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Dyddiad /Date:
Gofynnwch am/Please ask for:
Llinell uniongyrchol/Direct line:
Ebost/Email:

23.05.2017
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Transport for Wales
5th Floor
Southgate House
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Dear Sir/Madam

Transport for Wales – Design of Wales and Borders Rail Service including Metro

Following the Local Elections held on the 4th of May, we are currently awaiting the outcome of individual Local Authorities' Annual General Meetings prior to the WLGA AGM to be held on Friday the 23rd of June to determine our political make-up, including the nomination and approval of the Association's political leadership and spokespeople.

However, we wanted to respond to your consultation so this response is an officer response.

Local authorities have key responsibilities in relation to highways and transportation and increasing the economic prosperity of their areas. Local authorities are at the forefront of taking forward regional economic development initiatives (City Deals and Growth Deal) and improved transportation is a key component of these initiatives. Without the planned improvements to all modes of transport including rail then the economic benefits will not be fully realised. Local authorities welcome ongoing dialogue with Welsh Government and Transport for Wales and more specifically we welcome the opportunity to comment on the content of the specification for the next Wales and Borders rail franchise. We do not consider it appropriate for the WLGA to rate the different aspects of the rail service but we offer a range of comments for consideration.

Integrated ticketing. The Policy Priorities document states 'Make considerable progress to better integrate tickets with other public transport modes during the lifetime of the franchise'. We consider that integration of tickets between public transport modes will be key to making public transport a more attractive proposition, therefore this priority should be more directive and specify what is to be achieved based on achievements in other franchise areas.

Rolling Stock. The Priorities document also contains several references relating to the rolling stock. We welcome a commitment to increase passenger capacity and to include adequate space to store luggage and cycles. However, there is no detail relating to the minimum quality of this rolling stock, only an

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**Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.
Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.**

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improvement to meet increasing expectations including Wi-fi and charging points. We consider that it is important to specify a minimum quality that would be considered acceptable. It would not be acceptable that the rolling stock is not up to the same standard as the rolling stock operated in the adjoining franchise areas, Wales and Borders passengers should not have a sub-standard service and experience.

South Wales Metro – operate 4 tph – this outcome does not specify the size of train or the number of passengers to be accommodated. If the 4 tph were 1 or 2 coaches this would not move the number of passengers required.

Stations. We would like to see reference to a requirement to engage with stakeholders including local authorities during the development of a station priority action plan so the opportunities to link in with wider regeneration and transport initiatives are realised. Also, the facilities that are required at a station would differ depending on the nature of the journey. If it is as a commuter the demand for the facilities listed in the consultation document would be lower than if the purpose of the journey was leisure and the passenger is unfamiliar with the station, area and connecting journeys. All station improvements should result in a fully accessible station which will create a station which benefits other users such as those with bikes.

Co-operation with other public transport providers – ‘Ensure that relevant public transport providers, including local authorities, are consulted on proposals as and when appropriate’ – we consider that the phrase ‘as and when appropriate’ should be clarified and a checklist of when it is necessary to consult other public transport providers is prepared as minimum.

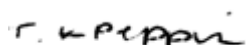
Environmental Improvements – ‘Put arrangements in place to improve environmental efficiency across the franchise’ – This statement requires further explanation – environmental efficiency in all aspects or just where it is easiest for the operator? Will it cover the running of services, management & improvement of stations, franchisee business model etc? How will this be measured?

Integrated public transport – The majority of rail journeys start and end with another journey by foot, cycle, car, bus and therefore these modes need to be fully integrated with rail. We believe there is merit in exploring a scheme to incentivise passengers to arrive by foot or bike to encourage sustainable travel?

Costs v benefits

Throughout the consultation document and the stakeholder events there was a lack of clarity over the budget available to deliver the next franchise. Without financial transparency, it is difficult to have a meaningful discussion regarding the costs and benefits of the different priorities for the next franchise.

Yours faithfully



Tim Peppin
Director of Sustainable Development and Regeneration

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