



**Cynulliad Cenedlaethol Cymru  
The National Assembly for Wales**

**Y Pwyllgor Menter a Dysgu  
The Enterprise and Learning Committee**

**Dydd Mercher, 11 Tachwedd 2009  
Wednesday, 11 November 2009**

**Cynnwys**  
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cynhwysir cyfieithiad Saesneg o gyfraniadau yn y Gymraeg.

These proceedings are reported in the language in which they were spoken in the committee.  
In addition, an English translation of Welsh speeches is included.

**Aelodau'r pwyllgor yn bresennol**  
**Committee members in attendance**

Christine Chapman	Llafur Labour
Jeff Cuthbert	Llafur Labour
Paul Davies	Ceidwadwyr Cymreig Welsh Conservatives
Nerys Evans	Plaid Cymru The Party of Wales
Gareth Jones	Plaid Cymru (Cadeirydd y Pwyllgor) The Party of Wales (Committee Chair)
David Melding	Ceidwadwyr Cymreig Welsh Conservatives
Sandy Mewies	Llafur Labour
Jenny Randerson	Democratiaid Rhyddfrydol Cymru Welsh Liberal Democrats

**Eraill yn bresennol**  
**Others in attendance**

Stephen Kelly	Pennaeth Polisi (Canolbarth Lloegr, Cymru a De Orllewin Lloegr) Sefydliad Trafnidiaeth Cludo Nwyddau Policy Manager (Midlands, Wales and South West), the Freight Transport Association
Peter Lipman	Cyfarwyddwr Polisi, Sustrans Director of Policy, Sustrans
Robin C Smith	Cynrychiolydd Cymru, Rail Freight Group Welsh Representative, Rail Freight Group
Chris Snelling	Sefydliad Trafnidiaeth Cludo Nwyddau Freight Transport Association
Lee Waters	Cyfarwyddwr, Sustrans Director, Sustrans

**Swyddogion Cynulliad Cenedlaethol Cymru yn bresennol**  
**National Assembly for Wales officials in attendance**

Dan Collier	Dirprwy Glerc Deputy Clerk
Siân Phipps	Clerc Clerk
Graham Winter	Gwasanaeth Ymchwil yr Aelodau Members' Research Service

*Dechreuodd y cyfarfod am 8.59 a.m.*  
*The meeting began at 8.59 a.m.*

**Cyflwyniad ac Ymddiheuriadau**  
**Introduction and Apologies**

[1] **Gareth Jones:** Bore da a chroeso. **Gareth Jones:** Good morning and welcome. Mae heddiw'n ddiwrnod arbennig o goffa. Yr This is a special day of remembrance. I am wyf yn ddiolchgar i chi am ganiatáu inni grateful to you for allowing us to rearrange

aildrefnu'r cyfarfod hwn i gychwyn am 9 a.m., yn hytrach na 9.30 a.m. Y bwriad, wrth gwrs, yw i orffen erbyn tua 10.50 a.m. er mwyn inni gael ymuno â'r gwasanaeth coffa sydd wedi'i drefnu yn y Senedd. Diolch i chi am gyd-fynd â'r trefniadau hyn.

this meeting to begin at 9 a.m., as opposed to 9.30 a.m. The aim, of course, is to conclude by about 10.50 a.m. so that we can join the remembrance service that has been arranged in the Senedd. Thank you for accommodating those arrangements.

[2] Trof at yr hyn sydd o dan sylw heddiw ac estynnaf groeso i bob un ohonoch i'r cyfarfod hwn o'r Pwyllgor Menter a Dysgu. Mae'r cyhoeddiadau arferol i'w gwneud, fel y gwyddoch. Fe'ch atgoffaf i ddiffodd unrhyw ffôn symudol ac unrhyw ddyfais electronig arall. Peidiwch â chyffwrdd â'r meicroffonau. Nid ydym yn disgwyl ymarfer tân, felly, os bydd argyfwng, dylid dilyn cyfarwyddiadau'r tywyswyr. Mae'r cyfarfod yn un dwyieithog; mae clustffonau ar gael i dderbyn gwasanaeth cyfieithu ar y pryd o'r Gymraeg i'r Saesneg ar sianel 1, ac i chwyddleisio'r sain ar sianel 0. Bydd cofnod ar gael o'r cyfan a ddywedir yn gyhoeddus.

I turn to what is under consideration today and warmly welcome every one of you to this meeting of the Enterprise and Learning Committee. There are a few of the usual announcements to make, as you know. I remind you to switch off any mobile phones or any other electronic devices. Do not touch the microphones. We do not expect a fire drill, therefore, if there is an emergency, we should follow the ushers' instructions. The meeting is bilingual; headphones are available to receive the interpretation service from Welsh into English on channel 1, and to amplify the sound on channel 0. A transcript will be produced of everything that is said publicly.

[3] Mae ymddiheuriad oddi wrth Huw Lewis. Dywedodd Jeff Cuthbert efallai y byddai'n rhaid iddo adael yn gynnar, ond gobeithiaf y bydd yn medru aros gyda ni drwy gydol y cyfarfod. Nid oes dirprwyon.

We have received apologies from Huw Lewis. Jeff Cuthbert said that he may have to leave early, but I hope that he will be able to remain with us for the duration of the meeting. There are no substitutes.

9.01 a.m.

### **Seilwaith Rheilffyrdd Cymru yn y Dyfodol Future Railway Infrastructure in Wales**

[4] **Gareth Jones:** Hon yw'r drydedd sesiwn yn ein hymchwiliad i seilwaith rheilffyrdd Cymru yn y dyfodol. Pleser inni yw croesawu Robin C. Smith, cynrychiolydd Cymru o'r Rail Freight Group. Croeso cynnes i chi. Diolch yn fawr iawn i chi am eich tystiolaeth ysgrifenedig yr ydym eisoes wedi'i derbyn. A fedrwch wneud cyflwyniad o ryw dair munud, cyn inni symud ymlaen at y cwestiynau a'r craffu? Felly, gyda'r ychydig o eiriau hynny, trosglwyddaf drosoch i chi.

**Gareth Jones:** This is the third scrutiny session on our inquiry into the future railway infrastructure in Wales. It is a pleasure for us to welcome Robin C. Smith, who is the Wales representative of the Rail Freight Group. A warm welcome to you. Thank you very much for your written evidence that we have already received. Will you please make an introduction of around three minutes, before we move onto the questions and scrutiny? Therefore, with those few words, it is over to you.

[5] **Mr Smith:** Good morning, ladies and gentlemen. Thank you very much for the invitation to present evidence today. I will just introduce myself to the committee. As you say, my name is Robin Smith, and I have been working with the Rail Freight Group, which is the representative body for the UK rail freight industry, for just about two years. Prior to that, I worked for Corus and British Steel for 36 years in the distribution side of the industry, with responsibilities for Port Talbot, and Llanwern in later days. I was very much involved with rail and with our distribution networks around the country and through the ports, and so on. In

the 1980s and 1990s, I was a member of the then rail passengers committee, and its predecessor bodies, for 15 years, and, for the last four years of that, I had the honour to be deputy chairman. So, I also have some appreciation of the passenger industry and the passenger rail infrastructure, as well as the freight rail infrastructure.

[6] One point that I would like to make in opening is that many of the circulated documents, from the National Assembly, the regional transport consortia, Network Rail and so on, seem to us, in the Rail Freight Group, to be very passenger orientated. I recognise some of the reasons for that, but we are concerned that, by being so passenger orientated, the interests of freight sometimes could get lost. I would like to make the general point that, without freight, people would not get the goods into their pantries to be able to eat, their waste would not be moved, the raw materials would not be brought into their place of work and the finished goods would not be taken away. So, freight, by road or rail, is an essential part of any infrastructure considerations today and going forward. The concern is that, in many documents, rail freight is very much the junior partner in the presentation—and I am thinking specifically about Wales's route utilisation strategy by Network Rail and the draft national transport plan circulated by the Welsh Assembly Government. Those are the opening remarks that I would like to make in support of the evidence that I have already submitted.

[7] **Gareth Jones:** Diolch, Mr Smith. **Gareth Jones:** Thank you, Mr Smith. I now turn to Jenny Randerson.

[8] **Jenny Randerson:** In your evidence, you say that the national transport plan lacks a coherent strategy in respect of freight. You talk about the conflict, essentially, between the Government's transport plans and the requirements of freight. The Assembly Government produced a freight strategy last year. Has that not been incorporated properly in the transport plan? Has it not been fully taken account of, or was the freight strategy itself inadequate?

[9] There are issues about the sell-off of land by Network Rail, which could be required for freight depots and so on in future. Network Rail stated that there are sufficient safeguards in place and that it discusses these issues with the Welsh Assembly Government. Is there a real issue about the sale of land, or are there sufficient safeguards in place from your perspective?

[10] **Mr Smith:** To answer your first question, the Rail Freight Group was involved with the production of the freight strategy. I joined the Wales Freight Group in the later stages of that. I think that it is a very worthwhile document and a good first step in taking forward the interests of freight by rail, road and sea. I am pleased to be working with the officers on that to take forward the steps to delivery. However, many of the principles in it do not necessarily seem to have been carried forward into the draft national transport plan. We feel that there is a danger of unintended consequences. If changes are made to enhance passenger services, which is something that we have no issue with as we welcome greater use of the rail network, but there is no parallel increase in the network's capacity—however you want to define 'capacity'—there could be a squeezing of existing freight movement, which could certainly restrict potential for growth in rail freight. Therefore, when looking at a passenger scheme, although the Rail Freight Group would fully support all rail passenger schemes, it would not wish to see them introduced to the detriment of freight today or tomorrow. That is our principal concern with the national transport plan, and I have our response to it here.

[11] With regard to the sell-off of land, there are provisions in place for Network Rail, and BRB (Residuary) Ltd., to ensure that land that might be used is not sold off. Local authorities and the Welsh Assembly Government are also able to reserve land or indicate that land should be reserved for future use. There have been individual bad cases over the years, but, in general, the system seems to work reasonably well.

[12] **Jenny Randerson:** Do you think that the situation has improved over time and that local authorities and the Assembly Government are being more farsighted? Or is it the case that particular local authorities are not sufficiently farsighted? Is there enough consciousness of the needs of freight across Wales?

[13] **Mr Smith:** I have been involved with local authorities, the Welsh Assembly Government and so on only for the past 18 months to two years. Previously, I worked in industry. Therefore, I think it would be inappropriate for me to comment, because I do not have enough information to say whether things have got better or worse. Hearsay would indicate that they are probably no better and no worse than they were, but I have nothing firm on which to base that. I do not have any personal experience or knowledge with which to comment on that.

9.10 a.m.

[14] **Gareth Jones:** Yr oedd Nerys Evans **Gareth Jones:** Nerys Evans wanted to raise a point on that.  
eisiau codi pwynt ynglŷn â hynny.

[15] **Nerys Evans:** You have said that you are concerned that some of the principles in the freight transport plan have not been incorporated into the more substantive plan, and that passenger schemes might be developed to the detriment of freight. Is it fair to say that of the current strategy? Are you concerned that, in the plan as it currently stands, passenger schemes are developed to the detriment of freight?

[16] **Mr Smith:** With regard to some of the plans—and I would not want to go into individual ones—it is quite possible that if other changes to the system’s capacity are not introduced along with them, existing freight services could be constrained or moved to other times of the day, which may not fit in with the needs of freight customers. There is potential for freight growth to be totally constrained, as all the capacity in the network would be used up by passenger services and existing freight. So, yes, there are examples of that. Without increasing capacity and improving the infrastructure, the potential growth of freight could be precluded.

[17] **Gareth Jones:** O ran diddordeb, mae **Gareth Jones:** As a point of interest, there are representatives from the States of Jersey in the public gallery. They are also members of a scrutiny committee, in Jersey, and are visiting the Senedd. We extend a warm welcome to them.  
cynrychiolwyr o senedd Jersey yn yr oriel gyhoeddus. Maent hwy hefyd yn aelodau o bwllgor craffu, yn Jersey, ac maent ar ymweliad â’r Senedd. Estynnwn groeso cynnes iddynt.

[18] Hoffwn droi at y cwestiwn nesaf. **I would like to turn to the next question.**  
Nerys, a oedd gennych gwestiwn arall? **Nerys, did you have another question?**

[19] **Nerys Evans:** Oedd. Yr ydych yn **Nerys Evans:** Yes. You say in your evidence that the Welsh Government has control over rail matters, and that you have a relatively neutral viewpoint on the current relationship and arrangements. We have heard evidence that it would be better if Wales had a statutory relationship with Network Rail, along with the necessary funding, as is the case in Scotland, in order to influence Network Rail’s future priorities. Do you have any comments to make on that?  
dweud yn eich tystiolaeth fod gan Lywodraeth Cymru reolaeth dros faterion rheilffyrdd, a bod eich barn yn eithaf niwtral am y berthynas a’r trefniadau fel ag y maent ar hyn o bryd. Yr ydym wedi clywed tystiolaeth y byddai’n well pe bai gan Gymru berthynas statudol gyda Network Rail, ynghyd â’r cyllid angenrheidiol, fel sy’n digwydd yn yr Alban, er mwyn dylanwadu ar flaenoriaethau Network Rail yn y dyfodol. A oes gennych sylwadau am hynny?

[20] Yr ydych hefyd yn sôn yn eich papur eich bod wedi bod yn gweithio gyda dau gynllun trafnidiaeth rhanbarthol a'ch bod yn bwriadu gweithio gyda'r lleill. A allwch chi esbonio pam mai gyda dau yn unig yr ydych wedi bod yn gweithio, a disgrifio'r berthynas gyda hwy? Pa fath o berthynas sydd gennych chi gyda'r lleill? Beth sydd wedi eich rhwystro rhag gweithio gyda phob un o'r cynlluniau trafnidiaeth rhanbarthol ledled Cymru? You also mention in your paper that you have been working with two regional transport plans and that you are looking at working with the others. Can you explain why you have been working with only two, and describe the relationship that you have with them? What kind of relationship do you have with the others? What are the barriers that have prevented you from working with all the regional transport plans throughout Wales?

[21] **Mr Smith:** In answer to the first question, the Rail Freight Group's view is that, as long as the governance arrangements are effective and responsive and are delivering the appropriate outcomes for the entire rail industry, including freight, we are neutral on whether it is controlled from Westminster or Cardiff. We recognise that things work well in Scotland, and that the existing arrangements work reasonably well. We have no firm view either way. If the change is made, the Rail Freight Group will be more than happy to work with the new arrangements. We are not saying that the existing arrangements are the right ones; we are saying that they appear to be working but that if they change, we would be more than happy to work in the new environment. My appointment as a Welsh representative on the Rail Freight Group reflected the fact that it wanted to play a more active and participative role in Wales. My presence here today as a Welsh representative of the group indicates that we are very happy to work with Welsh Government and the National Assembly for Wales.

[22] On the question about working with all the regional transport consortia, I am partly constrained by time as I am only employed part-time; I am supposedly employed for one day a month, but it is not quite like that.

[23] **Jeff Cuthbert:** This is that day, is it? [*Laughter.*]

[24] **Mr Smith:** Yes, but it is not quite like that. I have formed a reasonably close working relationship with the senior officers of the TraCC and Taith consortia. In fact, I have spent quite a lot of time with TraCC, which, interestingly, has the smallest amount of freight, and I am working with its officers to try to put something in its regional transport plan, which was submitted at the end of September, looking at a rail freight project in 2011-12, depending on whatever funding is made available from WAG. I have worked with TraCC quite a lot, and I have worked with Taith, whose senior officer I have known for some years from previous existences, and I have been involved in that consortium's rail freight strategy.

[25] I am endeavouring to become involved with South East Wales Transport Alliance. Again from a previous existence, I know one of the officers there, and I have been trying to get involved. I have been waiting for a couple of months, actually, to be asked to give a presentation to relevant representatives of SEWTA. I submitted a paper to the alliance back in June.

[26] As regards the South West Wales Integrated Transport Consortium, I met the senior officer some time ago. She was ill for some time, and with all the pressures on my time, I am afraid that I have never managed to get back to talk with her since. That is our relationship at the moment with the four consortia.

[27] **Gareth Jones:** Thank you for that. Christine, did you want to come in?

[28] **Christine Chapman:** I have a separate question.

[29] **Gareth Jones:** Fine. We will move on, then, to Jeff Cuthbert.

[30] **Jeff Cuthbert:** Thank you for the written paper and for your remarks so far. I want to talk about two particular points arising from paragraphs 17 and 18. First, on the issue of light rail, you say that you have taken a neutral stance on its construction. I accept that the primary purpose of light rail is to move passengers around urban areas. It seems inevitable that, to a degree, there will be some connection with heavy rail, and I must admit that I had not thought of it having an impact on freight. If you think that that could be the case, however, perhaps by drawing on experiences from such places as Sheffield, Croydon and Manchester, which have light rail systems, to show whether that has happened, I would be pleased to know. It is not referred to as such in your paragraph, but does light rail have a use as far as freight movement is concerned, or is it purely an issue for heavy rail?

[31] I will ask the question on paragraph 18 now as well, to save time. I understand the point, or rather, I want to test this point. A freight line such as the Cwmbargoed line—I do not know whether you are familiar with it—from Ystrad Mynach up to Bedlinog for the coal from Ffos-y-Frân would need to be enhanced for it to carry passengers, and that is an aspiration for SEWTA. That is the case the other way round, is it? That is, if a line is opened primarily for passenger use, further work would be needed for it to be used for freight. Is that the case, or is it that anything that is up to the standards required for passenger transport should be up to standards for freight?

[32] **Mr Smith:** Picking up light rail first, you mentioned the Sheffield Supertram; that is on an entirely dedicated network. The Manchester light rail system, to the best of my knowledge, as I have not travelled on it, is also on a dedicated network, but it has taken over part of the old heavy rail network called the Oldham loop, which has just been closed for conversion to light rail operation.

9.20 a.m.

[33] It has been closed as part of the Network Rail empire and moved into the ownership of the Greater Manchester Integrated Transport Authority, I presume, although I do not know the detail. To convert to light rail on tracks that were previously used for heavy rail, you exclude freight. The two are not compatible.

[34] Attempts are being made to develop what is called tram-train technology, which will allow the trams to be sufficiently robust to operate on the same network as traditional heavy rail equipment. It is all to do with collision impacts and so forth, and it is important so that passengers are protected in the unfortunate event of something happening. That is my understanding. At the moment, you cannot have light rail on existing heavy rail infrastructure without closing that infrastructure to heavy rail equipment, whether for passengers or freight. However, there are moves to overcome that situation using light tram-train—

[35] **Jeff Cuthbert:** Can I just stop you there for a moment? When you say ‘closing that infrastructure’, do you mean for the period that the light train passes or closing it completely?

[36] **Mr Smith:** I mean completely. As it happens, I am getting involved in the west midlands as well as in Wales. I was there last week talking with people about a potential reopening of a line for freight between Stourbridge junction and Walsall, and part of the line would also be used by trams. The trams would go off the heavy freight line to go through the centre of Dudley and then, when a junction with the existing metro in the midlands is made, the tram could go to Birmingham or Wolverhampton. As long as it is engineered correctly and the correct equipment is purchased, the intention is that heavy rail and light rail can co-exist. The point that I was trying to make was that, if it is an entirely separate light rail



network, Rail Freight Group is neutral on it. If it is to impact on the paths of the existing freight network, we would have a concern. However, techniques and technologies are being developed to allow that impact to be minimised, and then it just becomes the same situation as on that the existing Valley Lines. The question is whether there is a slot to run a freight train down from Cwmbargoed because there are so many passenger trains trying to come down between Ystrad Mynach and Heath junction and down to Cardiff Queen Street. That is a different situation.

[37] To talk about freight lines, I do not know the full details but I believe that the signalling and interlocking requirements for passenger operation are more stringent than for pure freight operation. However, in general terms, passenger rolling stock is light and therefore does not wear the track too much. It is also of a reasonably set loading gauge, so it has its own defined envelope when going under bridges, but that is not usually sufficient for freight, which usually has a much greater axle load. For instance, using your example of the Cwmbargoed line, that is already able to take 25-tonne axle loads and is engineered to take the maximum wagon weight, so it could accommodate the passenger trains. However, it does not have a signalling system that is compatible with passenger operation.

[38] Turning it on its head, the axle capacity of the Ebbw Vale line is sufficient for freight, but the signalling is sufficient only for the existing passenger service. As you know, to put an extra service on that line would require extra signalling work.

[39] **David Melding:** In the proposed strategic rail freight network, only the south Wales line from Cardiff is connected. It does not go further west than Cardiff, although, to use the technical language, there is a sub-W10 link as far as Bridgend, I think. North Wales is not on the route at all. Wales has some 11 or 12 per cent of the UK's freight traffic, which is well above our population share, if that is taken as an indicator, and it sometimes is. Why have we done so badly?

[40] **Mr Smith:** The strategic freight network reflects axle weight capability and loading gauge capability. In south Wales, all the tracks are capable of handling maximum axle loads—think of the heavy oil trains coming out of Milford Haven, all the trains that used to come out of the Port Talbot works and, to a lesser extent these days, the Llanwern works, as well as all the coal movements to Aberthaw and from south Wales ports to Didcot. That is why Wales has a high percentage of freight per population, to use your example. However, the network does not have loading gauge capability above W8, to use the technical language, at the moment. Therefore, it can handle container traffic, that is the largest type of containers now being used on both deep sea and short sea operations, on special wagons only.

[41] To an extent, the strategic freight network has been designed to reflect the current situation and known changes in the future, so it looks at growth traffic from Southampton, Felixstowe and so on and in the intermodal container market. At the moment, because no-one is knocking on the door saying, 'We desperately want to import deep sea containers through Swansea', for example, there has been no driver to extend the strategic freight network west of Cardiff, in fact, beyond the Wentloog terminal. One of the benefits of electrification is that, in having to re-engineer the line to take the overhead equipment, it gives an opportunity to provide a W10 loading gauge at the same time. So, it is hoped that the electrification of the line as far as Swansea, now promised by 2017, will bring W10 capability all the way through to Swansea, although I understand that there is still a question mark regarding the Severn tunnel, and that is unresolved as yet. I do not know that for sure, but I understand that it could be.

[42] **David Melding:** The position of the Rail Freight Group is that you would want the increase in capacity to a W10—and the technical language slightly defeats me—if the line is electrified. Would that be the same for north Wales, because Holyhead is a huge port?

[43] **Mr Smith:** Yes. I make the point in my presentation that one benefit of electrifying the line to Holyhead would be to open up the north Wales coastline to W10 capability and to the potential for container traffic to and from Holyhead. That is not possible today because of the gauge constraints along the north Wales coast.

[44] **David Melding:** Is there time for another question?

[45] **Gareth Jones:** Yes.

[46] **David Melding:** You say that there is a need to develop terminals or at least that there is a lack of use of terminals at the moment, which means that freight goes from point to point, rather than from the steelworks to Aberthaw power station, for instance. However, if we are to see a further increase in freight, presumably, there will need to be distribution terminals—and please tell me if I am wrong—whereby goods are decanted into lorries. Is that the case for distribution in urban areas? What sort of development could you see and where, if we recommend that that strategy be pursued?

[47] **Mr Smith:** There are two types of terminals. There is the intermodal terminal, which is where a container is lifted off the train and put onto a lorry for delivery to another place. The Freightliner terminal at Wentloog is an example of that.

9.30 a.m.

[48] The second one is what I would call a trans-shipment terminal, where the goods are taken out of their railway wagon or container and put onto another vehicle for delivery. That can occur at a different location and the trans-shipment point can act as a storage point and distribution centre, such as the Tesco one at Magor, for example. It receives goods, stores them, sorts them, picks them, and puts them onto another lorry for delivery to the final location. At the moment, Wales needs intermodal terminals to allow containers to be brought closer to the marketplace. Hopefully, at those intermodal terminals, trans-shipment facilities and distribution centres will also develop. I look at the difference between an intermodal terminal and a trans-shipment—

[49] **David Melding:** Do they tend to be developed together? Is it a bit like electrification in that two things are developed together?

[50] **Mr Smith:** Not necessarily. For instance, to my knowledge, there are no plans to locate a distribution centre anywhere near Wentloog. Conversely, you can have a distribution centre developed adjacent to a railway line, which is then an ideal situation to place an intermodal terminal. Another place to put intermodal terminals is on port estates. Limited container loading has taken place over the years at Newport docks under the English, Welsh and Scottish banner. Therefore, containers were loaded elsewhere in south Wales, taken to Newport docks, and loaded onto trains for delivery elsewhere in the UK.

[51] **Gareth Jones:** Sandy has a follow-up point and possibly a new question as well.

[52] **Sandy Mewies:** David has asked part of the question that I was going to ask. Paragraph 10 in your paper refers to the provision of W10 gauge capability through to Holyhead. You have explained the background to that, but the Welsh Affairs Committee recently concluded that many Welsh ports are disadvantaged because of inadequate road or rail links. What are the implications of an important freight road such as Holyhead being left out of the strategic freight network? That follows on from what David was talking about.

[53] Secondly, I am pleased to hear that you are talking with the Taith consortium, but

have you agreed focused priorities with it? Are there priorities for freight that you share with Taith?

[54] **Mr Smith:** To reiterate what I said a minute ago, the strategic freight network reflects the situation and freight flows as of today. The report of the Welsh Affairs Committee, to which I also submitted written evidence and gave evidence in June, shows that ports are disadvantaged because of the gauge capability issue. Picking up on the point that the gentleman made a few minutes ago, the strategic freight network will end at Wentloog and not in Cardiff docks, Swansea docks or Port Talbot docks, if they were to be used for other things as well as the steel industry. Without that enhancement of the network, those ports will be disadvantaged. Similarly, Holyhead has no capability for freight at the moment because there is no demand for it, but there is no demand for it because the track is not capable of taking the traffic that might use it. So, we are in a little bit of a chicken-and-egg situation.

[55] A point that I wish to make in response to several questions that have been put to me is that one of the steps towards delivery in the Wales freight strategy, which is also pertinent to the full deliberations of this committee, is that of developing a greater understanding of the patterns of movement of goods and the role of freight in Wales, including waste transport and to identify suitable data sources and the collation of statistics. To answer your point in general terms, yes, we welcome any schemes that will provide opportunities for freight. I do not have specific examples with Taith, but we welcome the fact that it is looking actively at the potential options for freight. We are all, to an extent, struggling. You cannot get a book off the shelf that says that, in 2007, freight flows within Wales were this and this on such and such axis and so on, and the land bridge traffic between Ireland and Europe passing via Holyhead and Dover was such and such amount. There is no body of statistical evidence anywhere, so many promoters of general schemes, as opposed to specific schemes, are struggling a little in the dark.

[56] **Christine Chapman:** I have a broad question. In paragraph 11, you refer to the fact that there is very little freight traffic in the Valleys and on the north Wales main line. Has your organisation been in any dialogue with the Welsh Assembly Government regarding the Heads of the Valleys area, as one of Wales's strategic areas? Jeff has alluded to some of the specifics, and we have the A465 road, but are you involved at all with WAG on this?

[57] **Mr Smith:** No, but that may reflect the fact that, until my arrival 18 months or two years ago, it was our director general from London who was trying to fit in where he could in Wales. I have endeavoured within the limited time that I have had to make myself known within Wales, within WAG and among the WAG officers and so on, but I have not had any specific discussions on schemes in the north part of the Valleys.

[58] **Paul Davies:** I just want to touch on the freight facilities grant. Obviously, you want to see a fundamental shift of freight traffic from road to rail. How adequate is the freight facilities grant in supporting that shift?

[59] **Mr Smith:** The freight facilities grant has worked well over several years. It was never suspended in Wales, unlike in England, where, for a number of years, the arrangements were suspended. A number of schemes have delivered considerable benefits and brought new traffic to rail, and I understand from the officers that a number of schemes are currently being evaluated. I do not know what they are, because they are confidential between the officers and the proposers, and it is quite right, for commercial reasons, that they should be. The scheme has worked and it is understood within the industry. I do not see the need for fundamental change. I do not know enough of the detail to be able to say that the benefits could be assessed in a slightly different way, or something like that, but, in general terms, it has worked well and continues to do so. I do not believe that there are any fundamental issues with it.

[60] **Gareth Jones:** Thank you, on behalf of all the Members here, for your attendance. We have been dealing with very difficult matters, in a way, in trying to envisage the way ahead. Yes, we have been looking at the map of Wales, England and Scotland, and Wales looks a bit blank at the moment, which is of concern to us, obviously. However, your written evidence was very useful and informative, as was this morning's discussion. Thank you.

9.40 a.m.

[61] Trown at ail ran yr eitem graffu hon. Yr ydych eisoes wedi derbyn papur 2. Croesawn gynrychiolwyr o'r Sefydliad Trafnidiaeth Cludo Nwyddau. Yr ydym yn estyn croeso cynnes i Stephen Kelly, pennaeth polisi canolbarth Lloegr, Cymru a de-orllewin Lloegr, a Chris Snelling, pennaeth polisi ar y gadwyn gyflenwi fyd-eang. Croeso cynnes i'r ddau ohonoch.

We will turn to the second part of this scrutiny session. You have already received paper 2. We welcome representatives from the Freight Transport Association. We extend a warm welcome to Stephen Kelly, head of policy for the midlands, Wales and the south-west of England, and Chris Snelling, head of global supply-chain policy. A warm welcome to you both.

[62] Diolchaf ichi ar ran y pwyllgor am y dystiolaeth ysgrifenedig yr ydym eisoes wedi ei derbyn, ac yr ydym wedi cael cyfle i'w darllen. A fydddech mor garedig â chyfyngu eich cyflwyniad i ryw dri munud? Mae amser yn brin y bore yma, ond nid wyf am roi pwysau arnoch. Edrychwn ymlaen at eich cyflwyniad ac yna trown at yr Aelodau am gwestiynau. Drosodd i chi.

I thank you on the committee's behalf for the written evidence that we have already received, and which we have had the opportunity to read. Would you kindly restrict your presentation to some three minutes? Time is short this morning, but I do not want to put pressure on you. We look forward to your presentation and we will then turn to Members for questions. Over to you.

[63] **Mr Snelling:** Good morning, and thank you for asking us to be here. I will add that I am also the head of rail freight policy, hence my participation in today's session.

[64] I will give a quick perspective of the FTA's role in this, as you will be hearing from many different people during your inquiry. Our rail policy is led by our rail freight council, which is a UK-wide body. We position ourselves as leading more in the interests of the rail freight customer. We have the operators and various third parties in membership as well, but we try to take the angle of promoting the needs of customers, retailers and manufacturers who want to make greater use of rail and try to advocate for their agenda.

[65] We see rail freight as an important part of the UK supply chain. We are facing various challenges in maintaining or improving the quality of our supply chain in the years to come, and rail quite neatly addresses many of those. The environmental challenge is obviously at the top of the agenda, and the potential for massive carbon savings by getting more goods off the roads and onto rail. However, there are also issues about the quality of our connections for business. There are issues about congestion on the roads, the speed and reliability with which goods can be moved around the UK—and thus Wales—and the cost of doing so, which, once again, feeds into the environmental issues as the environmental impacts of logistics are increasingly taken into account. There is then the potential for costs across the Welsh and wider UK economy to rise, unless we are making sufficient use of all of our options, which include short sea shipping and inland waterways, but primarily—and by far the most important as an alternative to road—rail.

[66] We are hopefully well placed to put rail in its context as part of the logistics chain. We advocate the better use of rail, but we are not an unlimited rail promotional body. We would like to tell you where we see it as being the right solution, but also where it is not, and

to be realistic about it. Rail currently accounts for around 10 per cent of freight movements across the UK as a whole. There is scope to increase that market share, but it is not as if this is an alternative to road. Across the UK as a whole, 70 per cent of road freight deliveries are within one region, and I think that that statistic roughly applies to Wales as well. It is fairly close to the average, so it is unlikely to see those replaced by rail freight, given that there is a need for sufficient quantities and distances to make rail economical. There is definitely quite an exciting future for rail in terms of increasing its performance, as it has done over the past 10 to 15 years. We would like to help the committee be part of that.

[67] **Gareth Jones:** That is a very helpful and interesting perspective. The first question is from David Melding.

[68] **David Melding:** You say in your evidence that there is no need to propose the extension or development of high-speed routes from a freight point of view. You are concerned that that may be accompanied by a policy that does not permit freight on those routes. If the whole of the south Wales network, or at least the main line to Swansea, was a high-speed route, that would obviously cause difficulty for you. The *Financial Times* today is predicting that that will be the policy and that freight will be excluded from high-speed routes. What particular concerns do you have in terms of what may happen with high-speed routes in south Wales and the impact of that?

[69] How important would electrification be? The previous witness said that, if the south Wales line and, indeed, the north Wales line as far as Holyhead, were electrified, you could also take the opportunity that that presents to improve facilities for unloading and transporting freight. Do you think that that is a major opportunity or could you improve those facilities anyway?

[70] **Mr Snelling:** I will pick up the point about a high-speed line first. Yes, it is an area of caution for us. I do not want to sound negative about high-speed rail as a project. From my understanding of it, from a passenger point of view and the economic benefits that would flow from passenger benefits, it may be justified on several different routes around the UK. Certainly, coming into Wales, across the south of the UK, would appear to be one of the prime candidates for that. So, I do not want anyone to have the impression that we are against any high-speed rail projects; we are not.

[71] What we would want to point out, though, is that the potential benefits for passenger and freight are often spoken about. There could potentially, with some high-speed lines, be some benefits for freight, but they are fairly minimal compared with the amount of money that would be spent on building such a high-speed line. To be clear, when we talk about a high-speed line, it is a world away from the kind of electrification and improved line speeds that we could get; we would probably be talking about the building of an entirely new line dedicated to this.

[72] **David Melding:** So, to spell that out technically, would that mean a new track?

[73] **Mr Snelling:** Yes; it is anticipated that it would have to be a brand new track, certainly to get most of the benefits that are talked about.

[74] **David Melding:** So, would the existing main line take freight traffic?

[75] **Mr Snelling:** Yes, it would continue to take freight traffic. The argument that could be made as a potential benefit to freight is that, if you build a passenger-focused high-speed line, it takes a lot of the passenger traffic and you free up space on the classic line for freight trains to use. The counterpoint to that, however, is that high-speed rail works best as a point-to-point service, which would include the express trains from London to Cardiff and London

to Swansea. What starts to happen is that there is no service at the in-between stops. The compensation for those communities is to get an increased service on the classic lines, which means that a lot of the freed-up capacity is used by increased passenger services. Of course, part of the point of a high-speed line is to generate more passenger traffic, so that you will, in the end, have a greater level of passenger need for those lines.

[76] So, those are the potential benefits, in that it could free-up some paths, but it is not a huge benefit to freight. If it was justified by passenger need and it went ahead, you would be able to organise it, from the passenger point of view, so that there would be some freight benefits, but it is certainly not something that we would be arguing for from a freight point of view. Certainly, if your goal was to increase freight traffic, it would not be the way in which you would be spending the money.

9.50 a.m.

[77] **Mr Kelly:** The other thing—just to add to what Chris has said—is that, at the moment, we are quite supportive of high-speed lines with new tracking and so on because of the economic benefits that that will bring and perhaps it will free up additional capacity on existing lines. At the moment, we would welcome additional freight capacity because it would give added confidence to rail freight customers that, to a certain extent, they do not have at the moment because freight is competing on the same network as passenger interests. A rail freight customer is not just buying a day ticket, a week ticket, a month ticket or an annual ticket. When you are moving rail freight, you want a long-term investment and you are looking at buying a 10-year season ticket as a minimum in order to move goods around the rail freight network. With the additional capacity that high speed would offer, that would ensure that rail freight customers had value-added confidence and that those extra paths were created as well.

[78] **David Melding:** Is the electrification issue a major opportunity?

[79] **Gareth Jones:** Before we move on, Jeff Cuthbert, did you have a follow-up question on that point?

[80] **Jeff Cuthbert:** I do not want to anticipate what David was going to ask in his supplementary question, but, yes, I do. In terms of the route from London to Cardiff, the bottleneck is the Severn tunnel. If new track was to be laid, it would be an enormous undertaking. I do not know whether one would think of building another Severn tunnel, but I would welcome your comments on that.

[81] When we spoke to Network Rail last week, we asked about the issue of electrification and whether the Severn tunnel was a barrier to that. We were assured that it would not be and that the electrification could go through the tunnel. Is that your understanding or would you see the Severn tunnel still as a bottleneck problem?

[82] **Mr Snelling:** I would say that at this stage, when we are talking about the electrification project, to be honest, our understanding comes from Network Rail and we would certainly accept that. I have no reason to view that as questionable.

[83] To pick up more widely on the question about electrification, I would say that electrification itself carries very little benefit for freight, particularly as freight wagons need a go-anywhere capacity, so there will be a greater tendency for them to be self-powered—that is, diesels—until a vast percentage of the UK rail network is electrified. However, it allows for gauge enhancement. If you are already doing the works over the line, you can ensure that you expand the gauge to W10. That is where the potential side benefit for freight comes in. So, if you are going to undertake electrification for passenger needs, which is certainly

justified, then at the same time you can tailor those changes around getting benefits for freight as well, which would be the W10 gauge to allow greater use of container traffic.

[84] **David Melding:** I have another question that perhaps you can give me an opportunity to raise if no-one else asks it.

[85] **Gareth Jones:** Yes, fine, David. Thank you for that.

[86] **Jenny Randerson:** A previous witness suggested that there was an opportunity to ensure that lines went into ports and docks rather than depots. He gave the example of Wentloog depot versus Cardiff docks. Do you see stopping short of the docks as a really important issue? Is there, in your view, a real opportunity in Wales to service the docks and the ports much more effectively than is being done currently?

[87] **Mr Snelling:** I would say that, in general terms, it is certainly a benefit when you can get right through to any freight facility that you can connect to, whether it is a port, another section of line or another interchange. There are always advantages to that. However, I think that we would have to be careful not to take just a blanket approach to all of those issues. I think that it must be considered on a case-by-case basis: is there the potential for train services to use that particular port or dock facility? Is there likely to be a demand for rail freight through there? It would be on that basis, working with the commercial developers, that those types of decisions would have to be made.

[88] **Jenny Randerson:** That is a very interesting answer, but if you take freight straight through to the docks, unless you also have a depot outside, you are making it more difficult for the transfer from road to rail, and from rail back to road. The advantage of the Wentloog depot is its access to the M4. You would lose that if you take the freight to the docks.

[89] **Mr Snelling:** Yes, absolutely. That is why you would want to look at the business case. If the demand is for the traffic to get to an inter-modal terminal where it can then get easy access to the motorway and onward distribution from there, then that is the best use. However, if there is a case to be made that there is an additional demand for it if you get the freight to the docks, and a short sea service from there, or whatever it might be, that should certainly be looked at, because you can get access to other modes as well. In all of our deliberations about rail freight, we should be careful to look at what is wanted by the commercial entities that want to use rail freight, because that is ultimately what will drive success and value for money for anything that we spend money on. You have to carefully test whether or not there is a business need for that. As you said, in the case of a motorway-linked depot, if that is what business wants, then it has got what it wants.

[90] **Sandy Mewies:** You and the Rail Freight Group talked about the provision of rail freight network to ports, and you mention the positive impact that this could have. I am particularly interested in Holyhead. The Rail Freight Group said that the provision of W10 gauge capability through to Holyhead as a consequence of electrification in north Wales would provide new opportunities for rail freight to and from the port, and particularly for the movement of containers. You said that there needs to be a plan for the Welsh ports to be rail connected, and to have adequate rail infrastructure for storage, and that sort of thing. How important a part could Holyhead play if the north Wales main line could be a part of the strategic freight network? What impact would it have, given that we have the A55 in north Wales, off which we wish to see some freight traffic moved? How important a part could that play in the shift from road to rail?

[91] **Mr Kelly:** I think that we all know that the A55 is over capacity at the moment.

[92] **Sandy Mewies:** It is full.

[93] **Mr Kelly:** Yes, exactly. If the north Wales line was upgraded to W10 standard, it could have an impact, as Christopher said, provided that there is a business case for Holyhead. Let us not forget that that corridor is also a trans-European network that links Ireland and Wales to the rest of Europe. I am unsure about the tonnage through Holyhead at the moment in terms of traffic and vehicles, but someone needs to sit down and say ‘If this is going to happen and that there is a Welsh Assembly Government objective for modal shift, let us prove that the business case is there and let us start to make inroads into that.’

[94] **Sandy Mewies:** Following up on that, I am glad that you mentioned the European aspect of Holyhead, which sometimes seems to be forgotten. I do not understand why that business case is not being strongly made and who needs to make it. There is a lot of activity now in encouraging Holyhead to be a passenger liner port, but could the two things be mutually beneficial if there was an upgrading?

[95] **Mr Kelly:** There are mutual benefits there. In terms of moving forward, I think that the European Commission has a key role to play in this, because it provides funding for upgrading trans-European routes from time to time—I think that it has a framework programme available where it invests in trans-European routes. So, the European Commission has a role to play, but the Welsh Assembly Government also has a key role to play in demonstrating the case to Brussels that that is an area for modal shift.

10.00 a.m.

[96] **Gareth Jones:** Jeff, do you have another question?

[97] **Jeff Cuthbert:** You may well have dealt with this adequately, but I will test it a bit more. In paragraph 4 of your evidence, you seem to make a clear case for rail as opposed to road when you talk about the reductions in carbon dioxide emissions. In paragraph 10, you point out that freight traffic currently only uses 10 per cent of the rail network. You seem to be saying that there is far greater scope for the use of rail, presumably for long haulage of freight to distribution networks and then road haulage for shorter distances. You can correct me if that is not the case. As you are very much into modal shift and also represent the road haulage side, what is its view on this? Can you see scope for competition here, if not conflict, or do you think that it is possible to have an integrated transport policy for haulage or freight without too much difficulty?

[98] **Mr Snelling:** To pick up on that, from all our internal conversations and democratic discussions with all our members—because, as you said, we also represent the vast majority of hauliers across the UK—the road freight industry is not nervous about rail. It does not see it as a competitor; it is not obstructive in any way, mostly because road is by far the dominant mode. To some extent, rail is working at the margins. The other reason is that, increasingly, road haulage is being carried out on behalf of logistics service companies, whose interest is in getting goods from A to B and providing good services to their customers at a lower cost. Whether those goods are moving by lorry, boat or train almost becomes a secondary issue; it is the quality of the supply chain that matters. So, there is increasing open-mindedness about making use of whatever mode is available.

[99] Things have changed a little with the recession, but prior to that, people were looking for a way to get around the congestion that we had on all of our key routes on the road network. Train is one of the options that people have taken up to try to do that. In that sense, it can be the hauliers’ friend, in that you are working to the same aim of providing a good service to customers. My sense from across the industry is that that is not a problem and that conflict does not exist, so there is great scope for co-operation. In the road haulage industry, there is a traditional way of working that has revolved simply around heavy-goods vehicles



and trucks; it is a new way of thinking to make more use of the rail network, but it is developing all the time.

[100] **Mr Kelly:** In addition, the two phrases of the moment are 'climate change' and 'carbon dioxide reduction'. The industry, especially on the road haulage side, is doing a substantial amount to try to lower its carbon emissions. The other way of lowering its carbon emissions is through a modal shift from road to rail, but as I alluded to at the beginning, the confidence in the rail network has to be there initially, in order for that modal shift to take place over a period of 10 years minimum, more than anything. On the road side, we have looked at longer, heavier vehicles, but unfortunately they were dismissed. The move is now towards longer semi-trailers. An extra four pallets on the back of a trailer would help to reduce the carbon dioxide emissions of the industry as a whole. So, a lot of pockets of work are going on at the moment. As the FTA, what we are trying to do on behalf of our members is to be a self-regulating industry rather than have the Government regulating the industry. Once again, all eyes will be on Copenhagen to see what comes out of there over the next few weeks.

[101] **Nerys Evans:** Mae gennyf dri phwynt neu gwestiwn. A oes amser?

**Nerys Evans:** I have three points or questions. Is there time?

[102] **Gareth Jones:** Oes.

**Gareth Jones:** Yes.

[103] **Nerys Evans:** Clywsom oddi wrth y person a oedd yn rhoi tystiolaeth o'ch blaen chi ar ran y Rail Freight Group bod perthynas ad hoc gyda'r consortia trafnidiaeth rhanbarthol wrth ddatblygu cynlluniau trafnidiaeth rhanbarthol. Beth yw eich perthynas chi gyda'r consortia lleol a beth yw eich perthynas gyda Llywodraeth Cymru wrth ddatblygu'r cynlluniau hyn?

**Nerys Evans:** We heard from the person giving evidence earlier, representing the Rail Freight Group, that there was an ad hoc relationship with the regional transport consortia in developing regional transport plans. What is your relationship with the local consortia and what is your relationship with the Welsh Government in developing these plans?

[104] Byddaf yn gofyn y cwestiwn hwn i bawb a ddaw yma i roi tystiolaeth. Yr ydym wedi clywed rhai pobl yn dweud y dylid datblygu perthynas statudol gyda Llywodraeth Cymru er mwyn dylanwadu ar flaenoriaethau Network Rail. Beth yw eich barn ar hynny?

I ask this question to everyone that comes here to give evidence. We have heard some people suggest that a statutory relationship should be developed with the Welsh Government in order to influence the priorities of Network Rail. What is your opinion on that?

[105] Yn sgîl cwestiynau Jenny a Sandy ynglŷn â phorthladdoedd, nodir gennych yn eich tystiolaeth nad ydych yn siŵr bod seilwaith digonol i'w gael ar hyn o bryd i gysylltu rheilffyrdd â phorthladdoedd. Yr ydym wedi sôn am Gaerdydd a Chaerdybi, ond a fedrdech ymhelaethu ar hyn? Beth y mae angen i'w wneud, yn eich barn chi, a ble y mae angen blaenoriaethu? Pa fath o adborth a gewch gan eich cwsmeriaid a'r bobl yr ydych yn eu cynrychioli, a ble y mae'r blaenoriaethau yn y maes hwnnw o ran datblygu seilwaith digonol?

To follow on from the questions asked by Jenny and Sandy on ports, you state in your evidence that you are not sure that there is sufficient infrastructure in place to link the railways with the ports. We have already mentioned Cardiff and Holyhead, but can you expand upon this? In your opinion, what needs to be done, and where do we need to prioritise? What kind of feedback do you get from your customers and the people whom you represent, and where are the priorities in that area in terms of developing sufficient infrastructure?

[106] Yn olaf, dywedwch eich bod yn

Finally, you state that you represent

cynrychioli cwsmeriaid. O ran cwsmeriaid yng Nghymru, beth yw'r prif rwystrau i gwmnïau sy'n defnyddio rheilffyrdd ar hyn o bryd i gludo, neu gwmnïau newydd sy'n dymuno dechrau defnyddio'r rheilffyrdd i gludo nwyddau yng Nghymru? A yw'r rhwystrau hyn yn wahanol i'r rhai a geir yn Lloegr? A gredwch y gwnaiff cynlluniau presennol y Llywodraeth ymateb i'r rhwystrau hyn wrth ddatblygu'r syniad o gludo nwyddau ar reilffyrdd?

customers. In terms of customers in Wales, what are the main barriers for companies using the railways at present for freight, or for new companies that wish to start using the railways for freight in Wales? Are these barriers different from those that exist in England? Do you think that the Government's current plans will respond to these barriers as we develop the idea of moving freight by rail?

[107] **Mr Kelly:** I will pick up the first question about a relationship with the transport consortia. To date, we have had a good relationship with them. They were involved in the production of the Wales freight strategy. We have one-to-one meetings with them in terms of looking at their regional transport plans, and trying to advise them on freight aspects of their regional transport plans. The unfortunate thing that we have encountered is that freight will always come a sorry second to passenger movements, and that is the case not just in Wales, but throughout the United Kingdom. As the Freight Transport Association, representing our members, we believe that that is a sad state of affairs, to a certain extent, because we all use the same network, and we all have to travel on the same roads and so forth. This might sound slightly controversial, but we believe that the movements of passengers should be equal to the movement of goods. That is why, the last time that we were here, we called for shared use of bus lanes between lorries and buses. We are currently lobbying for that. So we have that relationship with the regional consortia, but the conversation tends to be about roads rather than anything to do with rail freight.

[108] As regards the Welsh Assembly Government, we do deal with civil servants. There is a chap called Keith Thomas, who represents the freight interests and leads the Wales Freight Group, which is delivering the Wales freight strategy. I think that Robin previously mentioned the steps to delivery. To be critical of one aspect of the Wales freight strategy, we are tasked nowadays with what we call SMART—specific, measurable, achievable, realistic and targeted—objectives, but I do not think that the steps to delivery contained within the Wales freight strategy are SMART enough. It does not set any targets as regards modal shift from a baseline year to, say, five or 10 years hence. That would be my main criticism of the Wales freight strategy.

[109] I think that your second question was about our relationship with Network Rail. I will ask Chris to deal with that.

[110] **Mr Snelling:** From our perspective, it is not an issue on which we would particularly have a view or see a need for. That brings in a wider point about how we see it working with our relationship with Network Rail. The desire for increased use of rail freight is driven by certain needs, the primary one being carbon reduction; therefore, we want Network Rail, with the realistically small amount of money that it has available to spend on freight projects, to focus its money wherever we will achieve the maximum carbon reduction for the pound that is spent. I will be honest and say that, to some extent, with that objective in mind we are relaxed about where in the UK those projects happen to be. If it will produce the maximum reduction in carbon dioxide, that is what we want. From a freight perspective, it is not something that we would see a need for, but I can see why, from a passenger point of view, that might be something that you would want to pursue.

10.10 a.m.

[111] In terms of port links, we have already touched on the need for enhanced gauge in

south Wales, a greater link into those ports and possibly gauge expansion in north Wales to Holyhead. That would be beneficial to the ports based in those regions, and would be potentially advantageous to the whole area. If you want to promote modal shift in those areas, those are the projects that I think you should pursue.

[112] **Mr Kelly:** I will pick up on your last point about current barriers for freight customers and haulage companies. One obvious barrier is congestion on the network, and I think that, even for Welsh Freight Transport Association members, the barriers are the normal ones. However, as we have said before at previous sessions, the issue of fuel duty currently is the highest priority for FTA members, and we cannot see any foresight on that from the Government, because I think that it has just said that it is a tax more than anything else—it is not an environmental tax, but a tax to raise revenue for the Treasury. It is having a serious impact on FTA members in Wales. In order to operate heavy goods vehicles you need an operator's licence, which is granted by the Welsh traffic commissioner, so you can tell how big an impact this is having, because the number of licence applications is reducing. That means that fewer people and companies are coming into the industry, and more companies are going into liquidation.

[113] **Nerys Evans:** Diolch am yr ateb. Derbyniaf fod rhwystredigaethau yn y maes hwnnw, ond yr ydym yn benodol yn edrych ar seilwaith y rheilffyrdd. Yr oeddwn yn holi ynglŷn â chwmnïau sy'n defnyddio rheilffyrdd ar hyn o bryd, a'r hyn sydd yn eu rhwystro o ran ehangu defnydd o'r rheilffyrdd, ac am y problemau i gwmnïau newydd sy'n dod i'r farchnad wrth iddynt ddechrau defnyddio rheilffyrdd.

**Nerys Evans:** Thank you for that answer. I accept that there are frustrations in that area, but we are specifically looking at rail infrastructure. I was asking about companies that are currently using the railways and about what prevents them from expanding their use of the railways, and about the problems for new companies in starting to make use of the railways.

[114] **Mr Snelling:** The biggest barrier to making use of rail freight in Wales is geography, in that rail works better the longer the distances involved and the more concentrated the traffic is on that corridor. The higher the volume that you have, the easier it is to run trains economically. With the great length of trains, if they are running full, then they become far more cost-effective than trucks. I will be honest with you and say that the prospects for expanding rail freight in Wales are perhaps not as great as in some other areas of the UK, where some of the major population centres are relatively close in terms of miles to major distribution centres within the UK, and even the major container ports, if you look at south-east England and also at Liverpool or Bristol, which are also expanding. When you look at those distances, road will always be, by far, the most predominant mode. So, we must be realistic about the scope for the expansion of rail freight in Wales.

[115] The chief barrier is cost. What we find with customers is that there is a great desire to use rail—everyone is looking at the green agenda and wanting to pursue that. So, people are working hard to make use of rail. However, what they will not do is spend more than what the road service would cost them. The reason for that is, if you are supermarket A and you take out a rail service that is costing you more, you have just lost a competitive advantage over your rival—they can sell their goods cheaper, sell more, and you lose market share. No company that is working for its shareholders can do that. However, when the situation is cost neutral, people switch to rail, and that is where we are starting to see uptake by many supermarkets and other retail chains. So, it is really about reducing costs, which brings us back again to the question of infrastructure. If you can expand the gauge, and therefore can run normal containers on standard wagons, the cost per unit falls, and rail becomes more competitive. It is really all part of that same picture.

[116] There are complexities about running services on rail, but they are effectively dealt

with by either the freight operating companies, such as DB Schenker or Freightliner, or by the logistic service companies that customers are frequently using. So, although there are an enormous amount of complexities in running a railway—there is whole other debate to be had there—it is not, apart from an instinctive reluctance in the past to entrust your supply chain to a mode that you do not know, the main barrier; what it comes back to is cost.

[117] **Gareth Jones:** I would like to squeeze in a final question.

[118] **David Melding:** That is okay, Chair. My question has been covered.

[119] **Gareth Jones:** If you are happy, then, David, that concludes this part of our session with the Freight Transport Association. On behalf of the committee, I thank both the witnesses. You have certainly highlighted that this is not a simple matter. If you provide the railways, it does not follow that the modal shift comes automatically. You have highlighted that there are key, complex areas that need further study and insight before things will happen. Thank you for giving us your perspective on this issue, which is very important for us in Wales, and thank you for your attendance.

[120] Members, you have all been excellent this morning; we are on time, as far as I can see, leading into the final part of this evidence session.

[121] Symudwn ymlaen at y drydedd rhan a rhan olaf yr eitem hon, ar graffu ar seilwaith rheilffyrdd Cymru ar gyfer y dyfodol. Mae'n bleser imi estyn croeso i gynrychiolwyr Sustrans, sef Lee Waters—yr ydym yn eithaf gyfarwydd â Lee—sydd yn gyfarwyddwr Sustrans, a Peter Lipman, cyfarwyddwr polisi Sustrans. Croeso cynnes i'r ddau ohonoch. We will move on to the third and final part of this item, on scrutinising the future railway infrastructure in Wales. It is a pleasure to welcome representatives from Sustrans, namely Lee Waters—we know Lee quite well—who is the director of Sustrans, and Peter Lipman, director of policy for Sustrans. You are both welcome.

[122] Yr ydym tipyn bach yn brin o amser. Yr ydym yn iawn o ran yr amser yr ydym wedi'i nodi ar eich cyfer, ond ni allwn fynd heibio ryw 10.50 a.m. Yr ydym yn awyddus i glywed yr hyn sydd gennych i'w ddweud. Yr ydym yn ddiolchgar am y dystiolaeth ysgrifenedig, ac yr ydym wedi'i dosbarthu i'r Aelodau. A fydddech mor garedig â gwneud cyflwyniad byr o dua tri munud? Cawn ni fel Aelodau gyfle wedyn i ofyn cwestiynau. We are slightly short of time. We are fine in terms of the time allocated for you, but we cannot go beyond about 10.50 a.m. We are eager to hear what you have to say. We are grateful for the written evidence, which has been distributed to Members. Would you be so kind as to make a short presentation of around three minutes? We, as Members, will then have an opportunity to ask questions.

[123] **Mr Waters:** Diolch am y cyfle. **Mr Waters:** Thank you for the opportunity.

[124] As you would expect, as an environmental charity, Sustrans supports appropriate measures to improve rail infrastructure in Wales. Public transport has a crucial role to play in providing an alternative to car journeys. Research in the English sustainable towns shows that just over a third of all urban journeys are already made by sustainable forms of transport, and the biggest barrier to increasing the share of journeys is false perceptions. For example, people typically think that it is twice as quick to drive as it is to go by bus, when that is not the case. In towns, often the quickest way to get from door to door is by bike.

[125] Aside from false perceptions, several barriers stand in the way of our achieving a more dramatic shift in journeys. As I mentioned in the evidence, Peter Koning, the director of rail at Faber Maunsell, recently wrote that the ticketing structure is a significant barrier in the

rail industry as it acts as a disincentive for using rail for short journeys. He points out that travellers using rail for short journeys pay significantly more in cost per kilometre than those making a much longer journey. In extreme cases, the cost can be over 200 per cent higher. He argues that the pricing policy for regular users must reflect the carbon impact of journey distance. We completely agree with that. We believe that all future transport decisions should have the impact of carbon emissions at their centre.

[126] We know that Wales is already playing an important part in reaching an international agreement, and Jane Davidson recently chaired a meeting in Barcelona. At the recent Welsh Assembly Government walking and cycling conference, she said that the Assembly Government has policies in place to help meet the 3 per cent target that all parties are committed to from 2011, except for in transport, which is a significant caveat. The highly respected Stockholm Environment Institute reported that if current trends continue, the Welsh transport footprint is predicted to increase by 2020. At a time when there are decreases in other areas, there will be an increase in transport that will amount to the largest growth in all consumption categories. It points out that if we continue with the predict-and-provide approach, which has characterised our policy towards roads in recent generations, and apply that to rail, then we will simply see more people travelling more often.

10.20 a.m.

[127] Increasing road and rail capacity often leads to people taking longer journeys, and that in turn results in an increase in emissions. We know that the average distance that people travel has increased by about 60 per cent in the last 30 years, and, on an individual basis, people in Wales are travelling 10 per cent further today than they did 10 years ago. If this continues, the Stockholm Environment Institute says that we will have significant problems with climate change, and it is only by addressing behavioural change that we can hope to reverse this. Technological solutions on their own simply will not be enough.

[128] The good news emerging from our work is that we know that it can be done; personal travel behaviour can be addressed, and it can be done relatively simply and cheaply. We have lots of practical experience of how that can be done. We believe that future investment decisions need to be based on the most effective and efficient ways of reducing emissions from transport in the short term, while also paving the way for ongoing further reductions in future. In conclusion, we would like the committee to consider as part of its inquiry whether the interventions for future rail infrastructure will be proportionate in helping to tackle climate change. Will they enable Wales to make the kinds of emissions reductions that the scientific evidence suggests will be needed?

[129] **Gareth Jones:** Diolch, Lee. Trown **Gareth Jones:** Thank you, Lee. We now turn yn awr at Jeff Cuthbert am y cwestiwn to Jeff Cuthbert for the first question. cyntaf.

[130] **Jeff Cuthbert:** Thank you both for the written evidence and your opening comments. I apologise if I missed this, but you do not appear to refer to light rail systems at all, which is something that has come before us previously in this inquiry. We know from many cities in England, such as Sheffield and Manchester, that light rail appears to be quite successful. Does Sustrans have a view on the value or otherwise of light rail systems?

[131] **Mr Lipman:** Generally, we would ask the same four questions that we set out in our written evidence. Light rail certainly does work, and the evidence from the continent, even more than Sheffield or Manchester, is that if light rail is done properly and integrated into other local transport systems, it can make an enormous difference.

[132] **David Melding:** I am slightly unsettled that we have to battle with predict and

provide, as you put it, in rail. I thought that rail was part of the virtuous solution. I anticipated that you would not like high-speed rail, because of the investment required, and the fact that it encourages long journeys. It is certainly not a local solution, because high-speed services do not stop frequently. However, looking at electrification, it seems to me that it would bring environmental benefits. I realise that energy still has to be generated, and the calculation has to be a realistic one but, overall, it permits lighter rolling stock, is more efficient, speeds up journey times, and permits more stops—so you can have more local stops if they are required. As part of an investment to get people out of cars and onto rail, it seems to me that electrification could be valuable, yet you say that you are neutral on this point, or only slightly in favour of it. I would like you to expand on that. Are you slightly more in favour of electrification of something like the Valleys network, which transports a huge number of commuters to the workplace and could be expanded even further?

[133] I was also interested in some of your comments about rail pricing, which have never been raised in this committee. It seems obvious once it is spelled out to you, but I had never previously considered that presumably we should charge people less in the rush hour so that they do not take the car. Is there any example, internationally, of that being a particularly successful strategy? Presumably, it is combined with an increase in car park charges, or even congestion charging as cars enter city centres. That point is worth expanding on. I have to say that, in your evidence, I find a slight contradiction between your comments on rail and the need to get people from cars to other forms of transport. They cannot all take the bike or walk—most of them will have to take the train, I suspect.

[134] **Mr Lipman:** I do not quite see the same contradiction. We were delighted that the Valleys network has been expanded, and assuming that the electricity is generated appropriately, we think that electrification is definitely a good thing. I just want to pick up on the point about how electricity is generated, because there is a great deal of rhetoric about expanding green capacity, but, so far in this country, it has pretty much remained rhetoric. Over the weekend, I saw that, for the first time in its history, Spain generated more than half of its electricity from wind. That is an amazing statistic. You must remember that, just five years ago in Spain, people were saying that they could never get to more than 15 per cent of electricity being generated from wind, and look at what they have now done. So, there is an enormous opportunity.

[135] When you look at what is actually happening on the ground in terms of electricity generation in this country, we are not increasing our renewable capacity. When you increase demand, you call in end-of-the-line, mothballed heavy coal-fired power stations. So, if we increase electricity demand, the carbon impact of our electricity gets worse. So, when thinking about this, we have to think that, yes, there is rhetoric about increasing renewables, but that the reality is that if were to increase the demand for electricity generation at the moment, it would get dirtier. With that caveat aside, I completely agree. I also completely agree that, if you are going to get people down from the Valleys to Cardiff, Newport or Swansea, the ideal would be electric trains and then, when people get to the cities, walking or cycling to work.

[136] **Mr Waters:** We just wanted to sound a note of caution, because there is a danger that we simply move our enthusiasm for road solutions to rail solutions and shift the huge resources that follow. We want to say that we should pause and reflect. If reducing carbon is our aim—and we know that transport is outwith the trend of the Assembly Government's carbon reduction strategy—we need to address how best to do that. We are simply saying that, with regard to investment and the effective use of very scarce resources over the next few years, it is on short journeys that you can make the greatest impact quickest with regard to carbon. Sixty per cent of all car journeys are less than 5 miles. We must concentrate on those first and place a heavy emphasis on behaviour change and not simply on infrastructure. We must get people to change the way they travel. We know that it can be done; there is

evidence from comparable English towns and cities. It can be done easily, quickly, and relatively simply. That should be a priority before transferring huge resources from road-building to rail, without pause for thought.

[137] **Mr Lipman:** May I pick up on your charging point?

[138] **David Melding:** I was about to move you on to that, so, yes, please do.

[139] **Mr Lipman:** The best example that I can think of on the continent is Bremen in Germany, where they have a smartcard system. The card covers not only your heavy rail journey at a good low price throughout, but light rail and buses and car clubs, and just about anything to do with transport whatsoever. You can buy cards for individuals or for a whole household. I would dearly love to see Cardiff, for example—if it is going to be a leading example of a sustainable travel city—looking at that sort of solution. That would be a really meaningful contribution to helping people to almost never use their cars, particularly if they have easy access to car clubs.

[140] **David Melding:** I am sure that we could find evidence on Bremen, but if you could provide us with any, that would be very interesting. I have a smaller point, although I think it is an important one. I am trying to drill down into how to have proper integrated policies, which I completely agree are necessary, as the example of electrification demonstrated. I would like your views on Arriva's current performance on integrating cycling with trains. I noticed that it has just issued a leaflet to encourage cyclists to use its facilities and to explain what they should do. However, I would like to hear what you think about the current facilities on Arriva trains, particularly in the rush hour, which, presumably, is when you would most want people to be using their bikes, so that they do a whole journey—as quite a lot of people live a reasonable distance from a railway station.

[141] **Mr Waters:** There is a real problem with the stations and with the rolling stock—the capacity of the carriages to take bikes. I travel by an Arriva train into Cardiff every morning with a folding bike. However, if a lot of people started to do that, there would be difficulties catering even for folding bikes, as most of the trains do not have luggage racks, which long-distance trains obviously do. There is a real problem with infrastructure, which will clearly take some time to work through.

10.30 a.m.

[142] More importantly, the journey to the station is neglected, and there are very few stations that have lockers, showers, secure cycle parking and a secure, safe and attractive path leading to them. I know that the Assembly Government is looking at using convergence funding to try to address the provision of park-and-ride facilities principally, and it will be putting some measures in place to encourage cycling. However, it is done as a genuflection and not in a thought-through way. There needs to be a proper focus on safe routes to stations, just as we have had the Safe Routes to School initiative, in order to encourage people to leave their bikes at the station and maybe pick up a hire bike once they get to Cardiff, or even have a second bike in Cardiff. Realistically, unless there is a radical change in rail infrastructure, there will not be enough capacity on trains for everyone to have a bike. However, we can still have sustainable journeys to and from stations.

[143] **Christine Chapman:** You will probably be aware that the Deputy First Minister has asked for a feasibility study on reopening disused lines. That came up in a meeting some weeks ago. Have you been in dialogue with the Welsh Assembly Government on this issue, or are you intending to do so? What would your responses be? If there will be a feasibility study, what other comments would you have regarding what should be provided? You have already touched on that, Lee, when talking about the stations, but what other good practice should

there be if those lines are reopened?

[144] **Mr Waters:** We had a brief initial dialogue with officials about the Llangefni to Amlwch proposal, because we have already done a feasibility study for Ynys Môn council on reopening that line as a walking and cycling route. This is an issue for us; disused railway lines are ideal sites for walking and cycling paths, and some of the most popular paths are on old lines. In Scotland, paths have been taken back into use as railway lines, and there are some successful examples of where rail lines and cycle paths coexist. We would be keen that, when that does happen, facilities for cyclists and walkers alongside or nearby the railway line be provided.

[145] Many of these proposals will take a long time to be implemented. I am thinking particularly of the Llantrisant proposal, for example; it will take some time before that is in a position to progress. In the meantime, there could be 10 or 20 years during which you have a useful community facility with interim use of the lines for walking and cycling. We would be disappointed to see all possible developments on disused railway lines being mothballed in the anticipation that a railway line might be built there at some point in the future. There is potential in the medium term.

[146] **Christine Chapman:** The study on Hirwaun in my constituency is expected to be finished next year, so it is quite imminent. It would be useful for you to have an input into that, and I am sure that you will.

[147] **Mr Waters:** We would welcome engagement with the Assembly Government on that.

[148] **Sandy Mewies:** I have a short question. I understand completely your concerns about a major shift of investment from one problem to another. Do you support investment in the rail network to enable more freight to be carried by rail rather than by road? You have been quite passenger focused this morning, but there is a modal shift to freight.

[149] **Mr Lipman:** We would like to see more freight moved by rail and water, and definitely to see more freight off the roads.

[150] **Sandy Mewies:** Can you say a bit more about moving freight by water, as I am quite interested in that?

[151] **Mr Lipman:** Carbon efficiencies are a large factor. I have seen enormously different claims, but it seems to be more carbon efficient to move freight by water by a factor of between five and 30. We have existing networks, some of which are in disrepair. There is a small but vociferous campaign to get freight moved back onto the waterways, which seems to me to be an extraordinarily sensible thing to do. The problem is that it does not have any meaningful support in Westminster at the moment, but I would like to see that being addressed more carefully.

[152] If we are serious about the carbon reduction measures that have been signed up to—and the science is indicating that we have to get even more serious very quickly, as we pointed out in our evidence—we absolutely have to look at such things very soon—well, now.

[153] **Sandy Mewies:** With your permission, Chair, I want to ask a short supplementary question. Do you have any information about the use of dirigibles?

[154] **Mr Lipman:** Apart from safety, because people are usually talking about hydrogen, and everyone remembers the disasters of the past, the problem with dirigibles appears to be



manoeuvrability and what you do when they come down somewhere. So, the people whom I have talked to about it do not take it as seriously as water as an alternative.

[155] **Jenny Randerson:** I want to go back to the ticketing structure. David referred to charging people less to travel at peak times, but I remember some recent research by Norman Baker MP, which showed that the further you travel, the cheaper per mile it becomes. So, the logic of that is that we should be charging people more to travel long distances on railways, but the problem with that is that rail becomes even less competitive with the car. How do you resolve that problem? How can you change the ticketing structure to encourage short commuter travelling?

[156] My second question relates to TravelSmart. Under the heading of ‘Smarter Investments’, your paper says that there is a range of smarter choice interventions, which, if applied to the 18 largest Welsh conurbations, could save 22,000 tonnes of carbon per year, which is 1 per cent. That is very impressive, but your TravelSmart interventions include car clubs and car sharing, but do not refer to the train. What is the role of railways in TravelSmart?

[157] **Mr Lipman:** I will start at the end and work backwards, if that is all right. TravelSmart looks at all the alternatives for journeys. We are working with the journeys that people make. We provide information and we have done TravelSmart with public transport providers, where we have created positive shifts towards public transport such as the train as well as towards walking and cycling. So, it depends on the infrastructure that is available.

[158] Coming back to what we would do about ticketing and pricing, there is a strange dichotomy here. We have the capacity to have an impact on train costs and ticketing, but we have not yet taken that capacity upon ourselves in the same way as with road-user charging. So, it is rather odd to be thinking about rail on its own and not thinking more about the cost of driving. If we had our way, we would have road-user charging sitting alongside a rational rail charging mechanism, and then you could work the two together to move towards the outcomes that we need to see. So, the answer is skewed by the fact that not only do we not have road-user charging, but it appears to be deemed politically impossible and would be political suicide to go anywhere near it.

[159] Having accepted that that is how it is perceived, you have to look at what we do about rail on its own. In this country, we have the highest cost per kilometre for heavy rail of anywhere in Europe, irrespective of long or short distances being travelled, and the kind of skewing that we have referred to in our paper. We also have the ridiculous situation in which season tickets—certainly weekly season tickets—are not more cost effective than buying a ticket every day. There is a whole series of pricing incoherencies. What I would like to see is the Department for Transport at Westminster and people generally sitting down and looking at this properly, saying which pricing structures they need to see, and starting by exerting more control over the franchisees. I am afraid that it just has not been done.

10.40 a.m.

[160] **Nerys Evans:** Mae llawer o’r pwyntiau sydd gen i wedi’u hateb eisoes. Soniasoch ar y dechrau am weledigaeth Llywodraeth Cymru i gwtogi carbon gan 3 y cant. Mae hynny’n digwydd ym mhob maes heblaw trafnidiaeth. Pam hynny? A fyddai’n help pe bai perthynas statudol yn cael ei datblygu rhwng Llywodraeth Cymru a Network Rail er mwyn cael mwy o bwerau a

**Nerys Evans:** Many of my points have already been answered. You mentioned at the outset the Government of Wales’s vision for reducing carbon by 3 per cent. That is happening in every area apart from transport. Why is that? Would it help if a statutory relationship were developed between the Welsh Government and Network Rail to get more powers and influence in the planning of

dylanwad yn y broses o gynllunio seilwaith y the rail infrastructure? How does that rheilffyrdd? Sut mae hynny'n cymharu â'r compare with Scotland? Alban?

[161] **Mr Waters:** I certainly think that your suggestion about Network Rail is a sensible one, but I do not think that it is necessarily related to the first part of your question. It is a complicated answer. There is a difficulty generally, and transport is seen as a difficult area to bring in line with carbon reduction. The Stern report mentioned that it would be an expensive thing to do, which we dispute. I do not know whether Peter wants to elaborate on that. However, the mindset of the professionals working in transport is a significant barrier, and it is one that the proposed LCO that you are considering is designed to address. Generations of professionals have the orthodox thinking that their job is to provide for people to get around by car. Their whole approach is based on how to do that more quickly and there are appraisal mechanisms that embed that thinking. For example, I mentioned in the evidence that the World Health Organization has developed a way of measuring walking and cycling intervention, so a £1 spent on building a crossing that allows cyclists and pedestrians to cross—a toucan crossing—can have a £20 return in health benefits, while road or rail has a return of something like £2 or £3 for every £1 spent.

[162] The appraisal mechanism that the Assembly Government uses, which is based on a DfT model, does not take that fully into account. For example, if you reprioritise crossings so that, when a pedestrian presses the button, the lights stop the traffic to allow him or her to cross the road, which makes being a pedestrian more attractive than going by car, that is seen as a financial disbenefit because it delays the motorist, which is deemed to have an economic harm. So, anything that transport professionals do to make it easier to undertake a journey by walking rather than by taking a car is seen as an economic harm. There is a deeply embedded problem in how the transport profession has been organised, how people have been trained, as well as in the orthodox thinking, which is designed to make car driving more attractive and the alternatives less attractive.

[163] **Mr Lipman:** Lee says that there is a problem, and we do have a solution. We have been working with the DfT centrally on what they call WebTAG, the web-based transport assessment guidance. In Wales, you have WelTAG, the Welsh transport assessment guidance, and we would be very happy to work with people here as well to look at these alternatives.

[164] On the relationship between the Government here and Network Rail and the Government in Scotland and Network Rail, I think that public transport should be public and therefore should be controlled by the appropriate parliamentary body. It is really quite straightforward. It can then be done on a rational basis. So, I would encourage Governments generally to take more control and to exercise that meaningfully. The role of Government is to look into the future and ask 'What do we need to do?' even if it does not feel palatable. What is happening at the moment with transport and climate change is that no-one wants to go there, but, to me, that is Government's role. It is interesting that Scotland, although it is doing some things well, is also talking about pouring billions into a second Forth crossing, so all Governments appear to have an Achilles heel.

[165] **David Melding:** Previous witnesses have talked about freight in particular and, while welcoming the freight transport strategy in Wales, said that it was weak on how it will be implemented. In particular, they said that good baseline data are needed as well as realistic but measurable targets, and effective monitoring and evaluation, and that all these must be upfront so that the goalposts do not get shifted. Could the same criticism be laid at the door of the Welsh Assembly Government regarding Cardiff and the Sustainable Travel Towns initiative and, more generally, in its desire to achieve a significant modal shift?

[166] **Mr Waters:** On Sustainable Travel Towns, the English example clearly shows that

baseline evaluation and monitoring must be built in from the beginning. The English towns that did not do that at the beginning have had great difficulty in trying to gather meaningful data at the end to show that there has been a change. There are strong lessons for all the Welsh Sustainable Travel Towns to learn from that, and we are pressing that message strongly with the Assembly Government.

[167] **Mr Lipman:** In addition, in doing that detailed travel behaviour research, some rather surprising results came out. We looked at why people make the choices that they do, and there was a long list of categories of different subjective reasons, but that showed that, of all the trips made by car in the three Sustainable Travel Towns of Darlington, Peterborough and Worcester, only 9 per cent had to be made by car: 91 per cent could have been made by walking, cycling or public transport. That is an enormously powerful fact and is the sort of fact that enables politicians, planners and professionals generally to move towards dealing with the reality of what is going on rather than all our perceptions.

[168] **David Melding:** May I press you on that? That is very interesting. Has the mechanism that you described in use in the successful Sustainable Travel Towns in England been put in place in Cardiff?

[169] **Mr Waters:** Not yet.

[170] **Gareth Jones:** Ar y nodyn hwnnw, diolch yn fawr i'r ddau ohonoch am ddod atom. Mae'n amlwg o wrando ar Sustrans bod angen inni ystyried yn ddwys rai pethau yr ydym yn cymryd yn llawer rhy ganiataol. Yn sicr, yr ydych wedi gwneud inni feddwl ac ystyried meysydd gwahanol. Bu tair rhan y cyfarfod y bore yma yn hynod ddiddorol, gan agor ein meddyliau i sylweddoli bod angen inni feddwl ychydig yn wahanol yn y cyddestun hwn o reilffyrdd Cymru ar gyfer y dyfodol. Diolch yn fawr ichi am eich cyfraniad, a dymuniadau gorau i Sustrans at y dyfodol. Arhoswch yno am ychydig bach, gan mai'r cyfan sydd gennym ar ôl yw papur i'w nodi, sef cofnodion y cyfarfod blaenorol. Gyda hynny, yr wyf yn cau'r cyfarfod—ar amser, yr wyf yn gobeithio.

**Gareth Jones:** On that note, I thank the two of you for joining us. It is evident from listening to Sustrans that we must give serious consideration to some things that we take far too much for granted. You have certainly made us think and reconsider different areas. All three parts of this morning's meeting have been extremely interesting and have opened up our minds to the realisation that we must think quite differently in the context of the future of rail in Wales. Thank you both for your contribution and I extend our best wishes to Sustrans for the future. Stay there for just a moment, because all that is left is a paper to note, namely the minutes of the previous meeting. With that, I close the meeting—on time, I hope.

*Daeth y cyfarfod i ben am 10.47 a.m.  
The meeting ended at 10.47 a.m.*