

15<sup>th</sup> August 2019

Dear Russell,

Decarbonising transport is a key challenge for Wales, so I welcome the Committee's inquiry. We know that over 80% of commuting journeys are made by car, and that we've seen underinvestment in public transport in Wales; the car has become the dominant mode of transport over the last 50 years, with other modes declining, which has come with significant health and environmental costs. Emissions from the transport sector account for 14% of Wales's total and have only reduced by 3% between 1990 and 2016. The target in Low Carbon Wales is for a 79% reduction by 2050, to support achieving the statutory targets set in our carbon budget. This will require substantial and widespread action by Welsh Government and others in Wales to develop and fund infrastructure that supports people to switch to low carbon modes of transport.

There needs to be a significant shift in spend towards sustainable travel. In the 10-point plan to fund Wales' climate emergency that I published in June I called on Welsh Government to increase funding for public transport and active travel to support the modal shift that is required in Wales. I believe £240 million should be allocated in next years' budget (2020/21) to:

- Increase investment for active travel – a minimum of 10% of the transport budget (20% of the capital budget) should be allocated for funding walking and cycling infrastructure - £60 million allocation in the next budget.
- Increase funding for public transport – at least 50% of the Welsh Government's transport capital budget should be allocated to improving public transport across Wales - £150 million allocation in the next budget.
- Encourage uptake of low emission vehicles – approximately £295 million required to 2030 (approximately £30 million per annum) which could be met by a mixture of public and private investment.

I believe that the First Minister's recent decision not to progress with the M4 relief road is significant and signals the shift that we need to see away from focussing investment on roads. Last year I published [Transport fit for Future Generations](#) which highlighted that despite the large and consistent body of evidence, successive governments, and the bodies that advise them, have repeatedly found it convenient to forget or deny that new roads generate more traffic independently of changes arising from growth in population or the economy. It showed how Wales could transform its transport system by investing in public transport, active travel and ensuring delivery of all phases of the South Wales Metro with the £1.4bn currently earmarked for the M4 Black Route. I believe that through using the WeITAG process correctly all decisions relating to transport interventions should focus on how the challenge can be solved using non-road solutions and only when they are not felt to be appropriate should roads be considered.



Comisiynydd  
**Cenedlaethau'r  
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Cymru

**Future  
Generations**  
Commissioner  
for Wales

I welcome Welsh Government's Planning Policy Wales edition 10. It sets out a clear requirement of the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that the sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

Yours Sincerely,

Sophie Howe

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