

Decision Notice Annex

Request one ATISN 12006 – 22 January 2018

1. On 22 January 2018 the complainant wrote to the Welsh Government and requested the following information:

1 Could the Minister reply to the 11 questions sent to him on 22/11/17 regarding the Bevan Foundation review recommendation to route T3 from Wrexham to Aberystwyth instead of Barmouth ...?

2 In view of the Ministers offer of 17/11/17 to commission a "high level" review of the Bevan Foundation recommendation to route T3 from Wrexham to Aberystwyth instead of Barmouth, could the Minister give the reason why the T2 timetable changes of 15th January 2018 were introduced, when the stated objective of the T2 timetable changes is to improve connectivity of the T2 with the T3 Wrexham to Barmouth service?

3 ...a copy of the remit for the "high level" review he has commissioned of the Bevan Foundation recommendation to route the T3 from Wrexham to Aberystwyth...

4 Could the Minister say when and where the "high level" review of the Bevan Foundation recommendation ... will be published?

5 ...the reason why there are no Northbound T1 services connecting to the T2 in Aberystwyth and T1 passengers have to wait in Aberystwyth for between 46 minutes and 1 hour 46 minutes for the next T2?

6 Could the Minister give the reason why the journey time on the Carmarthen to Bangor T1/T2 route both North and South directions is now between 1 hour and 2 hours 15 minutes longer than the journey times which existed before the introduction of the T3 service from Wrexham to Barmouth?

7 In the T2 timetable changes of 15th January 2018, the Northbound and Southbound T2 connectivity times have been synchronised with the times for the T3 from Wrexham to Barmouth. In addition the connectivity times for both Northbound and Southbound T2 services to the T3 Wrexham to Barmouth service have been increased from 5 minutes to 10 minutes. Could the Minister give the reason why this synchronisation of arrival/departure times for T3 Wrexham to Barmouth and T2 (Northbound and Southbound) and the increased connectivity time of 10 minutes was necessary?

8 In the T2 timetable changes of 15th January 2018, the change to T2 departure time in Aberystwyth from 10.00 to 10.05 introduced by Edwina Hart in April 2016, to avoid failed connectivity between the T5 Northbound and the T2 service, has been reversed. Could the Minister give the reason why this improvement to connectivity in Aberystwyth has been removed? Could the Minister change this decision and allow the T2 to depart at 10.05 which would result in the T2 having to wait 10 minutes in Dolgellau for the T3 service from Wrexham instead of 15 minutes?

9. In the T2 timetable changes of 15th January 2018 a T2 arrival time in Aberystwyth has been changed from 16.35 to 16.52 so that the T2 no longer connects with the T1 and adding 43 minutes to the Bangor to Carmarthen journey time. Could the Minister give the reason for this change in T2 arrival time which has destroyed the connectivity to the T1?

10. In the T2 timetable changes of 15th January 2018, there is a footnote "T" which states "Connections with Services T1/T5/T3. Buses will wait up to 5 minutes for late running connections". Various departures from Aberystwyth and Bangor are marked with a "T". Could the Minister confirm that T2 services in Aberystwyth will wait for connecting T5 services? Could the Minister also confirm that this will only apply to T5/T3 services on the Northbound route as there are no Northbound connecting T1 services to the T2 in Aberystwyth? Since this footnote "T" comment is also included against various Bangor departures could the Minister confirm that the connecting T1/T5 services will wait in Aberystwyth up to 5 minutes for late running T2 connections?

11. Could the Minister confirm that the T1 and T5 timetables will be altered to record the above "wait up to 5 minutes for late running T2 connections" arrangements?

12. In the T2 timetable changes of 15th January 2018 the 18.40 T2 arrival time has been changed by 10 minutes from 18.40 to 18.50, thereby making this service impossible to connect with the last T1 departure of the day to Carmarthen at 18.40.

13. Could the Minister give the reason why an unnecessary 5 minute stop in the centre of Machynlleth (16 miles from Aberystwyth) has been introduced on this T2 service (18.40 arrival) along with an unnecessary 5 minute diversion just before Aberystwyth off the A487 via Comins Coch and the Waunfawr housing estate and back onto the A487 so that it now arrives at 18.50 not 18.40?

14. With respect to the same 18.40 T2 arrival, could the Minister give the reason for rejection of the suggestion to divert the T2 into Aberystwyth via Comins Coch/ Llanbadarn and Morrissons supermarket where Southbound passengers could transfer to the outbound 18.40 T1 to Carmarthen at Morrissons, which arrives there at 18.45?

15. With respect to the same 18.40 T2 arrival, could the Minister give the reason why a wait of 5 minutes by the 18.40 T1 could not have been applied to connect with late running 18.40 T2 services as referenced in item (10) above?

The T2/T1 services at 18.40 could still be classed as a non connecting service, but the 5 minute T1 delay option would mean 90% of services would connect. This solution would be far more sensible than the introduction of unnecessary stops in Machynlleth and unnecessary diversions around Aberystwyth housing estates.

16. Could the Minister give the name, job title and organisation of those persons who were involved in deciding the timings for the new T2 timetable?

17. Could the Minister say whether Ceredigion Council were involved in agreeing the timings for the new T2 timetable?

18. In view of the wholesale changes to the T2 timetable could the Minister give the reason why not one single change was made to the T1 (Aberystwyth to Carmarthen) and T5 (Aberystwyth to Cardigan) timetables?

19. Could the Minister say whether the Welsh Government have accepted (and recorded that they have accepted) the Bevan Foundation review conclusion that the T2/T1 North/South Carmarthen/Bangor route is strategically more important than the T3 East/West Wrexham/Barmouth route?

20. In view of items (5) and (6) above, regarding lack of connectivity in Aberystwyth and excessively long journey times on the T1/T2 Carmarthen/Bangor route, could the Minister say what plans the Welsh Government have for addressing this situation and introducing improvements to this route?

21. Could the Minister give the reason why the T2 timetable changes of 15th January 2018 were not publicised in the media, on buses, in bus shelters etc before the services were introduced?

22. Could the Minister give the reason why printed timetables are not available to the public for the changes of 15th January 2018?

23. Could the Minister give the reason why the electronic screens in TrawsCymru buses no longer provide information to the public? Could the Minister give the reason why the electronic screens in TrawsCymru buses have not been used to advise the public of the T3/T2 timetable changes of 15th January 2018?

The electronic screens either show the Trawscymru logo or are switched off.

24. Could the Minister give the figure that has been spent on electronic screen technology on TrawsCymru buses ?

Request two ATISN 11954 – 25 January 2018

2. On 25 January 2018, the complainant wrote to the Welsh Government and requested the following information:

"1. All communications (written and email) between 21/11/17 and 25/1/18 made by the Cabinet Secretary for Economy and Transport and all communications (written and email) between 01/11/17 and 25/1/18 made by the TrawsCymru Network manager on the topic of the TrawsCymru T2 and T3 service changes introduced in January 2018.

2 All Communications (written and email) between 21/11/17 and 25/1/18 made by the Cabinet Secretary for Economy and Transport and all communications (written and email) between 21/11/17 and 25/1/18 made by the TrawsCymru Network Manager on the topic of the freedom of information request dated 22/11/17 regarding the "high level" review into operation of TrawsCymru services between Wrexham and Aberystwyth"

Request three ATISN 12050 -7 February 2018

"1. Could you please tell me whether you have a copy of the Bevan Foundation report on the Trawscymru Network produced in 2013?

2. Could you please tell me whether you have read the Bevan Foundation report on the Trawscymru Network produced in 2013?

3. Could you please tell me whether you are aware of the conclusion in the Bevan report that there was a stronger strategic case for the long-distance, north-south corridor T2/T1 (Bangor /Carmarthen) compared to the T3 (Wrexham/Barmouth)?

4. Could you please tell me whether you are aware of the recommendation in the Bevan Foundation report that further work be done in advance of the introduction of the proposed T3 service on the feasibility of its operation to Aberystwyth rather than Barmouth?

5. Could you please tell me whether you took part in discussions in advance of the introduction of the proposed T3 service on its operation to Aberystwyth rather than Barmouth?

6. Could you please tell me whether you took part in discussions after the introduction of the T3 service on its operation to Aberystwyth rather than Barmouth?

7. Could you please tell me on what date(s) was routing the T3 from Wrexham to Aberystwyth discussed by you?

8. Could you please tell me the name/job title of the Welsh Government official(s) who you were involved in discussions with regarding routing the T3 from Wrexham to Aberystwyth?

9. Could you please tell me the name/job title/organisation of the officials from external organisations to the Welsh Government (Local Authorities and Bus Service Providers) who were involved in discussions with you regarding routing the T3 from Wrexham to Aberystwyth?

10. If you took part in discussions regarding the T3 service operation to Aberystwyth rather than Barmouth could you please tell me what form your discussions took (verbal one to one, phone conversations, email , meetings etc)?

11. If you took part in discussions regarding the T3 service operation to Aberystwyth rather than Barmouth could you tell me whether you instigated any investigations by your staff regarding the T3 service operation to Aberystwyth rather than Barmouth?

12. Could you please tell me whether you or the Welsh Government hold any documentation relating to discussions/feasibility studies regarding routing the T3 to Aberystwyth instead of Barmouth eg emails , memos, meeting minutes, meeting notes, data gathering exercises, personal notes, reports etc?

13. Could you please tell me the conclusions that resulted from your discussions regarding routing the T3 from Wrexham to Aberystwyth

14. Could you please tell me the reason that a decision was taken to not

pursue the T3 service operation to Aberystwyth rather than Barmouth?"

Request four ATISN 12099 - 18 February 2018

1. Could you please give the job title of the Welsh Government officials who were involved in discussions regarding new TrawsCymru routes in North Wales?

2. Could you please give the job title and organisation of the other parties, notably Local Councils, who were involved in discussions regarding new TrawsCymru routes in North Wales?

3. Could you please tell me the new TrawsCymru route(s) that were discussed, i.e. start and end destination of the route(s)?

4. Could you please tell me when the last discussions took place regarding new TrawsCymru routes in North Wales?

5. Could you please tell me what documentation (meeting notes, meeting minutes, reports, emails etc) the Welsh Government holds regarding discussions regarding new TrawsCymru routes in North Wales?

6. Could you please tell me what the next stage will be following the discussions regarding new TrawsCymru routes in North Wales?

7. Could you please tell me whether the "high level" review to route the T3 from Wrexham to Aberystwyth rather than Barmouth (Reference KS03829/17) has been included in the discussions regarding new TrawsCymru routes in North Wales?

8. If the answer to (7) is "no" could you please tell me when the "high level" review to route the T3 from Wrexham to Aberystwyth rather than Barmouth will take place?

9. Could you please tell me whether the Welsh Government strategy (page 49 paragraph 4.5) regarding improving reliability and journey times on the T2/T1 route from Bangor to Carmarthen was included in discussions regarding new TrawsCymru routes in North Wales?

10. If the answer to (9) is "no" could you please tell me when the Welsh Government intend to take action to meet the Welsh Government strategy (page 49 paragraph 4.5) regarding improving reliability and journey times on the T2/T1 route from Bangor to Carmarthen?