

**Welsh Liberal
Democrats**

**Democratiaid
Rhyddfrydol Cymru**



MOTION AGREED BY AUTUMN CONFERENCE 2023

TRANSPORT FOR WALES

Conference notes:

- A. The continued underinvestment in Welsh public transport by the UK Conservative Government by cancelling electrification and refusing to award Barnett consequential funding for HS2.**
- B. That approximately 80% of public transport journeys in Wales are undertaken by bus, however bus patronage in Wales remains lower than other nations in the UK post pandemic.**
- C. The poor quality of service experienced by people across Wales on public transport, with delayed and overcrowded services.**
- D. There has not been a discernible public transport improvement or modal shift in Wales despite the Welsh Labour Government's strategies.**
- E. The Labour Welsh Government controlled Transport for Wales has the highest level of cancellations and passenger dissatisfaction of any rail company in the UK.**
- F. That the Labour Welsh Government has delayed for a number of years much needed bus reform in Wales, despite significant contraction in commercial bus services both in urban and rural areas.**

Conference believes:

- I. Public transport can play a vital part in bringing more communities closer together with electric trains, more frequent bus services and better connections with other forms of transport.**
- II. Public transport plays a vital role in reaching our climate targets and should be affordable, accessible, and efficient.**

- III. Connectivity between bus, coach, train and active travel networks is key for an effective Welsh transport system.**
- IV. Improving rural infrastructure can bring increased growth, better connections for communities, and help combat depopulation by creating attractive and accessible places to live.**
- V. The current borrowing powers and capital budgets required to invest responsibly in economies and transport systems fit for the 21st century and beyond are not available to Wales.**
- VI. In urban areas, where car ownership levels are lower, the importance of good quality public transport is fundamental to address some of the structural socio and economic conditions.**

Conference Calls for:

- 1. The award of Barnett consequentials for any future stages of HS2, and other England only projects.**
- 2. Increased transport powers for the Welsh Parliament, equal to the Scottish Parliament.**
- 3. UK Government to review the fiscal framework and oversight of Barnett comparability factor classification, to enable fairer funding for Welsh transport.**
- 4. Greater transfer of control of rail infrastructure for Transport for Wales from Network Rail, following significant improvement in Transport for Wales' performance, allowing the Welsh Government greater control over future projects.**
- 5. The expansion and improvement of the railway network in Wales, including:**
 - a. A rolling plan of railway infrastructure upgrades, including electrification of mainlines between Cardiff/Carmarthen, Newport/Manchester, and the North Wales Coast.**
 - b. Electrification of branch lines, including the lines to Maesteg and Ebbw Vale Town.**
 - c. Improved flood proofing for the Conwy Valley and Cambrian lines.**
- 6. An audit of train stations across Wales, to identify gaps in accessibility and how they could better connect to active travel routes.**
- 7. Greater collaboration on "inter-regional" bus and coach services across one or more council area, including the ability to collaborate on the franchise process.**

- 8. Welsh Government to ensure that support is provided to rural areas to ensure communities benefit from enhanced frequencies and better quality bus services.**
- 9. Greater community involvement in the design of local transport networks, especially bus routes and services, aligning with local infrastructure and ensuring connectivity to other parts of the transport network.**
- 10. As part of bus reform, introduce new minimum bus service standards both in urban and rural Wales.**
- 11. Strengthened watchdog accountability for public transport in Wales, ensuring passenger needs are central to public transport improvement.**
- 12. Replacing the National Transport Delivery Plan with a longer term phased investment plan that moves away from a politically driven piecemeal approach.**