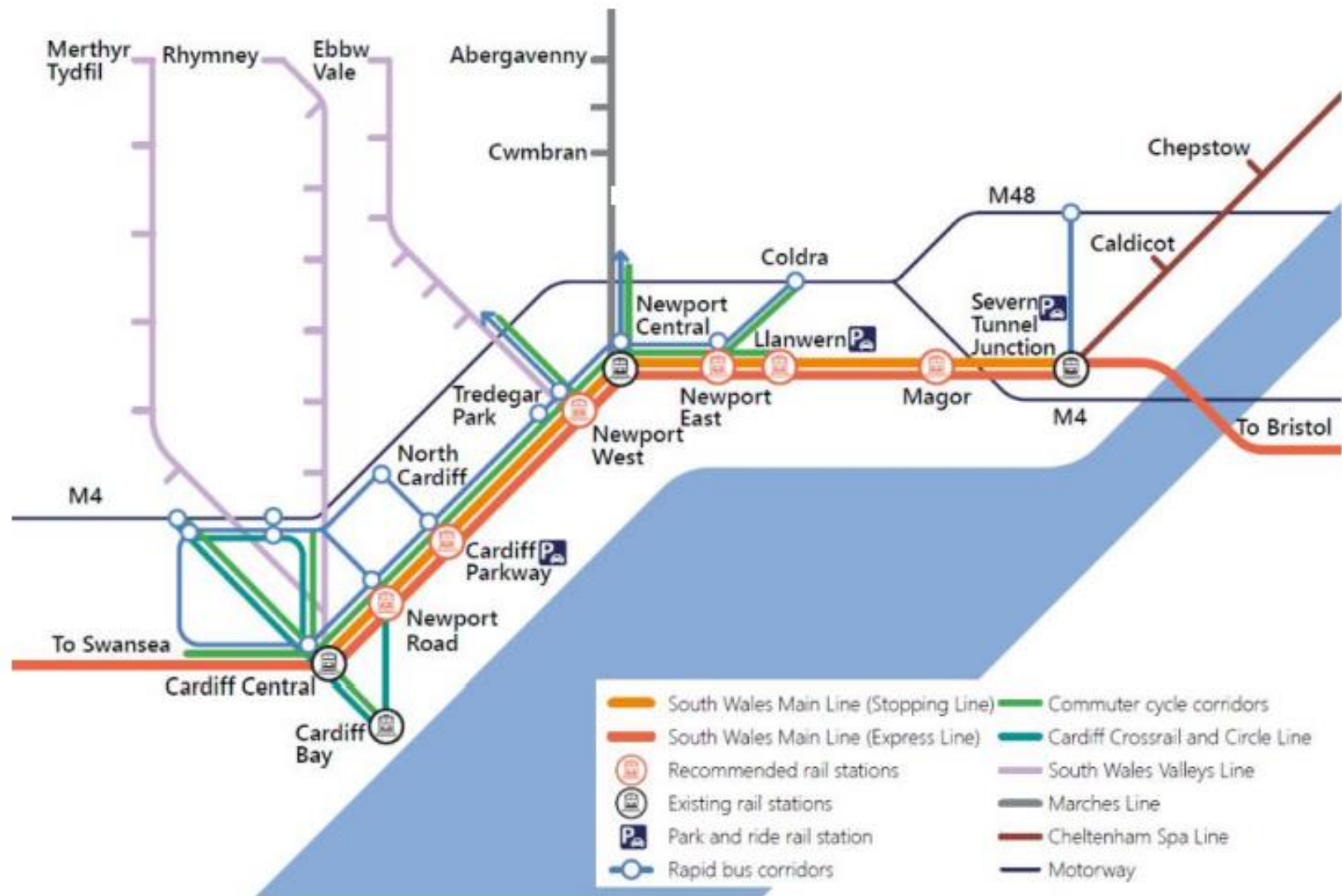
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Each new station will also incorporate green infrastructure and be easy to access by bus, walking and cycling, with secure cycle storage and cycle hire facilities provided to encourage active travel.



Burns recommendations: The network of alternatives for South East Wales

Extract from The Burns Delivery Board Chairs' Annual Report January 2022



Professor Simon Gibson CBE
Chair



Dr. Lynn Sloman MBE
Vice Chair

Whilst we continue to deal with the wide-reaching impacts of Covid-19, we face an even bigger threat – the Climate Emergency. Even in the time since the Board began work in Spring 2021, the imperative to act to address the impact of climate change has become stronger, and the urgency has increased.

Transport is a major cause of CO₂ emissions in Wales. 'Net Zero Wales' has set targets to cut CO₂ emissions by 63% by 2030 and to cut car mileage per person by 10%. To achieve these targets we must make sustainable travel options – public transport, walking and cycling – the natural, easy choice. Major improvements to public transport services and active travel infrastructure in South East Wales will be a key factor underpinning this required behaviour change.

Poor transport networks in South East Wales have historically held the region back. Congestion and unreliable journey times, and lack of a comprehensive public transport network, have a direct impact on economic activity, access to education, and social cohesion. Improving the transport network, so that it efficiently connects people to jobs and education, is essential to improve the health of the South East Wales economy and the life chances of our young people and communities.

By reducing car traffic, and shifting more trips to public transport, walking and cycling, we will also be able to tackle the illegal levels of air pollution that are damaging people's health.

Delivering the SEWTC recommendations can only be done through collaborative working. We believe the Board's approach of partners operating as 'one team', all focussed on the same goal, is working well and provides the best possible model to achieve the transport improvements we need in South East Wales.

We, and the whole Board, are grateful for the excellent work of our Unit and the Welsh Government Secretariat, which enables us to push ahead with these schemes. We are conscious that the Climate Emergency presents immediate time constraints, and that we all need to move faster to deliver tangible improvements on the ground.

Looking ahead, we are impatient to step up the pace over the next year. This will require continued backing from Welsh and UK Government. It will be important that Welsh Government re-introduces the Bus Services Bill into the Senedd as soon as possible to enable innovation across this sector. Many of the improvements to ticketing, coordination and service frequency that we want to happen in South East Wales depend on stronger governance arrangements for bus services.

Finally, we will seek to innovate more widely – to explore new ways to improve the transport network in South East Wales, including through new technology.

The Burns Delivery Unit: driving the development of an integrated transport network

