

Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith /  
Climate Change, Environment and Infrastructure Committee  
Blaenoriaethau ar gyfer y Chweched Senedd / Priorities for the Sixth Senedd  
PR55  
Ymateb gan Sefydliad Siartredig Logisteg a Thrafnidiaeth Cymru / Evidence from  
Chartered Institute of Logistics and Transport Cymru

### **Priorities for the Climate Change, Environment and Infrastructure Committee**

#### **Written evidence from the Chartered Institute of Logistics and Transport Cymru Wales**

The Chartered Institute of Logistics and Transport (CILT) is a professional institution embracing all the management of logistics and the supply chain, transport planning, government and administration. This response has been prepared by the Cymru Wales nation within CILT.

Before focusing on specific issues that the committee may wish to prioritise, we would encourage the Committee to ensure there is sufficient focus on transport issues within its activities. With the broad scope of the committee, and the lack of a specific reference to transport within its title, there is a danger that this key area receives less scrutiny than under previous Committees.

There are some topics which overlap with the Economy, Trade and Rural Affairs Committee and, where indicated, these suggestions have been provided to that committee in their separate call for submissions.

#### **Transport Policy and Governance**

Through devolution, the Welsh Government has taken major steps in developing and implementing policy and strategy appropriate for Wales. However, there have been significant moves into the operation of transport services, such as through the purchase of Cardiff Airport, nationalising of the Wales and Borders franchise and purchasing of rolling stock for the franchise. Therefore, scrutiny of decision making in policy, strategy and operations needs to continue, including Transport for Wales.

Looking more broadly at transport governance, there remain issues where the boundaries between Welsh and UK Government are blurred, and which the Committee may wish to examine. The proposed creation of Great British Railways, and the scope of its activities, may potentially conflict with the priorities of Transport for Wales, both for passenger and freight operations. Equally, the recently rebranded National Highways has responsibility for disused rail infrastructure, including that in Wales. It can potentially act without consultation with Welsh policy makers (at national and local level), which could lead to conflicts in priorities.

Transport demand is a function of land use planning, and the Wales Transport Strategy is looking to encourage more joined up thinking in this area. The establishment of Corporate Joint Committees from 2022 offers an opportunity to integrate land use and transport planning on a regional basis. An inquiry may be able to determine how these Joint Committees could best deliver the integration between planning and transport to reduce the need to travel.

CILT has long had concerns about 'freight blindness' when it comes to policy making. Freight is often seen as an afterthought and there is very limited freight expertise in the Welsh Government, Transport for Wales and Local Authorities. The current freight strategy dates from 2008 and it is important recent calls for freight strategies in the Wales Transport Strategy and the Burns Report are delivered. Such an inquiry could be held with the Economy, Trade and Rural Affairs Committee.

Finally, funding horizons in Wales are very short (in some cases annual). This limits opportunities to develop and implement long term solutions. The committee may wish to consider whether there are opportunities to address such constraints to support long term planning.

### **Priorities for the next 12 months**

During COVID-19, many councils have taken the opportunity to use roads to provide more space for active travel, for example through widening pavements or installing new cycle lanes. Some of these have been converted into permanent fixtures but, as Wales emerges from the pandemic, many of these changes are now reverting back to roads. It would be useful for the inquiry to gather evidence on the effectiveness of these schemes, the decision making processes behind their removal and what steps could be taken to ensure that active travel receives appropriate priority going forward. It is also notable that the 10 year anniversary of Active Travel (Wales) Act occurs during this Senedd term, and a reflection on the success of this policy would be worthwhile.

Currently, the logistics and transport industry faces significant recruitment challenges, illustrated through the HGV driver shortage but also affecting bus operators, leading to issues with network availability. An inquiry could consider not only the reasons behind the current situation but also how Welsh Government can work with the sector to attract talent and increase diversity in the longer term. There is a strong connection here to the remit of the Economy, Trade and Rural Affairs Committee and a joint inquiry could prove worthwhile.

### **Longer term issues to consider**

A valuable area for an inquiry could be how to disincentivise car use, and the alternative options that should be in place before these disincentives are implemented. There are already significant investments planned for improving public transport but discussions about steps that could be taken to encourage a reduction in car use are more limited. Quite often, free car parking is seen as an incentive for encouraging footfall in town centres, yet with

limited evidence as to the extent to the benefits this provides compared to the costs. Equally, the trial of free public transport in Swansea during summer 2021 will give evidence on a contrary approach to this. There is a social equality dimension to this subject too – public transport users have faced significantly greater cost increases for use over the past 10 years, yet for the poorest in society, only 60% have access to a car. More generally, the Wales Transport Strategy suggests the development of a road pricing strategy, yet suggesting this often leads to extreme negative reactions. A Committee enquiry may encourage a more balanced, less emotional discussion of this topic.

Within our membership, there are concerns about the forthcoming Bus Strategy, and the roles that the public and private sector will have within the industry. While recognising the legacy of bus deregulation may no longer reflect the requirements for Welsh passengers, there is equally no one ‘right’ solution for providing bus services given the variability in factors such as population density and topography. Equally, the industry in Wales involves both large corporate bus groups, publicly owned operators as well as many small, Welsh operators. Any changes need to ensure that the industry is on a solid foundation going forward.

Given the landscape of Wales, the Committee may wish to consider the challenges faced in delivering Net-Zero transport solutions for rural areas. The CILT have recently produced a report highlighting the differences with urban transport operations, which can be found at the following link:

[https://ciltuk.org.uk/Portals/0/Policy\\_AK/R2NZ/RtNZ2050\\_RuralCommunities%20 %20May 21.pdf?ver=2021-05-18-142013-143](https://ciltuk.org.uk/Portals/0/Policy_AK/R2NZ/RtNZ2050_RuralCommunities%20%20May21.pdf?ver=2021-05-18-142013-143). The report highlights the potential for Net-Zero policies to have a disproportionate impact on rural communities, and therefore the need for specific, tailored responses for these communities. This subject could lead to a joint inquiry with the Economy, Trade and Rural Affairs Committee

Finally, another potential topic with scope for a joint inquiry is the development of Welsh ports, given the impact of Brexit on seaports and COVID-19 restrictions on Cardiff Airport. For rail, the provision of new modal transfer facilities are likely to be needed if Net Zero objectives are to be met. The issue of freeports is also related to port development, and may offer a way for further developing the sector in the future. Related to this could be the issue of Lorry Parking facilities in Wales – unlike in England, Wales has no national inventory of the location, facilities at, and usage of Lorry Parking facilities within Wales.

CILT Cymru Wales look forward to learning more about the future plans of the Climate Change, Environment and Infrastructure Committee, and providing evidence to support this work in due course.