

[National Assembly for Wales](#)

[Enterprise and Business Committee](#)

[Inquiry into the future of the Wales and Borders Rail](#)

Evidence from Welsh Local Government Association – WBF 8 4

On behalf of the Conwy Valley Rail Partnership, I thank you for the opportunity for my Committee to submit their views on the above subject.

The Views are :-

LESSONS LEARNT

1. Lack of flexibility to provide additional passenger carrying rolling stock to meet extra demands and growth.
2. Lack of commercial initiatives to market services into Wales to capture potential tourism traffic to resorts from long traditional catchment areas of Lancashire and West Yorkshire. Arriva Trains Wales do very well with marketing of the Cambrian Coast in the Birmingham area. This can be capitalised on if you achieve greater cooperation between franchises

PRIORITIES

1. Franchise needs to be more focussed as an integral economic driver for the Wales and Borders region with particular emphasis of trains that are more conducive to the needs of tourists and visitors
2. Build on the strengths of the network and in investment already made.
3. Address the perception that the franchise is too Cardiff-centric and investment is concentrated along the south Wales main line.
4. Have a target of two new stations to be opened in the North Wales area during the life of the franchise.
5. Consider potential for through running of services from

Llandudno/Bangor to Liverpool Lime Street via Halton Curve, Frodsham Junction.

6. Age of the current fleet of rolling stock. Cascade of stock as a result of electrification of the Cardiff Commuter network so as to increase capacity in North and Mid Wales.

THIRD QUESTION - Connectivity?

Members felt that this question seems very vague to be answered in the context of a single franchise. Unclear what exactly is meant by "connectivity".