

Senedd Cymru | Welsh Parliament

[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment and Infrastructure Committee](#)

[Datgarboneiddio'r sector cyhoeddus](#) | [Decarbonising the public sector](#)

Ymateb gan Trafnidiaeth Cymru | Evidence from Transport for Wales

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Building on Audit Wales' work, the Committee would welcome your views on any or all of the following:

### 1. What are your views on the role of the Welsh Government in supporting public bodies to deliver on the five 'calls for action' identified in the Audit Wales' report?

We have been progressing delivery of the five 'calls for action'.

1. Strengthen your leadership and demonstrate your collective responsibility through effective collaboration;

In 2022 TfW held a recruitment exercise for an Energy and Environment manager, enabling better governance and expanding the remits of our asset environmental management systems. This will allow better collaboration between the existing TfW Group and TfW Rail Environment management systems, enabling us to deliver a 'one-team' approach.

We recruited a Climate Change Manager in August 2021 and strengthened the position with support from a Climate Resilience and Adaptation Lead in September 2022. The climate change team, within TfW's sustainable development team, serves as subject matter expert on climate change and leads delivery of our Climate Adaptation and Resilience Plan. The team also collaborates with public sector bodies to share and learn best practice on carbon reporting and have volunteered to provide Welsh Government-led workshops on our approach to carbon reporting with the wider public sector.

The restructuring of the Sustainable Development team also enabled the integration of the team into station working groups, sharing expertise and best practices to steer projects collaboratively. Working with the Carbon Trust, we also delivered Carbon Literacy training to colleagues, including managers and leaders in the organisation.

We have also strengthened the team behind our electric vehicle infrastructure projects by recruiting *additional* experienced project managers. This *has* allowed us to then work collaboratively with Welsh Government to develop a support service for all public sector and private industries to facilitate EV infrastructure development; and *is enabling* us to award up to £1.8m of capital to local authorities, to accelerate and enhance their existing fleet decarbonisation and EV projects before April 2023

### 2. Clarify your strategic direction and increase your pace of implementation

The sustainable development team worked across the organisation to develop our Sustainable development plan for 2022-27. Together with leaders across the organisation, we set the strategic direction for directorates in order to achieve our goals. The plan emphasises the need to embed behavioural change throughout our operations and we are implementing a behaviour change framework within our communication strategies. We'll be measuring our progress against the WTS monitoring framework.

Our climate change team, within the sustainable development team, have begun the final development of our Climate adaptation and resilience plan. The plan was consulted on in the summer of 2022 and is due to be published by end of December 2022. The plan establishes the implementation timeline for adaptation governance.

Working with our colleagues at the Welsh Government, we established our baseline Scope 1,2 and 3 emissions. We'll use this baseline for the implementation of our emissions pathway. We're working across both the organisation and the Welsh Government to model potential emission pathways for our corporate footprint. The approved pathway will form the basis of the carbon management plan.

We're also developing a carbon 'Power BI' dashboard to improve our oversight and reporting of corporate carbon, and to enhance identification of priorities for decarbonisation.

### **3. Get to grips with the finances you need**

Development is underway to establish our approach to assessing and managing whole life carbon, and this will be embedded in all capital projects and infrastructure programmes. This work will form development of a costed Carbon Management plan to 2030, including costed emissions pathways.

### **4. Know your skills gaps and increase your capacity**

We've identified learning and development opportunities within our organisation and are supporting colleagues in increasing their skills. Our teams facilitate and participate in industry wide working groups to enhance learning through shared best practice and identify learning gaps.

### **5. Improve data quality and monitoring to support your decision making**

We've worked with the Carbon Trust to improve our reporting calculator and are moving this onto 'Power BI' to create a carbon management dashboard that will improve data quality and monitoring. The carbon tools output is processed by internal governance developed to improve the accuracy of activity data provision from core teams, such as finance, to enhance the quality of our carbon reporting. This approach has been developed over 2021/22 to enable consistent processes for corporate carbon reporting, and ensure we have a single source of truth and that reporting aligns with Welsh Government public sector bodies guidance.

A forum has been set up by the Welsh Government to support public bodies with their reporting. TfW have been invited to host a workshop for the wider public sector on our carbon reporting dashboard and reporting approach.

## **2. What are your views on the Welsh Government's Net zero carbon status by 2030: A route map for decarbonisation across the Welsh public sector as a means of providing strategic direction to public bodies?**

The Route Map presents an effective way for public bodies to review progress towards their achievement of the 2030 goal. As an organisation, we are on target within the 'moving up a gear' section. The reporting guidance provides a consistent methodology for carbon reporting across the public sector to aid benchmarking and measurement of progress.

### 3. What are your views on the progress made by public bodies in the priority areas for action set out in the route map - Sustainable procurement; Net zero buildings; Mobility and transport, and Land use:

The first year of actions 2021/2022 are a significant undertaking and it will likely take longer to implement some of the suggested outcomes. The actions require significant investment and resource to implement, which has been difficult to achieve in such a short timeframe since route-map publication. It does appear that this is reflected in the overlap of the dates outlined the next section ('well on our way').

Currently we do not have the oversight of the progress of other bodies, though we do see their reporting through the Public Sector Carbon Reporting and Feedback Workshops held by Welsh Government. We would benefit from development of collective approach, led by the Welsh Government, to support our implementation of priority actions, such as sustainable procurement. Public sector bodies are still getting to grips with the measurement and spend-based assessment approach for reporting; this would benefit from with provision of more clarity around supply chain emissions and help to identify opportunities for carbon reduction in procurement.

We have recently been invited to join a Decarbonisation Working Group and are awaiting more information from Natural Resources Wales.

### 4. What are your views on the support provided by the Welsh Government to deliver progress in the priority areas, including any gaps?

We've worked with colleagues from the Welsh Government to deliver the National Transport Delivery Plan consultation document. The plan sets out various objectives to decarbonise the transport sector including achievement of modal shift, electrification, active travel uptake and behavioural insight.

We have collaborated closely with the Welsh Government to support the development of data and mapping tools to identify and prioritise investment in areas most in need of EV charging infrastructure, and we will continue working together to deliver a comprehensive EV delivery strategy by end of 2022, ready to act as a clear framework in allocating support for public, third sector and private sector delivery."

### 5. Do you have any other points you wish to raise within the scope of this inquiry?

None