

Thank you for inviting me to present evidence to the Senedd Climate Change, Environment and Infrastructure Committee. As many of you know, I have been involved in Transport Policy and Development in Wales since 2010, much of that related to the South Wales Metro. My roles and publications have included:

- Author of 2011 report, “A Metro Wales Capital City Region<sup>1</sup>” commissioned by the Cardiff Business Partnership and published by the Institute of Welsh Affairs
- Submitted and presented evidence to the Westminster Transport Committee’s review of High-Speed Rail in 2011<sup>2</sup>
- Author of, “A Cardiff City Region Metro: transform | regenerate | connect<sup>3</sup>” in 2012/3 developed with the Metro Consortium
- Led development of the 2013 Welsh Government commissioned, “Metro Impact Study<sup>4</sup>”
- Led development of South Wales Metro for Welsh Government (PT) Nov 2013 – Jan 2016
- Prepared, “The Rail Network in Wales – The Case for Investment”, for WG in 2018<sup>5</sup>
- Presented evidence to the Senedd Economy and Transport Committee re: the procurement of the W&B franchise in 2018<sup>6</sup>
- Prepared Welsh Government’s Rail Enhancement priorities<sup>7</sup> in 2020 and the supporting analysis of rail investment in Wales<sup>8</sup>
- Helped prepare Cardiff Council’s Transport White Paper and the Cardiff Crossrail proposals<sup>9</sup>
- Prepared advice and suggestions to the South East Wales Transport Commission<sup>10</sup>
- Developed the concept of a Swansea Bay Metro now being progressed via TfW.
- Presented evidence to WASC re Rail investment in Wales<sup>11</sup>

I am now acting as a Strategic Advisor to TfW (part time) and am helping, in an independent capacity, both Cardiff Council and the Cardiff Capital Region in respect of transport. I am also (again part time) Professor of Practice in Connectivity at Cardiff University (since April 2016) and have run events and published reports and articles related to Metro, most notably the “Metro and Me<sup>12</sup>” report and event held on 8<sup>th</sup> October 2018 (in partnership with Cardiff University, Capital Law, IWA and Arup).

***To note: the views and opinions expressed in this paper are those of Mark Barry and no other person or organisation.***

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<sup>1</sup> Barry M (2011), “A Metro for Wales’ Capital City Region – Connecting Cardiff, Newport and The Valleys”, Cardiff Business Partnership/Institute of Welsh Affairs. [iwa-metroreport.pdf](#)

<sup>2</sup> [House of Commons - Transport Committee - Written Evidence \(parliament.uk\)](#)

<sup>3</sup> Barry M & Metro Consortium (2013), A Cardiff City Region Metro: transform | regenerate | connect, Institute of Welsh Affairs.

<sup>4</sup> Barry M & Metro Consortium (2013), Metro Impact Study, Welsh Government. [South Wales Metro: impact study | GOV.WALES](#)

<sup>5</sup> [The Rail Network in Wales \(gov.wales\)](#)

<sup>6</sup> [Article \(senedd.wales\)](#)

<sup>7</sup> [Mainline railway enhancement requirements | GOV.WALES](#)

<sup>8</sup> [Historical investment in rail infrastructure enhancements \[HTML\] | GOV.WALES](#)

<sup>9</sup> [Cardiff Transport White Paper – Mark Barry \(swalesmetroprof.blog\)](#)

<sup>10</sup> [A Public Transport Grid for the M4 Corridor... – Mark Barry \(swalesmetroprof.blog\)](#)

<sup>11</sup> <https://committees.parliament.uk/writtenevidence/19482/html/>  
<https://committees.parliament.uk/writtenevidence/22844/html/>  
<https://committees.parliament.uk/writtenevidence/22844/html/>

<sup>12</sup> Various, “Metro & Me (2018), IWA, Capital Law, Arup, Cardiff University, Mark Barry, Geraint Talfan Davies [Metro & Me, October 2018 – Mark Barry \(swalesmetroprof.blog\)](#)

# Submission to Senedd Climate Change, Environment & Infrastructure Committee

September 16<sup>th</sup>, 2021, **DRAFT 1.0**

*Mark Barry, Professor of Practice in Connectivity at Cardiff University's School of Geography & Planning*

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Firstly, my apologies, I haven't had time to prepare a comprehensive submission on this occasion. So, I am going to summarise for me, the key issues re: transport (inc. reference to some of my on-line articles which themselves include references to source data/material). My leave commitments also meant I could not attend the Committee today either.

- WG has set out, via [Llwybr Newydd](#)<sup>13</sup> (The New Wales Transport Strategy) its targets for major mode shift away from car by 2040 and more a ambitious 50% reduction in surface transport emissions by 2030 which reflects the advice of the Climate Change Committee to UK Governments<sup>14</sup>.
- Form all the initial work I have seen (formal and informal - and much still in development) from a number of organisations, this will require:
  - A 30-40% reduction in car use (even when accounting for DfT projections for EV take up)
  - At least a doubling of Public Transport and Active Travel
  - In all this, and again re-enforced though all the work/discussion I have had, there is no getting away from the need for Demand Management to help reduce car use/dependency. This will inevitably include ££ /road pricing measures – or reduction on the “car use discount” as I prefer to call it (*And stopping things like free parking at hospital – how about free bus fares to hospitals instead!*)
  - *The reduction of fuel duty tax revenue will also force HM Treasury to consider such measures before too long. Wales should perhaps be on the front foot in this regard to secure its own “revenue stream” as, as recent evidence shows, one can't rely on UK Government to invest in Welsh Transport infrastructure even when they are responsible for it, as I set out in my submission to WASC – [and summarised here](#).*
- The discussions re: carbon emission and cars, can and should not ignore the wider external costs of car use that have been shared across society for the last 50 years, rather than being borne by drivers (who in effect receive a discount to use cars). These include: 160,000 RTAs per year, 25,000 serious inures, 1700 deaths (1 cyclist is killed on average in the UK each day due to RTA), then add poor air quality & premature deaths as a result, and particulates (esp. from tyres) and of course the phenomenon of induced demand (*i.e. build more roads get more cars unless you suppress demand*) and resulting unsustainable development and low density sprawl. I set out more details in this article on “[Cars and Climate Change](#)<sup>15</sup>”. I would view that article, even though written in more casual language, as the bulk of my submission to this committee. This [recent article by Todd Litman](#)<sup>16</sup> of the Victoria Transport Planning Institute is also illuminating re: post covid equity in transport planning.
- A key component of a response to this existential challenge, and linked to City Centre/Town Centre regeneration, is a need to see stronger planning and

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<sup>13</sup> [Llwybr Newydd: the Wales Transport Strategy 2021 | GOV.WALES](#)

<sup>14</sup> [Advice-Report-The-path-to-a-Net-Zero-Wales.pdf \(theccc.org.uk\)](#)

<sup>15</sup> [Climate Change, Cars & Challenges – Mark Barry \(swalesmetroprof.blog\)](#)

<sup>16</sup> [bcpct.pdf \(vtpi.org\)](#)

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economic development measures and guidance, to support interventions in Public Transport connected places, and town and City Centres (so “[Transit Oriented Development](#)”); and in so doing a relocation of “stuff” away from car based out of town/edge of town sheds (Worth looking at this recent report to Welsh Government [Small Towns, Big Issues: independent research report | GOV.WALES](#) by *Foundational Economy Research*<sup>17</sup>)

- I would also note that WG Health Department and Health Boards have a terrible record on locating major healthcare facilities – they are generally in places poorly connected to PT encouraging more car use. Llanfrechfa is a case in point and the proposed Velindre hospital in Cardiff has plans for 800 parking spaces – 500 for staff! Not surprising given it is planned to be located in area poorly connected to the rest of the region in public transport terms. This cuts right against WG own planning policy - e.g. [Future Wales](#)<sup>18</sup> and will further exacerbate our decarbonisation efforts.
- As a suggestion - I would make Transport for Wales a statutory consultee for such major commercial, residential and public service developments. In such circumstance perhaps TfW could support such a scheme but only when the developer/promoter provides, for example, £100M + for the extensive PT infrastructure that will be required to minimise car use! In most cases the best and most sustainable solution is to densify existing sites (but whilst better for society and future generations may cost the developer a little more!).

Simply put, to get close to delivering on our decarbonisation obligations re surface transport, we need:

- Fewer cars - 30~40% fewer, then lets EV a smaller fleet of smaller lighter vehicles! – *the well-resourced lobbying of the car industry and a certain amount of greenwashing can't hide the fact we need fewer, smaller and better utilised cars before we EV them*
- More Public Transport and Active Travel across Wales; I estimate [a capital programme of £3.5Bn](#)<sup>19</sup> over the next 10-15 years to at least double capacity – half of which should fall to the UK Government given the work required is related to the NR rail asset for which UK Gov (via DfT and NR) are responsible
- Much more Transit Oriented Development and less car-based sprawl. It is the latter (as found in the Foundation Economy Research Report for WG) that is dislocating communities and high streets all over Wales.

>>>>>END

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<sup>17</sup> [Research reports – The Foundational Economy](#)

<sup>18</sup> [Future Wales: the national plan 2040 | GOV.WALES](#)

<sup>19</sup> [Levelling Up, Working Together? A Transport Enhancement Programme for Wales – Mark Barry \(swalesmetroprof.blog\)](#)

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*Mark Barry is Professor of Practice in Connectivity at Cardiff University's School of Geography and Planning. Mark also has his own consulting business M&G Barry Consulting. He led South Wales Metro Development for Welsh Government from December 2013 to January 2016 following the publication of his Metro Impact Study in 2013.*

