

# Agenda – Climate Change, Environment, and Infrastructure Committee

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Meeting Venue:

For further information contact:

Video Conference via Zoom

Marc Wyn Jones

Meeting date: 17 March 2022

Committee Clerk

Meeting time: 09.30

0300 200 6565

[SeneddClimate@senedd.wales](mailto:SeneddClimate@senedd.wales)

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- 1 Informal session: Stakeholder engagement event – Bus and Rail Services in Wales (private)**  
(09.30–12.00)

**Lunch break (12.00–12.45)**

**Private pre-meeting (12.45–13.00)**

**Public meeting (13.00–15.00)**

- 2 Introductions, apologies, substitutions, and declarations of interest**  
(13.00)

- 3 Scrutiny of Transport for Wales – session 1**  
(13.00–13.55)

(Pages 1 – 40)

James Price, Chief Executive – Transport for Wales

Attached Documents:

Research brief – Scrutiny of Transport for Wales

Paper – Transport for Wales



## **Break (13.55–14.05)**

### **4 Scrutiny of Transport for Wales – session 2**

(14.05–15.00)

James Price, Chief Executive – Transport for Wales

### **5 Papers to note**

(15.00)

#### **5.1 Welsh Government Draft Budget 2022–23**

(Pages 41 – 65)

Attached Documents:

Welsh Government's response to the Committee's report on the Welsh Government Draft Budget 2022–23

#### **5.2 Inter-Ministerial Group on Net Zero, Energy and Climate Change**

(Page 66)

Attached Documents:

Letter from the Minister for Climate Change to the Chair in relation to the 9 March meeting of the Inter-Ministerial Group on Net Zero, Energy and Climate Change

#### **5.3 Common Frameworks**

(Pages 67 – 69)

Attached Documents:

Letter from the Chair to the Minister for Climate Change in relation to the Provisional Common Frameworks for Air Quality, and Chemicals and Pesticides

#### **5.4 Common Frameworks**

(Pages 70 – 74)

Attached Documents:

Letter from the Minister for Climate Change in response to the Chair's letter of 10 February in relation to an update on Common Frameworks and in response to questions raised on the Radioactive Substances Common Framework

**5.5 The Ivory Prohibitions (Civil Sanctions) Regulations 2022 and The Ivory Act 2018 (Commencement No. 2 and Transitional Provision) Regulations 2022**

(Pages 75 – 77)

Attached Documents:

Letter from the Minister for Rural Affairs and North Wales, and Trefnydd to the Chair, Legislation, Justice and Constitution Committee in relation to the Ivory Prohibitions (Civil Sanctions) Regulations 2022 and The Ivory Act 2018 (Commencement No. 2 and Transitional Provision) Regulations 2022

**5.6 Natural Resources Wales – culverts and ditches**

(Pages 78 – 79)

Attached Documents:

Letter from the Chief Executive, Natural Resources Wales to the Chair in relation to culverts and ditches

**5.7 Memorandum of Understanding between the UK Government, the Welsh Government, Senedd Cymru and Ofcom**

(Page 80)

Attached Documents:

Letter from the Chair of the Culture, Communications, Welsh Language, Sport and International Relations Committee, to the Deputy Minister for Arts and Sport and Chief Whip in relation to Memorandum of Understanding between the UK Government, the Welsh Government, Senedd Cymru and Ofcom

**5.8 The use of the term BAME (Black, Asian and minority ethnic) by the Senedd Commission**

(Pages 81 – 82)

Attached Documents:

Response from the Chief Executive and Clerk of the Senedd to the letter of 10

December 2021 from the Chair, Public Accounts and Public Administration Committee regarding the use of the term BAME (Black, Asian and minority ethnic)

- 6 Motion under Standing Order 17.42 (vi) and (ix) to resolve to exclude the public from the remainder of today's meeting (15.00)**

**Private meeting (15.00–15.30)**

- 7 Consideration of evidence received**

- 8 Consideration of the Committee's Forward Work Programme**

(Pages 83 – 86)

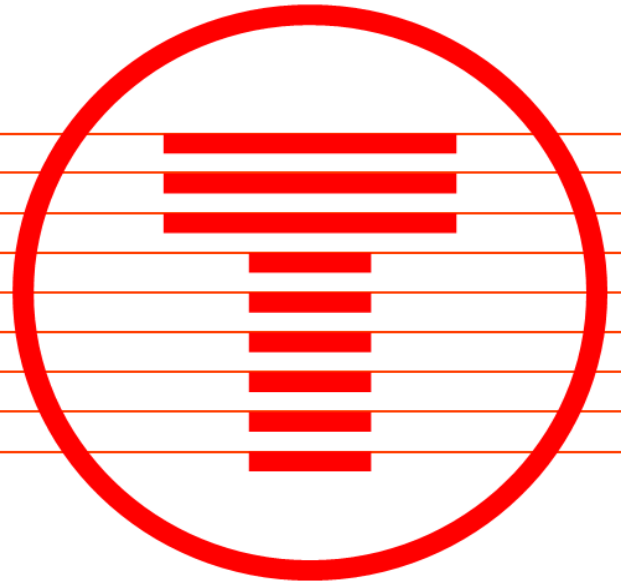
Attached Documents:

Paper – Forward Work Programme

Document is Restricted

## **Transport for Wales**

### **Paper to the Senedd Committee on Climate Change, Environment and Infrastructure**



Mae Trafnidiaeth Cymru yn eiddo i  
**Lywodraeth Cymru**  
Transport for Wales is owned by the  
**Welsh Government**



## Purpose

The purpose of this paper is to provide the Senedd's Climate Change, Environment and Infrastructure Committee with an overview of Transport for Wales' structure and priorities ahead of the Committee's scrutiny session of TfW on Thursday 17<sup>th</sup> March.

To help members of the Committee this paper will focus on;

- TfW's governance, resourcing and performance;
- Organisational development of TfW, including its developing remit (particularly bus and active travel) and relationship with bodies delivering local and regional transport plans;
- Delivery of the Wales Transport Strategy, including modal shift and decarbonisation targets;
- Public transport recovery and integration, including progress on delivery of rail service improvements;
- Bus and rail policy and reform – including UK Government rail reforms and Welsh Government plans for bus services;
- Metro development across Wales and delivery of the Burns Commission recommendations

## TfW's Governance Resourcing and Performance

Transport for Wales' key governance arrangements are to support delivery of our strategic objectives and the associated operational considerations which are detailed in this section.

The governance framework comprises the TfW Board and its committees, the Steering Board, the Operations Board, the Executive team, and our subsidiary company boards.

All the TfW company Boards operate in accordance with the Companies Act, the UK Corporate Governance Code (the Code), Managing Welsh Public Money, TfW's Corporate Governance Framework and our Delegated Authority Matrix.

In making decisions, all TfW Boards and committees must take into account TfW's responsibilities towards the Well-Being of Future Generations (Wales) Act 2015, the Welsh Language Act 1993, the Equalities Act (2010), and the Socio-economic Duty. All directors and committee members are required to familiarise themselves with the principles of this legislation.

As TfW is not a listed company, our compliance with the Code is voluntary. We carry out reviews of our compliance against the Code which are reported to the Board and recommended action taken.

TfW's Corporate Governance Framework sets out the principles of good governance that underpin the TfW Group's activities and outline the corporate governance structure to maximise consistency across the TfW Group. These principles are based on the seven



principles of public life (the Nolan principles). TfW's CEO is accountable as TfW's Accounting Officer for the operation of this Framework.

All statutory directors complete a quarterly declaration of their interests and update TfW's Head of Corporate Governance whenever changes occur. It is the responsibility of both Executive and Non-Executive Directors to withdraw from any discussions in which they have any interests which may, or may be perceived to, influence their judgement. All TfW staff complete a conflicts of interest declaration when they join the company. This is followed up by an annual update to reflect any changes in personal circumstances.

Each company maintains and annually reviews (with a six-monthly interim review) a Delegated Authority Matrix including matters reserved. Companies refer to their Articles of Association and shareholder agreements in establishing the scheme of delegation and financial regulations.

Each company board and sub-committee undertakes an annual appraisal of its own performance. In accordance with the principles of the UK Corporate Governance Code, an annual assessment is carried out internally, with an external review every third year. The review includes an evaluation of compliance with the company's Articles of Association, framework documents, the UK Corporate Governance Code, Managing Welsh Public Money and TfW's Corporate Governance Framework. A summary of key findings, lessons learned and actions to be taken as result should be reported to relevant board or sub-committee.

### **The TfW Board comprises:**

#### **Non-Executive Directors:**

- Scott Waddington - Chair
- Sarah Howells - Communications and Customer Experience
- Alison Noon-Jones – People and Organisation Development
- Nikki Kemmery - Health, Safety and Well-being
- Alun Bowen - Audit and Risk; Chair of Pullman Rail Ltd
- Vernon Everitt - Major Projects

#### **Executive Directors:**

- James Price - Chief Executive Officer and Chair TfWR
- Heather Clash - Executive Director of Finance

#### **Board observer:**

- Natalie Feeley (TSSU) - Trade Union representative

The Board is responsible for providing strong governance and strategic vision, including:

- establishing vision, purpose and values
- setting strategy and structure
- promoting high standards of public finance, upholding the principles of regularity, propriety and value for money
- delegating to management – including holding management to account against delegations – governance and delivery





- exercising accountability to the Welsh Government as sole guarantor member and being responsible to relevant stakeholders, supporting and providing constructive challenge to the Executive
- holding to account the Executive team on delivery of the business plan and the key deliverables of the business, i.e. safety, service, costs etc
- helping the Executive team by offering advice and mentoring to develop business strategy and continue to improve business performance
- holding to account the performance of TfWR, TfW Innovation Services Ltd and Pullman, through their Chairs
- ensuring that adequate resources are available, and that senior level succession is well planned.

The Board's work is supported by six sub-committees, each chaired by a Non-Executive Director. They are:

- Audit and Risk
- Customer and Communications
- Health, Safety and Wellbeing
- Major Change Projects
- People
- Remuneration.

The membership of each sub-committee comprises of an additional Non-Executive Director plus members of the Senior Leadership Team along with other members of staff as relevant. The People Committee's membership includes a staff representative.

**Our executive team is:**

- James Price – Chief Executive Officer
- David O'Leary – Commercial and Customer Experience Director
- Geoff Ogden – Corporate Services Director
- Heather Clash – Director of Finance and Governance
- Alexia Course – Transport Operations Director
- Dan Tipper – Infrastructure Delivery Director
- Leyton Powell – Safety and Sustainability Director
- Lewis Brencher – Director of Communications & Engagement
- Lisa Yates – Director of People and Organisational Development
- Lee Robinson – Development Director for Mid, North and Rural Wales
- Dave Williams – IT and Digital Services Director
- Jan Chaudhry Van der Velde – Managing Director, TfW Rail
- Marie Daly – Chief Operations Officer, TfW Rail

The executive team is responsible for:

- running the company – including Finance, People, and Health and Safety matters within the agreed governance framework
- performance and delivery of projects
- performance and delivery of day-to-day business.

**Subsidiary company boards**

TfW Rail Ltd is a TfW wholly owned company with responsibility for the delivery of all obligations set out in a the OLR Grant Agreement relating to the Wales and Borders rail



franchise between the Welsh Ministers and TfW Rail. TfW Rail's board is chaired by James Price who is Accounting Officer for the TfW group of companies and line manager of TfW Rail's Managing Director. James Price holds to account the TfW Rail managing Director through his role as Chair and reporting to TfW Board on progress. The TfW Board holds James Price to account for TfW Rail's performance.

The TfW Rail board also comprises Heather Clash, Alexia Course, Jan Chaudhry Van de Velde (TfW Rail's Managing Director), Marie Daly (TfW Rail's Chief Operating Officer), and Peter Strachan as a Non-Executive Director who chairs the Board's Safety Committee.

TfW Innovation Services Ltd is joint venture between TfW, Amey and Keolis. The company has been set up to be the catalyst for change and a driver behind innovation for the wider TfW group of companies, enabling the delivery of an integrated transport system for Wales and the Borders. The company is chaired by Geoff Ogden with Alexia Course, David O'Leary and Dave Williams representing as TfW appointed directors.

Pullman Rail Ltd is wholly owned by TfW and provides specialist engineering services for rail vehicles in the UK. Pullman continues to operate as a stand-alone business as Pullman Rail Ltd. Their activity remains business as usual with existing services continuing to be delivered under the Pullman brand.

### **The Welsh Government/TfW Steering Board**

The purpose of the TfW Steering Board is to:

- obtain assurance from the CEO of TfW as accounting officer for the funding provided to TfW
- discuss, at the strategic level, performance in supporting the Welsh Ministers to discharge their functions
- create a regular forum to facilitate strategic discussions about the future direction and TfW's remit
- seek assurances from TfW on the governance framework of the Company
- discuss escalation issues from the Operational Board

The Steering Board provides oversight of TfW to both the Principal and Additional Accounting Officers in Welsh Government responsible for the funding of TfW. The Steering Board also advises Ministers, directly and through officials, on TfW's performance and direction.

TfW is represented by both the Chair and the Chief Executive. The Steering Board also includes in its membership a Non-Executive Director of the Welsh Government Board.

### **The Welsh Government/TfW Operational Board**

The purpose of the Operational Board is to:

- discuss, at the operational level, performance in supporting the Welsh Ministers to discharge their functions
- discuss progress on spend and profiling
- create a regular forum to facilitate operational discussions about the day-to-day management, including future direction and TfW's remit to seek
- assurances from TfW on the performance management of the Company and if necessary, to escalate issues and risks to the Steering Board



The Operational Board provides management reporting of TfW to both the Principal and Additional Accounting Officers in Welsh Government responsible for TfW's funding. The Operational Board also reports to the Steering Board which in turn advises Ministers, directly and through officials, on TfW's performance and direction.

The Operations Board is chaired by the Welsh Government's Director of Economic Infrastructure or a nominated deputy. The Welsh Government is also represented by the key senior managers within the Economic Infrastructure Directorate.

### **TfW Advisory Panel**

The TfW Advisory Panel includes representatives of customers, government, industry, and persons of protected characteristics. The Panel aims to provide feedback, scrutiny and advice to TfW on a wide range of topics and issues, ensuring that we are listening, liaising and receiving views directly from user groups and communities across the Wales and Borders network.

The Panel is independently chaired and meets on a quarterly basis and is playing an increasing role in advising on the design and delivery of public transport services in Wales.

### **Our relationship with the Welsh Government**

TfW's structures and governance arrangements and its relationship with the Welsh Government have been developed in accordance with the guidance on managing relationships with external partners found in Chapter 7 of Managing Welsh Public Money and Annexes 7.1 – 7.4. UK Government Cabinet Office guidance on establishing public bodies has also been considered.

The structures and governance mean that TfW has a clear, legal identity within a robust and well-established framework, putting it at a clear distance from the Welsh Government and allowing it to make independent operational decisions.

The Welsh Government controls TfW's overall goals and performance at a strategic level, making sure that the Company is operating efficiently and continues to act in the public interest.

TfW's current company structure also offers significant flexibility in case there is any need to modify these elements in the future. The model is also more familiar to the commercial organisations with which TfW needs to work closely.

It is envisaged that any additional efficiencies generated by TfW beyond those anticipated would be available to TfW to re-invest in the transport network.

Assets, such as land and buildings may be leveraged to provide additional income streams for TfW, for the benefit of public transportation services. The governance arrangements for treatment of such assets are to be agreed with Welsh Government.

### **Measuring our performance**

As a publicly owned company delivering key services, measuring our performance is essential so that our customers, stakeholders, taxpayers and the Welsh Government can



hold us to account. We also need to measure our performance to drive continuous improvement in delivering these services and how we run ourselves.

In early 2021, we agreed with the Welsh Government a suite of KPIs measuring operational rail performance.

Service area	KPI	Description
<b>Service provision</b>	Passenger Time Lost – (1) Wales and Cross Borders; and (2) Core Valley Lines	The percentage of services arriving within 3 minutes of the scheduled arrival time, whilst applying a weighting to locations which service our highest volume of customers across the Core Valley Lines. Delays at higher footfall locations have a greater impact on the PTL percentage.
	Skipped Stops	The percentage of stations at which 95% or more of the scheduled stops have been delivered.
	Short Formations	The number of services that operate below the capacity required in the timetable.
	Total cancellations	The percentage of service cancellations (service reliability) across the network. To align with industry standards and Network Rail, Cancellations have been recalculated taking 0.5 for part and 1.0 for full.
	Pre-cancellations	The number of services cancelled prior to 10pm the day before operation as a proportion of the total number of services specified in the Plan of the Day.
<b>Effectiveness</b>	Passenger kilometres	The total number of kilometres travelled by passengers
	Passenger and farebox revenue	The revenue earned from ticket sales, this is commonly referred to as Passenger Revenue (although Farebox Income is used interchangeably across the industry).
	Total passengers carried	The total number of ticketed passengers carried across the network.
<b>Customer</b>	Customer satisfaction	The customer satisfaction score from Wavelength a tool that aims to listen, understand, measure, and evaluate our customers' feedback.
	Station quality service	The percentage of inspections that pass the Service Quality Regime assessment across all stations.
	Train service quality	The percentage of inspections that pass the Service Quality Regime assessment on trains.
<b>Cost efficiency</b>	Cost per passenger kilometre	The total operational cost per passenger km travelled.
	Cost per passenger carried	The total operational cost per passengers carried.
	NO <sub>x</sub> emissions per passenger km	The amount of NO <sub>x</sub> particulate emissions produced by train fuel only per passenger km travelled.
	CO <sub>2</sub> emissions per passenger km	The amount of Carbon Dioxide emissions produced by our services per passenger km travelled.
	<b>Safety</b>	Workforce injuries
Non-workforce injuries		The number of injuries involving any other person, such as customer, passenger or a member of public.

To sit alongside these indicators, we've also agreed with the Welsh Government a suite of corporate KPIs to measure our performance as an organisation across finance, governance, people and other corporate services:



<u>Indicator</u>
All staff workforce diversity
Staff satisfaction and engagement
Staff wellbeing
Central services costs <ul style="list-style-type: none"><li>• per staff member</li><li>• as % total costs</li></ul>
Achieve net zero carbon emissions across all TfW operations and services
Welsh language <ul style="list-style-type: none"><li>• non-compliant infrastructure</li><li>• number of complaints</li><li>• number of people who identify as Welsh speakers within the TfW Group</li></ul>
Achievement of business plan milestones
Consultancy and advice <ul style="list-style-type: none"><li>• value for money</li><li>• supply chain support</li><li>• effectiveness (as reported by Welsh Government)</li><li>• efficiency</li></ul>

Our performance against these indicators is reported to our Board and the Welsh Government in the form of a quarterly scorecard.

We also report on our performance at a directorate level to our Senior Leadership Team and our board and. This is done through both the corporate scorecard and a wider suite of operational key performance indicators.

Our KPIs will be continually reviewed and developed with targets and with reference to current levels of performance and appropriate external benchmarks. The targets will continue to be subject to ongoing review and refinement to ensure they are suitably challenging but achievable.

### **Corporate Plan indicators**

We'll report our progress in achieving our five-year objectives in our Annual Report and Financial Statements. These also provide additional information our progress and governance.

We recognise that the coronavirus pandemic will have changed people's reasons for travelling as well as the frequency with which they travel. We see this as an opportunity to make positive steps towards addressing climate change, decarbonising transport and delivering a sustainable transport network in Wales.



We'll work with the Welsh Government to set out a clear and effective ongoing measurement system for modal shift, before implementing it on an annual basis and reporting on it in future Annual Report and Financial Statements. We'll also report annually on how we're delivering for our customers and the people of Wales and the borders, including service quality and the experience we provide.

## **Organisational development of TfW, including its developing remit (particularly bus and active travel) and relationship with bodies delivering local and regional transport plans;**

TfW's current priorities in relation to active travel relate to the following activities:

1. Providing advice and support to Welsh Government's transport policy team in respect of Active Travel including reviewing local authority Active Travel Network Maps, the development of active travel policy and strategy and the review of the Active Travel Act legislation.
2. Managing the Active Travel Fund Programme on behalf of Welsh Government including:
  - a. Co-ordination of the Active Travel Fund Programme including budget monitoring, receipt and assessment of claims and the receipt and evaluation of funding applications.
  - b. The provision of ongoing technical support and guidance to local authorities on their individual active travel programmes in respect of scheme design, monitoring and evaluation and engagement, as well as providing examples of best practice.
3. Development of the active travel network, routes and facilities associated with our Metro programmes.
4. Investigating opportunities for the widening availability of cycle hire across Wales.
5. Developing an active travel monitoring framework to support the WTS.
6. Providing subject matter expertise to TfW colleagues in the development of wider projects, including station developments or enhancements.
7. Improving integration between active travel and rail service through the provision of cycle parking facilities at stations and the development of station travel plans.

TfW currently operates a small team and is;

- Responsible for developing and leading the capability central to the development of TfW's active travel function, including setting organisational policy and strategic direction in respect of active travel, managing the active travel programme and supporting TfW's wider activities.
- Managing the active travel activities associated with the North Wales Metro, by providing support to colleagues across TfW, Welsh Government and supporting local authorities in the development of their active travel projects funded through the Active Travel Fund programme.





- General support across TfW's active travel remit but has specific responsibility for developing the active travel monitoring framework, providing active travel input to the work of the Burns Delivery Unit and the developing cycle hire proposals.
- Providing grant support and to assist in co-ordinating, assessing and processing grant funding claims, including liaison with local authorities to ensure funding applications and grant claims are accurate and appropriate.
- TfW are also supported by Sustrans through a contractual arrangement in respect of providing monitoring and evaluation expertise as well as advice and guidance to local authorities in South-East Wales and South-West and Mid Wales.

The delivery plan proposals for future years include a greater role in supporting active travel delivery in Wales by:

1. Developing an active travel training programme.
2. Developing an engagement and promotional toolkit for active travel.
3. Developing a prioritisation tool to assist local authorities in the identification of schemes with the greatest potential impact.
4. Exploring opportunities to support the implementation of on-street bike hangars.

Furthermore, TfW are working with Welsh Government to identify opportunities to enhance the delivery of active travel projects in Wales, both in terms of accelerating the pace of delivery through the development of project pipelines and in enhancing the quality of the infrastructure being delivered.

Whilst in the early stages, this will explore opportunities for the establishment of a central multi-disciplinary team within TfW to support existing capacity delivering active travel schemes across Welsh Government (on the Strategic Road Network) and local authorities (through their Active Travel Network Plans).

This will also enable TfW to play more of a role in developing the standards and guidance, developing, collating and sharing best practice and innovation and providing a reference point for all those developing schemes to access expert support on specific design issues.

## **Delivery of Wales Transport Strategy, including modal shift and decarbonisation**

### **Wales Transport Strategy**

The Wales Transport Strategy (WTS) committed to the publishing of a National Transport Delivery Plan (NTDP) and to enhance the use and application of the Welsh Transport Appraisal Guidance (WelTAG). TfW resources are leading both the preparation of the NTDP and the WelTAG review, to ensure alignment with the WTS.

A further requirement of the WTS was to create a new evaluation framework for measuring and reporting performance annually against the strategy and associated plans. TfW's Analytical Unit will collate and present data for as part of this monitoring framework and has



been working with the Welsh Government on the technical developments required to deliver this.

The main actions TfW is taking to deliver the WTS vision and support delivery against the three 'headline' five-year priorities are summarised below. Whilst there is some overlap, interventions have been set out according to the WTS priority area to which they most relate.

**Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis.**

This included the further statement:

*"We will plan ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, to reduce the need for people to use their cars on a daily basis."*

**Remote working**

TfW supports the target for 30% of the workforce to work remotely on a regular basis.

Most of our office-based staff have been working from home over the last two years unless – and in line with lockdown rules – their role or wellbeing needs necessitated they were in the office. We also facilitated local 'hub' working if there were suitable facilities closer to peoples' homes.

As we move out of pandemic restrictions, we will continue to support more home and remote working. At our new offices in Pontypridd, we have created a remote working hub to facilitate remote working for other public sector employees.

**Priority 2: Accessible, sustainable and efficient transport services and infrastructure**

This included the further statements:

*"We will actively aim to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. We will invest in low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles."*

*"We will provide safe, accessible, well-maintained and managed transport infrastructure. We will also future-proof it to adapt to climate change and facilitate more sustainable transport choices. Where we need new transport infrastructure, we will use the Sustainable Transport Hierarchy to guide decisions."*

**Integrated Transport**

To enable people to shift away from the private car to more sustainable transport modes for the majority of journeys we need an integrated transport system that allows door-to-door journeys potentially using multiple modes of transport.

TfW's main programmes that support transport integration are:

- Metro development





- Cardiff Central Interchange Area programme development
- Burns Delivery Unit
- Integrated ticketing and journey planning

### **Metro development**

These programmes do not only look to integrate modes of transport but also support the wider development of the areas around the transport hubs. For example, the north Wales Metro team has been working closely with the Transforming Towns project in Wrexham, extending the work on transport integration to wider development of the town – ensuring public transport, walking and cycling are all developed in an integrated way, in line with development plans for the town. This will include locating additional office space adjacent to the station to making the use of public transport to go to work the easy choice.

### **Cardiff Central Interchange Area programme development**

TfW has taken on a strategic development role for the Cardiff Central Interchange Area as an extension to the work on the south east Wales Metro. This work includes:

- New bus stations – managing the fit out and getting ready to operate
- Cardiff Central Station development – programme management of the full business case
- Supporting on the integration of the area generally with other partners including Welsh Government, Cardiff Council, Rightacres, Network Rail, DfT, other transport operators
- Developing an information and wayfinding strategy for the whole interchange area
- Developing operating models for event days across the different transport modes.

### **Burns Delivery Unit**

TfW recently managed the options development and public consultation for the first two major scheme proposals.

1. Severn Tunnel Junction: Options for transport integration to provide more efficient bus and active travel links to the rail station along with better local road access to additional park and ride facilities.
2. Cardiff to Newport active travel and bus routes: Options for implementing the recommendation to progress delivery of sustainable new walking, cycling and bus infrastructure on the A48 and National Cycle Route 88 between Cardiff and Newport.

### **Integrated ticketing and journey planning**

TfW is improving the accessibility of transport by joining-up ticketing, journey planning and travel information in Wales, creating an integrated customer experience across the whole transport network.

By joining-up information and journey planning, we will create an efficient, single source of information that customers can trust. These systems will provide information to third-party apps and websites, as well as signage at bus stops, train stations, social media, email and SMS alerts. Staff will be able to use this too, providing better information about transport connections whether at stations, on board trains, or via the contact centre, ensuring all customers in Wales can access the best quality information.



We are involving diverse groups of users in the design and development of our future digital services. All services will be available in both Welsh and English.

Our progress to date includes:

- Customers can now purchase tickets combining Rail and TrawsCymru services. This has simplified journey planning and ticketing between South Wales and Aberystwyth, - and saves customers time and money.
- A multi-operator fare-capping pilot for north-west Wales started earlier this year, and a Pay-As-You-Go (PAYG) trial in south-east Wales will be delivered for rail and bus services between Cardiff and Newport later in 2022.

The learning from these trials will inform plans to develop contactless payment options, with integrated tickets for rail and bus journeys with aligned ticket pricing for similar length journeys. Ticketing changes will include PAYG, contactless ticketing systems with 'tap-on/tap-off' ticket validators, to simplify payments using contactless credit and debit cards. We will introduce new and improved zonal pricing and fare capping structures, and further integrate multi-modal journeys so that connections between walking, cycling, bus and rail are easier, less time consuming, and less expensive.

Our other plans include:

- Modernising and enhancing journey planning in Wales including options such as fflecsi, bike hire and car clubs. Bringing together mobile apps and transport websites in Wales so it is simple for anyone to discover what sustainable transport options are available, plan a journey, and book and pay for transport. Customers will be able to easily compare options such as cost, journey time, step-free access, capacity and sustainability so they can make the right journey for their needs.
- Ensuring customers have access to the right information when there are delays and disruption, including information required to replan their journey (including via alternative transport modes). PAYG will ensure customers retain the best fare for their journey.
- Creating a Wales Bus Data Service to give access to real-time departure information for buses across Wales, including real-time disruption information.

### **Infrastructure and Asset Management**

The Sustainable Transport Hierarchy introduced by Priority 2 gives priority to safely and efficiently maintaining, managing and upgrading our existing transport infrastructure and adapting it for modal shift and climate change. Where we need new infrastructure, our approach is to give priority to walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.

The roads review is part of the use of this hierarchy. A member of our team sits on the review panel, and our regional transport modelling and Analytical Unit have supported the panel in their work by reviewing 55 proposed road schemes across Wales.



The largest part of our management of existing assets is on the CVL, which we took over from Network Rail approximately two years ago. As part of our commitment to safety, our infrastructure management team ended all 'red zone' working where workers relied on lookouts to warn them of approaching trains. All works on or close to the tracks are now carried out when trains are not operating, reducing the risk to staff.

We have developed an extensive asset management system, and our major maintenance and renewals programmes are agreed with our Infrastructure Manager and are also subject to review by an Independent Reporter.

Adapting to climate change is an issue we are addressing on the CVL, particularly in relation to flood risk. The last few years have seen a number of serious flooding events across the South Wales Valleys and this has also impacted the railway. As we undertake the Metro transformation works, we are addressing flooding risk by looking at preventative measures for example through drainage and culverts.

Through our maintenance and asset management planning we are looking at the potential for and mitigation against river scour on structures, and ensuring that drainage and watercourses are kept clear. Landslips are another climate related issue we are managing. Where there are known risks, we have monitoring in place

Our Climate Change Adaptation Plan is currently being finalised and will be published by June 2022.

### **Walking and Cycling**

TfW has been expanding our role in Active Travel in the areas of managing and evaluating the Active Travel grant funding allocations and supporting the Welsh Government in reviewing the Active Travel Network Maps.

Walking and cycling form a key consideration in all our projects, as evidenced in the following examples:

- At our railway stations, we have an ongoing programme of improvement in the quality and capacity of cycle storage. Our new trains will also have improved facilities for cycle storage.
- Through our Metro programmes we are working on station active travel network plans which will not only improve walking and cycling access to railway stations, but also how people can connect to other forms of sustainable transport from the railway station through walking or cycling.
- At our new offices in Pontypridd, we have a very secure indoor cycle storage area with maintenance stands, and charging points for electric bikes. There are also storage lockers and shower facilities for people should they need them.

### **Rail**

Our rail team has an extensive programme to improve our rail services. By 2025 we plan to be running approximately 30% more services than were operating in 2018. Furthermore, these services will be using £800m of new, more accessible and more efficient and sustainable rolling stock. Approximately 95% of all rail journeys will be on new trains and over half of these will have been assembled in Wales.



Although our new trains are cleaner, we have developed a strategy to decarbonise the fleet to take advantage of further electrification of the network and other technology changes.

Outside of the fleet we are undertaking many projects to improve the attractiveness of rail services and improve their accessibility and sustainability. The largest of these projects is the transformation of the Core Valleys Lines (CVL). Our use of smart electrification here has significantly reduced the cost of the electrification meaning we will be able to operate on electricity and battery power across the CVL, which would not have been affordable using traditional electrification.

The CVL programme also includes significant improvements in accessibility with 13 new ramped footbridges and 8 new lifts being installed. All our trains and platforms on the CVL will offer level boarding meaning there is not step between the platform and the train or tram-train. We are improving many other features including security with over 200 new additional CCTV cameras, and sustainability through LED lighting.

We are also improving stations across Wales with enhanced customer facilities, accessibility and sustainability.

We are also managing the construction of two new railway stations; one is now open at Bow Street and the other in the planning stages at St Clears. Accessibility and sustainability are being considered for these new transport facilities, the Welsh Government's Strategic Roads Team is also working on new shared-use walking and cycling routes along the trunk roads leading to these stations.

## **Bus**

Our role in the bus sector has changed since taking over the management of TrawsCymru and developing the fflecsi pilot areas.

Our team is also playing a key role in the development of the bus reform programme and are supporting on the impacts of policy options around Fair Fares.

## **Electric vehicles**

The Electric Vehicle Charging Strategy is a priority of the WTS. It identifies the need for a substantial increase in different types of charge points by 2030 and TfW is supporting the Welsh Government to achieve these goals. We delivered the first of 18 rapid charge points at Bala, Gwynedd in 2021, with others following in the most rural locations in Wales to address the major gaps in the Strategic Roads Network.

We are also delivering charging at over 100 station car parks in Wales, beginning with the Core Valley Lines, supporting not only the EV transition but improving the attractiveness of multimodal travel. We are also planning initiatives to work with Local Authorities and the wider public sector to provide expertise, advice and assistance in delivering additional charge points for local authority visitors, employees and residents.

## **Priority 3: Encourage people to make the change to more sustainable transport.**

This included the further statements:

*“We will encourage people to change their travel behaviour to use low-carbon, sustainable transport.”*



*“We will do this by making sustainable transport more attractive and more affordable, and by adopting innovations that make it easier to use.”*

### **Behaviour Change**

Our public transport recovery and integration plans provide details of how we are going to bring passengers back following the pandemic. We will also use our experience of successful campaigns pre-pandemic to boost passenger numbers and modal share with multimodal public transport campaigns.

We are supporting the Welsh Government in the piloting and roll-out of planning for a default 20mph speed limit in residential areas. We have been undertaking monitoring and analysis of data from the eight pilot sites to inform overall implementation – to maximise positive impacts and avoid unintended consequences.

### **Attractive Services**

The investments in our rail services will improve their attractiveness. Another powerful element that makes our services attractive is our own team. We will continue to invest in their training in customer service, also offering Welsh language training to those who want it, as they can often change the way people feel about our services. We have been using this learning in developing the fflecsi services as there is often even more interaction with our team for the users of these services.

The whole CVL programme is about supporting modal shift with a large increase in capacity, with more seats available, in the peak period and a general doubling of service frequency, earlier and later trains and more Sunday services. Improving journey times is an important element of making services more attractive. Our CVL works will reduce journey times from the Valley Head to Cardiff and vice versa by an average of approximately 15%. Our Metro programmes are also working on rapid bus corridors to increase the attractiveness of bus services compared to commuting by private car.

### **Affordable Services**

On our rail services we have already addressed some anomalies in fare structures through the zoning of fares on the valleys network. We are also developing multimodal integrated ticketing and journey planning solutions (as described above) which will help ensure passengers can have confidence that they will get the best fare for the journeys on any day.

We are providing support to the Welsh Government Fares policy development. Our team are providing supporting data and analysis across transport modes to help ensure the potential impact between modes is understood and that different user-groups are not adversely impacted.

### **Modal shift and decarbonisation targets**

The WTS set a modal shift target of 45% of journeys to be made by public transport, walking and cycling by 2040. Net Zero Wales states an intermediate ambition to reach 40% by 2030, and a further ambition of 48% by 2040.

Net Zero Wales further breaks down these targets as follows:



Timeframe	Target total journeys by public transport, walking and cycling	Comprising active travel	Comprising public transport
By 2019	32%	27%	5%
By 2030	40%	33%	7%
By 2040	48%	35%	13%

Net Zero Wales also set targets to reduce emissions from passenger transport including:

- Reducing emissions from passenger transport by 21% in 2025 from 2019 levels.
- Increasing the efficiency of transport freight by road, rail and sea by 4% in 2025 from 2019 levels.
- Reduce car miles travelled per person by 10% by 2030 through modal shift and demand reduction.

TfW recognises the urgency of the climate emergency and we are committed to supporting the Welsh Government achieve its net zero aspirations.

Over 3 million people rely on transport infrastructure in Wales and the Welsh Government has pledged to reduce emissions from passenger transport by 98% by 2050 through demand reduction, modal shift and the uptake of low carbon technologies.

Separate to the overarching target of net zero by 2050, the Welsh Government has set a further ambition to enable the public sector in Wales to be collectively net zero by 2030. This target covers over 780 organisations that deliver vital public services to the people of Wales. As a public sector body, TfW is included in this target and are required to decarbonise in pursuit of the collective goal.

TfW plays an integral role in supporting the delivery of these actions. However, to decarbonise transport sector emissions further in Wales, TfW needs to implement measures to reduce carbon across its network and operations, and we have made the following commitments:

- We are committed to a target of net zero Scope 1 and 2 carbon emissions by 2030
- We will reduce emissions from our Scope 3 activities by 50% by 2040
- Our entire network and operations will produce net zero emissions by 2050.

## Public transport recovery and integration, including progress on delivery of rail service improvements

Since the start of the COVID pandemic, demand and revenue has been significantly impacted across the Wales & Borders network.

We project just over 17 million passenger journeys will have been completed on our rail network in the year 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022, a little over half the annual number seen prior to the onset of the Covid pandemic.





Whilst the last year has been punctuated with changes to travel regulations and heightened restrictions – particularly with the arrival of the Omicron variant in late 2021, we have seen continuing recovery across all of our travel markets.

- Broadly speaking, travel for leisure purposes on the network has seen quickest recovery – and particularly from limited international travel and the ‘staycation’ experience of summer 2021.
- The commuter and business travel markets remain weaker as businesses and commuters continue to utilise video conferencing and other technologies, rather than travelling to meet face to face.

What has become clear is that the way people use our network and the purpose for their journey is likely to be different in the future from the way they travelled prior to the Covid pandemic.

Many of the actions and behaviours of people during the pandemic are likely to remain – for example, with home working, where a more hybrid working arrangement is expected by many employers.

We expect that whilst the commuter and business market in Wales will continue to be an important one to serve, peoples individual propensity to travel may not recover to pre-Covid levels given some of the potentially permanent changes seen in passenger behaviour. We recognise that the Welsh Government has stated its long-term ambition to see around 30% of Welsh workers working from home or near from home and will continue to work with that in mind. In our metro markets for example, based on current data the commuter market might represent 34% of passengers in the future, as against 48% prior to Covid.

- Business and commuter travel has historically been biased towards travel within typical office hours of 9-5 and Monday to Friday. A permanent reduction in demand during those travel hours will likely lead to changes in the way we service that demand and utilise our resources.  
We expect the proportion of customers travelling for leisure purposes however to grow, with increased demands during the traditional ‘off peak’ periods of the day. Our longer distance ‘Inter-urban’ routes for example are expected to see 70% of passengers travelling for leisure purposes in the future, as against 55% prior to the pandemic.
- The leisure market is traditionally a buoyant one during the summer season, the festive season and broadly when not in school term time. Servicing increased demand during these times will likely lead to a need to change the way we service that demand and deploy our resources.
- We also need to consider that the ‘local leisure’ market – particularly travel for evening or short distance weekend purposes will continue to be one where rail can and should play a key role, particularly considering our carbon reduction ambitions in Wales.

It is of course important to remember that the Welsh railway network is diverse and performs a range of functions for people within it - as well as for people travelling into and



out of the country. We will therefore be continuing to research our markets and connect with our customers to understand the growing trends in travel.

We have also seen significant changes in the ways that people choose to interact with us on our network, with a move towards greater digital interactions and transaction rather than more traditional personal interactions.

- The percentage of customers choosing to buy tickets through our ticket offices has declined by over 30% since 2019, with less than 10% of sales now taken through these locations.
- Conversely, customers now choosing to buy their tickets through digital channels has grown by over 70% since 2019, with more than 50% of sales now through various online channels.

Whilst the move from more traditional means of purchase towards digital channels has been a continuing trend over the last 10 years, this has undoubtedly been accelerated since the onset of Covid in 2020.

Alongside these trends, the use of cash as a payment method has also reduced significantly, with just 10% of sales (7% on our longer distance routes) now derived from cash, versus 49% in 2009/10. This trend remains important for us to recognise and consider as we continue to develop our retail services for customers.

### **Steps towards recovery**

These very significant changes to customer needs, changes to our markets and the way people use our network all require us to make steps towards adapting our network for the future. Much of this change will be enabled by the ongoing transformation of rail in Wales and the border regions, begun in 2018 and being realised over the next couple of years.

Making it simpler and easier to travel on our network, integrating our services to enable multi-modal journeys and enhancing our customer proposition are all areas where we will be investing over the coming year.

- **Enhancing our key routes** - Recognising the importance of the Manchester to Cardiff route to our customer and the inbound economy in Wales, in December 2022 we will be introducing newly refurbished loco hauled trains on key services, providing a major improvement in the quality of customer experience and capacity.
- **Sustainable Travel and Tourism** - As Wales recovers from COVID, we have seen a rapid growth in leisure travel. In order to ensure that we are meeting the needs of this market we will be working with our partners in the tourism sector to ensure that we are designing and delivering our services to meet their needs. We are developing a Sustainable Travel strategy for these routes and working with partners in the tourism sector.
- **Integrating our Transport Network** - Public transport has a pivotal role to play in Wales as we move towards a more sustainable future, respond to the challenges of climate change and ensure that we're keeping in mind the needs of future generations. We'll all need to change our behaviour and make more sustainable travel choices in the coming years.





- We are continuing to develop the integration of bus and rail transport in Wales. In last 2021 we completed the integration of Traws Cymru routes T1 & T5 between Carmarthen and Aberystwyth, integrating them with our rail services and ticketing. We'll be continuing that work in 2022 with ambitions to integrate the whole Traws Cymru network with the rail network.
- **Pay as You Go ticketing on South East Wales Metro** - We are continuing to develop our integrated rail and bus contactless ticketing scheme in South East Wales Metro, with the first trials beginning later in 2022. Particularly targeting non-users, it will provide easy access to travel with best value day and weekly price guarantees. It will be particularly targeted at attracting non-users to public transport as part of meeting wider modal shift and carbon reduction targets, by making it easier and simpler to travel across different modes of transport.
- **Retailing through Small & Medium Enterprises** - We launched a 12 month pilot on the South East Wales metro to sell rail tickets through 90 local convenience stores in January. An industry first in Britain, this initiative will enable rail tickets to be sold through local convenience stores – allowing us to work with many small and medium retailers to provide further services to their communities.

### TfW's multimodal recovery campaign

Start to **encourage behaviour-change** and encourage people to consider using public transport instead of the car in line with modal shift and decarbonisation targets.

### Campaign proposition

We've developed a campaign proposition rooted in insight that can be used across different modes of public transport and active travel to encourage people to make complete journeys using public transport and active travel.

Our proposition initially focuses on encouraging people to:

- **Rediscover** places they haven't visited recently
- **Reconnect** with people they haven't seen properly since the pandemic began
- **Return (to work)** Albeit to a more balanced working life.

We developed a comprehensive multimodal messaging matrix to support our campaign that outlined barriers to use, audiences affected, the EAST (**Easy, Attractive, Social and Timely**) principle, recommended interventions as well as key messages and calls to action.

Working with a behavioural insights specialist, we refined our marketing messages to create a comprehensive list of options which we tested with over 3,600 people.

Our testing identified four key behavioural insights that sit at the heart of our communications.

We hope greater emotional engagement with a trusted brand will make TfW people's preferred choice for planning journeys, purchasing tickets and travelling.



### **Campaign activation and phasing.**

Launching on 28 March 2022, our recovery campaign will include a mix of brand-led TV advertising, paid and organic social media, out-of-home advertising and media relations activity.

A one-minute TV advertisement anchors our campaign while our one-year sponsorship of the ITV Cymru Wales will be seen by significant numbers of Welsh and English-speaking adults in Wales.

Our campaign will be implemented in a number of phased bursts over eighteen months.

### **Alignment with long-term Welsh Government policy ambitions**

Our ambitions for our brand and campaigns align with wider and long-term Welsh Government policy ambitions. The ambition of creating a transport network which connects people and communities underpins sustainable development and enables economic growth.

Better public transport services will result in real benefits for people, including better access to employment opportunities and better integration of services, such as education and health, with the public transport network.

### **Impact and value for money**

We've devised this unified and strategically aligned approach to our marketing communications across different types of public transport and active travel to achieve greater impact in terms of behaviour-change and deliver better value for public money through increased marketing effectiveness. Building our brand will enable us to better target our tactical campaigns.

## **Bus and rail policy and reform – including UK Government rail reforms and Welsh Government plans for bus services**

TfW is working with the Welsh Government around decarbonisation of the bus fleet, including Traws Cymru buses by 2026, as well as considering how to address wider climate challenges, including biodiversity and climate adaptation.

The Climate Emergency demands urgent action. Through the WG Net Zero Wales Carbon Budget 2 WG set out the scale and immediacy of this challenge, highlighting the need for a decade of action to make more progress over the next 10 years than we have in the last 30.

Both Net Zero Wales and Llwybr Newydd: the Wales Transport Strategy 2021, stress the need to change the way we travel. We need fewer cars on our roads and more people using public transport, walking or cycling. We need to work with people across Wales to design a transport system that works for everyone and offers a real alternative to relying on a car. This is critical not only to our decarbonisation targets but also to ensure there are affordable transport options for people where the cost of buying or leasing a new electric car may be too high.



Buses are therefore a critical part of this vision, but the current deregulated system has not been able to deliver the scale or pace of change we need to respond to the Climate Emergency. With 3 out of every 4 public transport journeys made on local buses<sup>[1]</sup>, we must develop and sustain a bus network that is capable of delivering the necessary scale of change. Furthermore, approximately 13% of households in Wales do not have a car<sup>[2]</sup>, and 25% of bus users are disabled or have a long-term illness<sup>[3]</sup>.

Fundamentally Welsh Government want to create a bus system with passengers as its focus, which is easy to access, has extensive, reliable and consistent networks, has one ticketing system, and is easy to understand and navigate – expressed simply: ‘One Network, One Timetable, One Ticket’. The Welsh Government is intent on achieving a bus system that boosts social equity and is capable of delivering the scale of modal shift required by the Climate Emergency.

The vision set out above requires a transformation in how buses in Wales are governed to achieve the following over-arching aims:

- A bus system that is purposely designed to maximise the public good.
- A bus system that efficiently uses public investment to strategically address public priorities for bus improvements, thereby justifying greater public investment.
- A bus system, which forms part of an integrated transport network that provides an excellent travel option, wherever people need it, whenever people need it, throughout Wales.

We are also working closely with Welsh Government on better use of bus to connect rural communities, such as;

- Working with LAs and regions to develop their future bus networks in line with WG ambitions for one network, one timetable, one ticket
- Development and growth of the Fflecsi Service
- Development, growth and improvement in the Fflecsi service
- Bus infrastructure and bus priority development in partnership with LAs
- Integration bus to bus and bus to other modes
- Development of future funding models
- Preparation for future legislation – franchising
- Ancillary projects – such as tap on tap off readers, real time information, data services
- Concessionary card management
- Review of learner travel measure

## **Uk Government**

We work closely with UK Government, and share the aspirations set out in Sir Peter Hendy’s report on Union Connectivity to improve transport connectivity between and within the nations of the UK to support economic growth and quality of life. TfW wants to be, and should be an important partner in improving UK wide connectivity. Whilst we are a devolved

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<sup>[1]</sup> [The National Survey for Wales](#)

<sup>[2]</sup> [The National Survey for Wales](#)

<sup>[3]</sup> [Analysis undertaken by Transport for Wales, 2019](#)



organisation owned by the Welsh Government, we are a key enabler in driving forward union connectivity through the Wales and Borders rail services. We look to continue to work with all industry partners to achieve this.

We do not view transport networks in Wales in isolation from those in England, particularly in the border areas. The Final Report of the Union Connectivity Review (UCR), commissioned by the UK Government and led by Sir Peter Hendy, refers to three transport corridors between Wales and England, for North Wales, South Wales and the Welsh Marches. – and there are important links to England, for example through Bristol, Chester, Crewe and Birmingham. We fully recognise the importance of our relationship with the UK Government and Network Rail, and see track and train being pivotal for our communities to connect us all.

The UCR Final Report recommendations include that to support improved connectivity to, from and via Wales the UK Government should:

- develop a package of improvements focussed on the North Wales Mainline, including better connectivity with HS2 and electrification to better serve North Wales
- adopt a multi modal approach to the South Wales corridor by upgrading and building new stations on the existing South Wales Main Line, supporting the Welsh Government’s package of public transport improvements, and
- develop a package of railway improvements to increase connectivity and reduce journey times between Cardiff, Birmingham and beyond, which could include better rolling stock, timetable changes and enhanced infrastructure for a better, faster and more appealing North Wales/South Wales connection route and connectivity to cities in England.

We welcome these recommendations on connectivity improvements and we are very keen on a multimodal approach.

We also welcome the creation of the Wales Rail Board, comprising director level representation from Welsh Government, DfT, TfW, Network Rail, and other train operators serving passengers in Wales. We look forward to participating in its first session over the coming weeks.

However, to create a truly multimodal transport system that Wales and the Borders deserves, without UK Government funding for projects such as electrification or other large infrastructure projects it will be incredibly difficult to secure, and meet our shared ambitions of reaching net zero emissions.

## **Metro development across Wales and delivery of the Burns Commission recommendations**

### **The Burns Delivery Unit**

The Burns Delivery Unit was established in January 2021 to accelerate implementation of the 58 recommendations of Lord Burns and the South East Wales Transport Commission (SEWTC).



The work aims to provide alternatives to journeys on the M4 and encourage the use of public transport and active travel in the region.

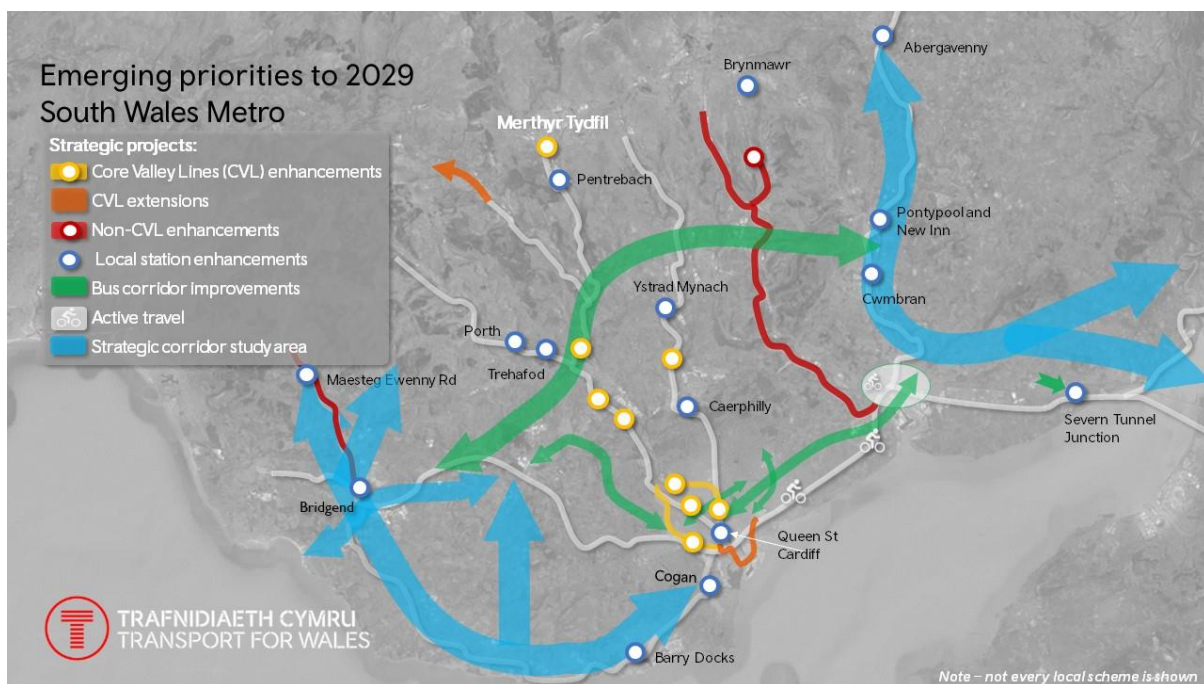
The Unit is resourced by Transport for Wales and overseen by a Steering Group bringing together Welsh Government, Local Authorities, Network Rail and the Department for Transport (DfT). The group is independently Chaired by Simon Gibson CBE, assisted by Dr Lynn Sloman MBE. Together, they are driving a package of transport improvement across South East Wales, by planning, leading and monitoring against all 58 Burns recommendations.

Supported by Welsh Government funding, the Unit has been progressing plans for new rail, bus and active travel infrastructure that will form a network of alternatives for the region. Other recommendations in progress include changes to network policies, encouraging travel behaviour change, transport governance, land use and planning.

The Unit are initially focusing on facilitating enhancements to the South Wales Main Line railway, and new stations along it, plus taking a hands on approach to designing options for bus and active travel corridors in and between Cardiff, Newport, and Monmouthshire, improving bus and active travel access to new, and existing, rail stations.

### SOUTH WALES MAINLINE

The South Wales Mainline programme is responsible for taking forward the early stage design development, planning and business cases for schemes on behalf of Welsh Government to secure funding for their implementation. The programme works with government and industry partners including Welsh Government, Department for Transport, Transport for Wales, Western Gateway, West of England Combined Authority, Local authorities and Train Operators to support the development of these projects along the route.







### **Immediate priorities:**

The programmes early priorities to the end of the current decade include:

- Increase in frequency of Cardiff – Swansea ‘Swanline’ stopping services
- Improving connectivity between West Wales and South-West England through provision of direct West Wales to Bristol Temple Meads services
- Take forward the ‘Burns’ commissions rail recommendations for five new stations in SE Wales and stopping services between Cardiff and Bristol/Cheltenham to address congestion on the M4
- Support decarbonisation of the rail network by extending electrification from Cardiff to Swansea
- Reducing Journey times from West and South Wales to South-West and South-East England through measures to increase linespeeds along the route
- Strategic timetabling to support and coordinate service aspirations and those of the adjoining metro programmes to understand the medium to long term planning needs of the route.
- Develop schemes to address capacity constraints such as between Haverfordwest and Milford Haven, Swansea East Junction, Cardiff West and the Severn Tunnel
- Provision of new mainline stations between Cardiff and Swansea to improve access to the rail network
- Support the development of metro networks serving Swansea Bay & West Wales and Cardiff Capital Region

### **Active Travel and Integration:**

TfW will work with local authority delivery partners to ensure that all new and existing stations on the route are fully integrated into local public transport and active travel networks.

### **Longer term projects:**

#### **Rail:**

Further electrification to decarbonise railway operations in West Wales and undertake works to improve resilience of the South Wales Mainline to longer term climate change impacts including increase in coastal and river flood risk.

### **METRO CENTRAL**

The Metro Central Programme will establish an integrated transport hub in the centre of Cardiff, integrating bus, rail and sustainable travel services to provide people with better access to transport connections and to offer better opportunities for individuals to make sustainable travel.

#### **Rail:**

We are developing enhancements to Cardiff Central station that will alleviate the crowding and congestion routinely experienced within the railway station and help to accommodate the region’s event demand with sufficient capacity for long term passenger growth. The changes will develop an enhanced, multi-modal interchange capable of functioning as the Capital Region’s principal transport hub and the key station on the South Wales Metro network. The enhanced interchange will encourage a modal shift onto public transport in order to improve air quality and help people transition to a zero-carbon lifestyle.



This project has just completed the feasibility stage and will now move into option development and selection.

TfW are working closely with the funders (DfT, CCR and WG) and key stakeholders (NR, Cardiff Council, RightAcres, GWR, Cross Country, TfW Rail Ltd. and freight operators) in the delivery of this scheme.

**Bus:**

Opening in the summer of 2023, Cardiff Bus Interchange is a brand-new centralised bus facility with 14 bus bays, various retail units, public toilets and refreshment points.

This exciting new interchange will better connect people with work, health, and leisure opportunities whilst helping people to make more sustainable travel choices.

**Active Travel:**

Within the Metro Central area we will be introducing 1,000 high quality cycle parking spaces as part of current enhancement projects, with an aspiration of 4,000 in the longer term. This provision will be part of integrated masterplan linking the city's new active travel infrastructure with interchange to other modes of transport and new residential and employment opportunities.

**Integrated Transport:**

Integrated transport in this area will take many forms, from improved cycle parking within this transport hub, improved wayfinding and information to enhance the passenger experience to physical infrastructure changes such as weather protection and enhanced experiences for passengers traversing the area without the intention to travel further afield.

**Bus:**

Bus has a far greater reach into communities across Wales and will see significant improvements in the coming years. TfW's focus will be on delivering high quality, reliable and well-connected services that have priority over traffic.

TfW will work in collaboration with Welsh Government, Local Government and Cardiff Capital Region to deliver improvements to the quality of the vehicles used to bring improvements to customer experience and air quality. We will also work with Local Government to improve the major bus routes to bring faster and more reliable journey times, which connect with rail and active travel services.

Early focus will be on congested areas less well served by rail, including the North West Corridor between Talbot Green/ Beddau and Cardiff, and between East Cardiff and West Newport. Both will consider the feasibility to provide a Metro Bus Rapid Transit (BRT) service, which we plan to later roll out to other key movement corridors across the region.

**Active Travel and Integration:**

TfW are working with local authority delivery partners to develop our first Active Travel Station Network Plans in the region at Pontypridd and Bridgend Stations, integrated with wider local network plans, with the aim of developing high quality walking and cycling routes for the first/ last mile of Metro journeys. Further Station Network Plans will follow on from



these initial stations to be developed and then delivered. This will tie into a wider programme of works to improve active travel, bus and rail integration across the Metro network.

### **Longer term projects:**

#### **Rail and Bus Rapid Transit:**

Longer term ambitions for the Metro will focus on bringing the levels of service frequency and connectivity on the Core Valleys Lines to the rest of the network. These improvements will offer better access to jobs and services for more rural parts of the region such as the Vale of Glamorgan, the East Valleys and Monmouthshire.

TfW are starting a number of strategic studies to enhance Metro opportunities across these prioritised areas and will look to electrify more of the rail network in order to decarbonise and improve the environmental impact for the local communities. Strategic bus provision is expected to play a key role on some corridors enabled by service integration, improved infrastructure, priority measures, high quality vehicles. The aim will be to deliver high quality, direct and reliable services with attractive journey times, designed around a TfW Bus Rapid Transit Specification.

### **NORTH WALES METRO**

The North Wales Metro Programme is all subject to business case development, securing funding and planning.

The North Wales Metro Programme aims to deliver a transformed, integrated public transport system. The programme looks at what we need to build for the future, considering all modes of transport with a key target for a modal shift to attract customers into the public transport system, while addressing the climate emergency and net zero targets.

We are taking forward the early stage development, planning and business cases for a range of integrated transport schemes on behalf of the Welsh Government, with a view to either delivering them via Transport for Wales (TfW) and/or Local Authority partners and to securing wider UK funding for their implementation.

TfW are working with government and industry partners including the Welsh Government (WG), Department for Transport (DfT), North Wales Local Authorities, Combined and individual Local Authorities in the North West of England, Network Rail (NR), Train and Bus Operators and Business groups to support the development of these projects.





## Vision



## Immediate priorities:



## Rail:

TfW are working closely with funders (DfT and WG) and key partners (NR, Combined and Local Authorities, TfW Rail, Avanti West Coast, Merseyrail, and local businesses) in developing rail infrastructure projects that will improve the connectivity, capacity, speed and safety of the North Wales coast and the Borderlands (Wrexham to Liverpool) rail networks.

These projects will enable more accessible, more frequent and faster train services on these routes and provide better access to education, employment and services, improve local and regional economic outputs, contribute to decarbonisation, enable sustainable development



and regeneration and improve the operational capacity, resilience and efficiency of the rail network.

**Bus:**

Bus reaches into many communities across North Wales and will see significant improvements in the coming years. TfW’s focus will be on delivering high quality, integrated, reliable and well-connected services giving even more residents access to public transport and encouraging sustainable tourism into the area.

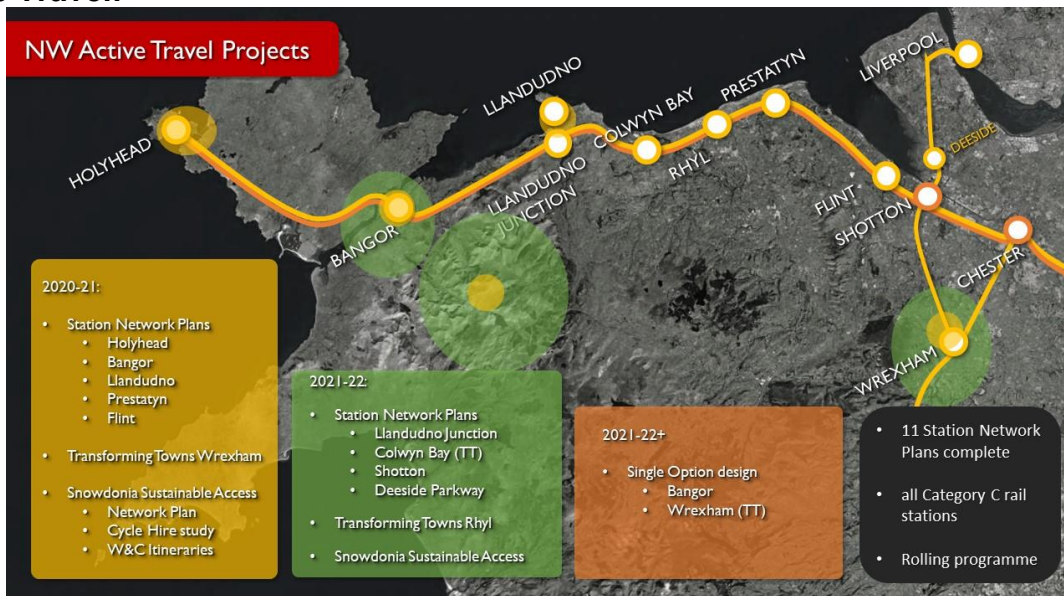
TfW will work in collaboration with Welsh Government, Local Government and bus operators to deliver improvements to the quality and technology of the vehicles used to bring improvements to customer experience and air quality. We will also work with Local Government to improve the major bus routes to bring faster and more reliable journey times, which connect with rail and active travel services.

At present TfW are working with Gwynedd Council and Snowdonia National Park Authority to address the issues with congestion and parking problems by improving bus services. TfW are working with local authorities to introduce fare-capping, integrated ticketing and tap-on/tap-off technology to simplify the process for passengers and working closely with local authorities on network design and service delivery across the region.

**Strategic Park and Ride:**

TfW are working with local authority partners in identifying and developing strategic park and ride sites across North Wales. These sites will enable those rural communities whose connectivity is car dependent to easily access sustainable travel modes, such as active travel, bus or rail, for their onward journeys.

**Active Travel:**



TfW are working on the early stages of development of active travel projects that will help create a safe, sustainable, resilient and effective transport network in towns across North Wales. The projects are being developed in collaboration with relevant transport and



regeneration partners within the Welsh Government and Local Authorities, as well as key stakeholders and users' groups.

These projects seek to encourage more sustainable and active travel by improving the experience for users and providing better connectivity between modes. The projects will contribute towards addressing the climate emergency via enabling a modal shift towards more sustainable modes in line with the Welsh Government's sustainable transport hierarchy. Station Network plans at 11 category C stations have been completed.

**Integration:**

TfW are working with local authority and development partners to ensure the integration of sustainable access and movement strategies into the early stages of place-based transformation, regeneration and gateway projects. These include Wrexham, Rhyl, Snowdonia, Bangor and Holyhead. TfW's aim is to integrate a modal shift towards more sustainable transport modes into the masterplans for these area in line with the Welsh Government's sustainable transport hierarchy.

# Agenda Item 5.1



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS

Chair, Climate Change, Environment and Infrastructure Committee

07 March 2022

Dear Llyr,

Thank you for your letter of 4 February 2022 containing the Climate Change, Environment and Infrastructure Committee's report on its Scrutiny of the Government's Draft Budget 2022 – 23. We are grateful for the Committee's work on this. Please find attached the Welsh Government's response.

Yours sincerely,



**Julie James AS/MS**  
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## **Response to Climate Change, Environment and Infrastructure Committee's report on its Scrutiny of the Government's Draft Budget 2022 – 23**

### **Recommendation 1**

The Committee recommends that:

**The Welsh Government should improve monitoring and reporting arrangements for the delivery of the Net Zero Plan and emissions reduction targets, with a view to better supporting Senedd scrutiny. This includes publishing annual progress reports on the Net Zero Plan, and more regular reports on progress towards emissions reductions.**

#### **Response: Accept in principle**

We have already developed a comprehensive system to monitor delivery of *Net Zero Wales* including legislation, indicators, a monitoring and reporting system, independent progress reports from the Climate Change Committee as well as scrutiny from the Senedd and Senedd committees, both on the whole plan as well as individual policies.

More general progress towards our targets and budgets is tracked and reported on an annual basis through our Wellbeing of Wales report. Our national well-being indicators tell the story of progress towards our 7 wellbeing goals and include measures of greenhouse gas emissions (both on a domestic and consumption basis). Our Greenhouse Gas emissions are published annually through the inventory.

Our legislation was designed to assess overall progress against the targets and budgets, by including reporting requirements at the end of each budgetary period. This helps scrutineers to understand the macro trends, rather than focus on single years, which can demonstrate significant variability. We are due to publish our first Progress Report later on this year, which will show if we have met our first carbon budget.

Welsh Government keeps these arrangements under review to ensure delivery progress is maintained.

**Financial Implications** – None. Any additional costs will be drawn from existing programme budgets.

### **Recommendation 2**

The Committee recommends that:

**The Welsh Government should provide a comprehensive explanation of work it is undertaking to leverage private investment to meet the cost of transitioning to Net Zero.**

**Response: Accept**

Our emission reduction targets are set at a Wales level and as such, *Net Zero Wales* is an All Wales plan, recognising that actions will need to be taken by everyone, including UK Government and the private sector.

Each emissions sector has different opportunities and challenges in meeting the level of investment required in the net zero transition, and we recognise that the private sector has a very important role to play. Whilst many of the key policy levers influencing private sector investment are reserved to the UK Government, the Welsh Government are utilising the powers/opportunities available to us to leverage additional private sector investment, and are pushing the UK Government in policy areas that are reserved.

Whilst a fully comprehensive plan cannot yet be developed given the inherent uncertainty both in the UK Government's approach and the evolution of technology, we will provide an update in our first Progress Report, which is due later this year.

**Financial Implications** – None. Any additional costs will be drawn from existing programme budgets.

**Recommendation 3**

The Committee recommends that:

**The Welsh Government should report back to the Committee on the outcome of the review of consenting and supporting evidence and advice. This should include information about any changes in budget allocation as a consequence of the review, and funding for NRW's Offshore Renewable Energy Programme.**

**Response: Accept**

Welsh Government are in the process of commissioning an independent review of the delivery of the marine licensing regime in Wales. The review will be completed by summer 2022 and an update will be provided to the Committee once the process concludes including with respect to any related budget changes and funding for NRW's Offshore Renewable Energy Programme.

**Financial Implications** – None. Costs for the review will be drawn from existing programme budgets.

**Recommendation 4**

The Committee recommends that:

**The Welsh Government should:**

- **explain whether and how the UK Government's decision not to provide funding for the reclamation and remediation programme will impact the delivery of the programme in the longer term**

**Response: Accept**

The Welsh Government is committed to the safety of our communities and to prepare for the challenges of climate change, which can result in more extreme weather events. We are also committed to transforming the waste assets of coal tips into social, economic, cultural and environmental benefits for Welsh communities. We do not accept Welsh communities should be expected to shoulder a disproportionate cost of the reclamation of disused coal tips. The cost of any actions to mitigate and address the risks created by the legacy of the UK coal industry, should be supported on a UK basis and we continue to call on the UK Government to meet its responsibilities in this regard.

The UK Government's decision in the Spending Review in October 2021 will have impacts on Welsh Government budget decisions. We will need to reconsider our priorities across all portfolio areas to redirect and secure the necessary funding from our own budget. This could impact on the duration of a reclamation programme, requiring the delivery of the programme to be spread over a longer period of time. We have, however, committed capital funding of £44.4 million over the next three years for local authorities to undertake maintenance and remediation works.

- **clarify whether it intends to continue to pursue its ambition to repurpose coal tips in light of the UK Government's decision.**

**Response: Accept**

The Welsh Government will continue to pursue this ambition, to safeguard local communities over the longer term. We recognise the benefits of investing in a programme of reclamation and repurposing can bring to Welsh communities significantly impacted by Wales' industrial past. Benefits including developing new skills and more employment to Valleys' communities, improving the environment for people who live there and potential new recreational opportunities.

**Recommendation 5**

The Committee recommends that:

**The Welsh Government should provide an update on the timeline it is working towards to introduce the coal tip safety Bill.**

**Response: Accept**

Work is on-going to develop a new coal tip safety regime for Wales. The Law Commission are due to submit their recommendations for a new regulatory framework to the Welsh Government imminently. We will consider these recommendations alongside our policy analysis and look to prepare a White Paper for public consultation in April, following Easter Recess. The timing for introducing Bills to the Senedd will be for the First Minister to announce in his statement on the wider legislative programme before summer recess.

### **Recommendation 6**

The Committee recommends that:

**The Welsh Government should explain the reason for the reduction in capital funding for air quality from £5m in 2022-23 to £0.3m in 2024-25.**

#### **Response: Accept**

The draft capital budget allocations will enable the delivery of our Clean Air Plan commitments, including an enhanced air quality monitoring network and also support to local authorities to take action on local air quality including the achievement of statutory limits for roadside nitrogen dioxide concentrations. The reducing budget allocation across the funding period reflects that our largest capital commitments (local authority nitrogen dioxide costs, and the air quality monitoring network costs) will be largely completed prior to 2024-25. There are no significant capital costs associated with the draft provisions of the Clean Air Bill as identified in the White Paper consulted on in 2021. The draft capital budget for 2024-25 will meet any residual monitoring network costs and also grant funding for local authorities to help address local air quality challenges. The draft revenue budget will support the development of the Bill, including costs associated with the identification of new air quality targets and other evidence.

### **Recommendation 7**

The Committee recommends that:

**The Welsh Government should clarify when the summary of responses to the White Paper on the Clean Air (Wales) Bill will be published. This should include an explanation for the delay in publication and whether this will impact the timing of the Scrutiny of the Welsh Government Draft Budget - 2022-23 introduction of the Bill, and an indicative timetable for the remaining phases of the Bill's development.**

#### **Response: Accept**

Due to other work pressures the release of the summary of responses has been delayed. However, we aim to publish the document shortly. Work is progressing to support the development of new air quality targets, the introduction of a new air quality monitoring and assessment service to support targeted action to improve air



quality and enhancements to the Local Air Quality Management regime. The budget allocations for the Draft Budget are not dependant on the summary of responses or the implementation on the Bill. The timing for introducing Bills to the Senedd will be for the First Minister to announce in his statement on the wider legislative programme before summer recess.

### Recommendation 8

The Committee recommends that:

**The Welsh Government should provide further details of the total estimated cost of decarbonising the housing stock, broken down by tenure. It should also explain how this has informed allocations in the Draft Budget 2022-23.**

#### Response: Accept

The Future Generations Commission’s report “Homes Fit for the Future: the Retrofit Challenge” estimated the costs of decarbonisation at circa £15bn, broken down as follows.

Tenure/ status	Number of homes	Average investment required per home	Total Investment (bn)
<b>Social housing</b>	230,000 (~21,000 are in fuel poverty)	£24,000	£5.52
<b>Fuel poor housing</b>	155,000 (~21,000 are socially rented)	£35,984	£4.82
<b>Private Rented Sector (PRS)</b>	180,000 (~36,000 are in fuel poverty)	£4,700	£0.67
<b>Owner Occupier</b>	924,000 (~99,000 are in fuel poverty)	£4,525	£3.73
<b>Total</b>		-	<b>£14.75</b>

- The average cost per home is built on data from the Welsh School of Architecture (WSA), to achieve EPC A for social housing and fuel poor homes, and EPC C for all other homes.
- The figures presented above should not be viewed as a definitive prediction of the final cost of decarbonising the Welsh housing stock. These estimates incorporate reductions from today’s prices for technologies and measures that are expected to come down in cost significantly in the coming years.
- It is also anticipated that ORP and the scale economies of a nationwide retrofit programme, may further contribute to cost reductions and process efficiencies. Furthermore, new technologies may emerge which radically alter the chosen pathway for home retrofit.
- WSA modelling is however used as a near term guide to the overall cost of decarbonisation of homes in the coming years.

- Cost savings of 20% for social housing and 10% for all other tenures from the WSA modelling are built in to the average investment per home above.
- The allocation in the current budget is considered sufficient for our intended approach which is to support our ORP ‘test and learn’ pathway, to assist in gaining a detailed understanding of the cost and pathways to decarbonisation for the Welsh housing stock. This will help to inform a longer term delivery plan for large scale retrofit programmes. Investment through MRA and Dowry has been maintained to support delivery of the new Welsh Housing Quality Standard which will be introduced from 2023 and which will have a strong focus on fuel efficiency and decarbonisation.

**Financial Implications** – No additional financial implications arising from this response.

## **Recommendation 9**

The Committee recommends that:

**The Welsh Government should provide details of the outcomes of the Optimised Retrofit Programme to date, and the outcomes that are expected to be delivered through increased investment up to 2024-25. This should include the number of houses that have benefited, or are expected to benefit from the ORP.**

### **Response: Accept**

The Optimised Retrofit Programme (ORP) has provided funding to 4,500 social homes across Wales to date. ORP also invests funding to address the underpinning factors required to effectively decarbonise homes including;

- Creating jobs, training and apprenticeships to upskill, retrain people and businesses, with the necessary green skills to competently undertake work to residents homes,
- improving decarb receptiveness amongst residents,
- creating efficient procurement models,
- growing welsh supply chains,
- supporting SME businesses,
- sharing learning regarding residential decarbonisation to organisations and individuals.

By the end of 2025, we expect ORP investment to have contributed to the decarbonisation journey of 148,000 homes by plugging the finance gap between what social landlords can afford to invest in decarbonising each social home and the current costs of such works.

Channelling ORP investment through social landlords supports a ‘testing and learning’ approach to how to effectively and efficiently decarbonise homes.

While a range of homes have begun their decarbonisation journey already. Progress is slower than anticipated due to tenant access to homes being affected by COVID restrictions over the last 12 months. Supply chain shortages have also affected the availability of microchips needed in the meters installed to measure the impact of decarbonisation works to social homes over time. As these issues resolve, the programme will accelerate.

**Financial Implications** – No additional financial implications arising from this response

### **Recommendation 10**

The Committee recommends that:

**The Welsh Government should provide further information on options it is exploring to address financing retrofit in the owner-occupied and private rented sectors.**

#### **Response: Accept**

Welsh Government has started evaluating a variety of options for financing retrofit in the owner-occupied and private rented sectors. These incorporate both grant funding and repayable finance. The financial capacity of the end user will be utilised to help direct them to the most appropriate financing solution in the medium term.

Some of the models that will be considered include Property Assessed Clean Energy, in which the loan is linked to the property rather than individual, low interest loans, equity release loans and green mortgages. A grant mechanism may also be needed for lower income households.

Welsh Government is working with the sector to evaluate the long-standing WHQS programme and to develop a revised standard. The new version will move us forward in tackling fuel poverty and climate change, setting the standards for the retrofit of social homes. Establishing this standard is also key to developing a funding model for the future. We are ensuring that we work with DBW to ensure that we align offers and work in this space.

**Financial implications** – No additional financial implications arising from this response.

### **Recommendation 11**

The Committee recommends that:

**The Welsh Government should provide an update on intergovernmental discussions concerning single-use plastics, including whether an agreement has been reached on a way forward.**

#### **Response: Accept**

Intergovernmental discussions are continuing in relation to the bans as part of the post-Brexit Common Framework Agreements. All options are being explored. The Welsh Government remains committed to delivering our policy ambition on single use plastic.

## **Recommendation 12**

The Committee recommends that:

**The Welsh Government should provide an update on its work on behaviour change in relation to modal shift, including further detail on how the draft budget will support this.**

### **Response: Accept**

A Climate-led behavioural change programme is being developed which will include multi climate-positive behavioural change campaign strands, to be delivered under a single integrated campaign approach, including the need for people to embed the climate emergency in the way that they travel.

The programme of work will be included in the National Transport Delivery Plan and updates will be provided regularly as part of that work, reporting to the Transport Performance Board.

Specific action is also being undertaken across the transport division to embed behaviour change in line with the Wales Transport Strategy, including:

- Development of a range of behaviour change projects to encourage people to make smarter travel choices to reduce congestion, and increase use of sustainable modes of transport, including car clubs, active journeys to school and 20mph roll-out.
- Supporting movement away from individual vehicle ownership to shared solutions including supporting car club pilots and bike sharing schemes.
- Use of education, marketing and other tools to transform the image of walking, cycling and public transport – this will include further support to expand TfW’s community engagement role to include travel planning, supporting partners and other organisations to deliver facilities and programmes which encourage modal shift. TfW is also undertaking a Public Transport Recovery Campaign in March/April focusing on modal shift and use of public transport for social networking.
- Staff training to upskill policy leads to embed behaviour change in all our activities, ensure that we are offering the opportunity to change behaviour through provision of sustainable transport choices, the capability to take part in behaviour change through training and support and the motivation to encourage the change in behaviour through marketing campaigns.

### **Recommendation 13**

The Committee recommends that:

**The Welsh Government should provide an update on any assessment that has been undertaken on the impact of large increases in active travel, or large increases in numbers of Welsh residents working from home, on public transport usage.**

#### **Response: Accept**

It is clear that large numbers of people being asked to work from home has had a significant impact on rail patronage. Even with the legal requirement to work from home lifted at the end of January 2022, rail patronage across the Wales & Borders / Core Valleys Line (CVL) networks is only around 60% of what it was on weekdays pre-Covid. This is in contrast to weekend patronage, which is dominated by leisure travel, which has recovered to around 80%.

TfW has run forecasts using regional transport models to understand the potential impact of increased remote working on public transport. These forecasts will inform how our future policies develop to encourage public transport usage when peak period road congestion is reducing, and ensuring that those who travel to work less frequently do so by public transport.

The headline forecasts without any new interventions are:

- There has been a greater percentage reduction in public transport trips compared to car trips, as people deciding to work from home are more likely to be those who were previously travelling regularly into urban centres by train or bus.
- If 30% of the workforce in Wales works from home on a regular basis, this is could result in a reduction of 25% in regular commuters using public transport.
- Combining all journey purposes together we would expect all-day public transport usage to be 5-10% lower than it would be if pre-Covid levels of remote working continued.
- As a result increased remote working post Covid is likely to result in an increase in the modal share accounted for by car travel (and therefore public transport and active travel mode shares decrease). Overall modelling suggests that increased remote working will lead to reduced congestion on roads in urban areas (as evidenced during the pandemic), meaning that for those still travelling to work, the car becomes a comparatively more attractive option. For urban areas such as Cardiff, reduced peak time congestion on key radial routes means that rail loses some of the time advantage that it would otherwise have over the car.

Available evidence on bus passenger use suggests patronage has also recovered to about 60% of pre Covid levels on local bus services across Wales. However, this varies between areas and particular routes.

The Welsh Government has set a goal of enabling 30% of Welsh workers to work remotely, and has identified the following key benefits the policy:-

- a reduction in travel time and expense
- more flexibility and better work-life balance
- increased productivity
- less traffic, especially at peak times
- less air and noise pollution; and
- the opportunity to redesign towns and city centres.

An Integrated Impact Assessment was prepared in April 2021 to examine the evidence and tests the assumptions underpinning each of the assumed benefits, establish where further evidence is required, and identify where potential mitigating measures are likely to be needed.

To deliver its ambitions, the Welsh Government is considering a number of supporting measures. These include enabling a network of remote working hubs located close to where people live (offering an alternative workspace to the traditional “company office”), guidance to businesses / third sector organisations in equipping their operations for remote or decentralised working, and support to individuals (advice, ICT services, equipment and well-being support).

The policy interlinks with other policy areas such as transport strategy, Fair Work Wales and town and city centre regeneration. This IIA identifies these connections and provides a cross cutting and comprehensive assessment across different areas of impact.

#### **Recommendation 14**

The Committee recommends that:

**The Welsh Government should set out a route map for achieving its targets for 50% of buses and 100% of taxis/PHVs to be all zero tailpipe emission by 2028, including details of the estimated financial cost and how this will be met. In so doing, it should consult with stakeholders in both sectors.**

#### **Response: Accept**

Welsh Government has established a Task and Finish Group, chaired by James Davies of Industry Wales, to develop plans for Bus Fleet De-carbonisation and Demand Aggregation to meet zero emission bus targets. The Group includes representation from bus operators and manufacturing. A final report from the Group will be produced by the end of March 2022 and delivery plans will be developed this year. My officials have been drafting an Action Plan to decarbonise the Taxi and PHV fleet that details the steps needed to transition to zero tailpipe by 2028. It is Welsh Government’s intention to consult on the key elements of that Action Plan as part of our White Paper consultation for the proposed Taxi and PHV Bill.

**Financial implications** - There are no immediate financial implications.

## Recommendation 15

The Committee recommends that:

**The Welsh Government should explain how Welsh Transport Appraisal Guidance, Welsh Government transport grant rules, and any guidance on local/regional transport plan preparation will be amended to embed the sustainable transport hierarchy and ensure value for money from Welsh Government-funded investment.**

### **Response: Accept**

We are currently updating the Welsh Transport Appraisal Guidance (WeITAG) to embed the sustainable transport hierarchy and ensure decisions on transport investment reflect the vision, priorities and ambitions of Llwybr Newydd – the Wales Transport Strategy. We will be consulting on the new guidance in the spring.

The sustainable transport hierarchy sets the priority as maintaining and making best use of existing infrastructure, but that where new infrastructure is required, the priority should be walking and cycling and public transport over private motor vehicles. The Resilient Roads Fund provides funding to local authorities to maintain and repair sustainable transport networks that are impacted by the effects of climate change. The Active Travel Fund supports local authorities to deliver their active travel networks and the Local Transport Fund supports local authorities to deliver schemes that improve access to public transport, including bus stop infrastructure, bus priority, rail park and ride, and bus/ rail interchange. Funding for local road schemes has been paused subject to the outcome of the roads review.

The guidance on the preparation of the new Regional Transport Plans will set out how CJs need to set the policies for delivering the vision, priorities and ambitions of the Wales Transport Strategy in the region. The policies should reflect the sustainable transport hierarchy in order for the Regional Transport Plan to be considered consistent with the Wales Transport Strategy.

## Recommendation 16

The Committee recommends that:

**The Welsh Government should provide an update on the development of the post-Covid plan to increase passenger numbers, which is being developed by Transport for Wales. This update should include information about how the Welsh Government will assess and monitor the plan's effectiveness.**

### **Response: Accept**

TfW's multimodal recovery marketing campaign aims to encourage people to return to and consider using public transport and active travel when they're reconnecting with friends and family, rediscovering places, and returning to work. Over the long-term the aim encourage people to change their behaviour and make more



sustainable journeys using public transport, instead of the car, on an ongoing basis. We want to build people's trust in public transport, for them to understand the imperative for behaviour-change and for public transport increasingly to become their preferred way to travel.

TfW have worked on the basis of changes to people's commuting pattern. As such they have introduced a scheme to address the workers who occasionally commute to the office with the Multiflex. This scheme enables people to get 12 single journey tickets for the price of 10. This also is valid for 3 months after purchase unlike many parts of the UK that only lasts for a month.

TfW have developed a campaign proposition rooted in insight that can be used across different modes of public transport and active travel to encourage people to make complete journeys using public transport and active travel. They have devised this unified and strategically aligned approach to marketing communications across different types of public transport and active travel to achieve greater impact in terms of behaviour-change and deliver better value for public money through increased marketing effectiveness.

The campaign will also help build a brand that is synonymous with an effective, integrated, and sustainable public transport network that people can be proud of. We hope greater emotional engagement with a trusted brand will make TfW people's preferred choice for planning journeys, purchasing tickets and travelling.

## **Recommendation 17**

The Committee recommends that:

**The Welsh Government should provide an update on consideration of funding schemes available to PHV and taxi drivers to transition to electric vehicles. This should include information about consultation with the sector about these matters.**

### **Response: Accept**

We have already mentioned our draft Action Plan and proposed White Paper on the Taxi and PHV Bill under recommendation 14. In addition TfW are running a driver survey that includes questions around support measures that would help with transition and the evaluation of the Try Before You Buy scheme that is currently operating as a pilot initiative will play an important role in terms of helping to shape future policy proposals. The output from this and ongoing stakeholder engagement as part of White Paper preparations will be used to determine any future funding for transition.

**Financial implications** - There are no immediate financial implications

## Recommendation 18

The Committee recommends that:

**The Welsh Government should set out how the significant backlog in road and highway maintenance can be addressed on both the local and trunk road network.**

### Response: Accept

#### Capital Budget for Network Operations

Paragraph 56 reports “an increase in the capital budget for ‘network operations’”. For clarity it should be noted that the historical two capital budgets lines for the strategic road network (national transport infrastructure and network operations) have been merged for the purpose of the draft budget. The network operations budget line, as well as covering maintenance operations and maintenance contracts, is also needed to meet the on-going contractual commitments for those projects that were already under construction (net value of approximately £41m for 22/23). The capital budget available for network operations in 22/23 is therefore £84m which represents a £22m reduction on the allocation for the previous year; as a result of the limited capital settlement the Welsh Government received as part of the UK Spending Review and the difficult choices which had to be made. Whilst outstanding contractual commitments do diminish in future years, the value of those commitments will need to be met from the network operations budget line in future years.

#### Trunk Road Network

The SRN is the largest and arguably most important asset that Welsh Ministers are directly responsible for. With a gross replacement value of over £18bn it carries more than 11bn vehicle kilometres per annum, one third of all traffic in Wales. It provides crucial connectivity and enormous economic benefits and the way it is operated, maintained and improved plays a key role in delivering priorities in Llwybr Newydd, the new Wales Transport Strategy. In particular: Priority 2 – allow people and goods to move easily... relies heavily on safe, well maintained and managed transport infrastructure that is future-proofed to adapt to climate change.

Any maintenance backlog will lead to a deteriorating trunk road asset with the consequential impact to safety, reputational and legal challenges to Welsh Ministers as it can result in:

- Increased safety risks, e.g. concrete falling from bridges, lighting columns collapsing and vehicle restraint systems unable to safely contain errant vehicles
- Road closures and weight limits to prevent structural collapses
- Reduced resilience of the network in the light of the impacts of climate change
- Increased greenhouse gas emissions from traffic queueing to get through, or diverting around, restricted parts of the network and repeated visits to the same sections of the network to address individual failed assets
- Increased costs in the short, medium and long-term

In order to address this backlog a major asset renewal programme has been developed for delivery over a 5 to 10 year time period depending on the availability of funding. The programme aims to address the backlog on the Strategic Road Network (SRN) whilst also improving its resilience to the foreseeable effects of climate change.

A preliminary programme of improvement to circa 25 schemes has been developed, with costs ranging from approximately £5m to £200m per scheme. Further work is needed to identify the full scope of necessary improvements.

An independent panel has been established to review this programme to consider whether the approach adopted in developing the major asset renewal programme balances the need of Welsh Ministers' to meet their statutory duties as highway authority for the network whilst not incurring more expenditure than necessary and demonstrating value for money. Feedback from the panel is due within the next month.

Once feedback from the panel is received and considered approval will be sought to commence preparatory works necessary to develop the scope and a procurement strategy for the programme so that the level and sources of funding required to deliver the programme can be identified.

Identifying the scale and delivery timescale of the programme is considered essential to ensure retention/development of a skilled Welsh supply chain in a market suffering from resource shortages driven by major infrastructure investment elsewhere in the UK for example HS2, the UK Government's Housing Infrastructure Fund programme and National Highways' delivery programme as well as opportunities in mainland Europe.

#### Local Road Network

The Resilient Roads Fund was introduced in 2020-21 to provide funding for local authority schemes to address disruptions caused by severe weather to the highway network, especially to the public transport network. Capital funding of £25m was made available in 2020-21 and £20m in 2021-22. Due to budget restrictions funding applications for 2022-23 have been limited to existing schemes only which will impact the ability of local authorities to introduce flood prevention measures on their highway networks.

If further capital funding becomes available in year 2022-23 RRF could be prioritised for additional funding.

A Local Government Public Highways Refurbishment Programme was established in 2018. An annual total of £20m was awarded to Local Authorities (by way of a formula) for them to make progress against the maintenance backlog on the local road network.

Consideration could be given to re-establishing this programme as a means of supporting Local Authorities to address the backlog.

Funding is also being provided to the local authorities for a 20 mph asset management survey for 20 mph signs and lines. Local Authorities will have the opportunity for a full asset management database to be produced for their road networks at a reduced cost, whilst undertaking the 20 mph survey.

Welsh Government could consider supporting the local authorities with funding this as it would enable future targeted investment by local authorities in a more proactive way.

### **Recommendation 19**

The Committee recommends that:

**The Welsh Government should clarify the basis for the decision not to continue with the Public Highways Refurbishment Grant. This should include details of any assessment that was made of the impact of the decision on the local road network, as well as value for money in local highway maintenance, road safety etc.**

### **Response: Accept**

The basis for this decision is as follows. The repair and maintenance of the local highway network is a local authority responsibility and local authorities are funded through a range of council tax, Welsh Government specific and unhypothecated grants, non-domestic rates and fees and charges. Highways repair and maintenance can be a call on revenue or capital budgets depending on the work being undertaken. As set out in the Welsh Government's budget narrative, the overall capital funding for Wales falls in cash terms in each year of the Spending Review period and is 11 per cent lower in 2024-25 than in the current year. This and our focus on a greener Wales has led us to undertake a fundamental zero-base review of general capital budgets to create a new three year Infrastructure Finance Plan.

The Welsh Government provided significant time-limited additional capital funding for highways maintenance to Local Authorities since 2017-18 (£30m in 2017-18 and £60 million general capital funding to local authorities over three years i.e. £20m in each of 2018-19, 2019-20 and 2020-21). The effect of the constraint on public spending across the UK meant that difficult choices were made by local authorities and Welsh Government but we and local authorities recognise that effective maintenance can reduce the need for more costly repairs. Local authority revenue and capital expenditure on transport has increased as a result of their and Welsh Government investment during 2017-2021.

The Minister for Finance and Local Government agreed a further additional capital grant to local authorities of £70m for 2021-2022 which may be used by local authorities to respond to their own priorities including capitalised roads maintenance. The Local Government revenue settlement for local government in Wales increases on a like for like basis by 9.4% for 2022-2023 and the lowest increase for any authority is an increase of 8.4%.

While the Welsh Government could have considered providing specific revenue or capital funding for roads maintenance by continuing the Highways Refurbishment grant this would have been at the expense of this general funding which allows local authorities to make their own locally determined choices on priorities.

### **Recommendation 20**

The Committee recommends that:

**The Welsh Government should clarify whether it has changed its approach to revenue allocation for local authorities to take account of current and projected future flood risk, in line with our predecessor committee's recommendation.**

#### **Response: Accept**

We have confirmed the flood revenue allocations for the local authorities for next financial year at £225,000 a 114% increase from the start of this current financial year.

Going forward, with the increase in revenue for flood risk management activities, we will need to work with all Risk Management Authorities, the 22 local authorities and NRW to understand their need and what additional benefit and increase in future allocations could provide. Allocation of future year's revenue based on current or future flood and/or coastal erosion risk is something we could consider, following detailed discussions with the Risk Management Authorities.

### **Recommendation 21**

The Committee recommends that:

**The Welsh Government should report back on work it has undertaken to assess the cost associated with the independent review of the February 2020 flooding. This should include details of where the costs will fall and corresponding budget allocations.**

#### **Response: Accept in principle**

Scoping work on an independent review into the Section 19 report published following the February 2020 flood is underway. Once this scope is complete and the delivery mechanism established, we'll be in a better position to understand the costs associated with such a review.

### **Recommendation 22**

The Committee recommends that:

**The Welsh Government should report back to the Committee on the outcome of the regulatory review of flood risk management, including the next steps.**

**Response: Accept**

The Flood and Coastal Erosion Committee (FCEC) Sub-Committee, continue to work on three work streams, looking at control of flood risk management assets; roles and responsibilities and adaptation and resilience. This work is very much aligned with conversations occurring with the Law Commission.

The FCEC report on roles and responsibilities is expected to be published by end May 2022. Once the report is completed and published we will be in a better position to discuss next steps.

### **Recommendation 23**

The Committee recommends that:

**The Welsh Government should provide details of work undertaken to assess the costs associated with enforcement of the Water Resources (Control of Agricultural Pollution) (Wales) Regulations 2021 and explain why these costs have not been reflected in the budget allocations.**

**Response: Accept**

The Minister for Climate Change has worked with the Minister of Finance and Local Government to maintain NRW's core Grant In Aid (GIA) at £60m for 2022-23, while also providing an additional £1.5 million increase in revenue for their FCERM programme, from £21 million to £22.5 million in 2022-23.

Following the recent completion of its baseline review, NRW is working with Welsh Government officials to co-design service level agreements (SLAs) for each policy/delivery area that define the expected level of service, the metrics by which that service will be performance measured and the associated funding that is required to deliver the agreed service. The development of the SLA's are to be completed by October 2022, and are anticipated to include the administration of the Water Resources (Control of Agricultural Pollution) (Wales) Regulations 2021. Where this is the case, the development of the SLAs will explore the relationship between the delivery of pre-existing statutory functions that have been carried forward within the Regulations, including those functions which will not be replaced until the end of the relevant transitional periods, and any new responsibilities.

### **Recommendation 24**

The Committee recommends that:

**The Welsh Government must ensure that funding for NRW is commensurate with its roles and responsibilities. We expect to see an increase in NRW funding following the outcome of the baseline review.**

**Response: Accept in principle.**

The Welsh Government accepts the principle that NRW should receive funding commensurate with its role and responsibilities. However, we must ensure that NRW has the right processes in place which will enable it to respond effectively to the twin emergencies and deliver the best environmental outcomes for the people of Wales. The Welsh Government must be assured that any increase in funding will be followed by a proportional increase in the level of service it receives. The baseline review will consider both of these matters in parallel and its findings will inform our final budget.

### **Recommendation 25**

The Committee recommends that:

**Response: Accept in principle.**

**The Welsh Government should explain the lack of progress on the designation of MPAs and MCZs, and set out a timetable for designation.**

Welsh Government continues to respond to the covid-19 pandemic and ongoing issues following our exit from the European Union. Consequently, this had led to further temporary redeployments of officials to support these priority areas in 2021, including the Marine biodiversity and conservation branch who are delivering the MCZ designation program.

However, I remain committed to this Programme of work and significant progress has been made on pre-consultation documents ahead of an engagement exercise which is expected to launch imminently.

### **Recommendation 26**

The Committee recommends that:

**The Welsh Government should provide an update on how it will support increases in marine evidence gathering and data sharing, to the scale that is necessary to respond to the anticipated increase in marine renewable energy development.**

**Response: Accept in Principle**

The increase in marine evidence gathering and data sharing, to the scale necessary to respond to the anticipated increase in marine renewable energy development, is being considered through an end-to-end review of evidence capacity, resource and



resilience across the Marine & Fisheries Division. An update will be provided when that process concludes.

**Financial Implications** – The costs for the review will be drawn from existing budgets, however delivery of such a programme of work will require extensive financial and staff support, the scale of which is currently unknown.

### **Recommendation 27**

The Committee recommends that:

**Before the end of March 2022, the Welsh Government should provide an update on progress made towards the development of an environmental governance Bill. This should include details of any work undertaken, or planned work, to assess the cost associated with a new environmental governance body.**

### **Response: Accept**

The updated Programme for Government restates our commitment to work towards the establishment of an Environmental Governance Body.

To date, Welsh Government has established interim measures. The Interim Assessor was appointed in January 2020 to consider concerns about the functioning of environmental law. Guidance on the environmental principles has been produced to ensure the principles are incorporated into policy and decision making across Welsh Government. The interim measures will allow us to test our approach to the handling of concerns about environmental law and consider the benefits of such measures in identifying trends in environmental law.

Officials have continued work on the development of a permanent approach to environmental governance in Wales. This work has been undertaken in line with the Task Group recommendation that a Commission model be used for a new body and includes consideration of its functions, staffing, and financial requirements. The permanent approach will be subject to further engagement with stakeholders.

Officials have undertaken initial work to assess the costs associated with setting up and maintaining a new environmental governance body. Such consideration has included a comparative analysis of similarly-sized and constituted bodies across the UK. This will be updated as data becomes available from other similar bodies and also the work of our Interim Assessor.

The draft budget covers 3 years. For 23/24 and 24/25 these are indicative figures.

### **Recommendation 28**

The Committee recommends that:

**The Welsh Government should explain how it will assess and monitor across Government the impact of action and spending decisions on nature recovery.**

**Response: Accept**

Effective monitoring and evaluation will be an integral element of all our programmes and initiatives to tackle the nature emergency. We will build on current provision within the Environment and Rural Affairs Monitoring and Modelling Programme (ERAMMP) and its successor.

Welsh Government is also working with Natural Resources Wales (NRW) to develop a robust and innovative approach to the monitoring of our designated sites and network. This includes working with partners and the Joint Nature Conservation Committee (JNCC) to pilot the use of very high frequency and very high resolution earth observation data for monitoring across all our natural resources.

Funding is also being provided to the Local Environment Record Centres (LERC's) to support citizen science and the voluntary eNGO sector in the collection of data.

## **Recommendation 29**

The Committee recommends that:

**The Welsh Government should clarify the terms of reference and the timescales for completing the deep dive into biodiversity as soon as possible.**

**Response: Accept in Principle**

The deep dive will focus on the effective implementation of the *Convention on Biological Diversity Global Biodiversity Framework 30 by 30 Target*.

*'Ensure that at least 30 per cent globally of land areas and of sea areas, especially areas of particular importance for biodiversity and its contributions to people, are conserved through effectively and equitably managed, ecologically representative and well-connected systems of protected areas and other effective area-based conservation measures, and integrated into the wider landscapes and seascapes.'*

Terms of reference for the biodiversity deep dive will be confirmed by the stakeholder group once the process is initiated, and they have held their inaugural meeting. The Welsh Government will then publish the terms of reference, which can be shared with CCEI at that point.

The deep dive will be initiated after the February half term with a view to completing the in depth discussions in May. A Written Statement will be published containing recommendations following the conclusion of the deep dive.

### **Recommendation 30**

The Committee recommends that:

**The Welsh Government should provide an update on progress on the development of biodiversity targets and information about the timescales for their introduction.**

#### **Response: Accept**

Welsh Government is committed to achieving the 30 by 30 target, to designate 30% of land and ocean by 2030.

Achieving the 30 by 30 target will require more than designation alone, the marine and terrestrial areas covered will also need to be effectively managed, ecologically representative and part of well-connected systems.

Officials have been working with other UK counterparts through the Four Countries Biodiversity Group and JNCC to develop a common set of principles.

Officials have held meetings with eNGOs and conservation scientists to discuss the proposed approach which was broadly welcomed.

As noted in recommendation 29, the biodiversity deep dive will focus on how best we achieve this target by the end the decade, what the challenges are and how we overcome these.

Statutory targets will require a legislative vehicle. The future legislative programme will be announced by the First Minister in due course.

### **Recommendation 31**

The Committee recommends that:

**The Welsh Government should set out its position on the proposal for a National Nature Service and provide an indication of when a decision is expected on the proposal. The Welsh Government should report to the Committee on that decision once it has been made.**

#### **Response: Accept**

The Deputy Minister for Climate Change met with Sir David Henshaw, in November of last year, to discuss the work of the Green Recovery Group, which he Chairs. During the meeting Sir David outlined the National Nature Service proposals instigated by the Food Farming and Countryside Commission and the WCVA. It was agreed that Sir David and his Group liaise with Welsh Government officials to work up a more detailed plan for the National Nature Service, setting a vision for the future for Wales and “landing” the pilot areas.

The National Nature Service has the potential to positively contribute to the development of Green Skills, as a key enabler for net zero, by linking people of all ages with opportunities for nature-based training, apprenticeships, employment, enterprise and volunteering. The Service is intended to focus on up-skilling the workforce through practical action and stimulating the creation of green jobs for the economy of the future. As such, it could be a useful contributor towards delivering our Young Persons Guarantee to give everyone under 25 the offer of work, education, training, or self-employment. Under *Net Zero Wales*, the Welsh Government is developing a Net Zero Wales Skills Action Plan. A “Team Wales approach”, is proposed, and we will be working closely with stakeholders in its development.

The Food Farming and Countryside Commission and the WCVA have recently sent further information, setting out their proposals for a pilot of the National Nature Service in the Valleys Regional Park area. Welsh Government officials, across government, are working closely with the Green Recovery Task & Finish Group and the Food, Farming & Countryside Commission and WCVA on the detail around some remaining points, including governance options. Advice will then be sent to the Deputy Minister for his consideration. The Committee will be informed of the result.

### **Recommendation 32**

The Committee recommends that:

**The Welsh Government should provide an update within the next 6 months on the progress of implementing the recommendations of the deep dive on barriers to tree planting.**

### **Response: Accept**

Three recommendations of the deep dive have been completed. The Welsh Government launched the Woodland Investment Grant to fund new woodlands and improvements to existing woodlands in July 2021, with nine projects being selected for funding. A pilot woodland creation planning scheme was opened in September 2021, along with window 11 of the Glastir Woodland Creation Scheme.

28 of the recommendations are ongoing. Details of support for every household in Wales to plant a tree were announced in December 2021. A woodland finance working group has been established to consider models to attract investment in woodland creation, with recommendations currently being considered by Ministers. Work has begun to develop a new woodland creation funding scheme, including discussions with stakeholders to review possible changes to the Glastir scheme. NRW have introduced a new desk based approach to low risk woodland plans to simplify approval of those schemes.

Work on eight recommendations has yet to begin, as resource has been prioritised to delivering the most urgent recommendations.

### **Recommendation 33**

The Committee recommends that:

**The Welsh Government should provide further information on the work of the group that has been tasked to consider issues in relation to using private finance to fund tree planting on the scale that is necessary.**

**Response: Accept**

The Woodland Finance Working Group has submitted its recommendations to Ministers. The recommendations will be published in full once they have been considered by Ministers and next steps agreed.

### **Recommendation 34**

The Committee recommends that:

**The Welsh Government should provide an update within the next 6 months on the take-up of the scheme to provide individuals with a tree to plant or to have planted on their behalf. This should include information on the criteria that will be used to determine whether it has been a success.**

**Response: Reject**

While there are 5,000 trees available this March, most of the trees will be available from November. Data will be collected on take up of the scheme, the number of trees planted and the number of people who have engaged with the campaign both directly (including volunteers helping deliver the campaign) and indirectly. Success of the scheme will be judged not only on the number of trees planted but also the effect on people's attitudes towards planting trees as part of the effort to tackle the climate emergency. As the majority of planting is likely to take place next planting season (winter 2022), the report should be in 12 months' time when more meaningful data on the success of the campaign will be available.

### **Recommendation 35**

The Committee recommends that:

**The Welsh Government should clarify whether it has quantified a specific UK Government funding shortfall in relation to digital connectivity and, if so, provide details of any connectivity targets the figure is based on. The Welsh Government should explain whether its budget allocations in this area are sufficient to meet any UK Government funding shortfall.**

**Response: Accept in principle.**

Telecommunications policy is not devolved to Wales. Any investment in this area is a matter for the UK Government. Officials are currently undertaking an Open Market Review and public consultation process to understand the number of premises in Wales that will not benefit from commercially driven gigabit broadband rollouts, and consequently the scale and parameters of the public intervention required.

Officials are working with UK Government's Project Gigabit officials on the basis that it is the UK Government that will meet the full cost of connecting all remaining premises in Wales (beyond ongoing delivery under existing Welsh Government schemes). Until the Open Market Review is complete later this year, it is not clear how many premises in Wales will be eligible for subsidised intervention.

A procurement will take place later in the year and will highlight the cost to deliver Project Gigabit in Wales. This information balanced against the funding available from UK Treasury will highlight any potential funding shortfall in delivering gigabit capable broadband to all premises in Wales.

The Welsh Government does not have funding available to pick up any shortfall in funding from a lack of UK funding. Telecommunications policy is not devolved to Wales and therefore, any investment in this area is a matter first and foremost for the UK Government.

The joint UK Government and mobile industry Shared Rural Network project intends to deliver 4G connectivity from all four operators to 80 per cent of the Welsh landmass. At present, and despite numerous requests to the UK Government and industry, we do not have clarity around those areas that will remain unserved by good quality 4G coverage. Only once we have that information will we be able to understand where the gaps are and what further action will be needed.

# Agenda Item 5.2

Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Huw Irranca-Davies MS  
Chair  
Legislation, Justice and Constitution Committee

Llyr Gruffydd MS  
Chair  
Climate Change, Environment and Infrastructure Committee

7 March 2022

Dear Chairs,

I am writing in accordance with the inter-institutional relations agreement to let you know that a virtual meeting of the Interministerial Group on Net Zero, Energy and Climate Change will take place on 9 March. I apologise for the short notice. The meeting was only confirmed today.

I will be representing the Welsh Government. The meeting will focus on the content of the forthcoming consultation on proposals to develop the UK Emissions Trading Scheme.

The UK ETS Authority will publish a joint communique after the consultation is published.

Yours sincerely,



**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

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[Correspondence.Julie.James@gov.Wales](mailto:Correspondence.Julie.James@gov.Wales)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.



Julie James MS

Minister for Climate Change

10 March 2022

Dear Minister,

## Provisional Common Frameworks for Air Quality, and Chemicals and Pesticides

Thank you for attending our meeting on 17 February 2022 to give evidence on the provisional Common Frameworks for Air Quality, and Chemicals and Pesticides ('the Frameworks'). Following the meeting, the Committee agreed I should write to you to request further information and/or clarification on the matters below.

### General

1. Can you clarify the process for determining whether a proposed policy change would be in scope of the Frameworks?
2. Can you confirm whether changes to domestic policy and law that do not change relevant retained EU law will be in scope of the Frameworks? In particular, can you confirm whether the planned Clean Air (Wales) Bill will be in scope of the Air Quality Common Framework?
3. Can you confirm that the Air Quality Framework will not in any way limit the provisions you would to include in the Clean Air (Wales) Bill?
4. Can you set out your understanding of the practical effects of these Frameworks on the exercise of devolved competence?

### Stakeholder engagement

5. Can you provide a detailed explanation of how the views of stakeholders in Wales (who responded to the DEFRA consultation) have been taken into account in the development of the Frameworks? What involvement did the Welsh Government have in this process?



6. A summary of stakeholders' responses to the DEFRA consultation has not been published. What is your position on this, and do you consider that publishing responses would help improve transparency?

7. The Frameworks provide for the governments to take joint approaches to developing law and policy. How you will ensure that this does not limit the role of the Senedd or stakeholders in Wales in shaping Welsh law and policy?

### Review and amendment

8. You told the Committee that the Senedd and external partners will have an opportunity to engage with the review process for the Frameworks.

- Is it the intention that all Parties will agree a common approach to Parliamentary engagement in the review process?
- How do you envisage this will work in practice?
- Why is this not reflected in the Frameworks?

### Dispute resolution

9. Can you clarify at what stage and how you will inform the Committee/the Senedd of disputes under the Frameworks?

### UK Internal Market Act

10. You said that the Frameworks would not be impacted by the UK Internal Market Act and went on to suggest that they "override" the Act. Can you provide further explanation of this?

### Regulatory standards and Review of Retained EU Law (REUL)

11. Can you confirm if the Welsh Government intends to keep pace with EU standards on chemicals and air quality?

12. How do you respond to the suggestion that the UK has not kept pace with new EU REACH regulations, and that the speed of regulation under UK REACH is slower?

13. The EU is in the process of revising REACH as part of its new Chemicals Strategy for Sustainability. What plans does the Welsh Government and/or the four nations have to do the same?

14. How do you respond to concerns that regulatory standards in the UK are likely to be lower than in the EU, at least in the early phases of the UK REACH programme? What are the implications of this?

15. You said that any proposals for deregulation in England arising from the UK Government's Review of Retained EU Law would be discussed through the Frameworks. You suggested that the

Frameworks offer protection from the UK Government imposing deregulation in Wales (or the other devolved nations). Can you provide further explanation of this?

### International obligations

16. You said that the Welsh Government has asked for a seat at some international groups. Can you provide a list of these groups to aid the Committee's understanding of the potential opportunities afforded to the Welsh Government by the Frameworks?

I should be grateful if you would respond as soon as possible, and by **6 April 2022** at the latest.

Yours sincerely,



Llyr Gruffydd MS,

Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.

# Agenda Item 5.4

Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee  
Welsh Parliament  
Cardiff Bay  
Cardiff  
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4 March 2022

Dear Llyr

Thank you for your letter of 10 February in relation to an update on Frameworks.

The Committee requested clarification on a previous Welsh Government commitment not to finalise Frameworks until Committees had completed scrutiny. I can confirm the Welsh Government position continues to be that Frameworks will be finalised only when each legislature has had the opportunity to complete the scrutiny process and provide recommendations.

The Committee also raised a number of queries in regards to the Radioactive Substances Framework. Please see my responses below.

## **General**

### **1. *Can you clarify whether the Radioactive Substances provisional Common Framework is one of these? If so, what assessment has been made of how effectively it has been operating?***

Since the end of the transition period, the four governments has been working closely on policy matters which are covered under the provisional framework. Alongside this, work is ongoing to finalise the relevant governance arrangements which underpin the framework. Historically, the majority of policies for radioactive substances have been undertaken on a joint basis, be that with England or the other GB or UK nations. However, where considered appropriate Welsh policy may differ from those of the other nations.

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[Correspondence.Julie.James@gov.Wales](mailto:Correspondence.Julie.James@gov.Wales)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

**2. Can you explain how and when the Framework will be revised to reflect the new dispute resolution process agreed as part of the IPRR?**

The Framework will be amended to reflect the IGRR during the post scrutiny review process, prior to finalisation. This process is likely to be managed centrally to ensure a consistent approach.

**Development of the provisional framework**

**3. What work has been undertaken to engage with stakeholders in Wales during the development of the Framework? How have stakeholders' views been reflected in the Framework?**

The four governments agreed the Radioactive Substances Policy Group (RSPG) would be the most appropriate forum for stakeholder engagement during the development of the Framework. The RSPG is made up of regulators and key stakeholders in this policy sphere including Natural Resources Wales and meets up to three times a year.

Views and feedback from the group on the scope and principles of the Framework during the early stages of development were taken into account in the drafting and are reflected in the published documents.

The four governments will continue to engage with stakeholders via the RSPG, when appropriate, during the operation of the Framework.

Alongside this, there are review points scheduled which present additional opportunities to engage with stakeholders in the further development and evolution of the Framework.

**Decision making**

**4. To what extent are you content that the Framework gives the Welsh Government and the Senedd appropriate scope to make law and policy for Wales within this area of devolved competence?**

The Framework does not impinge upon the ability of Welsh Government to make separate policy or legislation for Wales. Divergence in policy or legislation in devolved areas will continue to be possible, and the Framework will provide a more formal route for early discussion of either joint or separate policy making. However, the dispute resolution mechanism can be utilised should an administration consider another administration's policy to be damaging e.g. not compliant with international standards or have significant deleterious impacts in other countries.

**5. Can you clarify whether and how the Framework will impact on any existing or planned Welsh legislation or policy within this area of devolved competence?**

Currently the Framework will not impact upon planned Welsh legislation or policy within devolved competence. However, it is important to retain the ability to diverge from other parts of the UK if deemed appropriate in the future, even if the circumstances of that divergence are as yet unforeseen.

## **International obligations**

### **6. *Will the devolved governments attend relevant Trade and Cooperation Agreement (TCA) meetings?***

The policy area covered by this Framework intersects with the EU-UK Trade and Cooperation Agreement. Therefore topics relevant to the Framework may be considered from time to time by relevant TCA Specialised Committees or the Partnership Council.

Where a UK-EU meeting agenda includes an item concerning implementation in an area of devolved competence, the UK Government should facilitate Devolved Government attendance of a similar level to that of the UK Government representatives with final discretion as to the UK delegation a matter for the UK co-chair. The UK Government should engage with the Welsh Government and the other Devolved Governments as fully as possible in preparation for these meetings regardless of attendance, and on all relevant implementation matters.

### **7. *How will UK-EU decisions taken in devolved areas by the UK Government be reconciled with the Framework's commitment to consensus between the governments?***

Policy teams and Welsh Government representatives work closely together in the preparation for specialised committees, working groups, etc. This will include liaising on suggested agenda items, and input into the positions the UK Government proposes to take on the issues being covered at the meetings. Where policy teams wish to attend the meetings, we work with the UK Government to facilitate this.

### **8. *What opportunities does the Framework provide for increased Welsh Government involvement in the development of UK foreign policy in devolved matters within scope of the Framework? How does this differ from arrangements when the UK was a member of Euratom?***

While the Common Frameworks are not designed to influence foreign policy, we would expect policy teams will assert Welsh interests in these areas through the Framework governance groups. The development of Frameworks has increased the scope for interaction between the relevant policy teams of the four governments.

## **Resolving disputes**

### **9. *What risks, if any, has the Welsh Government identified with this approach [actions under dispute should be paused pending resolution through the dispute resolution mechanism]?***

The pausing of any actions under dispute is an agreed part of the dispute resolution mechanism in frameworks. We see this as a sensible approach to preserve the integrity of the frameworks system.

### **10. *How will the Welsh Government notify the Senedd of disputes raised through the Framework?***

I will notify the appropriate Senedd committees in writing if disputes are raised through the Framework.

## **Transparency and accountability**

### ***11. How will the Senedd and stakeholders be updated on the continuing operation of the framework?***

There is a commitment to consistent reporting on Frameworks post-finalisation. The details are currently being worked through by the four governments.

However, the expectation is that reports on Frameworks will be public documents once they are signed off by portfolio Ministers and will be made available to the relevant committees in the four nations as well as relevant stakeholders.

Alongside raised disputes and review points, there is a commitment to also inform the Senedd of:

- new legislation affecting the Frameworks; and
- applications for an exclusion under UKIMA.

### ***12. How will the Senedd and stakeholders be able to contribute to the review and amendment process for the framework?***

Review points are scheduled into each Framework which give both the Senedd and stakeholders additional opportunities to engage in the development and evolution of Frameworks.

Once finalised, the Radioactive Substances Framework will be reviewed every 12 months. Third parties can be used by any Party to the Framework to provide advice at any stage in the process. This may include seeking views from relevant stakeholders as appropriate.

If changes are made to the Framework then these will be notified to Senedd committees in order for them to carry out the level of scrutiny they deem appropriate and necessary.

## **The UK's radioactive substances regulatory system**

### ***13. What governance arrangements are currently in place to ensure the effectiveness of the UK's radioactive substances regulatory system?***

Currently in the UK, there are a range of organisations involved in advising the four governments on developing and implementing policy, and enforcing regulatory requirements. This includes government delivery bodies, government advisory bodies and independent regulators. These organisations are brought together in a variety of fora, for example the Nuclear Decommissioning & Strategy Policy Group, the Radioactive Substances Policy Group and the Radioactive Safety Working Group.

### ***14. Can you provide an update on the wider discussions taking place between governments on future environmental governance following exit from the EU and Euratom?***

The UK continues to regularly participate in international assurance campaigns, for example the International Atomic Energy Agency (IAEA) International Regulatory Review Service (IRRS) mission.



Prior to the UK's exit from the EU, Euratom representatives periodically inspected and verified the effectiveness of systems which monitor emissions from nuclear sites. The four governments are working together to consider options and arrangements for the external verification of these systems.

Yours sincerely



**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

# Agenda Item 5.5

Lesley Griffiths AS/MS  
Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd  
Minister for Rural Affairs and North Wales, and Trefnydd



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref: MA/LG/0612/22

Huw Irranca-Davies MS  
Chair  
Legislation, Justice and Constitution Committee

[Huw.irranca-davies@senedd.wales](mailto:Huw.irranca-davies@senedd.wales)

3 March 2022

Dear Huw,

## **The Ivory Prohibitions (Civil Sanctions) Regulations 2022 and The Ivory Act 2018 (Commencement No. 2 and Transitional Provision) Regulations 2022**

I am writing to make you aware I am giving consent to the Secretary of State for Environment, Food and Rural Affairs to lay The Ivory Prohibitions (Civil Sanctions) Regulations on 16 March 2022. These regulations will come into force on 6 June 2022.

Agreement was sought by Victoria Prentis MP, Minister for Farming, Fisheries and Food to make these regulations, which will apply to the United Kingdom.

The Ivory Prohibitions (Civil Sanctions) Regulations 2022 (“the Enforcement Regulations”) makes detailed provision for the operation of the enforcement processes under the Ivory Act 2018 and will apply to the UK as a whole.

The Ivory Act (Commencement No.2 and Transitional Provision) Regulations 2022) accompanies the Enforcement Regulations. These regulations commence sections of the Act on 6 June, where the prohibition of ivory sales in the UK will commence.

It is normally the policy of the Welsh Government to legislate for Wales in matters of devolved competence. However, as the Welsh Government’s position on ivory trade aligns with that of DEFRA and the other UK administrations, I am giving my consent to the proposed legislation which I believe will bring consistency to the introduction of an ivory sales prohibition in the UK.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Without such consent, Wales would be left out of alignment with other UK administrations in its approach to ivory sale prohibition. This could reduce the positive impacts of banning ivory sales across the UK and maintain demand for products containing ivory, thus contributing to the persisting threat to global elephant populations, which are illegally poached for ivory.

I am copying this letter to the Climate Change, Environment, and Infrastructure Committee, and the Economy, Trade, and Rural Affairs Committee for their information.

Regards,

A handwritten signature in black ink that reads "Lesley Griffiths". The signature is written in a cursive style with a large, sweeping flourish at the end.

**Lesley Griffiths AS/MS**

Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd  
Minister for Rural Affairs and North Wales, and Trefnydd

Lesley Griffiths AS/MS  
Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd  
Minister for Rural Affairs and North Wales, and Trefnydd



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref: MA/LG/0612/22

Victoria Prentis MP  
Minister of State for Farming, Fisheries and Food  
Department for Environment Food and Rural Affairs

[ps.victoria.prentis@defra.gov.uk](mailto:ps.victoria.prentis@defra.gov.uk)

3 March 2022

Dear Victoria,

**The Ivory Prohibitions (Civil Sanctions) Regulations 2022 and The Ivory Act 2018 (Commencement No. 2 and Transitional Provision) Regulations 2022**

Thank you for your letter of 14 January requesting formal consent for the laying of The Ivory Prohibitions (Civil Sanctions) Regulations 2022 (HAB030) and The Ivory Act 2018 (Commencement No. 2 and Transitional Provision) Regulations 2022 (HAB031).

Usually, it is the policy of the Welsh Government to legislate for Wales where powers lie with the Welsh Ministers. However, the Welsh Government's position on prohibiting the sale of ivory, aligns with that of DEFRA Ministers, and I believe the proposed legislation will achieve consistent and effective measures throughout the United Kingdom. Therefore, I hereby give my consent on behalf of the Welsh Government for this Statutory Instrument to be laid.

I will notify the Senedd of my consent to these Regulations and I shall be grateful to be kept informed about the SI's progress through Parliament.

As I am sure you will appreciate, should there be any material changes to this instrument this would render my consent void and would necessitate further consent being sought.

Regards,

**Lesley Griffiths AS/MS**  
Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd  
Minister for Rural Affairs and North Wales, and Trefnydd

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

# Agenda Item 5.6



Ein cyf/Our ref: **CX22-047**  
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By Email to; Llyr Gruffydd  
[Llyr.Gruffydd@senedd.wales](mailto:Llyr.Gruffydd@senedd.wales)

Dyddiad/Date: 2/03/2022

Dear Llŷr,

## **RE: Recent scrutiny session of Natural Resources Wales (NRW) with the Climate Change, Environment and Infrastructure Committee.**

At the recent scrutiny session of Natural Resources Wales (NRW) with the Climate Change, Environment and Infrastructure Committee, we were asked by Carolyn Thomas MS about the role of NRW with regards ensuring that culverts and ditches are kept clear.

We appreciate that roles and powers when it comes to flooding can appear complicated. In essence though, NRW has powers and are the lead agency when it comes to flooding from main rivers and the sea. Local Authorities have powers and are the lead agencies when it comes to flooding from smaller watercourses and ground water. Water companies are the lead agency when it comes to sewerage related flooding. The arrangements and responsibilities are described in Welsh Government's [National Strategy for Flood and Coastal Erosion Risk Management in Wales | GOV.WALES](#) (see from p.17). It is important to note that the powers for NRW are permissive, and not statutory duties, and are to be used on a discretionary flood risk basis, in line with the National Strategy. All authorities have a duty to co-operate with each other in the exercise of their FCERM functions, which is important given that flooding can be from a variety of different sources.

To add to that, landowners have responsibilities for the watercourses that pass through their land, including culverted sections. Further information on [Rights and Responsibilities is available on our website](#). It is the responsibility of the landowner to clear any water courses on or under their property. Public bodies such as NRW or LAs can be the landowner in some cases, but land ownership is often in private hands.

It is complicated a little further in Internal Drainage District (IDD) areas. There are 11 IDDs across Wales, covering a very small proportion of Wales confined to some low lying

areas. The IDD's operate and maintain the drainage systems, which can include ditches and culverts, in these areas.

So in summary, it is not the case that NRW is responsible for clearing all culverts and ditches, and the main responsibility falls with landowners. NRW has permissive powers to undertake works on main rivers, and local authorities have the same for local watercourses.

Best wishes

A handwritten signature in black ink, appearing to read 'Clare Pillman', with a horizontal line underneath.

Clare Pillman  
Prif Weithredwr, Cyfoeth Naturiol Cymru  
Chief Executive, Natural Resources Wales

# Agenda Item 5.7

**Pwyllgor Diwylliant, Cyfathrebu, y Gymraeg,  
Chwaraeon, a Chysylltiadau Rhyngwladol**

**Culture, Communications, Welsh Language,  
Sport, and International Relations Committee**

Dawn Bowden MS  
Deputy Minister for Arts and Sport and Chief Whip  
Welsh Government

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Dyddiad | Date: 4 March 2022

Pwnc | Subject: Memorandum of Understanding between the UK Government, the Welsh Government, Senedd Cymru and Ofcom

Dear Dawn,

Your joint letter with the Deputy Minister for Climate Change, on a review of the Memorandum of Understanding (MOU) between the UK Government, the Welsh Government, Senedd Cymru and Ofcom was referred by the Business Committee to this Committee on 18 January, for consideration.

The Culture, Communications, Welsh Language, Sport and International Relations Committee considered the MOU at its meeting on 2 March 2022. The Committee has no comments on the content of the MOU. However Members wished to convey that, in order to guarantee the independence of broadcasting regulation, their view is that regulators should be accountable to parliamentary institutions rather than government.

Thank you for the opportunity to review this document.

I am copying this letter to the Deputy Minister for Climate Change and the Chair of the Climate Change, Environment and Infrastructure Committee for information.

Yours sincerely,



Delyth Jewell MS

Chair of the Culture, Communications, Welsh Language, Sport and International Relations Committee

## Manon Antoniazzi

Prif Weithredwr a Chlerc y Senedd  
Chief Executive and Clerk of the Senedd

Mark Isherwood MS  
Public Accounts and Public Administration Committee Chair  
[by e-mail]

15 February 2022

Dear Mark

Thank you for your letter dated 10 December 2021 regarding the use of the acronym 'B.A.M.E' by the Senedd Commission.

Early during the Autumn term 2021, Commission officials consulted with the Commission's Race, Ethnicity and Cultural Heritage workplace equality network (REACH) regarding its preferences. Network members expressed a number of opinions, and the networks' collective preference was to retain the acronym B.A.M.E. As a result of your letter, the network has worked with the Commission's Diversity and Inclusion team to revisit the position.

The Senedd Commission considered the use of the acronym 'B.A.M.E' at its meeting on 31 January. The Commission considered a paper that set out some of the wider debate surrounding the use of the acronym and recognised the difficulty of capturing the complex histories and cultures of people from ethnic minority backgrounds in a single phrase or acronym.

Commissioners agreed that the Commission would:

- a. Observe context as a key driver for use of terminology and opt for specificity when using terminology wherever possible;
- b. Where specificity is not possible, to replace use of the acronym and collective term B.A.M.E. with the collective term(s) 'ethnic minority' and 'ethnic minority community'; and
- c. regularly review use of terminology and monitor internal and external debate.

In addition they agreed that Commission officials should seek meetings with those Members of the Senedd who are from an ethnic minority background to discuss the matter further, and that the



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information Commissioners had considered should form the basis of a briefing for Members, initially committee chairs.

Commissioners agreed that the guidance contained in the paper would be published internally to support Commission officials in drafting documents.

The Chairs' Forum will consider the item on Thursday 17 February 2022.

You will be aware that the Commission's Sixth Senedd Diversity and Inclusion Strategy is currently being consulted upon. Members have been asked to engage with the consultation process through the Members' Engagement Survey which is currently live. A number of Members have indicated that they would welcome a further discussion with Commission Officials, and these are currently being arranged. Similarly, if Members of the Public Accounts and Public Administration Committee would find a similar conversation helpful, please let me know, and I can make the necessary arrangements.

Yours sincerely



**Manon Antoniazzi**

**Prif Weithredwr a Chlerc y Senedd / Chief Executive and Clerk of the Senedd**

Croesewir gohebiaeth yn Gymraeg neu Saesneg. We welcome correspondence in Welsh or English.



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