

Lee Waters AS/MS  
Y Dirprwy Weinidog Newid Hinsawdd  
Deputy Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-06-1381  
Ein cyf/Our ref LW/02766/23

Jack Sargeant MS  
Chair - Petitions committee

12 January 2024

Dear Jack,

Thank you for your letter of 26 October enclosing P-06-1381 - Reject all plans for Road User Payments, Congestion Zones and Workplace Parking Levies in Wales.

The power to implement universal road charging and to receive any revenue is retained by the UK Government's Secretary of State for Transport. The Transport Act 2000 provides powers enabling Welsh Ministers to introduce trunk road charging schemes under limited circumstances. The Environment (Air Quality & Soundscapes) (Wales) Bill expands the circumstances under which trunk road charging schemes may be introduced, enabling schemes for reducing or limiting air pollution in the vicinity of the road.

There are no plans in place to introduce charges for motorists on the Welsh Government managed trunk road network and schemes would be considered as a last resort to tackle persistent air pollution hot spots. Clean Air Zones have been identified as 'precautionary retained measures' for A470 Pontypridd and M4 Newport in our Supplemental Plan to the UK plan for tackling roadside nitrogen dioxide concentrations 2017.

We have set out in Llwybr Newydd – the Wales Transport Strategy and our National Transport Delivery Plan, that we will support fair and equitable road user charging systems that deliver benefits for our society, environment and economy. Road user charging has the potential to make more efficient use of the road network, reducing congestion and pollution. However, road user charging schemes need to be carefully designed to avoid adverse unintended consequences, including increasing barriers to employment and disadvantaging those on low incomes.

The impact of road user charging on the economy will depend both on the form such charges take and how the resulting revenues are used. Road user charging is often presented as inequitable. However, ONS data shows that the average Welsh household with a car has an income 69% above a similar household without a car, so charging that supports improving non-car modes is progressive and supports those on lower incomes.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
0300 0604400

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1SN

[Gohebiaeth.Lee.Waters@llyw.cymru](mailto:Gohebiaeth.Lee.Waters@llyw.cymru)  
[Correspondence.Lee.Waters@gov.wales](mailto:Correspondence.Lee.Waters@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.

Welsh Government Officials meet regularly with Cardiff Council to discuss their plans for improvements to transport in Cardiff. This has included discussions on road user charging. Cardiff Council is considering the potential for a 'road user payment' scheme to help reduce the harmful effects of air pollution, support action on climate change, and tackle congestion. Through the Transport Act 2000, Welsh Ministers can provide powers to local authorities to implement local schemes. The Act also enables local authorities to introduce licensing schemes for imposing charges on the provision of workplace parking. Such charges may be absorbed by employers or passed onto staff using the parking spaces.

Local road user charging schemes, and workplace parking levies, could deliver against our modal shift targets and provide funding for significant improvements in public transport and active travel as the local authority would receive the revenue. These potential future revenue streams must be used on local transport priorities and could make a significant contribution to the expenditure needed to make major transport infrastructure improvements or to provide cheaper fares.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lee', is centered within a light gray rectangular box.

**Lee Waters AS/MS**

Y Dirprwy Weinidog Newid Hinsawdd  
Deputy Minister for Climate Change