

AQS18 Individual

Senedd Cymru | Welsh Parliament

[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment, and Infrastructure Committee](#)

[Bil yr Amgylchedd \(Ansawdd Aer a Seinweddau\) \(Cymru\)](#) | [The Environment \(Air Quality and Soundscapes\) \(Wales\) Bill](#)

Ymateb gan Unigolyn | Evidence from Individual

General principles

What are your views on the general principles of the Bill, and is there a need for legislation to deliver the stated policy intention?

The bill goes some way towards reducing the problem which has been exasperated by the Welsh Government to start with. The cancellation of the M4 around Newport for instance, forcing the increasing traffic through the Bryn Glas Tunnels, always a problem and will continue to be until an alternative route is built. Charging people for access to cities is not a way of reducing air pollution. Look at Cardiff with their questionable 20mph restrictions. Cars spending more time travelling, increasing air pollution not reducing it. Speed humps everywhere interfering with the free flow of traffic. Traffic lights on roundabouts. These ideas are only CONTRIBUTING to the problem not curing it. You are asking the people of Wales to clean up the world's problems. Maybe bring pressure to bear on the real polluters like China, India etc and you might stand a chance of making an impact, not with the tiny effect that Wales will have.

What are your views on the Bill's provisions (set out according to sections below), in particular are they workable and will they deliver the stated policy intention?

National air quality targets (sections 1 to 7)

Not workable. You will have to construct immense infrastructure to patrol what you are suggesting it will only add to the problem

Promoting awareness about air pollution (section 8)

Great idea, pity you don't try this before bringing in legislation and brow beating people with it. You must bring the public along with your ideas not chastise them with financial penalties.

National air quality strategy (sections 9 to 11)

Until you have an alternative public transport system in place the public will continue to use their cars, it's all to do with time

Air quality regulations (section 12)

I am assuming you refer to: Section 12 - Consultation on air quality regulations. Air quality should be under continuous review and not Periodic as suggested, and at set times so we know what progress if any has been made with your ideas.

Local air quality management (sections 13 to 15)

Air Quality reviews should be at Wales Government level and not passed down to local authorities. Take responsibility for your own bill and not create a blame game situation.

Smoke control (sections 16 to 18)

With the number of woodburners around and the legislation governing them I don't seem to see the need to cover it again in this bill

Vehicle emissions (sections 19 to 21)

Now we get to the crux of this bill. The financial impact on the car user. Note that it is being considered that the monies raised by the fines can be re-directed away from Transport. Maybe to pay for more Members. Any monies raised should be ring-fenced for Transport use only

National soundscapes strategy (sections 22 and 23)

Let's wait and see what WAG publish in the future and comment at that state

Strategic noise map and noise action plans (sections 24)

Can only really be done in commercial sites and singular homes will be impossible

General provisions (sections 25 to 28);

What are the potential barriers to the implementation of the Bill's provisions and how does the Bill take account of them?

If you want to succeed you need to bring the public along with your ideas, explain them and the need to legislate. This bill appears only to want to impact the car drivers again. Make the highway network flow and not be hell bent on restricting it at every opportunity. The current argument is Public Safety. Well from what I have seen the pedestrian needs educating on how to cross a road, and cyclists need to be made to ride single file instead of two/three abreast and purposely holding up the traffic, which in turn adds to the very issue this bill is trying to alleviate.

How appropriate are the powers in the Bill for Welsh Ministers to make subordinate legislation (as set out in Chapter 5 of Part 1 of the Explanatory Memorandum)?

Until the public have a little more confidence in Ministers the answer is The Powers are Inappropriate.

Are any unintended consequences likely to arise from the Bill?

Yes

What are your views on the Welsh Government's assessment of the financial implications of the Bill as set out in Part 2 of the Explanatory Memorandum?

Probably well underestimated so as to look good for the consultation. As with other schemes the actual cost will be many times higher. No increase in staffing costs over 10 years, or monitoring cost increase. Not going to happen is it

Are there any other issues that you would like to raise about the Bill and the accompanying Explanatory Memorandum or any related matters?

If you hold a public consultation then accept the opinion of the public and dont twist the results to suit your own ambitions.