

TRANSPORT OCTOBER 2018

How we are progressing – It is time to switch to Ultra Low Emission Vehicles (ULEVs)

25/10/2018 Sang-Jin Park
Finance and Corporate Governance Officer



Reduce. Reuse. Recycle.

It is a common phrase that we use in our office where the second-hand office furniture and 'no plastic cup' signs welcome visitors.

Transport has always been a major concern in our office, due to its significance in terms of potential emissions reduction.

According to the UK Committee on Climate Change (UKCCC) transport will make the biggest contribution to emissions reduction. In its recent consultation launched by the Welsh Government, it suggests a model to show a possible route for transport sector emissions reduction as a contribution to an 80% reduction in all [Welsh emissions in 2050](#).

Reaching 80% sounds like a huge task, doesn't it?

So what are we doing in our office?


Public transport and active travel have always been an integral part of our office culture. A few walk or cycle but the majority of staff members use public transport as their main mode of transportation to work. People use an office pool bike to attend meetings locally and we replace external meetings with video conferencing wherever possible.

Is there anything else we can do?

When we were looking for the next step, our attention was drawn to ultra low emission vehicles (ULEVs). The technological advancement and a range of governmental support are making ULEVs more appealing and viable for an office like ours.

However there are barriers which deter many people from buying ULEVs. A report produced by the [Office for Low Emission Vehicles](#) (OLEV) identified 9 major barriers and cost is one of the three most common barriers that people face.

It is inevitable that, as ULEVs are becoming more popular, the price will come down. However, it will take a significant amount of time before we all benefit from the economy of scale which will place ULEVs in the hands of all of Wales's citizens.

Question is 'what can we do NOW?'.


Our answer to that is a ULEV salary sacrifice scheme which we are implementing from November.


ULEVs leased through a salary sacrifice agreement will have an immediate and positive cost-saving impact as ULEVs are eligible for tax benefits. An employee's salary is reduced in exchange for an equivalent benefit in kind.

Due to the reduction in pay, this results in a reduced income tax liability for the employee and reduced national insurance liability for both parties.

Additional financial benefit from ULEVs leased through a salary sacrifice agreement is that employees can avoid any of the potential risk associated with its future resale value.

Many public bodies have a car salary sacrifice scheme in place. Maybe it is about time we place a cap on the CO2 emissions level encouraging these public bodies to move to schemes encouraging employees to lease ULEVs?

It would be really interesting to hear your ideas of how we can increase ULEV usage and your examples of good or innovative practice around reducing transport gas emissions.



TRANSPORT OCTOBER 2018

Community Transport and Future Generations

26/10/2018 Llyr ap Gareth

Community Transport Association UK

The international community faces huge challenges of climate change and dwindling resources. The Well-being of Future Generations Act (Wales) argues that if we hope to tackle those big questions, engaging in a sustainable way with local policy will be critical. I want to shine a light on how some of those local and global policy challenges link together through the lens of community transport.



Across Wales, volunteers and staff work to provide affordable transport to people in order for them to live fuller lives, promoting independence and resilience, without access to private cars. [The Community Transport Association UK](#) describes community transport as:

“providing flexible and accessible community-led solutions in response to unmet local transport needs. Local operators use everything from minibuses to mopeds, and services include voluntary car schemes, community bus services, school transport, hospital transport, dial a ride, wheels to work and group hire services.

“It often represents the only means of transport for many vulnerable and isolated people, often older people or people with disabilities. Community transport is always run for a social purpose and never for a profit, it is often the most reliable, resilient and accessible way of ensuring the broadest range of transport needs can be met.”

Look a little closer, and you may note that the above description already includes (at least!) the following policy areas:

- Communities
- Transport
- Health
- Education
- Employment
- Equalities
- Loneliness and Isolation

At its heart, the Future Generations agenda looks at how we can use all our experiences in society – be they business or government, or charities and community groups – in order to find solutions to difficult, complex and longstanding problems as well as future challenges. This must be done in a way that is sustainable and does not adversely affect future generations.

The 'how' is as important as the 'why'. Ideally, the more power we give to communities, the more we all learn how to tackle problems, and the more our communities are able to identify problems and help shape solutions. In policy wonk-speak, this is what we mean when building 'resilience' or 'cohesive communities'. Community transport operators are grounded in their communities, have developed in response to their communities' needs, and have a direct link to those they serve.

To indicate the diversity of policy upon which community transport impacts, the following graph shows the different types of journeys undertaken by one of our operators in Penllyn over the past year:

Local operators identify and respond to local needs, so the ratios will be very different elsewhere, but this gives an idea of the variety of services to which the sector provides access. So, for our purposes here, 'for Penllyn, see Wales'.

At the last count, 2 million journeys covering 6 million miles were made by passengers using community transport in Wales.

With a move – rightly – toward the integration of public transport and to changing travel habits at an all Wales level, there is a need to take account of flexibility and local voices and spaces for the third sector to help design solutions that are supportive of these wider ends.

Too often, transport and access is the unrecognised – but crucial – part of the jigsaw in getting things done.

Community transport provides one solution, with initiatives such as our [Connecting Communities in Wales projects](#).

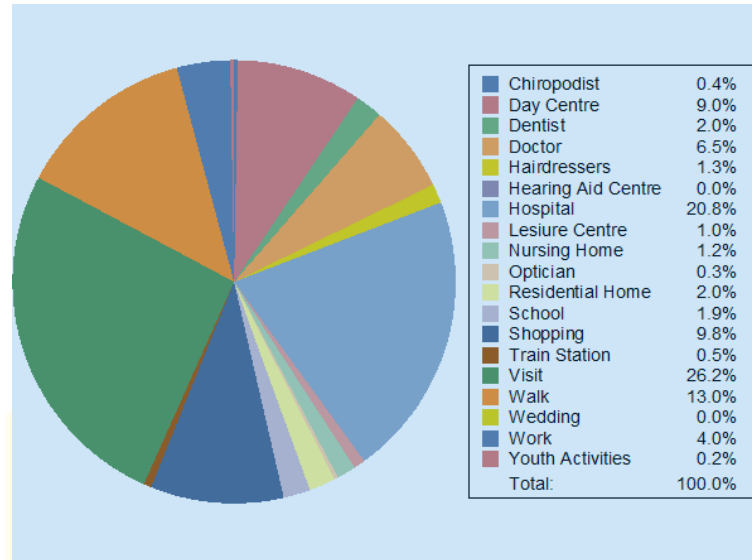
On wider issues, the Future Generations Commissioner for Wales, Sophie Howe, has indicated how community transport can be part of different thinking from the tradition on how we think of movement and fewer cars on the roads, in opposition to the traditional road building projects such as the M4. As Commissioner Sophie Howe said in her response to the M4 proposals:

“The Government must be able to demonstrate how the latest thinking on the M4 (which is based on proposals put forward 25 years ago) reflect recent developments...Has the scheme considered how Community transport (CT) services, which play a vital role in supporting individuals and communities across Wales by offering accessible and inclusive transport for people who don't have access to other forms of transport for a multitude of reasons, could be funded or improved to reduce the need to travel on the M4?”

We recognise and greatly appreciate the support the Future Generations Commissioner has provided and look forward to working together in future, allowing the positive intervention from local communities and a host of social actors to tackle difficult issues and design the solutions to their needs.

The 7 well-being goals that the Act provides for us all to work towards are:

- a prosperous Wales;
- a resilient Wales;
- a healthier Wales;
- a more equal Wales;



- a Wales of cohesive communities;
- a Wales of vibrant culture and Welsh language;
- and a globally responsive Wales.

The community transport work I have outlined plays a modest but important role to play in pursuing these goals. Our ambition is to play a wider role in helping to develop models of community solutions that form a vital part of making the Future Generations Commissioner's laudable aims a reality.

We look forward to working with groups from all walks of life in order to help provide solutions to help people in Wales live their lives to the full.

For more see Community Transport Association on @CTAUK1, including what life for many people would be like #WithoutCT

TRANSPORT OCTOBER 2018

Roqib Monsur nextbike Ambassador explains why cycling is the best way to get around Cardiff

1/11/2018 Roqib Monsur
Nextbike Ambassador

Since the bike-sharing scheme launched in Cardiff earlier this year, I was one of the people that took advantage of the scheme and began travelling using the nextbike for my everyday travels across the city. After using them a few times, I started raving about it to my friends and family, or anyone who would listen, and getting them to use it too.

I passed my driving licence during my time in sixth form, and like anyone my age at the time, I was eager to get my first car. However, I decided against it, not only because of insurance prices for young people and the cost of petrol, also because, how great the public transport was in the city. The fact that I could use the bus, train or walk to anywhere I needed, like work or university.

So when I heard nextbike was coming to my city, I was rather excited to give it a go. Not only does it reduce congestion and co2 emissions, as there is one less car on the road, I also found it cheaper than using a bus and quicker than walking.

For example, going to see Cardiff City play as a season ticket holder, week in week out can be frustrating and a massive thrill all at the same time. During the Bluebirds' first victory of the Premier League campaign last week the atmosphere was incredible.

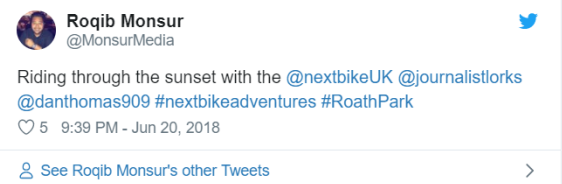
Since being promoted, our attendance as increased significantly, which is a good thing but that also comes with an increase of people taking their cars and using the buses to get to the stadium.

In a bid to reduce match day traffic, nextbike has installed a virtual station at Cardiff City Stadium and have a special offer for season ticket holders to ride for free during match days.

I have found since then, my journey to games are a breeze and so much more convenient than waiting on a cramped bus in traffic, before and after the game.

Why I became a nextbike Brand Ambassador

The nextbike has been hugely popular since the first bikes were installed earlier this year. At the end of the summer, after using the bikes constantly, the opportunity of being a brand ambassador arose, and I took the chance as I believed in the scheme and wanted more people to use them.



There was a need for more bikes and stations and since September, an additional 27 station and 250 bikes have been installed and there are now 52 stations and 500+ bikes, with plans to expand in the future as more people want stations closer to their homes.

It's only been six months since the scheme started and we've already reached our 100,000th ride in the past few weeks and hit one million rentals in the UK since we launched!

#TransportOctober nextbike and future generations

Working with the office of the Future Generations Commissioner for Wales and their initiative #TransportOctober, I took over their Instagram page.

After reading their new report on '[Transport Fit for Future Generations](#)', on alternative ways the Welsh Government can spend the £1.4bn, investing in cycling infrastructure was one of their recommendations.

I wanted to find out how easy it was to travel around the city for the day on the bike and what needed to be done to improve the experience for a cyclist, showing a few of Cardiff's stations and attraction whilst at it.

At first – maybe a little optimistically! – I thought I could travel to all 52 stations in one day. But as the day went by, I realised that may not be possible. Not because of my fitness power, well maybe a little, but to do with my phone battery power!

Apart from a few stints being stuck near a plug socket, I did manage to ride around a few places for example, the St John Street station near Cardiff Castle to the Cardiff bay station near the Wales Millennium Centre.

I mention these stations, because the cycling infrastructure through Lloyd George Avenue, when you come back and forth, from the city centre to the bay is very impressive. Segregated / off-road cycle paths are a great way of making it safer for cyclists and encourages more people to take it up. I've been cycling since I can remember and being able to drive helps too with hazard perception, but I can see for someone starting off how daunting it can be to cycle, whilst cars are really close to you for example.

The 'Transport Fit for Future Generations' report, states that Cardiff council want 50% of journeys to be done by sustainable transport by 2021, with that increasing to 60% by 2026, I think cycling is one of the greenest ways to travel, and there have been great strides that have been made even during my lifetime. I remember a time when there were hardly any cycle lanes or cycle boxes at traffic lights.

But we need to do more; improve on cycling paths and infrastructure to make it safer, including changing how people think, why we should cycle more, and how it is helping the environment we all live in.

I hope nextbike can help in that process and I believe it already is. People are using them more, rather than their cars, to get to work or meeting up with friends. I have also found the relationship between cyclists and motorists has improved, there seems to be more respect for each other. Of course, there are bad cyclists like there are bad drivers, but from my experience it has become more pleasant and I hope we see more people on two-wheels.



TRANSPORT OCTOBER 2018

The “joy” of electric cars in rural Wales

30/10/2018 Neil Lewis

"My wife and I drove UP to the Farm Shop for breakfast in Cross Hands- half the charge had gone-will we be able to get home.... What have I done?"

That was January 2013. My first electric car (EV) -Citroen C-zero with it's relatively tiny 14.5kWh battery. It was a big leap in the dark.

My speciality was energy efficiency-lighting and renewables. I knew that climate change required bold action (we were less aware of air pollution at that stage).

I knew that I could charge my electric vehicle from my solar panels and over 90% of that energy would go to propelling me forward-compared with less than 20% efficiency in my old Galaxy.

What I didn't know was how to drive it and where to recharge away from home. I was effectively stuck within 35 miles of my home in Carmarthen. The nearest garage to service it was in Bristol. Could be a challenge!

Fast forward to today - I'm driving my 3rd EV and we've ordered a fourth for my wife. I have covered nearly 100,000 miles across Wales. They are an absolute joy to drive – talk about torque! We've saved so much money at the pumps.

The United Nations Intergovernmental Panel on Climate Change (IPCC) recently published a landmark [report](#), stating that governments must take urgent, unprecedented and far-reaching action by 2030 in order to limit global warming to a maximum of 1.5 degrees Celsius.

On a positive note, technology like EVs, renewables, low energy appliances, LEDs and smart grids have progressed exponentially since 2013. They offer us all solutions and opportunities.

In the case of EVs I can categorically state that they are far more fun to drive, cheap to fuel and have so few moving parts, they will rarely need fixing. Taxi firms ([@BlackpoolTaxis](#) [@candctaxis](#)) are reporting 200,000 miles with only wiper blade and tyres needing replacing. Bit like Trigger's brush in Only Fools and Horses!

I run mine from PVs as much as possible but I also get green electricity so am racing on wind and sunshine (Step 1 if you want to fight climate change).

Which brings me to the issue of air pollution...sorry. It's a bit of a shocker that we are just coming to terms with. Turns out, if you burn fossil fuels, the exhaust fumes are VERY bad for us.



[World Health Organisation's \(WHO\)](#): "Air pollution doesn't just cause respiratory problems in children and adults," explains Christian Schweizer, a Technical Officer in WHO's European Office in Copenhagen, "It also causes heart attacks, strokes, messes with your metabolic system, has links to diabetes and can even have impacts on a child's health before it's born."

He goes on, so I don't have to: "One of the most significant landmarks in our developing understanding of the health impacts of air quality was the 2012 communication by WHO's International Agency for Research on Cancer. This classified diesel exhaust emissions as a definite cause of cancer, placing it in the highest category hazard alongside smoking and asbestos."

Many locations throughout the UK have ILLEGAL air quality. Schools in Cardiff are a particular concern. If you've read this far-you will have gathered that we need to walk, ride our bikes, take public transport (soon to be electrified!?) and if we really have to drive a car-share an EV.

Scotland are changing the game in terms of providing electric charging points.

However, if you live in Wales be prepared for a stiff neck and clenched buttocks.

A quick glance at the [charge point map](#) will reveal a dearth of charging opportunities across the WHOLE of Wales.

Milton Keynes probably has more charge points than our entire Country. Dundee has just won a global award.

Meanwhile-if I wish to visit a relative North of Newcastle Emlyn-it's bit of a struggle...



There is, however, hope for us here in Wales. Plaid Cymru secured £2million for EV infrastructure at the last budget. [There is currently a six-week consultation being carried out by the Senedd's Economy, Infrastructure and Skills Committee.](#)

There was great fanfare as the 1st rapid charger in mid-Wales was opened at The Cletwr, Tre'r Ddol, Ceredigion, by Polar. As welcome as it is, we urgently need pairs of rapid charge points on all our trunk routes at 30-mile intervals. All our car parks could have 10-20 fast chargers.

Carmarthenshire Energy (@CarmsEnergy) are working with our Council to develop a strategy. In the meantime, demand for new EVs is outstripping supply by 3:1. The price of used EVs has doubled over the last 6 months. The change is happening and is accelerating. The clean air will taste sweet-it's all the torque.

We now just need public bodies in Wales to wake up and embrace the "joy" of EVs.