



Ein cyf/Our ref KS/PO/402/2024

Llyr Gruffydd MS

Chair, Climate Change, Environment and
Infrastructure Committee

18 December 2024

Dear Llyr

I am writing regarding the commitments I made during my attendance at the general scrutiny session on 27 November, listed below for ease.

1. New air conditioning units
2. Transport for Wales (TfW) Fleet Targets
3. Cash Payments on Trains
4. Pavement Parking

The first 3 commitments are operational matters for TfW. I have enclosed a letter to James Price, CEO TfW and asked him to provide you with detailed responses to the issues.

Further to the information I provided to the committee, I would like to re-iterate that we are transforming the Core Valley Lines (CVL) by investing over £1bn to deliver a turn up and go service. As part of this transformation, I am delighted that TfW are now running brand-new electric trains. This is truly a historic moment and a significant milestone towards delivering the South Wales Metro.

Overall in 2024, TfW services have been more reliable than the other operators in Wales. We are providing faster and more frequent services thanks to our £800m investment in new fleets.

When all of the brand-new fleet is delivered, TfW will have 484 carriages available compared to the 270 carriages inherited in 2018. This is a massive increase in capacity that will benefit passengers across Wales. We are already seeing the benefits with passenger journeys increasing by 19%, year-on-year, on TfW services for the most recent period. This demonstrates the positive impact of improved performance by TfW, aligned with the continued roll out of the new trains and service enhancements resulting in increased passenger confidence to use rail services.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

I expect this trend to continue and from the timetable change on 15 December, 60% of all TfW services will be run by new trains, with over three quarters of services outside of the CVL operated by the new fleets. Passengers are also benefiting from the innovation that TfW are delivering. The roll-out of Pay As You Go ticketing has now been extended to 95 stations across South Wales, including all Valleys lines and on routes to Bridgend, Maesteg and Abergavenny. It is now possible to travel from Pyle to Chepstow with a contactless Pay as You Go ticket and benefit from daily and weekly price capping ensuring passengers benefit from the best value fares. TfW are the first train operator outside of London and the South East of England to introduce this system.

I've also been pleased with how TfW have improved their performance in managing the impact from major events. They carried over 130,000 people in and out of Cardiff this November for the Autumn Internationals, Nations League and the UEFA Women's Championship Qualification, providing additional capacity and services where it was possible for them to do so.

With regards to pavement parking, the Welsh Government is committed to tackling this issue because of its significant impact on pedestrians, particularly those with disabilities, parents with pushchairs and older people. Ensuring pavements are safe and accessible for everyone remains a priority.

In Wales (as in most of England except London) most parking offences are subject to civil enforcement, with local authorities having powers to implement, manage and enforce parking restrictions made using Traffic Regulation Orders (TRO) under the Road Traffic Regulation Act 1984.

The [Traffic Management Act 2004](#) decriminalised parking offences allowing all Welsh local authorities to have the powers of civil enforcement. This means that they can now use Civil Enforcement Officers (CEOs) to issue Penalty Charge Notices (PCNs) when a parking contravention has occurred. Those in receipt of a PCN can appeal to the Traffic Penalty Tribunal, which covers Wales and England outside London.

Currently, however, local authorities have no powers to enforce against parking on pavements, except where there are local parking restrictions or the vehicle is an HGV over 7.5t. Local authorities may make Traffic Regulation Orders (TROs) banning pavement parking in defined areas, as well as indicating through the use of road markings and signs if there are places in those streets where vehicles can be parked partly or wholly on the pavement. Physical measures such as railings or planters can be used to prevent vehicles from being driven onto pavements but these add to street clutter, reduce the effective width of the pavement and endanger visually impaired people.

The police also have powers to enforce against vehicles obstructing the highway, which includes the pavement, under several statutes and regulations. However, these powers are seldom used, mainly due to a lack of resources, but also because of the burden of proof necessary to achieve a criminal conviction for obstruction. As a result, little enforcement against pavement parking currently takes place in Wales.

We are liaising closely with the Department for Transport (DfT), which is exploring measures to address the unnecessary obstruction of pavements. They are currently advising their Ministers as to a way forward and we will consider how this can help Wales.

If there is anything further you require please get in touch.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ken', enclosed within a thin black rectangular border.

Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for Transport and North Wales