

ON TRACK FOR THE 21ST CENTURY:

A DEVELOPMENT PLAN FOR THE RAILWAYS OF WALES AND THE BORDERS



Railfuture Cymru/Wales calls on Assembly election candidates to push for radical improvements to Welsh rail services.

What is Railfuture Cymru?

Railfuture is the UK's leading independent organisation campaigning for better rail services for passengers and freight. Railfuture is a voluntary group representing rail users, with 20,000 affiliated and individual members. It is not affiliated to or funded by train companies, political parties or trade unions, and uses one-member one-vote democracy. Railfuture Cymru is an autonomous branch within Railfuture which seeks to improve rail services within Wales.

Railfuture believes in a greater role for rail in modern day Wales for the following reasons:

- * Within and between towns and cities, rail has the potential to move large numbers of people more quickly and with less pollution being created than the road based alternatives
- * In the countryside, passengers and freight on rail are less likely to cause damage to the environment than vehicles on local roads.
- * In the longer term, use of rail will help Wales meet its targets towards reduced carbon emissions thereby helping the country meet its worthwhile but challenging targets on climate change.

Above all, rail can play a major part in helping Wales become a more sustainable economy and society.

What is the Wales Development Plan?

The Railfuture Wales Development Plan sets out a comprehensive vision as to how the rail network in Wales could play a more important role in the daily lives of the Welsh people, thereby improving the quality of life for individuals and giving a welcome boost to business and the economy.

The third edition of the Development Plan [2013] provides suggestions and ideas for improvements to the rail network and services to enable it to better serve the Welsh economy and society.



Image of new high speed electric train to run between South Wales and London.

The plan's proposals include both readily achievable ideas which can be implemented relatively quickly without significant expenditure, and more visionary suggestions which could be achieved in the longer term.

The plan contains proposals specific to a locality such as potential new stations through to ideas which would affect rail users across Wales, e.g. on tickets and making connections during travel. It also considers the relationship between the companies responsible for Welsh railways and the Welsh Government.

This note provides a flavour of the policies and proposals in the Wales Development Plan. Having whetted your appetite, we hope you will wish to read them in more detail. The complete plan can be seen at www.railfuture.org.uk/dl702

Please refer to the Development Plan when considering the future role of rail in Wales in the run up to the 2016 Assembly elections.

PROPOSALS

Passenger Services

In order to attract new users to the railway and away from private cars, the following criteria are suggested:

- * A service frequency of no less than two hours on all routes with higher frequency services in the more populated areas.
- * 'Clock face' timetabling; i.e. Departure times are at the same minutes past the hour throughout the day
- * Better integration with other public transport modes such as buses. This should include comprehensive facilities for through ticketing.
- * Improved connectivity with other parts of the UK by the provision of more through services to destinations in regions such as northern England
- * A maximum wait time of 15 minutes when a change of train is required. Guidelines are suggested on ensuring passengers make connections when services are running late.
- * All stations should provide minimum facilities: notice boards, covered waiting accommodation, real time running information with speakers providing opportunities for announcements from a control centre, a means to call the control centre, cycle parking and access for disabled passengers.
- * Interchange stations (rail to rail or rail to bus) should in addition provide a member of staff on duty during hours when passengers are changing services, toilets and basic refreshment facilities (vending machine).
- * On train standards: carriage interiors must be clean and provide functioning toilets. Announcements from staff should be clear and audible and provide information on connections at forthcoming stops. Refreshments should be available on services over two hours duration.



Routes and stations

The Wales Development Plan contains proposals for improved services on existing lines and new stations and routes across Wales. Highlights include:

- * South and West Wales: the existing hourly Nottingham to Cardiff via Birmingham service should run through to West Wales providing people along the M4/A48 corridor with an attractive through service to and from the Midlands.
- * Ebbw Vale and Maesteg branches should have a 30 minute service (rather than hourly as at present).
- * Bangor to Chester north coast route should have a half hourly service.
- * Wrexham to Shotton (Bidston) service should be half hourly with an easier interchange between this line and the North Wales coast route at Shotton.
- * The Heart of Wales line (Swansea to Shrewsbury) should have a two hourly service with additional trains between Ammanford and Swansea.
- * Proposals for light rail (tram) networks in Cardiff/Newport, Bridgend and Swansea.
- * Introduction of regular passenger services on the Llanelli/Pontarddulais/Port Talbot goods line with a new station at Morryston near junction 45 on the M4.

Freight Services

The recent Welsh Government grant aided timber facility at Chirk is welcome. Further freight terminals should be provided at ports around the Welsh coast. Mini terminals to transfer goods from rail to road can be provided at relatively low cost and should be established at suitable locations around Wales.

Electrification

The decision to electrify the main line from London through Cardiff to Swansea and lines in the South Wales valleys is welcome. However, the Development Plan calls for more routes within Wales to be electrified starting with the North Wales main line from Crewe to Holyhead which would provide quicker journey times along this key corridor and on to Manchester and London.

Ownership and Operation of Welsh Railways

The Development Plan rejects the current structure of rail operation in Wales with the involvement of many companies functioning within a regulatory framework which is costly to operate. The plan calls for a simpler system, more directly accountable to the Welsh Government, and with both track and train services managed by a not for dividend body appointed by the government.

For more information:

Contact John Rogers: john.rogers@railfuturewales.org.uk or Rowland Pittard
rowland.pittard@railfuturewales.org.uk

* De a Gorllewin Cymru: dylai'r gwasanaeth presennol bob awr rhwng Nottingham a Chaerdydd trwy Birmingham redeg ymlaen i Orllewin Cymru gan gyflwynu pobl ar hyd y coridor M4/M8 â gwasanaeth uniongyrchol deniadol i Ganolbarth Lloegr.

* Dylai canghennau Glyn Ebwy a Maesteg gynig gwasanaeth bob 30 munud (yn hytrach na phob awr fel ar hyn o bryd).

* Dylai'r llwybr Bangor i Gaer ar hyd arfordir y gogledd gynig gwasanaeth bob hanner awr.

* Dylai gwasanaeth Wrecsam i Shotton (Bidston) redeg bob hanner awr gyda chyfnewid haws yn Shotton rhwng y lein hon a'r llwybr ar hyd arfordir y gogledd.

* Dylai lein Calon Cymru (Abertawe i Amwythig) gynig gwasanaeth bob dwy awr gyda threnau ychwanegol rhwng Rhydaman ac Abertawe.

* Cynigion ar gyfer rhwydweithiau rheilffordd ysgafn (tram) yng Nghaerdydd/Casnewydd, Pen-y-bont ar Ogwr ac Abertawe.

* Cyflwyno gwasanaethau rheolaidd i deithwyr ar lein nwyddau Llanelli/Pontarddulais/Port Talbot gyda gorsaf newydd yn Nhreforys ger cyffordd 45 ar y M4.

Gwasanaethau Nwyddau

Rydym yn croesawu'r cymorthdal diweddar gan Lywodraeth Cymru tuag at gyfluster coed yn y Waun. Dylai terfnyfeydd nwyddau gael eu darparu ym mhorthladdoedd o gwmpas arfordir Cymru. Dylai terfnyfeydd by- chan i drosglwyddo nwyddau o lein rheilffordd i ffordd gael eu sefydlu ar gost gymharol fach mewn lleoli- adau addas o gwmpas Cymru.

Trydaneddio

Mae'r penderfyniad i drydaneddio y brif lein o Lundain trwy Gaerdydd i Abertawe a leiniau yng Nghymoedd y De i'w groesawu. Fodd bynnag, mae'r Cynllun Datblygu yn galw am fwy o lwybrau tu fewn i Gymru i gael eu trydaneddio gan gyghwyn gyda'r brif lein y gogledd o Crewe i Gaerdydd, datblygiad a fyddai'n darparu amseroedd teithio cyflymach ar hyd y coridor allweddol hwn ac ymlaen i Fanceinion a Lundain.

Rheilffyrdd Cymru: Perchenogaeth a Dull o Weithio

Mae'r Cynllun Datblygu yn gwrthod strwythur presennol rheilffyrdd Cymru a'r dull o weithio sy'n golygu bod sawl cwmni yn gweithio tu fewn i strwythur rheoleiddio sy'n ddrud i'w weithredu. Mae'r Cynllun yn galw am drefn haws, yn fwy atebol i Lywodraeth Cymru, a chydâ gwasanaethau trac a thren i'w rheoli gan nid-am- diffiend i'w benodi gan y llywodraeth.

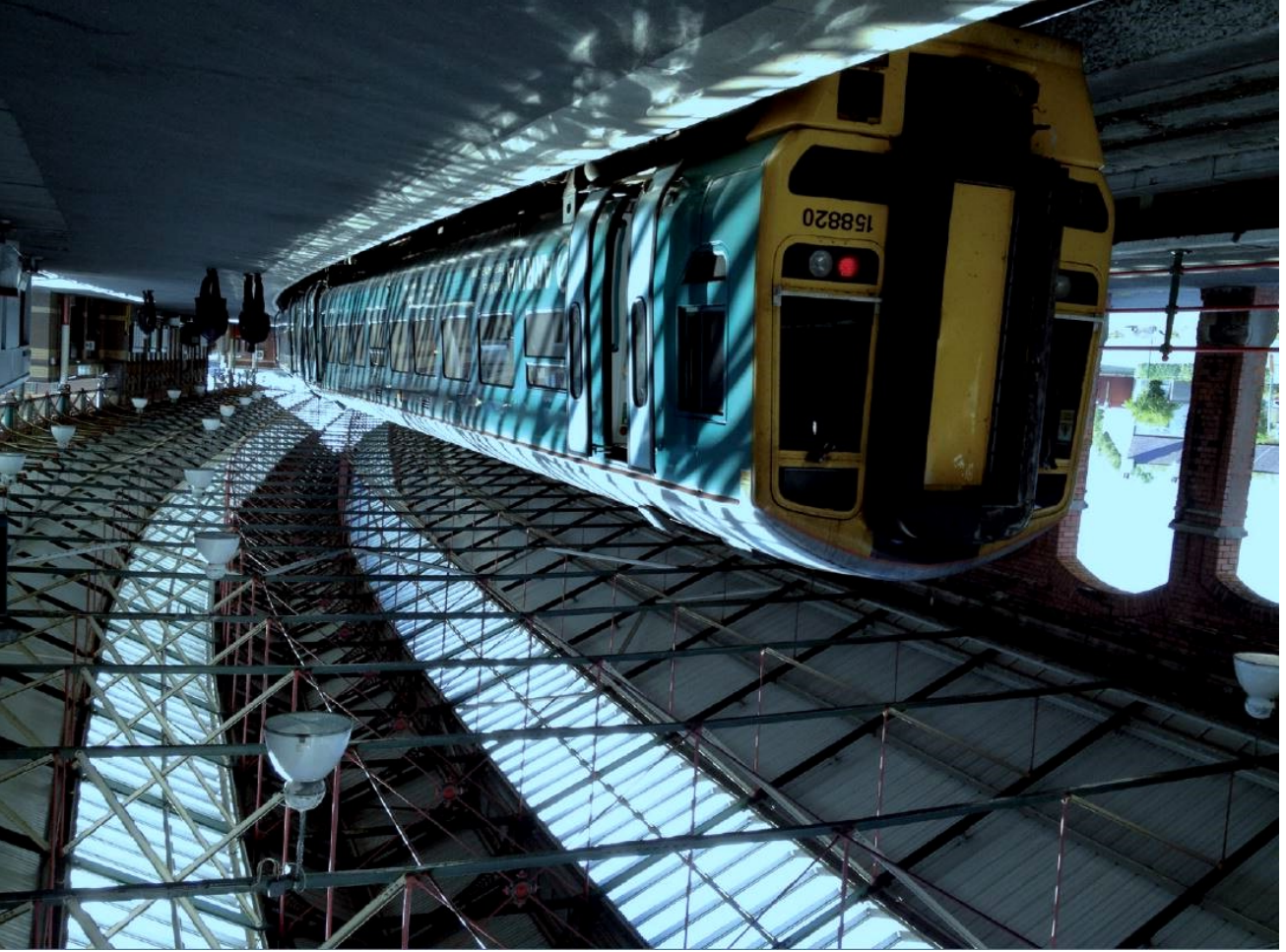
Am wybodaeth bellach:

Cysylltwch â John Rogers: john.rogers@railfuturewales.org.uk neu Rowland Pittard rowland.pittard@railfuturewales.org.uk

Er mwyn denu teithwyr newydd i'r rhwydwaith ac allan o'u ceir preifat, rydym yn awgrymu'r meini prawf

canlynol:

- * Amlodd gwasanaeth o nid mwy na dwy awr ar bob llwybr a gwasanaethau amlach yn yr ardalodd mwy poblog
- * Mabwysiadu amserleni 'wyneb cloc', set amseroedd gadael yr union nifer o funudau ar ôl yr awr trwy'r dydd
- * Integreiddio gwell gyda mathau eraill o drafnidiaeth cyhoeddus. Dylai hyn gynnwys cyflusterau cynhwysfawr i gynnig tocynnau sy'n ddilys ar bob rhan o'r datth.
- * Cysylltedd gwell gyda rhannau eraill y DU trwy ddarparu mwy o wasanaethau uniongyrchol i bennau taitth mewn rhanbarthau fel gogledd Lloegr
- * Amser aros uchafrol o 15 munud pan fo angen newid tren. Awgrymir canllawiau i sicrhau y gall teithwyr wneud cysylltiadau pan fo gwasanaethau yn rhedeg yn hwyr.
- * Dylai pob gorsaf ddarparu digonedd o gyflusterau syffiaenol: hysbysfyrddau, ystafelloedd aros dan do, hysbysrwydd am amserleni amser real ac uchseiniyddion ar gyfer cyhoeddadau o stafell reoli, modd o alw'r stafell reoli, parcio ar gyfer beiciau a mynediad i deithwyr anabl.
- * Dylai Gorsafodd Cyfnewid (o lein rheiffordd i lein arall neu i lwybr bws) ddarparu hefyd aelod o staff ar waitth pan fydd teithiwr yn newid tren neu fws, toiledau a chyflusterau lluniaeth (peirannau gwerthu)
- * Safonau trenau: mae'n rhaid i'r cerbydau tu fewn fod yn lân ac mae'n rhaid i'r toiledau weithio. Dylai cyhoeddadau gan staff fod yn glir a chlywadadwy a darparu hysbysrwydd ar stopiau nesaf. Dylai lluniaeth fod ar gael ar deithiau dros ddwy awr.



Llwybrau a gorsafodd

Mae'r Cynllun Datblygu yn cynnwys cynigion ar gyfer gwasanaethau gwell ar leiniau sy'n bod a gorsafodd a llwybrau newydd ar draws Cymru. Mae'r uchafbwyntiau yn cynnwys:

Mae Cynllun Datblygu RAILFUTURE Cymru yn sefydlu gwledigaeth gynhwysfawr ar sut y galla'r rhwydwaith rheilffyrdd yng Nghymru chwarae rôl bwysicach ym mywydau bob dydd pobl Cymru ac, o'r herwydd, gwella ansawdd bywyd i unigolion a rhoi hwb calonogol i fusnes a'r economi!

Mae trydydd fersiwn y Cynllun Datblygu [2013] yn darparu awgrymiadau a syniadau ar gyfer gwelliannau i'r rhwydwaith a'r gwasanaethau i'w galluogi nhw i wasnaethau economi a chymdeithas Cymru yn well.



Mae cynigion y cynllun yn cynnwys rhai syniadau hollol gyraeddadwy a ellir cael eu cyflawni'n gymharol gyflym heb wariant sylweddol, a rhai awgrymiadau mwy uchelgeisiol a ellid cael eu cyflawni ond yn y tymor hir.

Mae'r cynllun yn cynnwys cynigion penodol i leoliad megis gorsafoddd newydd posib neu syniadau a fyddai'n effeithio ar ddefnyddwyr rheilffyrdd ledled Cymru, e.e. rhai yng Nghylich Tocynnau a gwneud cysylltiadau yn ystod tait. Mae'n ystyried hefyd y porthynas rhwng y cwmnïau sy'n gyfrifol am reilffyrdd Cymru a Llywodraeth Cymru.

Mae'r nodyn hwn yn rhoi blas ar y polisiau a'r cynigion yn y Cynllun Datblygu. Ar ôl codi archwaeth arnoch, rydym yn gobethio y byddwch yn dymuno eu darllen yn fwy manwl. Gellir gweld y cynllun

cyflawn wrth ymweld â www.railfuture.org.uk/d1702.

Cyfeirwch at y Cynllun Datblygu wrth ystyried rôl ddyfodol y rheilffyrdd yng Nghymru ar drothwy etholiadau i Gynulliad 2016.



Mae Railfuture Cymru yn galw ar ymgeiswyr yn etholiadau'r Cynulliad i wthio am welliannau sylweddol i wasanaethau rheilffyrdd Cymru;

'Beth yw Railfuture Cymru?'

Railfuture yw'r brif gortff annibynnol yn y DU sy'n ymgrchu dros wasanaethau rheilffordd gwell i deithwyr ac i nwyddau. Mae Railfuture yn grŵp gwirfoddol sy'n cynrychioli defnyddwyr rheilffyrdd, gyda 20,000 o aelod-
au cysylltiedig ac unigol. Nid yw'n ymgysylltu â chwmnïau trên na phleidiau gwleidyddol nac undebau
llafur - na chael ei ariannu ganddynt - ac mae'n defnyddio trefn ddemocratidd un-aelod, un-bleidlais. Mae
Railfuture Cymru yn gangen ymreolus tu fewn i Railfuture sy'n ceisio gwella gwasanaethau rheilffordd yng
Nghymru.

Mae Railfuture yn credu mewn rôl fwy i'r rheilffyrdd yng Nghymru gyfoes am y rhesymau canlynol:

- Tu fewn a rhwng trefi a dinasoedd, mae gan y rheilffyrdd y potensial i gludo niferoedd mawr o bobl yn fwy cyflym a chyda llai o lygredd na'r opsiynau ffyrdd amgen
- Yng nghefngwiad mae teithwyr a nwyddau yn llai debygol o achosi niwed i'r amgylchfyd na cherbydau ar ffyrdd lleol.
- Yn yr hirdymor, bydd y defnydd o reilffyrdd yn helpu Cymru i dorri allryriadau carbon ac, o'r herwydd, i gyrraedd ei thargedau gwerthfawr ond heriol ym maes newid yr hinsawdd

Yn anad dim, gall y rheilffyrdd chwarae rhan bwysig wrth helpu Cymru i ddatblygu economi a chymdeithas mwy cynaliadwy.