Rhaglen Gyflawn

Gwasanaeth Democratiaeth
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Cyfarfod

PWYLLGOR CYSWLLT RHEIFFORDD ARFORDIR Y CAMBRIAN

Dyddiad ac Amser

10.30 y.b., DYDD GWENER, 22AIN MAWRTH, 2024

Lleoliad

Cyfarfod Rhithiol

*I gael mynediad cyhoeddus i'r cyfarfod, plis cysylltwch â ni

Pwynt Cyswllt

Lowri Haf Evans

01286 679 878

lowrihafevans@gwynedd.llyw.cymru

(DOSBARTHWYD:14-03-24)

PWYLLGOR CYSWLLT RHEIFFORDD ARFORDIR Y CAMBRIAN

AELODAETH (18)

Cyngor Gwynedd

Cynghorwyr:
Elfed Wyn ap Elwyn
Louise Hughes
Elin Hywel
Anne Lloyd Jones
Eryl Jones-Williams
Gwilym Jones
Dewi Owen
Gwynfor Owen
Richard Glyn Roberts
Sedd wag – Plaid Cymru

Dafydd Meurig – Aelod Cabinet Amgylchedd

Cyngor Sir Ceredigion
Sedd wag

Cyngor Sir Powys
Cynghorydd J M Williams

Aelodau Cyfetholedig:

Aled Williams	Ysgol Ardudwy
Aled Jones-Griffith	Coleg Meirion Dwyfor – Grwp Llandrillo Menai
Ann Elias	Cyngor Sir Ceredigion
Chris Wilson	Cyngor Sir Ceredigion
Claire Britton	Rheilffordd Ffestiniog
Claire Williams	Partneriaeth Rheilffordd Cambrian
Cynghorydd Meryl Roberts	Awdurdod Parc Cenedlaethol Eryri
Cynghorydd Alun W Evans	Cynrychiolydd Meirionnydd Un Llais Cymru
Sedd wag	Cynrychiolydd Dwyfor Un Llais Cymru
Cynghorydd Trevor Roberts	Pwyllgor Rheilffordd Amwythig/Aberystwyth
David Crunkhorn	Trenau Arriva Cymru
David Thorp	Ysgol Uwchradd Tywyn
Delwyn Evans	Grŵp Mynediad Meirionnydd
Joyce Watson	Aelod Senedd Canolbarth a Gorllewin Cymru
Liz Saville Roberts	Aelod Seneddol Llyw Prydain - Dwyfor Meirionnydd
Mabon ap Gwynfor	Aelod Senedd Dwyfor Meirionnydd
Cefin Campbell	Aelod Senedd Canolbarth a Gorllewin Cymru
Roger Goodhew	Cymdeithas Teithwyr Amwythig - Aberystwyth
Lorraine Simkiss	Rheilffordd Talyllyn

Swyddogion:

Gail Jones	Trafnidiaeth Cymru
Charlotte Harries	Network Rail
Tomos Roberts	Network Rail
Rhian Williams	Rheolwr Cludiant Integredig a Diogelwch Ffyrdd Cyngor Gwynedd

Cynrychiolaeth gan Heddlu Trafnidiaeth Brydeinig

RHAGLEN

1. YMDDIHEURIADAU

I dderbyn unrhyw ymddiheuriadau am absenoldeb

2. DATGAN BUDDIANT PERSONOL

I dderbyn unrhyw ddatganiad o fuddiant personol

3. MATERION BRYS

Nodi unrhyw eitemau sy'n fater brys ym marn y Cadeirydd fel y gellir eu hystyried

4. COFNODION 5 - 9

Bydd y Cadeirydd yn cynnig y dylid llofnodi cofnodion cyfarfod o'r pwyllgor hwn a gynhaliwyd 1af o Ragfyr 2023 fel rhai cywir

5. CYMDEITHAS CYNGHORAU LLEOL GOGLEDD A CHANOLBARTH CYMRU NODIADAU CYFARFOD A GYNHALIWYD 17EG TACHWEDD 2023 10 - 18

Er gwybodaeth, cofnodion yn cynnwys arolwg mis Awst o'n gwasanaethau trên lleol

(Saesneg yn unig)

6. DIWEDDARIAD GAN GYNRYCHIOLWYR

I dderbyn diweddariad gan gynrychiolwyr

- Priffyrdd, Peirianneg a YGC
- Network Rail
- Trafnidiaeth Cymru
- Heddlu Trafnidiaeth Brydeinig

7. CWESTIYNAU FFURFIOL 19 - 21

I dderbyn ymateb i gwestiynau ffurfiol a dderbyniwyd.

Roger Goodhew (Cynrychiolydd Cymdeithas Teithwyr Amwythig - Aberystwyth)
Cyngor Cymuned Llanbedr
Cyngor Tref Criccieth

CYNHADLEDD GYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN

1 Rhagfyr 2023

Presenoldeb:

Yn bresennol:

Cyng. Dewi Owen (Cyngor Gwynedd)
Cyng. Gwynfor Owen (Cyngor Gwynedd)
Cyng. Anne Lloyd Jones (Cyngor Gwynedd)
Cyng. Eryl Jones-Williams (Cyngor Gwynedd)
Cyng. Gwilym Jones (Cyngor Gwynedd)
Cyng. Louise Hughes (Cyngor Gwynedd)
Cyng. Richard Glyn Roberts (Cyngor Gwynedd)

Liz Saville Roberts (AS Dwyfor Meirionnydd)
Delyth Griffiths (Swyddfa AS Dwyfor Meirionnydd)
Cyng. J M Williams (Cyngor Sir Powys)
Ann Elias (Cyngor Sir Ceredigion)
Clare Britton (Rheilffordd Ffestiniog)
Cyng Trevor Roberts (Pwyllgor Rheilffordd Amwythig/Aberystwyth)

Tomos Roberts (Network Rail)
Charlotte Harries (Network Rail)
Tomos Davies (Heddlu Trafnidiaeth Prydain)

Lowri Haf Evans LHE (Swyddog Gwasanaethau Democratiaeth Cyngor Gwynedd)

1. ETHOL CADEIRYDD

PENDERFYNWYD ethol y Cynghorydd Dewi Owen yn gadeirydd y Pwyllgor hwn ar gyfer 2023/24

2. ETHOL IS-GADERYDD

PENDERFYNWD ethol y Cynghorydd Gwynfor Owen yn is-gadeirydd y Pwyllgor hwn ar gyfer 2023/24

3. YMDDIHEURIADAU:

Derbyniwyd ymddiheuriadau gan Mabon ap Gwynfor (AS Dwyfor Meirionnydd)**,** Cyng. Elfed Wyn ap Elwyn (Cyngor Gwynedd) a Clare Williams (Partneriaeth Rheilffordd y Cambrian)

4. DATGAN BUDDIANT PERSONOL

Ni dderbyniwyd datganiad o fuddiant personol gan unrhyw aelod oedd yn bresennol.

5. MATERION BRYS

Dim i'w nodi

6. COFNODION

Derbyniodd y Cadeirydd gofnodion cyfarfod blaenorol y pwyllgor hwn a gynhaliwyd 31 Mawrth 2023 fel rhai cywir

7. DIWEDDARIAD GAN Y GWASANAETHAU

NETWORK RAIL

Croesawyd Tomos Roberts a Charlotte Harries (Rheolwyr Cyfathrebu Network Rail) i'r cyfarfod

Diweddariad ar uwchraddio traphont Abermaw

Adroddwyd bod gwaith uwchraddio'r bont a gwaith atgyweirio ychwanegol ar y rheilffordd wedi ei gwblhau ac y byddai'r rheilffordd rhwng Pwllheli a Machynlleth a'r llwybr cerdded ar hyd y draphont, yn ail agor 2/12/2023. Ategwyd bod digwyddiad swyddogol i ddathlu'r agoriad wedi ei drefnu yn Theatr y Ddraig ar yr 8fed o Ragfyr 2023. Cadarnhawyd bod y gwaith wedi ei gwblhau ar amser a diolchwyd i'r pwyllgor ac i'r cymunedau lleol am fod yn amyneddgar yn ystod y gwaith.

Diweddariad ar draphont Aberdyfi

Adroddwyd, fel traphont Abermaw bod traphont Aberdyfi hefyd wedi ail agor ddiwedd Hydref a bod y gwaith hwnnw o adnewyddu'r strwythur yn llawn wedi ei gwblhau yn llwyddiannus.

Diolchwyd am y diweddariad a gwerthfawrogwyd y buddsoddiad yn lleol.

Diweddariad ar Fentrau Lleol

Adroddwyd bod Tîm Lleol ar gyfer y Cambrian wedi ei greu o dan arweiniad Gwyn Rees (Cyfarwyddwr Perfformiad a Thrawsnewid Network Rail ar gyfer Cymru a Chyfarwyddwr Partneriaeth Rheilffordd Leol y Cambrian). Amlygwyd bod y tîm yn sicrhau cydweithio rhwng Network Rail a Trafnidiaeth Cymru a bod ymateb i waith y tîm hyd yma wedi bod yn gadarnhaol. Gyda chydweithrediad rhwng Trafnidiaeth Cymru a Network Rail ail gyflwynwyd trenau pedwar cerbyd ar y rheilffordd dros yr Haf. Gyda golygfeydd godidog ar hyd y Cambrian, roedd yr ymgyrch pedwar cerbyd wedi galluogi mwy o bobl i fanteisio'n llawn ar y daith boblogaidd gan gynyddu refeniw a rhoi hwb i'r economi leol. Cyfeiriwyd hefyd at waith golchi ffenestri'r cerbydau yn y gorsafoedd oedd yn amlygu un agwedd flaengar y tim at wella profiad y teithiwr.

Diolchwyd am y diweddariad

Sylwadau yn codi o'r drafodaeth ddilynol:

- Amlygu balchder bod y bont yn agored a bod y rheilffordd rhwng Machynlleth a Pwllheli yn agor 2/12/23
- Bod cymeradwyaeth i'r gwaith - wedi ei gwblhau o dan amgylchiadau heriol iawn
- Er cwynion am y gwasanaeth bws oedd yn rhedeg tra bod y rheilffordd wedi cau, un cwyn swyddogol a gafwyd a hynny oherwydd llifogydd
- Bod y cyfnod wedi ymddangos yn hir yn enwedig i blant ysgol
- Diolch i Grŵp Cymuned Abermaw and ddiweddariadau cyson o'r gwaith
- Croesawu trenau pedwar cerbyd. Er hynny, **un** siwrne dychwelyd (return journey) y diwrnod oedd yn rhedeg gyda pedwar cerbyd yn ystod gwyliau'r Haf.
- Bod glanhau ffenestri'r trên yn ddatrysiad syml - gwerthfawrogi hyn
- Bod teithio am ddim yn cael ei gynnig i deithwyr dros 60 oed yn ystod y gaeaf yn unig – cais i ystyried ymestyn hyn drwy'r flwyddyn
- Diolch i Network Rail am ymweld â llwybr croesi'r cledrau ym Mhorthmadog ac am wrando ar sylwadau'r Cyngor Tref a thrigolion lleol. Croesawu penderfyniad i ddiogelu'r groesfan yn hytrach na'i chau.
- Diolch i Gail Jones (Trafnidiaeth Cymru) am gydweithio gyda Swyddfa Liz Saville Roberts i gydlynu trefniadau Gŵyl Gwrw Harlech. Yn anffodus, heb ymyrraeth yr AS, roedd ymrwymiad Trafnidiaeth Cymru yn araf iawn, ond cafwyd datrysiad yn dilyn nifer o drafodaethau.

Mewn ymateb i gwestiwn ynglŷn a gwaith ychwanegol pellach a wnaed i'r rheilffordd ac os oedd hynny yn cynnwys gwaith addasu uchder platfform ar gyfer y trenau newydd, nodwyd bod trafodaethau yn cael eu cynnal gyda'r Tîm Rheilffordd Lleol i geisio datrysiad. Amlygwyd bod defnyddio 'Harrington Humps' wedi cael ei awgrymu - system lle gellid cynyddu uchder platfform rheilffordd am gost gymharol isel.

Gweithred:

1. **Tomos Roberts (Network Rail) i rannu datganiad i'r wasg gyda swyddfa Liz Saville Roberts AS fel bod modd cyflwyno 'Cynnig Cynnar y Dydd' yn Nhŷ'r Cyffredin i amlygu'r gwaith sydd wedi ei gyflawni.**
2. **Tomos Roberts i gysylltu gyda Cyng. Rob Triggs i drafod gwaith ar y cledrau yn Abermaw.**
3. **Cyng. Gwynfor Owen i rannu gwybodaeth gyda Network Rail ynglŷn â phroblemau erydu tir ger eiddo sydd wedi ei leoli ar dir British Rail (bellach Network Rail). Y bwriad oedd trefnu ymweliad safle.**
4. **Cais am ddiweddariad o gynlluniau / drafodaethau Network Rail a Cyfoeth Naturiol Cymru at amddiffyn y rheilffordd rhag llifogydd ym Mhwllheli – amddiffyn y rheilffordd yn flaenoriaeth.**
5. **Cais i Network Rail a Trafnidiaeth Cymru ymestyn y gwasanaeth trenau pedwar cerbyd, pob diwrnod o'r wythnos, drwy'r flwyddyn. Byddai hyn yn cynyddu refeniw.**
6. **Diweddariad o sefyllfa ffordd y clogwyn ar y A493 ger Y Friog. Bod degawd ers i'r goleuadau traffig gael eu gosod a dim gweithrediad ers hynny. Tirlithriad diweddar wedi bod ger y safle – yr ardal yn fregus. Cais i gynnal cyfarfod cyhoeddus yn Neuadd Bentref Llangylennin gyda'r Aelod Cabinet y Cyng Dafydd Meurig a Steffan Jones (Pennaeth Priffyrdd, Peirianneg ac**

YGC). Gwahoddiad hefyd i Liz Saville Roberts a Mabon ap Gwynfor. LHE i gysylltu gyda Steffan Jones i amlygu'r pryderon a cheisio diweddariad erbyn y cyfarfod nesaf.

TRAFNIDIAETH CYMRU

Nid oedd Gail Jones yn bresennol yn y cyfarfod i dderbyn diweddariad.

Amlygwyd siom gan yr Aelodau nad oedd cynrychiolaeth gan Trafnidiaeth Cymru

HEDDLU TRAFNIDIAETH PRYDEINIG

Croesawyd Tomos Davies i'r cyfarfod

Cyflwynodd Tomos ei hun i'r Aelodau. Nododd ei fod wedi ei leoli yng ngorsaf yr Heddlu ym Mangor sydd gyda chynrychiolaeth dros y rheilffordd o Bwllheli i Borthmadog. Nododd bod Porthmadog i Fachynlleth o dan reolaeth Heddlu Prydeinig gorsaf Machynlleth a bod gorsaf Machynlleth bellach wedi ei staffio yn llawn. Atgoffodd yr Aelodau o gyfrifoldebau'r Heddlu Prydeinig ac fe nododd mai ychydig iawn o broblemau oedd ar y rheilffordd. Amlygodd bod y rheilffordd yn prysuro dros yr Haf, bod ychydig o drafferthion gydag ymddygiad plant ysgol a phroblemau ymddygiad gwrthgymdeithasol mewn rhai ardaloedd.

Diolchwyd am y diweddariad

Sylwadau yn codi o'r drafodaeth ddilynol:

- Diolchwyd am y gwaith. Croesawyd bod HTP yn mynychu cyfarfodydd yn y gymuned
- Awgrymu ymweliadau gan HTP ag ysgolion uwchradd lleol i drafod ymddygiad plant yn y gorsafoedd ac ar y trenau
- Diolch am y cydweithio da rhwng HTP a Heddlu Gogless Cymru yn Machynlleth

Mewn ymateb i gwestiwn ynglŷn a gosod Teledu Cylch Cyfyng (TCC) ar rhai o orsafoedd y Cambrain nodwyd bod HTP yn cefnogi unrhyw fater fyddai yn gwneud y gorsafoedd yn ddiogel, ond byddai rhaid i Trafnidiaeth Cymru gefnogi'r fenter. Ategwyd, os oes angen ymateb i ddigwyddiad yna bod angen tecstio 61016 neu lawr lwytho'r ap 'railway guardian' – y ddau yn sicrhau bod cofnod o ddigwyddiad fyddai'n cefnogi cais am TCC.

Mewn ymateb i gais ynglŷn â chydweithio gyda Heddlu Gogledd Cymru, nodwyd bod y berthynas wedi gwella ers apwyntio Rhingyll newydd yn 2018. Ategwyd bod y sefyllfa wedi gwella a bod mwy o gydweithio

Diolchwyd am y diweddariadau

8. YMATEB I GWESTIYNAU FFURFIOL

Cyngor Tref Criccieth

Cwestiwn: A oes modd paentio stesion Criccieth? Mae ‘Criccieth yn ei Blodau’ yn gweithio’n galed ar welliannau a chynnal y tiroedd yno a byddai’n hwb mawr cael cot o baent i’r stesion er mwyn gwella golwg a chroesawu defnyddwyr yno.

Ateb: Yn anffodus, nid oedd Gail Jones Trafnidiaeth Cymru yn bresennol yn y cyfarfod - TC sydd yn gyfrifol am faterion paentio gorsafoedd. Nodwyd y byddai modd holi am ymateb ysgrifenedig gan TC.

Cwestiwn: Mae graffiti wedi ymddangos ar rhai o’r pontydd rhwng Criccieth a’r Graig Ddu – a oes modd i chi eu gwaredu?

Ateb NR: Gwnaed cais am fwy o fanylion am y graffiti - ei leoliad ac unrhyw luniau y gellid eu rhannu. Ategwyd y byddai modd cael y tim cymunedol allan i’w drin.

Diolchwyd am y cwestiwn

Cynghorydd Eryl Jones-Williams

Cwestiwn: Angen diweddariad o ganlyniadau arolwg diweddar (a gynhaliwyd yn ystod yr Haf) o farn teithwyr Rheilffordd y Cambrian.

Ateb: Nododd y Cyng Trevor Roberts y byddai’n cyflwyno adroddiad yn y cyfarfod nesaf ond bod rhai o’r sywladau yn mynegi pryder y byddai’r trenau newydd yn cynnig llai o seddi a thoiledau yn y cerbydau – hyn yn arwain at drenau llawn, aniogel.

Diolchwyd i Network Rail a Heddlu Trafnidaieth Prydeinig am eu cefnogaeth ac am ymateb i’r materion a godwyd yn y Pwyllgor. Fe’i hanogwyd i sicrhau cyfathrebu clir gyda’r cyhoedd o unrhyw ddigwyddiadau / diweddariadau.

Cyfarfod nesaf i’w gynnal Gwanwyn 2024 – LHE i drefnu

Dechreuodd y cyfarfod am 10:30 a daeth i ben am 11:40

CADEIRYDD

NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS
NOTES OF MEETING HELD ON FRIDAY 17th NOVEMBER 2023
BY TEAMS

1. **Present were**
   Russell George SM
   James Price CEO Transport for Wales
   Colin Lea Transport for Wales
   Lewis Brencher Transport for Wales
   Gwyn Rees Transport for Wales
   Charlotte Harries Transport for Wales
   Cllr Trevor Roberts (Cambrian Lines Chair
   Diane (Russell George's office)
   Robert Robinson (Secretary to the Association)

   Apologies for absence
   Cllr Ian Hodge (some confusion over time of meeting)

2. **The survey August/September**
   Robert Robinson outlined the survey method and details of the issues that come out of it which were important to note:

   These were:

   i) Overcrowding on trains common with observations showing on some trains people had difficulty in finding places to stand or sit. There were two instances where children were sitting on cases in a toilet and a mother with small child sitting on the floor due to space. This was the case for most of their journey from Shrewsbury through to Machynlleth.
   ii) Issues of safety due to:
      a. Overcrowding causing injury issues in an accident or sharp stop.
      b. People not being able to get to a toilet causing anxiety and street.
      c. In a medical emergency the guard cannot get down the train to help.
      d. A person witnessed falling off a train (new one) due to overcrowding by the central opening doors (a significant drop to the flatform).

iii) Guards not coming down the trains due to overcrowding with the issue of not collecting fares.
iv) The catering trolley had no chance to get down the overcrowded trains.
v) A specific issue is the Birmingham/Holyhead services which are planned to change (i.e. currently trains 4 car 158 class – proposed timetable a 197 class – reduction of seating from 276 to 116). The train is due to split into 2 x 2 car units at Shrewsbury when the Cambrian Line hourly service is put in place in early 2025.

3. Circulation of survey report

The survey report has been issued to Welsh Government, Association members, the ORR, H&S Executive, Transport for Wales and Network Rail. The reason for the wide circulation is that the Association felt using the words ‘unsafe’ meant it was right to share the report so it was on record.

4. Discussion around the issues

A discussion took place around the identified issues with the following being of note:

i) James Price received the report and the information contained in it. In general the findings are accepted as accurate.
ii) Cambrian Line 197 class introduction late 2024/early 2025 after which the hourly service will be introduced.
iii) More 197 class units should be fitted with the ERTMS system to give flexibility.
iv) Several schemes to help with issues are being discussed with the Minister.
v) The general rule is that passengers should not have to stand on a train journey for more than 20 minutes – it was acknowledged that in some cases (particularly on the North Wales, Chester/Shrewsbury and Cambrian Lines) this is not being achieved.

vi) Collection of fares on busy trains where the guard cannot get down the train. Action is being taken with some trains having two guards and enforcement officers in other areas. This has shown to increase fare collection substantially.

vii) 4 car units on the Cambrian Coast is to run Spring to Summer in 2024.

viii) When Franchise was granted 25% growth pa was expected – covid put this back 2 years. If this growth had taken place the rail provision would not have been enough.

ix) Trains from Shrewsbury – Holyhead from Birmingham – particular overcrowding issues on these trains. Suggestion of a Shrewsbury start point for Holyhead trains to be seriously considered. The Association was asked to help with suggestions of how this can be achieved.

x) Loss of 175 class units has not affected lines as badly as might be. The reliability of these units was becoming unacceptable. The 197 units are replacing these with new units arriving approximately every 12 days.

xi) Keeping some of the class 158 units may not be possible as the leasing company appears to only want them back at the end of the term altogether.

xii) Customer service survey was good, staff singled out for praise. Only overcrowding and reliability noted of concern.

xiii) The summary and recommendations are added to these notes at appendix A.

xiv) The meeting was positive and constructive.

5. Positives from the survey

It was acknowledged that there were some positives from the survey which included:

i) Staff on the trains were considered excellent from the survey results.

ii) The customer care part of the survey gave a good result in most areas (apart from reliability and overcrowding).

iii) Electronic display boards have improved.

6. Other matters raised in the meeting

Other matters raised during the meeting were:

i) A passenger contacting Russell George regarding shortchanging times between trains at Shrewsbury with platform 3 involved. It was noted – however if people want more time to change trains, they should allow for this in their journey planning.
ii) 4 car units along the coast are planned for 2024 from spring through the summer months. This is much welcomed.

7. Actions to be taken forward

The meeting agreed the following actions to be taken forward:

i) TFW to consider more 197 class trains being fitted with the Cambrian Line signalling system
ii) The Association to work with TFW to seek a plan to start Birmingham Holyhead trains from Shrewsbury, leaving the 4 car unit to go along the Cambrian Lines and a 2/4 car unit to Holyhead.
iii) The Association will continue with surveys to monitor the North coast and Cambrian Lines and report accordingly.
iv) TFW is working to improve on train revenue (currently 60% with a wish to get this up to 80%).
v) TFW retaining class 158 units until the new trains are fully in place. (it was noted that the leasing company did not wish to extend leases for only part of the fleet).
vi) Further survey work to be completed in the new year and into 2025 to monitor where we are.
vii) Robert to copy Russell George into letter to Minister which has not been responded to after some time.

APPENDIX A

Copy of the summary and recommendations of the survey report (August 2023).

NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS
NOTES OF MEETING HELD ON FRIDAY 17th NOVEMBER 2023
BY TEAMS

Executive summary

The main points of note of the survey are:

The overcrowding on many trains (on all the lines surveyed) is at an unacceptable level and when measured against the proposed 197 class units leads us to state that levels expected when they are introduced will be unsafe and bordering on dangerous – maybe even illegal. Where there is a mitigation, it should be put in place – i.e. more capacity.

The reduction of 4 car units to 2 car on the Birmingham to Holyhead service after Shrewsbury measured against passenger levels will put people at risk and the trains proposed with this level of use are unsafe and bordering on dangerous – maybe even illegal. Where there is a mitigation, it should be put in place – i.e. more capacity.

i) The reason for stating they will be unsafe are:

a. If a passenger goes ill there is no space for them nor can a member of staff get to them.

b. If there was to be an emergency stop or an incident such as a crash the devastation with such overloaded trains will cause death and life changing injuries that could be avoided.

c. If such an incident takes place and nothing is done to alleviate the issues highlighted in this report the Association will consider what actions to take to bring those responsible to account.

ii) The reduction in business and commuters is of concern and this must mean they are using other forms of transport (even considering working at home).

iii) The class 197 trains are not fit for purpose on long journeys and alternatives should be sought to stop what is heading for a catastrophic situation on the Wales railways. Cost should not be an issue when

people's lives are put at risk. There is no way that a single train is suitable for commuting and long distance.

iv) The customer care on train by the staff is good.

v) Staff are stressed and put under constant pressure due to no fault of their own but due to the issues identified above.

vi) Catering was available on most trains, however due to overcrowding could not get down the train.

vii) The loss of revenue on trains because the guard cannot get down the train must be massive.

viii) The height of the step onto the trains combined with many platforms with a gap gives a health and safety situation which should be investigated and rectified as needed.

ix) The Association does not see how a subsidy reduction per passenger can be achieved by reducing the size and number of trains which this report shows is not an option.

x) The guidelines as we understand them are that no passenger should be expected to stand on a train for more than 20 minutes, this is not being achieved now let along with the new timetabled trains proposed.

xi) A car and a coach are only allowed people who have a seat (a few standing on a bus) as it is considered unsafe. Compared with a train there appears to be an issue.

xii) There is an issue around people on crowded trains, particularly with central opening doors. People are 'pushed close the doors' so

when they open some were seen to fall out the train. With the difference in train and platform heights this can be dangerous.

Recommendations

The Association from the evidence of this and previous reports suggest the following recommendations:

i) The current 158 stock should be retained on long distance lines (i.e. Cardiff and Birmingham to Holyhead and the Cambrian Lines) to supplement the new 197 stock whilst the situation is investigated fully and rectification put in place.

ii) All long distance class 197 trains should be 3 or 4 car minimum. Two car units are not acceptable on all long distance timetabled services.

iii) The Holyhead and Aberystwyth service out of Birmingham is due to split at Shrewsbury with 2 cars going to each. We recommend that the four car train out of Birmingham goes through in total to Aberystwyth. A 4 car train for Holyhead should then start from Shrewsbury to meet this train.

The support for this proposal is shown in the survey results. (a two car unit on this service north of Shrewsbury is not acceptable and due to the number of passengers using this service would be unsafe and bordering on dangerous – maybe even illegal. Where there is a mitigation, it should be put in place – i.e. more capacity).

iv) In the summer months a four car unit should be provided on all Cambrian Coast services. Again due to the numbers using these services a two car unit is unsafe.

v) More class 197 units should be fitted with ERTMS to give the flexibility required.

vi) The Health and Safety Executive should consider if there is a case to stop the current introduction of class 197's in the way proposed to ensure safety is observed.

vii) The reduction in overcrowding on many lines will increase revenue (thus reducing the overall cost of subsidy per person) as at present on very busy trains the guards cannot get down the train to collect fares.

viii) A meeting between the Minister and senior rail officials with the Association should be held as soon as possible.

ix) If there is no satisfactory solution found within the immediate future (i.e. within 3 months) then the Association feels that due to the public interest this report should be released into the public domain.

x) In the public interest this report will be made available to the press as well as Welsh Government, The Minister, Transport for Wales,

Network Rail, the Rail Partnerships, H&S Executive and the ORR. xi) Reference to be made to the ORR position statement on overcrowding of trains as set out at the end of this document. xii) An urgent high level meeting is to be arranged with Welsh Government and senior officials to present the report and seek some improvements to help what is considered a 'serious' situation.

xiii) A further survey of numbers on trains should be carried out in November 2023 as an addendum to this report.

xiv) The ORR statement on overcrowding and safety is to be noted.

RX.12/02/24

PWYLLGOR CYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN
22 Mawrth 2024

CAMBRIAN COAST RAILWAY LIAISON COMMITTEE
22 March 2024

Cwestiwn i TRAFNIDIAETH CYMRU / Question for TRANSPORT FOR WALES When will Machynlleth depot be given enough units to enable the 0645 Barmouth to Machynlleth to operate (a) without frequent cancellation, (b) as a through portion to Birmingham International?
Cwestiwn i NETWORK RAIL/ Question for NETWORK RAIL
Cwestiwn i'r PWYLLGOR / Question for COMMITTEE When will the committee resume holding face-to-face meetings?
Cwestiwn i UNED CLUDIANT CYNGOR GWYNEDD / Question for TRANSPORT UNIT CYNGOR GWYNEDD
Cwestiwn i HEDDLU TRAFNIDIAETH PRYDEINIG / Question for BRITISH TRANSPORT POLICE
Oddiwrth / From: Roger Goodhew, representing SARPA

I'w dychwelyd at **To be returned to:**	Lowri Haf Evans Gwasanaethau Democratiaeth / Democratic Services Cyngor Gwynedd / Gwynedd Council Stryd y Jel, Caernarfon Gwynedd LL55 1SH 01286 679 878 lowrihafevans@gwynedd.llyw.cymru
Erbyn / By:	**08-02-2024**

PWYLLGOR CYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN
22 Mawrth 2024

CAMBRIAN COAST RAILWAY LIAISON COMMITTEE
22 March 2024

Cwestiwn i TRAFNIDIAETH CYMRU / Question for TRANSPORT FOR WALES **Mae son wedi bod yn y Cyngor yn ddiweddar bod yna uwchraddio I fod cyn diwedd Mawrth ar y shelter ar Orsaf Talwrn Bach Llanbedr.** **Hoffwn gadarnhad a yw hyn yn wir?** **A oes unrhyw ddatblygiad posib I leoli barriers ar y groesfan yma?** **Poster mewn metal /plastic o lwybrau cyhoeddus I roi ar y cefn y shelter?** ***There has been talk in the Council recently that there is an upgrade to be done before the end of March on the shelter at Talwrn Bach Station, Llanbedr.*** ***I would like confirmation if this is true?*** ***Is there any possible development to place barriers at this crossing?*** ***Poster in metal / plastic of public paths to be positioned on the back of the shelter?***	
Cwestiwn i NETWORK RAIL/ Question for NETWORK RAIL ***Parthed bin sbwriel. A oes modd pwyso am hwn. Gwn nad yw Cyngor Gwynedd wedi darparu bin baw cwn ger y safle.*** ***Tybed a oes modd dod I gytundeb efo Cyngor Gwynedd i gasglu sbwriel oddi ar y station.*** ***Hefyd pwyso ar gael yr hen enw TALWRN BACH yn ysgrifennedig ar yr arwydd (hynny yw o dan y gair Llanbedr)*** ***Regarding trash bin. Is it possible to press for this. I'm aware that Gwynedd Council have not provided a dog litter bin near the site.*** ***I wonder if it is possible to come to an agreement with Gwynedd Council to collect rubbish from the station.*** ***Also pressing to have the old name TALWRN BACH written on the sign (that is under the word Llanbedr)***	
Cwestiwn i'r PWYLLGOR / Question for COMMITTEE	
Cwestiwn i UNED CLUDIANT CYNGOR GWYNEDD / Question for TRANSPORT UNIT CYNGOR GWYNEDD	
Cwestiwn i HEDDLU TRAFNIDIAETH PRYDEINIG / Question for BRITISH TRANSPORT POLICE	
Oddiwrth / From: Cyngor Llanber Council	
I'w dychwelyd at **To be returned to:**	Lowri Haf Evans, Gwasanaethau Democratiaeth / Democratic Services Cyngor Gwynedd / Gwynedd Council, Stryd y Jel, Caernarfon, Gwynedd, LL55 1SH 01286 679 878 lowrihafevans@gwynedd.llyw.cymru
Erbyn / By:	**08-02-2024**

PWYLLGOR CYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN
22 Mawrth 2024

CAMBRIAN COAST RAILWAY LIAISON COMMITTEE
22 March 2024

Cwestiwn i TRAFNIDIAETH CYMRU / Question for TRANSPORT FOR WALES

Cwestiwn i NETWORK RAIL/ Question for NETWORK RAIL

A oes modd paentio stesion Criccieth? Mae Criccieth yn ei Blodau yn gweithio'n galed ar welliannau a chynnal y tiroedd yno a bydde'n hwb mawr cael cotiad o baent i'r stesion er mwyn gwella golwg a chroesawu defnyddwyr yno. Diolch yn fawr iawn am eich ystyriaeth. Diolch yn fawr iawn am gytuno i waredu'r graffiti ar y pontydd – ac am y gwaith gwych yn stesion Criccieth a hefyd torri'r tyfiant coed ger rhandiroedd Cae Crwn.

Can Criccieth station be painted? Criccieth in Bloom works hard on improvements and maintaining the grounds there and it would be a great boost for the station to heve a coat of paint to improve the appearance and welcome users there.
Thank you very much for your consideration.
Thank you very much for agreeing to remove the graffiti on the bridges - and for the excellent work at Criccieth station and also cutting the tree growth near the Cae Crwn allotments.

Cwestiwn i'r PWYLLGOR / Question for COMMITTEE

Cwestiwn i UNED CLUDIANT CYNGOR GWYNEDD / Question for TRANSPORT UNIT CYNGOR GWYNEDD

Cwestiwn i HEDDLU TRAFNIDIAETH PRYDEINIG / Question for BRITISH TRANSPORT POLICE

Oddiwrth / From:

I'w dychwelyd at **To be returned to:**	Lowri Haf Evans Gwasanaethau Democratiaeth / Democratic Services Cyngor Gwynedd / Gwynedd Council Stryd y Jel, Caernarfon Gwynedd LL55 1SH 01286 679 878 lowrihafevans@gwynedd.llyw.cymru
Erbyn / By:	**08-02-2024**