

**Welsh Liberal  
Democrats**

**Democratiaid  
Rhyddfrydol Cymru**



**MOTION SUBMITTED TO AUTUMN CONFERENCE 2023  
BY POLICY DEVELOPMENT COMMITTEE**

## **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.**

### **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.**

## **Conference Calls for:**

- 1. The award of Barnett consequential 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, 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. Greater collaboration on “inter-regional” bus and coach services across one or more council area, including the ability to collaborate on the franchise process.**
- 7. Welsh Government to ensure that support is provided to rural areas to ensure communities benefit from enhanced frequencies and better quality bus services.**
- 8. 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.**

## **AMENDMENT 1**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**Insert three new clauses at end of “Conference notes”:**

- “There has not been a discernible public transport improvement or modal shift in Wales despite the Welsh Labour Government’s strategies.”**

- **“The Labour Welsh Government controlled Transport for Wales has the highest level of cancellations and passenger dissatisfaction of any rail company in the UK.”**
- **“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.”**

## **AMENDMENT 2**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**Inert new clause at end of “Conference believes”:**

- **“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.”**

## **AMENDMENT 3**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**In clause 4 of “Conference calls for”, insert “following significant improvement in Transport for Wales’ performance,” after “Network Rail”.**

## **AMENDMENT 4**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**In clause 7 of “Conference calls for”, delete “to rural areas”.**

## **AMENDMENT 5**

### **PROPOSED BY WELSH YOUNG LIBERALS**

**Insert new clause after clause 5 of “Conference calls for”, and renumber subsequent clauses:**

- **“An audit of train stations across Wales, to identify gaps in accessibility and how they could better connect to active travel routes.”**

## **AMENDMENT 6**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**Insert new clause at the end of “Conference calls for”:**

- **“As part of bus reform, introduce new minimum bus service standards both in urban and rural Wales.”**

## **AMENDMENT 7**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**Insert new clause at the end of “Conference calls for”:**

- **“Strengthened watchdog accountability for public transport in Wales, ensuring passenger needs are central to public transport improvement.”**

## **AMENDMENT 8**

### **PROPOSED BY WELSH YOUNG LIBERALS**

**Insert new clause at the end of “Conference calls for”:**

- **“To investigate the viability and establishment of a dedicated sleeper train service linking North and South Wales, providing a convenient overnight travel option to enhance regional unity, bolster sustainable transportation, and facilitate economic and cultural exchange.”**

## **AMENDMENT 9**

### **PROPOSED BY NEWPORT & SEVERNSIDE LIBERAL DEMOCRATS**

**Insert new clause at the end of “Conference calls for”:**

- **“Replacing the National Transport Delivery Plan with a longer term phased investment plan that moves away from a politically driven piecemeal approach.”**