

File Note

Project	A40 Llanddewi Velfrey to Penblewin Improvements
Subject	Climate Change Announcements Timeline
File Reference	A40LVP-ARP-LSI-SWI-FN-ZL-0004
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1 Context

- 1.1.1 Government announcements relating to climate change, transport and road building since the declaration of a climate emergency by Welsh Government. This Inquiry Document is provided in response to a request by the Planning Inspector.

2 Welsh Government's Declaration of a Climate Emergency

- 2.1.1 On 29 April 2019, the Welsh Government declared a climate emergency in Wales to draw attention to the magnitude and significance of the latest evidence from the Intergovernmental Panel on Climate Change and highlighting the recent climate protests across the UK¹.
- 2.1.2 Welsh Government expressed their hope that the declaration could help to trigger a wave of action at all levels. Welsh Government also stated that tackling climate change requires collective action and that the government has a central role to making this collective action possible.
- 2.1.3 The Declaration of the Climate Emergency referred to Prosperity for All: A Low Carbon Wales (published the previous month) and stated that this document sets the policies and proposals intended to meet the 2020 carbon emission targets. The Declaration of the Climate Emergency referred to the Welsh Government's previously set targets in 2017, reaffirming the commitment to achieving a carbon neutral public sector by 2030. The Welsh Government stated that the next plan, which will set measures to meet emissions reduction targets by

¹ <https://gov.wales/welsh-government-makes-climate-emergency-declaration>

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2021-26, was being prepared and must go further and faster. The next revision of Prosperity for All: A Low Carbon Wales has not yet been published.

3 Relevant Inquiry Documents

- 3.1.1 The draft Orders were published on 31 July 2019. The WelTAG Stage 3 Impact Assessment Report and Stage Report (Document Reference 4.03.08 and 4.03.07) were completed on 03 April 2019, prior to the declaration of a climate emergency. Part A – Policy Statement of the Chief Witness Statement of Mr Mark Dixon (section 13, Document Reference WG 1.1.1) and the Planning & Sustainable Development Proof of Evidence of Mr John Davies (paragraphs 3.21 to 3.30, Document Reference WG 1.7.2) provide an update on the policy considerations, including the impact of the declaration of the climate emergency of Welsh Government.

4 Timeline

- 4.1.1 A timeline of key announcements made by Welsh Government in relation to climate change, transport and road building are provided below to provide additional context for the Planning Inspector. It is recognised that there are evidently numerous statements made by Welsh Government on this topic and therefore the below list is not exhaustive, however, the following timeline hopes to provide the Planning Inspector with further evidence of the Welsh Government's position on the subject of climate change, transport and road building.

29 April 2019 – Welsh Government announces a climate emergency.

07 June 2019 – Ken Skates made the following comments in relation to an announcement regarding planned public information exhibitions looking at options to improve the A483 between Junction 3 and 6 in Wrexham:

“Ensuring a reliable and efficient road network is a key priority for the Welsh Government and that’s why action must be taken to resolve existing issues affecting the A483 between Junction 3 and 6.”²

25 June 2019 – Ken Skates makes the following statement from a plenary session (paragraph 251³). The statement confirms that the Ministerial decision on the

² <https://gov.wales/action-being-taken-improve-a483-wrexham-says-ken-skates>

³ <https://record.assembly.wales/Plenary/5668>

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proposed M4 relief road⁴, previously made on 04 June 2019, would not mean that other road schemes would not proceed, and that Welsh Government's position on other road schemes has not shifted in light of this decision.

"I know that other schemes have been highlighted recently and a fear that they will be lost as a consequence of this being seen as having set a precedent. That is simply not the case; all of those programmes will go ahead. Indeed, the Caernarfon-Bontnewydd bypass is going ahead. We are proceeding with consultations on improvements to the A483 this month. Work on the Flintshire corridor of the A55/A494 will be proceeding this summer with further modelling work, Welsh transport appraisal guidance work and further consultations and meetings with local stakeholders. Other road projects across the length and breadth of Wales are still in the pipeline to be delivered, and this does not shift our position on those."

14 October 2019 – The Welsh Government set out their key climate change actions since the declaration of a climate emergency. This included accelerating the deployment of renewable energy and more electric vehicle charging points.⁵

16 October 2019 – The Minister for Environment, Energy and Rural Affairs, Lesley Griffiths stated at a climate change conference at Cardiff City Hall:

*"Wales may be a small nation, but we have a big ambition to be part of the solution in tackling climate change and ensuring we protect our environment for generations to come..."*⁶

30 November 2019 – Prosperity for All: A Climate Conscious Wales was published, setting out how Welsh Government will protect the environment and adapt our homes, communities, businesses and infrastructure to deal with the impact on climate change.⁷

09 December 2019 – Ken Skates, Welsh Government Economy and Transport Minister confirmed the route for improvements between Penblewin Roundabout and Redstone Cross on the A40. Within this announcement, Ken Skates stated:

*"In making this decision we have listened carefully to local residents and believe the proposed improvements would deliver real benefits for them. The proposals would provide greater resilience, enhance journey time reliability, and improve safety."*⁸

⁴ <https://gov.wales/written-statement-m4-decision>

⁵ <https://gov.wales/what-is-the-welsh-government-doing-to-tackle-climate-change>

⁶ <https://gov.wales/wales-may-be-small-nation-we-have-big-ambition-lesley-griffiths>

⁷ <https://gov.wales/adapting-our-nation-climate-change-welsh-government-publishes-climate-change-adaptation-plan>

⁸ <https://gov.wales/preferred-route-a40-improvements-confirmed>

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19 December 2019 – Paul Davies, Assembly Member, stated the following in response to the announcement of the preferred route for improvements between Penblewin Roundabout and Redstone Cross on the A40:

“Whilst I welcome any improvements to tackle the inadequacies of the A40, the fact of the matter is that the Welsh Government simply need to get on with the job of dualling the road.

“The dualling of the A40 has been called for since the 1950s and in the meantime, patient journeys have been compromised, businesses have been frustrated and the constant tailbacks do nothing to sell Pembrokeshire to the rest of the world.”⁹

23 December 2019 – The Welsh Government announced that it would be investing £74 million into more resilient, cleaner and greener transport in Wales. Spending commitments within this 2020-21 budget will include £29m to support the transition to low emission vehicles, with a view to have a zero-emission bus and taxi/private hire vehicle fleet by 2028. These measures will aim to make transport decarbonisation accessible to all. £25m will be invested into a more resilient road system. This will involve protecting the infrastructure from floods and other extreme weather and improving reliability of the road network.¹⁰

22 January 2020 – First Minister Mark Drakeford explains that the Welsh Government are working closely with local authorities to make it easier to own electric vehicles. Mark Drakeford stated:

“There are now 900 publicly-accessible charging connectors in Wales, up from 670 last April.”¹¹

13 January 2020 – The proposed new Dyfi Bridge on the A478 to the north of Machynlleth was given the go ahead. The Welsh Government announcement stated that:

“The £46m scheme will improve road safety, strengthen links between communities, provide active travel opportunities and build resilience against flooding, as well as improve transport connectivity to help stimulate further economic development in this part of Wales.”¹²

9 March 2020 – Welsh Government announced an independent review of road user charging in Wales. It is stated that the term “road user charging” covers all feasible charging methods, including distance charging, congestion charging, workplace and retail parking levies.¹³

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<http://www.countyecho.co.uk/article.cfm?id=128540&headline=%E2%80%98Get%20on%27%20with%20the%20job%20of%20dualling%20A40§ionIs=news&searchyear=2019>

¹⁰ <https://www.traveline.cymru/news/2019/12/23/74-million-to-be-invested-into-greener-transport-in-wales/>

¹¹ <https://www.walesonline.co.uk/news/politics/welsh-government-mark-drakeford-environment-17599234>

¹² <https://gov.wales/go-ahead-new-dyfi-bridge>

¹³ <https://gov.wales/written-statement-independent-review-road-user-charging-wales>

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Approvals

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