



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

Wales Transport Week

Decarbonisation and our ambitious sustainability targets



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



“We’re working to deliver a transport network of which Wales is proud and one which delivers the ambitions of the Well-being of Future Generations Act”



“We’re ambitious, our plan is more than just running the Wales and Borders Rail Service – our aim is to transform travel in Wales and the borders. A collaborative approach to sustainable development is at the heart of this”



Well-being of Future Generations (Wales Act 2015)



A Prosperous Wales We'll stimulate economic activity and promote a prosperous, innovative and low carbon economy which will provide high quality employment for our team members and our supply chain.

We'll conserve natural resources and improve the quality of the environment in which we operate by promoting sustainable consumption, reducing waste and driving continual improvement.



Highlights

- We're providing work opportunities for small and medium sized enterprises (SMEs)
- We worked closely with Sell2Wales and Business Wales to attract SMEs
- We held 2 meet the buyer events
- We include sustainability criteria in all our new commercial arrangements with key suppliers
- We pay our staff the Real Living Wage and require our suppliers to pay the Living Wage
- We've implemented a Waste Management Plan
- We've achieved 100% diversion of waste from landfill
- We've recruited 38 apprentices
- We've transferred over 100 members of the catering service to our team

[TfW Lab](#)

[Future Leaders Academy](#)

[Living wage commitment](#)

[Coffee cup recycling scheme](#)

[Apprenticeship programme](#)



A Resilient Wales We'll strengthen resilience and adapt to the changing climate and extreme weather events, and manage environmental risk by planning, monitoring, reviewing and, where appropriate, changing actions.

We'll reduce the degradation of natural habitats, natural resources and protect and enhance biodiversity.



Highlights

- We procure 100% renewable energy
- We have undertaken a feasibility study on trackside renewables
- We are delivering work on the all wales EV charging network
- We are working on our Biodiversity Action Plan
- We published our first Biodiversity and Resilience of Ecosystems Duty Report
- We published our Low Carbon Impact Strategy
- We have achieved the Green Dragon Environmental Management System accreditation
- We've developed a legal register
- We've carried out environmental training with Station Managers

[Energy Planning Groups](#)

[Riding Sunbeams](#)

[EV Charging](#)

[Llanwern](#)

[Species assessments](#)

[Green Dragon](#)



A Healthier Wales We'll promote a socially equal, inclusive, healthy and safe transport network for all our team members.

Highlights

- We've introduced body cameras to help keep colleagues and customers safe
- We've introduced the 'Five ways to Well-being' principles
- We have a corporate NextBike Scheme membership
- We've signed a partnership pledge with Mind Cymru Time to Change Wales
- We've trained 16 mental health champions and 10 mental health first aiders

[Active Travel](#)

[Employee well-being](#)



A More Equal Wales We'll provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of disadvantaged people.

We'll provide opportunities to work and train, identifying skills gaps and offering apprenticeships and training.

We'll respect fundamental rights and cultural diversity and promote mental and physical well-being.



Highlights

- We've introduced Passenger Assist Meeting Points at Cardiff Central Station
- We have introduced eLearning for team members to undertake core training
- We've supported the clean-up effort in Pontypridd following Storm Dennis
- We provide team members with up to 3 paid volunteering days per year
- We offer free travel for young people



[Volunteering](#)

[Passenger assist](#)

[Apprentices](#)



A Wales of Cohesive Communities We'll use our stations to connect people to information, local events and other events in Wales and engage with local communities to ensure their interests are at the heart of our decision-making.

We'll offer a more integrated transport network with better connectivity between stations and communities



Highlights

- We've hosted 6 seminars to engage community stakeholders
- We launched our Community Rail Vision
- 151 stations have been adopted by members of the community
- 2 Community Rail Partnerships have received official accreditation
- We're developing our Active Travel Strategy



[Station adopters](#)



[Active travel](#)



A Wales of Vibrant Culture and Thriving Welsh Language We'll promote Wales' language and culture by engaging with the Arts Council of Wales, Visit Wales, Cadw and other third-parties, to promote Welsh arts, culture, heritage as well as the Welsh language.

We'll also promote arts, culture and heritage the other areas we serve



Highlights

- We support the use of Welsh Language in our services
- The Cambrian Line named one of the world's most scenic railways
- We partnered with Cadw to offer 2-for-1 entry to any of their paid heritage sites
- We sponsored the 2019 National Eisteddfod at Llanwrst
- We have hosted Choirs at our stations

[Cadw partnership](#)

[Eisteddfod](#)

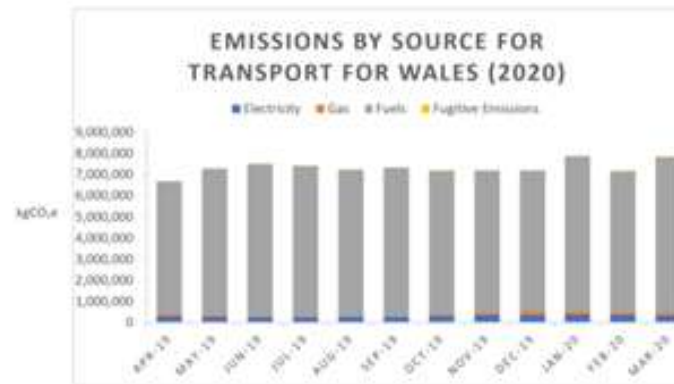


A Globally Responsible Wales
 We'll limit our global environmental impact and limit our impact on communities overseas through responsible procurement.

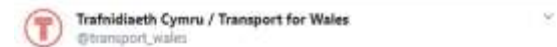
We'll comply with international biodiversity regulations and lower our carbon footprint

Highlights

- We have established our baseline carbon footprint and achieved a reduction of 6.27%
- We have introduced Fairtrade tea and coffee to our offices
- We provide Fairtrade products on our services and at stations
- We held a Fairtrade Talk during Fairtrade Fortnight and raised £150 for Love Zimbabwe



2019/20		Total emissions (tCO2e)
Scope 1 Emissions		84,238
Scope 2 Emissions		3,509
Total Scope 1 and 2 Emissions		87,747
2019/20		Total emissions (kgCO2e)
Train Fuels		83,014,475
Station Electricity and Gas		4,491,468
Office Electricity and Gas		7,076
Road Fuel		168,975
Fugitive Emissions		64,700
Other		0
Total Scope 1 and 2 Emissions		87,746,694



We're proud to celebrate #FairtradeFortnight.

It was fantastic to host Martha from @love_zimbabwe who spoke to us about her experience with Fairtrade and the difference it makes to the lives of people worldwide.

Find out more here lovezimbabwe.org @baftsuk



Fairtrade



Transport: Sector Emission Pathway



Ambition

The Welsh Government is putting Wales at the forefront of a shift towards active travel and a low carbon public transport system which is accessible to all and contributes to liveable and sustainable communities.

Where do transport sector emissions come from?

The Transport sector includes transport emissions within Wales along with Wales' share of emissions from international aviation and international shipping.

At 6.8 MtCO₂ e, transport accounted for 14% of Welsh emissions in 2016.

Transport is our third largest carbon emitting sector, following the power and industry sectors.

Practically all transport emissions (99%) are emissions of carbon dioxide.





Transport: Sector Emission Pathway



Wales has accepted a target to cut carbon emissions by 95% by 2050 - but wants to go further and reach "net zero"

We're developing and will publish an achievable costed plan to achieve net zero Carbon emissions for our direct operations and transport operations supported by funding from us (e.g. buses, trains, facilities and back office operations) by 2030 and begin work with immediate effect to deliver the plan, noting the Government's existing commitment to a zero emission Bus and Taxi fleet by 2028

We'll support the Welsh Government and other partners to scope out the financial, technical and engagement measures for the next steps to deliver the ambition of a fully zero emission bus fleet for Wales by 2028.

We'll support the Welsh Government and other partners to scope out the financial, technical and engagement measures for the next steps to deliver the ambition of a fully zero emission taxi and private hire vehicle fleet for Wales by 2028.



Transport: Sector Emission Pathway



Wales has accepted a target to cut carbon emissions by 95% by 2050 - but wants to go further and reach "net zero"

Active Travel

We provide technical advice and expertise on a range of active travel matters

We have a strategic relationship with voluntary sector partners

We're developing a plan to integrate cycle hire schemes into public transport – including the introduction of an integrated ticketing system

We improve implementation of the Active Travel Act through undertaking training, communication and awareness raising, and consultation and engagement



Financial year

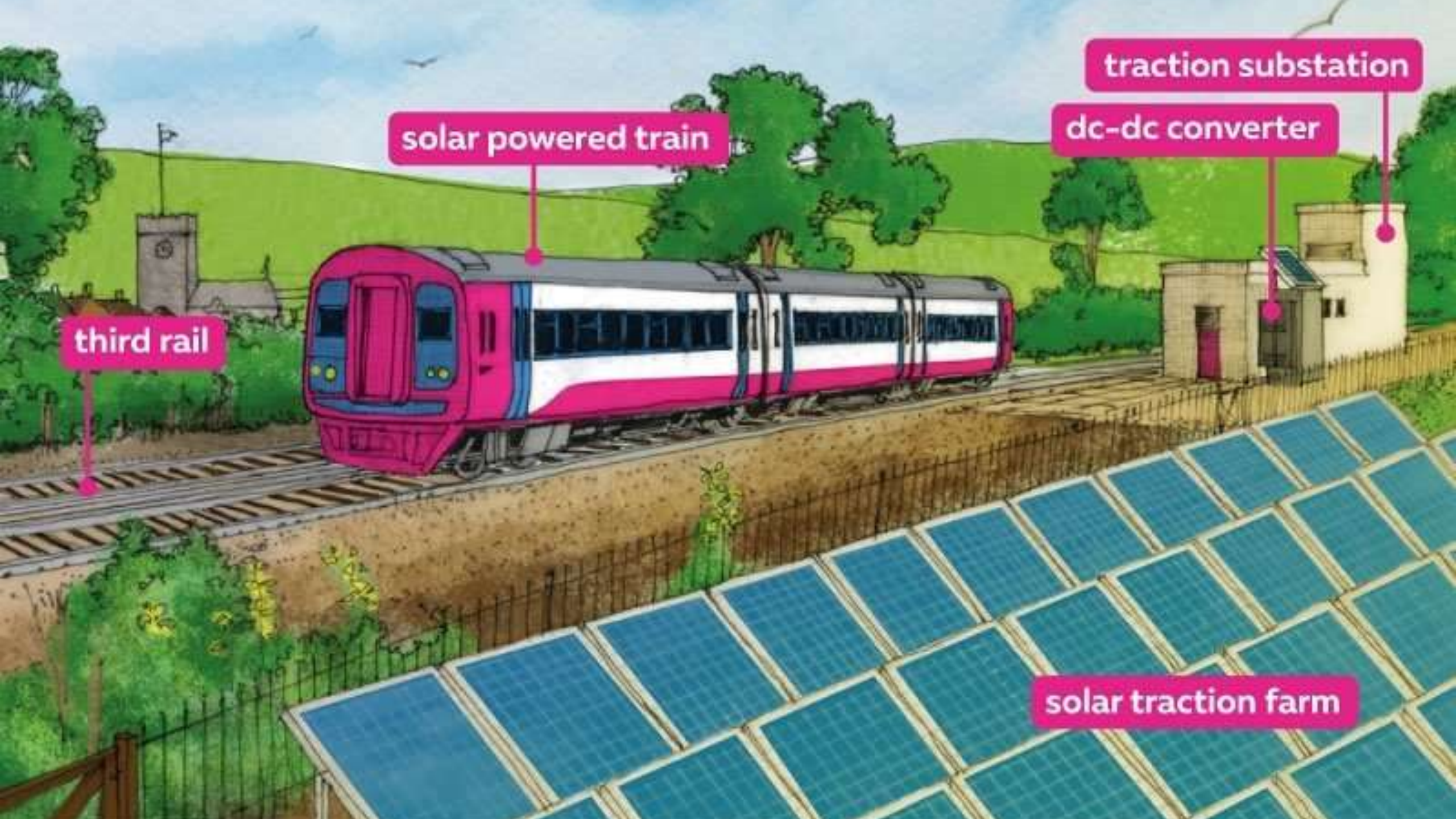
18/19 19/20 20/21 21/22 22/23 23/24 24/25 25/26 26/27

	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27
Adopt a Low Carbon Impact Strategy									
Establish carbon reduction targets									
Calculate annually the estimated carbon emissions produced in carrying out our services									
Implement a Low Carbon Impact Strategy in relation to traffic and traffic miles to and from sites									
Deliver and operate the Core Valleys Lines Rail Services, Infrastructure Works and Services taking into account the objective of zero carbonisation									
Incur a minimum expenditure of £5 million on renewable technologies by the end of 2026									
Invest over £2 million in renewable energy schemes									
Implement a Low Carbon Impact Strategy									
Gradually upgrade rolling stock to contribute to a reduction in carbon									
Set carbon reduction targets once a carbon baseline has been generated for 2018/19									
We'll ensure that services along the Core Valleys Lines consume no diesel fuel, achieving 100% zero-carbon passenger miles									
Install driver advisory systems on existing rolling stock									
100% of our electricity from renewable sources with 50% of from Wales									
Install Solar PV panels at our 20 largest station buildings and two depots									
Install electric vehicle chargers in 10% of spaces at new car parks									



Core Valley Lines (CVL): TfW Infrastructure





solar powered train

traction substation

dc-dc converter

third rail

solar traction farm

Wales Transport Week

Decarbonisation and Active Travel



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Active Travel and TfW

- Support improved implementation of the Active Travel Act
- Manage delivery of rail franchise active travel obligations
- Input, advice and promotion of active travel within TfW



Implementing the Active Travel Act

Aim of the Active Travel Act:

- To make active travel the most attractive option for most short journeys

Definitions

Active Travel

“Walking and cycling as an alternative means to motorised transport for the purposes of making everyday journeys”.

Active Travel Journeys

“A journey made to or from a workplace or educational establishment or in order to access health, leisure or other services and facilities”



– Contributes to all 7 WBFGA goals

– Planning Policy Wales, Edition 10 (Dec 2018)

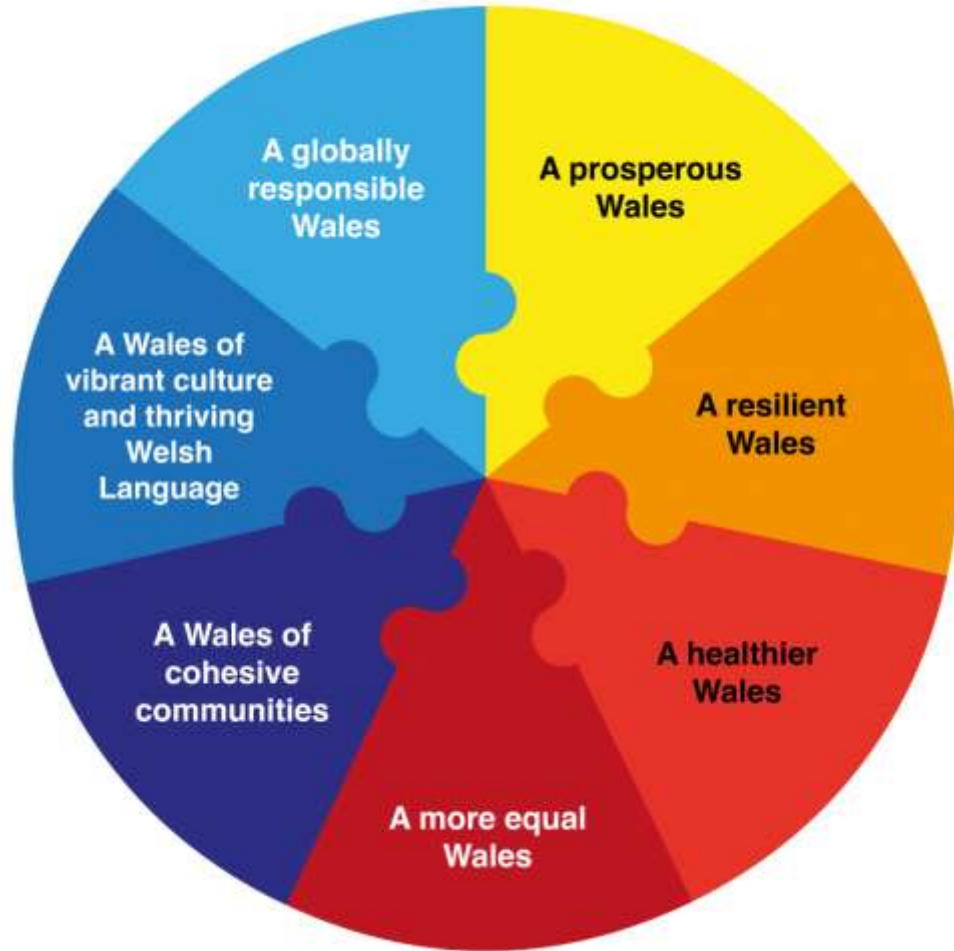
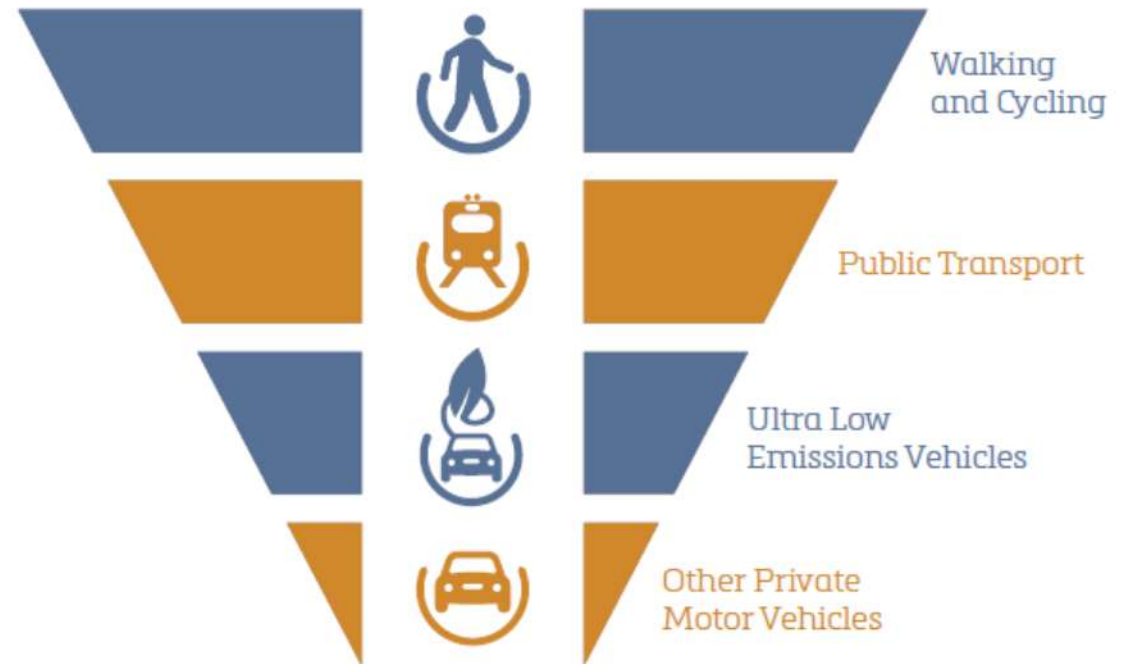


Figure 8: The Sustainable Transport Hierarchy for Planning



– Prosperity for All: A Low Carbon Wales



Transport sector emissions will reduce through:

- › Behavioural change measures (modal shift to more sustainable travel);
- › Increasing uptake of electric vehicles;
- › Reducing emissions from road and rail transport through vehicle and fuel efficiency.

– Healthy Weight: Healthy Wales

Healthy Environments

- Food environments where healthier food and drink is widely available, appealing and affordable, making the healthier choice the easy choice.
- Active environments that support and motivate people to be more active; by making green spaces, sport and recreation opportunities more accessible and by making active travel the obvious choice in terms of safety, convenience and cost.



Active Travel in Context

- 6% of adults cycled at least once a week
- 57% of adults walked more than once a week
- 70% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 56% of people in rural areas.
- Men, younger people, those without limiting illness and those who have qualifications were more likely than others to cycle.
- Younger people, those without limiting illnesses, those with qualifications and people from urban areas were more likely than others to walk for more than 10 minutes to get to a destination.
- 44% of children actively travel to primary school, and 34% to secondary school.*

* Source: Active travel (walking and cycling): April 2018 to March 2019, Stats Wales (Published 19th November 2019)
<https://gov.wales/sites/default/files/statistics-and-research/2019-11/active-travel-walking-and-cycling-april-2018-march-2019-073.pdf>



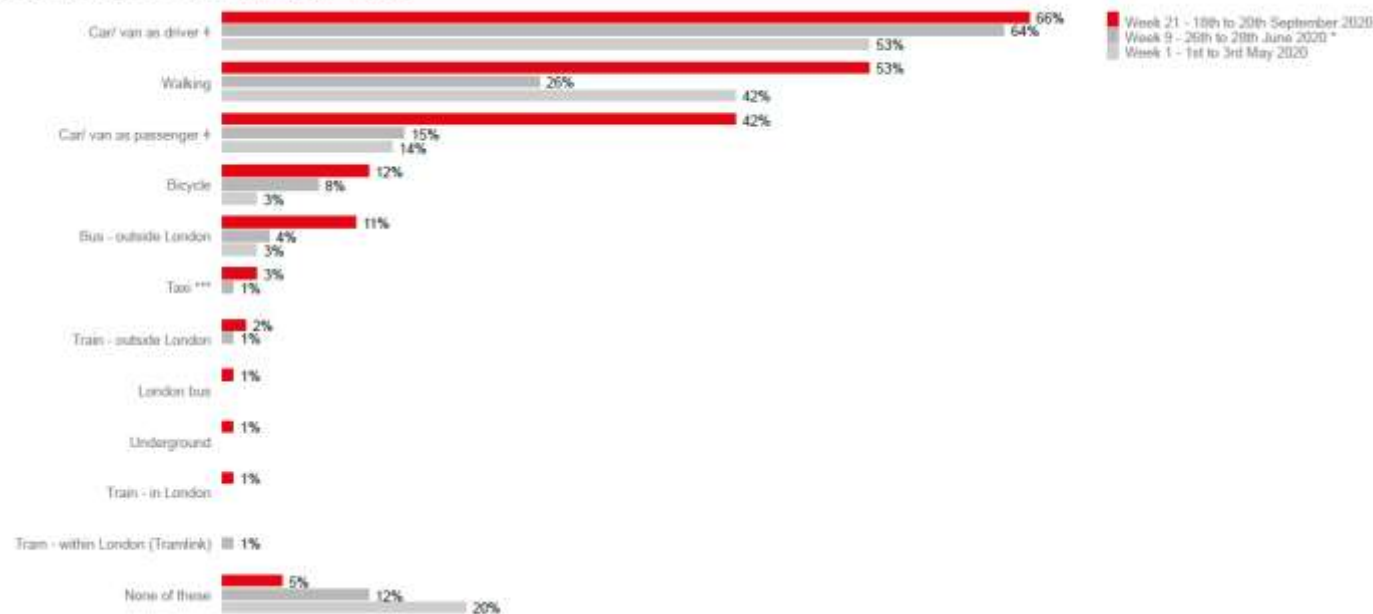
COVID-19 Travel Survey

(Data from Transport Focus)



Travel in previous seven days

Modes of transport used in last 7 days



Source:

<https://transportfocusdatahub.org.uk/manager/Storyboard/RHViewStoryboard.aspx?Rid=%c2%b2&RLid=%c2%b2&Pid=%c2%b2c2%b6c2%b9c2%b6c2%bd&UId=%c2%b6c2%b6c2%b2c2%b5c2%b4&Rpld=2>



Implementing the Active Travel Act



Design Principles

- Develop your proposals using the five ways of working, collaborating with key stakeholders and involving communities
- Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied child of secondary school age or a less-experienced cyclist
- Design infrastructure that seeks to exceed, rather than just meet, minimum design standards
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is evidence-led



Design Principles

- Schemes should prioritise people walking, cycling and wheeling over private motor vehicles by considering the following hierarchy during scheme design:
- Separation of pedestrians from cyclists and motor traffic through provision of segregated off-carriageway infrastructure; if necessary through reallocation of road space



Design Principles

- Schemes should prioritise people walking, cycling and wheeling over private motor vehicles by considering the following hierarchy during scheme design:

- Separation of pedestrians and cyclists from motor traffic through the provision of shared-use off-carriageway infrastructure



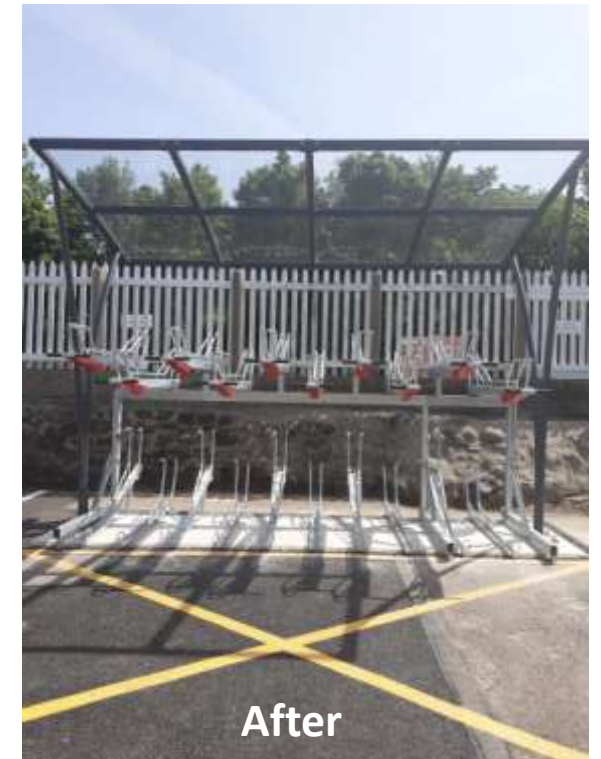
Design Principles

- Schemes should prioritise people walking, cycling and wheeling over private motor vehicles by considering the following hierarchy during scheme design:
- Improve on-road conditions to encourage an increase in cycle use within existing highway, for example by reducing traffic volumes and speeds



Cycle Parking Proposals

- Providing hundreds more spaces
- Developing a Stations Toolkit





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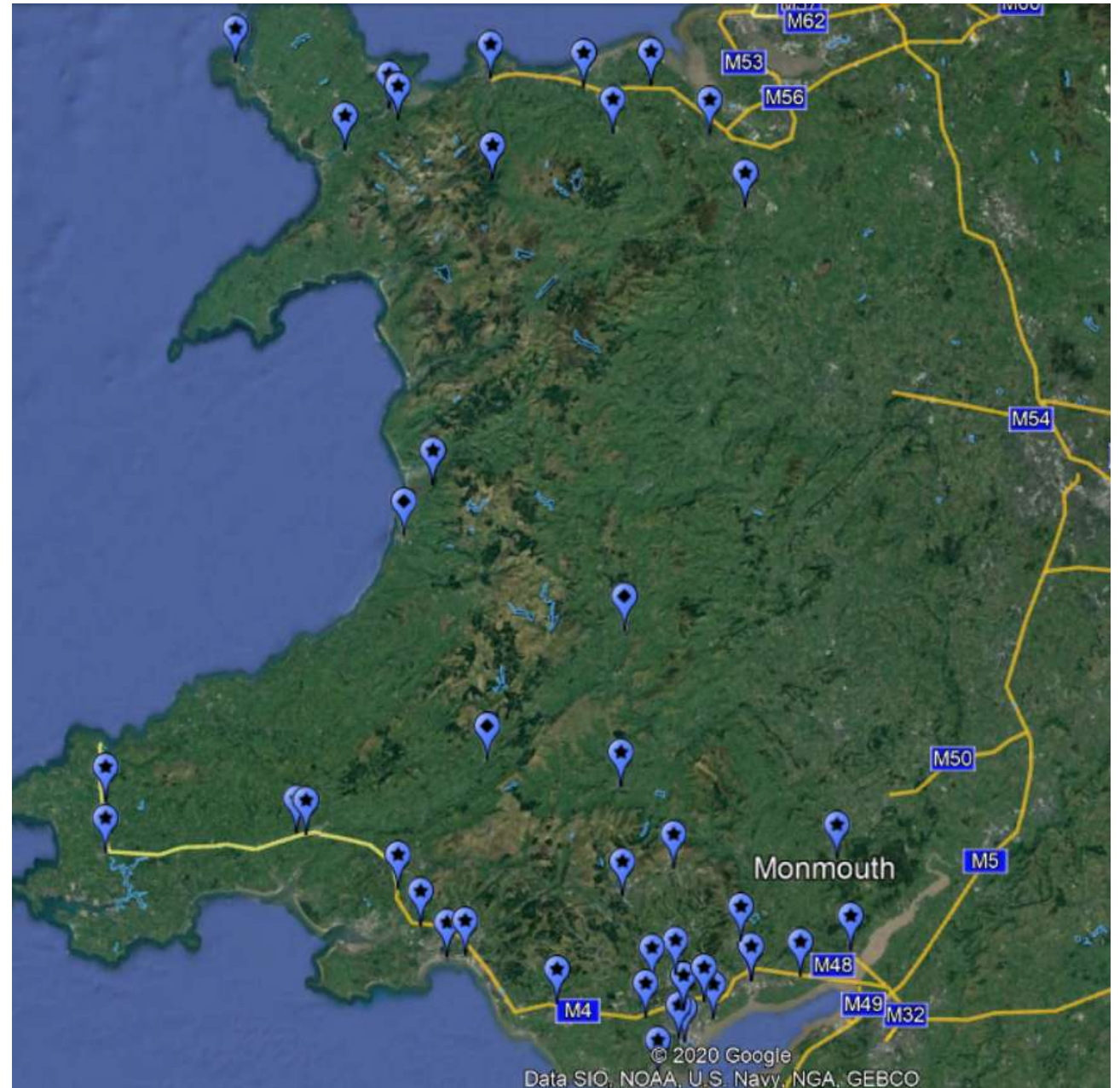
EV charging networks
Bus and taxi
decarbonisation



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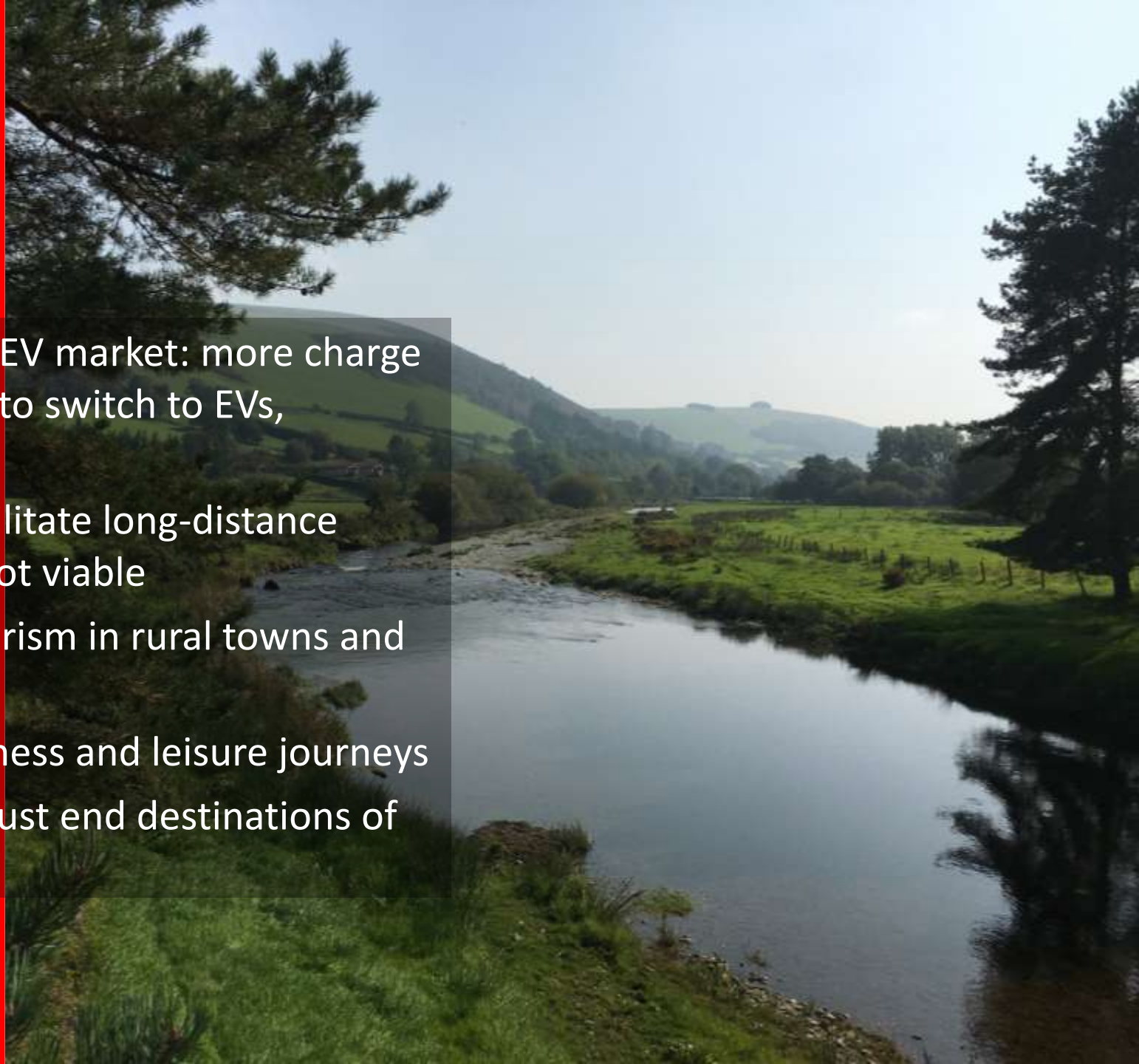
Context

- Wales has poor provision for rapid charge points, for EV owners to stop for a short while to recharge vehicles
- Particular issue in mid-Wales
- Recognise that market for providers is held back by cost of infrastructure provision



Objectives

- Stimulate a virtuous circle in the EV market: more charge points leads to more confidence to switch to EVs, requiring more charge points.
- Support local economies and facilitate long-distance travel by EVs where PT options not viable
- Support local economies and tourism in rural towns and villages (spend while you charge)
- Fill the gaps in provision for business and leisure journeys
- Focus on stop-off locations, not just end destinations of journeys



Mechanism

- TfW to identify sites that meet commercial and wider criteria
- TfW to invest in electricity network upgrades at those sites
- Appoint a Charge Point Operator to conduct works and deliver charge points
- CPO to enter into a concession agreement with landowners
- Single customer scheme, based on bank cards not memberships



Progress

- Charge Point specification complete
- Legal agreements drafted
- Consulting local authorities and industry
- Aiming to deliver first charge point at end of 2020



Bus and taxi decarbonisation

- Target of zero emission fleet by 2028*
- First steps to map out carbon budget and pathway
- TfW to support in:
 - delivery of actions through the ULEV Transformation Fund, to innovate and bring delivery partners together
 - Assembling the research base and developing the strategy – key constraints and opportunities
 - Partnerships with local authorities, operators and WG to deliver the programme

*bit.ly/3kV97zW



Looking Forward

- Delivery of the Electric Vehicle Strategy and the all-Wales Rapid Charger Network
- Increased remit for Active Travel including the management of Local Authority Active Travel Grants and appointment of two new Active Travel Co-ordinators
- Creation of community allotments at Taff's Well
- Recruitment of an ecologist to support our biodiversity projects including further tree planting at Llanwern
- Appointment of the Transport Decarbonisation Programme Manager and Project Manager to help meet our target of net-zero carbon emissions by 2030
- Achievement of Green Dragon EMS for stations
- Achievement of ISO50001
- Roll out of LED lighting and solar panels
- Sustainable furnishing of our new office in Pontypridd with a partnership with a local social enterprise
- Creation of our Equality, Diversity and Inclusion Group
- Working with Castell Howell to increase Welsh produce available through our catering service
- Achievement of the Corporate Health Standard
- Appointment of Community Engagement Team
- Launching a new Sustainable Development Advisory Group

