

Transport for Wales Future Timetable Review Feedback

1.

1. If you are happy to do so, please state your name and/or the group/organisation which you represent.

Peter Kingsbury Railfuture Wales

2.

We'd like to take your thoughts on the December 2024 timetable changes. Are there any impacts (positive or negative) that the changes might have on your area that you feel we need to know about? (Max 300 words).

*Railfuture has a Wales wide remit. The following comments are made:
The reduction in Heart of Wales services is regretted as the increased frequency that started in December 2022 has not had the opportunity to demonstrate its potential to increase revenue as the service quality has been very poor since that date which will have deterred potential customers. An additional train should be trialled on Sunday when tourist/leisure demand is at least as high as on Mondays to Saturdays. The intention to have all trains crossing at Llandrindod throughout the week, rather than mainly at Llanwrtyd on weekdays as at present is logical, because if a train is cancelled at either the southern or northern end of the line there are more facilities near to Llandrindod station than at Llanwrtyd. However this will make constructing a user-friendly timetable much more difficult*

The loss of a through morning service on the Cambrian Coast route in the winter months is not supported.

The additional trains to Fishguard and Cheltenham Spa are welcomed although the reduction in evening TfW trains to Cheltenham should only proceed if XC confirms its trains will make the additional stops. It will be important to be flexible about holding connections at Carmarthen if four Fishguard/Milford Haven services are to start/terminate there.

The introduction of a Sunday service on the City line of the South Wales Metro for the first time is very positive.

3.

We want to be sure our rail service suits local needs as best as it can and wherever possible open up opportunities for groups to use rail (and other sustainable transport options) instead of the car. What local/regional information do you want us to be aware of when shaping the rail timetable; i.e. times of last classes at a nearby university or a new health facility opening. (Max 300 words).

In North Wales the holiday traffic and night time economy offer a significant potential new traffic which could be served by rail. Severe overcrowding occurred on Chester-Bangor services in summer 2023, especially on 2-car trains to/from Birmingham. Three-car services should be a minimum in summer even if this requires splitting a service at Chester.

4.

As a result of the timetable changes, are there particular areas we need to consider improving regarding integrated transport, i.e. local bus routes, active travel links, rail connections. Please give examples where possible (Max 300 words).

The Traws Cymru bus service between Aberystwyth and Carmarthen offers a good example of effective integrated transport. However, elsewhere journeys involving Traws Cymru / other bus services and rail are less 'seamless' with apparent lack of cooperation and information exchange between different operators. More bus services should be routed to serve Llandudno station.

5.

Do you have any further suggestions relating to timetabling, enhancement of existing journeys or access to sustainable forms of transport which you would like to share? (Max 300 words)

Two trains per hour should operate between Llandudno and Llandudno Junc during daytime hours. Better on-train catering should be provided on the North Wales mainline in the summer half of the year.