

Agenda – Climate Change, Environment, and Infrastructure Committee

Meeting Venue:

Committee room 4 Tŷ Hywel
and video Conference via Zoom

Meeting date: 23 January 2025

Meeting time: 09.30

For further information contact:

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Committee Clerk

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Hybrid

At its meeting on 8 January 2025, the Committee agreed a motion under Standing Order 17.42 (vi) and (ix) to exclude the public from the start of today's meeting.

Private meeting (09.15–10.15)

- 1 Stage 1 scrutiny of the Disused Mine and Quarry Tips (Wales) Bill –
Technical briefing
(09.30–10.15)**

Break (10.15–10.30)

Public meeting (10.30–12.30)

- 2 Introductions, apologies, substitutions, and declarations of
interest
(10.30)**



3 Annual scrutiny of Transport for Wales

(10.30–11.30)

(Pages 1 – 31)

James Price, Chief Executive – Transport for Wales

Jan Chaudhry–Van Der Velde, Chief Operations Officer – Transport for Wales

Heather Clash, Chief Finance, Governance and Corporate Services Officer –
Transport for Wales

Attached Documents:

Research brief – Annual Scrutiny of Transport for Wales

Paper – Transport for Wales

Break (11.30–11.40)

Annual scrutiny of Transport for Wales – continued

(11.40–12.30)

James Price, Chief Executive – Transport for Wales

Jan Chaudhry–Van Der Velde, Chief Operations Officer – Transport for Wales

Heather Clash, Chief Finance, Governance and Corporate Services Officer –
Transport for Wales

4 Papers to note (12.30)

4.1 Halting and reversing the loss of nature by 2030

(Page 32)

Attached Documents:

Letter from the Chair of the Cardiff Civic Society to the Chair in relation to
preserving and enhancing biodiversity

4.2 Inter–Institutional Relations Agreement

(Pages 33 – 35)

Attached Documents:

Letter from the Deputy First Minister and Cabinet Secretary for Climate

Change and Rural Affairs to the Chair in relation to the Official Controls (Plant Health) and Phytosanitary Conditions (Amendment) Regulations 2025

4.3 Temporary Closure of Holyhead Port

(Pages 36 – 37)

Attached Documents:

Letter from the Chair of the Economy, Trade, and Rural Affairs Committee to the Cabinet Secretary for Economy, Energy and Planning, and the Cabinet Secretary for Transport and North Wales in relation to the temporary closure of Holyhead Port

4.4 Scrutiny of Natural Resources Wales

(Pages 38 – 40)

Attached Documents:

Update from Natural Resources Wales in relation to the Committee's report: Natural Resources Wales – Annual Scrutiny 2023–24

4.5 Welsh Government Draft Budget 2025–26

(Pages 41 – 44)

Attached Documents:

Letter from Ramblers Cymru to the Chair in relation to the scrutiny of the Welsh Government Draft Budget 2025–26

4.6 Scrutiny of Transport for Wales

(Pages 45 – 51)

Attached Documents:

Response from James Price, Chief Executive, Transport for Wales to the Chair in relation to the scrutiny of Transport for Wales

Letter from James Price, Chief Executive, Transport for Wales to the Chair in relation to operational matters for Transport for Wales

4.7 Interparliamentary forum

(Pages 52 – 53)

Attached Documents:

Letter from the Llywydd to the Chair in relation to the Interparliamentary forum

4.8 Inter-Institutional Relations Agreement

(Pages 54 – 57)

Attached Documents:

Letter from the Cabinet Secretary for Social Justice, Trefnydd and Chief Whip to the Chair of the Legislation, Justice and Constitution Committee in relation to forthcoming intergovernmental meetings

Letter from the Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs to the Chair in relation to the Official Controls (Plant Health) and Phytosanitary Conditions (Amendment) Regulations 2025

4.9 Legislative Consent: Data Use and Access Bill

(Page 58)

Attached Documents:

Letter from the Chair of the Legislation, Justice and Constitution Committee to the Cabinet Secretary for Economy, Energy and Planning in relation to the Legislative Consent: Data Use and Access Bill

5 Motion under Standing Order 17.42 (vi) and (ix) to resolve to exclude the public from the remainder of this meeting

(12.30)

Private meeting (12.30–12.50)

6 Consideration of evidence received under items 3 and 4

7 Storm response inquiry

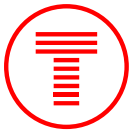
(Pages 59 – 64)

Attached Documents:

Paper – Consideration of approach to work on storm response inquiry

Paper – Engagement Proposal

Document is Restricted



Llyr Gruffydd MS
Chair of the Climate Change, Environment, and Infrastructure Committee

13 January 2025

Dear Llyr Gruffydd MS

As requested by the Climate Change, Environment and Infrastructure Committee, I am writing to you with further information on the specific topics requested and to provide an update on TfW's performance.

On behalf of TfW, I welcome the Committee's robust scrutiny of our performance to ensure the best rail services TfW can offer for the people of Wales and its border regions, and the integrity of the processes in place when spending taxpayer money to transform the railway. It was also a pleasure welcoming you to the Taff's Well Depot in November, and I am please that you were able to take time to come and see it.

2024 has not been without its operational challenges for TfW, but it's also been a year in which we've achieved some major milestones in terms of our investment in our new fleet, delivering a significant mainline timetable change and moving closer to delivering our ambitious vision for the integration of transport in Wales.

In November we started introducing the latest of our brand-new fleet, the Class 756s on the Aberdare and Merthyr Lines, and on the Treherbert line as of Monday 6 January 2025. This brings a welcome upgrade onto the TAM lines, and more Class 756s will follow on these lines over the weeks ahead.

Almost every line now has new units operating on them, with some lines such as the Wrexham-Bidston line or the Conwy Valley Line having every service run with an entirely new unit. As of the Sunday 15 December 2024 timetable change, the North Wales Branches will continue to have 100% of journeys on new fleet and the North Wales Mainline with over 80% of journeys on new fleet. Overall, over 87% of journeys will be on new fleet for North Wales from December 2024 timetable.

We expect the delivery of all new fleets, apart from the Class 398s, to be completed by the end of 2025, with all units entered into service by the end of 2026. The table below details the number of each new unit entered into service so far:

New Trains	Number in service
Class 197s	58 out of 77
Class 231s	11 out of 11
Class 756s	10 out of 24
Class 398s	0 out of 36
Mark 4s	7 out of 8
Class 153s	16 out of 18
Class 230s	5 out of 5





Other key timetable changes introduced in December 2024 have been

- Significantly more stops at Pontyclun, Llanharan and Pencoed – increase in total daily services from 38 per day to 59. A 55% increase.
- Increase in Swanline services during peak hours to 1 train per hour (Baglan, Briton Ferry, Skewen and Llansamlet).
- Two extra Milford Haven services and a more evenly spaced service to Fishguard Harbour, which removes a six-hour gap without trains during the middle of the day.
- The last train from Cardiff to Maesteg via Bridgend is now later - at 11:24pm.
- Later last train from Swansea to Cardiff leaving at 11:30pm Monday to Friday.
- More consistent departures with more trains leaving at the same time past each hour.
- Maesteg services towards Cardiff will now run through to Ebbw Vale, rather than Cheltenham Spa.
- Cheltenham Spa services will start and end at Cardiff Central.
- Instigation of the changes brought about by the Strategic Timetable Review on the Cambrian and Heart of Wales lines.
- Introduction of brand-new Class 756 trains on the Core Valley Lines (starting November) and dedicated active travel trains with extra bike spaces, a full refit and a dedicated livery for the Heart of Wales line.
- Some changes to the calling pattern on certain services between Cardiff and Manchester Piccadilly, to speed up some trains and deliver a standard pattern in the timetable.
- Some local services between West Wales and Cardiff will now use Platform 0 at Cardiff Central.
- The North Wales Branches will continue to have 100% of journeys on new fleet and the North Wales Mainline with over 80% of journeys on new fleet. Overall, over 87% of journeys will be on new fleet for North Wales services from December 2024 timetable.

These changes have been described as the “most significant mainline timetable change in a generation” and has taken four years to develop.

However, it’s true to say that we’re still experiencing delays from our manufacturers, both Stadler and CAF and it’s important to both work in partnership with them and to hold them to account in everyway possible. I very recently undertook a short visit to Spain to meet with the CEO of CAF to push them further on making decisions.

Therefore, with our current fleet and journeys on new trains, we are around 70-75% along our journey, but this will increase with more Class 756s coming online and then bringing them onto the Coryton Line around Spring/Early Summer in 2025.

Last year, we spent time reviewing our longer-term rail timetable commitments to ensure they best meet the demands of customers and are fit for the needs of passengers. In October, we shared this work with Members as well as online for members of the public. [TfW Future Timetable Review | Have your say by Transport for Wales.](#)



In the wake of the Covid 19 pandemic, the way people use public transport for work, education and leisure has changed significantly. We've changed too, becoming a public railway in the truest sense of the word. Nearly every service we run requires some form of public subsidy at a time where budgets are tight. Every penny we take on any service that is above and beyond our operating costs goes back into reducing the subsidy we receive. As a responsible operator it is imperative that we balance the need for a regular, robust and reliable service within our budgets and against our targets to deliver more sustainable transport.

We had developed our future timetable to better align with current travel habits and requirements of customers, whilst becoming a truly multimodal operator. That means we're looking at demand and the opportunities for growth across bus and rail together. On the railway, some routes will see little change, others will see slightly different calling patterns better targeted to current needs, but in other areas we have had to make some tough decisions to ensure that we provide capacity where most needed, grow revenue and ultimately reduce public subsidy. Regular stakeholder feedback on our timetables has fed into this, alongside passenger counts and close consideration of alternative travel options.

In 2024, we continued our work in preparation for the introduction of a new Bill to the Senedd which will enable Bus Reform. In March 2024, we jointly published the [Roadmap to Bus Reform](#) with the Welsh Government which sets out our vision for bus franchising. We later updated this with more detail around our zonal approach in which we plan to franchise across four zones, over four years, starting with South West Wales in 2027.

We've been working closely with local authorities and the regions to develop blueprints to deliver Bus Reform across these four zones and developing a 'zonal methodology' which sets out how we plan to work together to create franchising plans across the regions, whilst ensuring a consistent national approach.

We've also established an engagement framework to support this change and understand the key priorities of our stakeholder and communities to build the bus network that Wales needs. This framework includes a new Bus Reform Industry Panel which brings together voices representing passenger interests, large and SME bus operators, Community Transport organisations, local government and Trade Unions. The panel will play an important role in helping us shape the detail behind Bus Reform and ensures that local and regional collaboration is at the heart of our plans to franchise buses.

The Committee have asked some specific questions and I hope I have fully answered with the below;

Performance Management

We understand that transparency is key to inspiring the trust and confidence of the Welsh people, and for this reason transparency underpins everything we do. To this end, and so that our performance can be regularly reviewed and scrutinised, we report on a range of multi-modal Key Performance Indicators (KPIs) to both the Welsh Government and the public, which cover:

- Finance
- Health, safety & sustainability



- Customer satisfaction & complaints
- Passenger journey & service performance
- Business plan deliverables
- Major projects deliverables
- Procurement & stakeholder engagement
- ED&I
- Our team & people
- Welsh Language

Most of the KPIs listed above are reported quarterly, excluding our rail performance which is reviewed by the TfW Rail Board every 4 weeks and is published for each rail period on our website: [Train performance | TfW](#).

As part of our reporting process, we present a quarterly KPI scorecard to the TfW/Welsh Government Performance Board, who scrutinise the organisation's overall KPI performance and escalate any concerns to be managed by the TfW Steering Board.

Budget

In order to uphold transparency around financial reporting, we work closely with Welsh Government to develop financial reporting aligned to their needs. We prepare an annual multi-year view for the WG which allows us to ensure the longer-term discussions and plans are modelled and understood for critical decisions and prioritisation.

A timetable for the budget setting process has been agreed which allows us to work closely with Welsh Government colleagues to ensure their insight and challenge is reflected in our final budget.

At the end of July each year, TfW presents an initial proposed budget to Welsh Government colleagues to be reviewed alongside our business plan for the next financial year. This budget includes all TfW costs mapped to WG funding lines (BELs).

With most of the funding attributed to rail service provision, it can be challenging to provide a finalised budget nine months in advance of the upcoming financial year that takes into consideration variables such as rail customer behaviour. However, we carry out deep dives into the budget component parts with Welsh Government colleagues to review and challenge this draft budget, and the outputs from these scrutiny sessions are fed into a second version of the budget which is once again present to Welsh Government in November.

At this stage, we're able to review available funding and the proposed budget, and various options are considered in order to close any funding gaps identified. Following this, a finalised business plan, including our proposed budget, is published.

During the year, we also provide monthly financial reporting to the Welsh Government, which includes:

- Reforecasting with a similar level of detail to the budget (including by funding line) and information on variances
- identifying risks and opportunities



- details of any funding variations being agreed with budget holders within WG
- specific updates about ongoing projects and focus areas (e.g. MAs, pensions, tax, rolling stock leases)

This reporting and forecast data is discussed in a number of forums (monthly finance meeting, steering board, detailed discussions with budget holders). We work closely with Welsh Government to continuously improve this reporting aligned to stakeholder insights.

We also work closely with Welsh Government financial reporting teams to support preparation and audit of the Welsh Government Annual Report and Financial Statements, within which TfW's financial results are consolidated.

Integration and the T Network

In 2024, we've been preparing to deliver our new and exciting vision for the integration of transport in Wales, which brings our transport system together and joins up journeys for our customers- from one mode to many. TfW's T Network (previously known as TfW 2.0) sets out this ambitious vision of one network, one timetable, one ticket, delivered by one team.

We recognise that this requires real change and preparedness at TfW. This year, we've laid the groundwork for governance, brand development and cultural change. The key steps we've taken so far on this journey include:

- Creation of the T Network subcommittee – this is held bi-monthly and serves as a 'guiding mind' to unlock business or system-wide issues and support strategic decision making. The subcommittee's membership is made of Welsh Government colleagues, TfW's Executive Leadership Team, including myself, and TfW's Non-Executive Directors. It is likely that the work of this committee will shortly transition to the main Board – as this is the key role of TfW in the future.
- Mobilisation of 5 delivery workstreams- these workstreams cover Customer, Ways of Working, Systems and Technology, Culture, and National/Regional Transport Integration. Each area has an ELT sponsor and is overseen by the T Network project team so that delivery partners are held to account.
- Developed clear brand framework and brand architecture- We've developed a new way to communicate this multimodal future (brand architecture) to customers and drive nationwide behaviour change. This is a brand architecture that is functional, flexible and full of personality, using the 'T' symbol as a beacon to guide the people of Wales.
- Colleague culture change programme- To deliver on our future as an organisation we require internal cultural change. To drive a strong performance culture and to create a shared sense of purpose, we've worked in partnership with colleagues and Trade Unions to develop TfW's new mission, vision, purpose and values. We launched this among senior leaders in readiness for wider company launch in January 2025.



Organisational Development

As part of our Strategic Equality Plan 2024 - 2028 we will ensure that a variety of EDI training, including anti-racism training, is rolled out across the business, to create an informed and aware workforce, ensuring that those who are from underrepresented and/or marginalised groups feel welcomed and belong among their peers and colleagues.'

In addition, we will continue to invest and support in a range of schemes such as:

- Women in Transport LEAD programme,
- Women in Transport Advance mentoring programme
- Women in Rail Moving Ahead Mentoring scheme
- 2025 launch of our internal Women in Leadership programme

The Welsh Women in Transport Hub and the Wales Women in Rail regional group will also continue its work in offering a range of events to share best practice, knowledge, engaging women across the transport sector and growing a male allyship to the work being undertaken.

These programmes support women to grow in confidence and achieve their full potential. Our Internal development statistics also show that more women proportionally are likely to undertake both vocational courses and qualifications.

The progress we've made by investing in the leadership training of women at TfW, is so we can see better representation of women in higher paid positions and to continue to narrow the Gender Pay Gap – and as a consequence so we can be a more effective organisation. To provide an overview of our official gender pay gap figures, we publish a yearly report in line with UK Government legislation that includes data on:

- Mean and median gender pay gaps
- Mean and median gender bonus gaps
- The proportion of men and women who received bonuses
- Proportions of men and women in each pay quartile.

Our 2023/24 data is set to be published at the end of January 2025, but the below table is a snapshot of our 23/24 Gender Pay Gap data that will be featured in the report:

Overall GPG	Mean		Median	
	2022/2023	2023/2024	2022/2023	2023/2024
TfW	15.8%	16.6%	18.8%	19.58%
Rail	15.2%	14.97%	16.2%	14.3%
Group	14.9%	13.6%	14.1%	15.3%



Implementation of Regional Transport Planning

Over the last few years, TfW has been working ever more closely with Local Authorities and Corporate Joint Committees (CJCs) to support officers in the development of Regional Transport Plans (RTPs) by providing technical support, advocacy and liaison. At this stage, RTPs have been drafted by all four of the regions in Wales and each CJC will put these plans for consultation in early 2025. Further to this, it is expected that the RTPs be published in summer 2025 in line with Welsh Government guidance.

It's key to note that the CJCs only have a statutory duty to prepare the RTPs, whilst the delivery remains a matter for individual local government authorities. However, Welsh Government are seeking to devolve the funding streams to CJCs and initial discussions are taking place with representatives across the public sector to define how project management and delivery can take advantage of local knowledge and political advocacy, whilst benefitting from the resources of a regional approach. TfW will play a key part in this, as a centre of excellence for transport planning, management and infrastructure delivery.

With continued reduction in Local Government transport resource, the ability for local governments to deliver RTPs presents a significant challenge and further emphasises the importance of regional partnership working. Therefore, TfW are offering a range of skills and services to support and supplement local government work across Wales. We're keen to support our public sector partners to ensure the success of local and regional delivery.

As previously mentioned, we're beginning to form programs which promote the integration of transport across Wales. The Regional Transport Delivery Plans may be the method of delivery for this, delivering local improvements but with a nationally standardised approach and systems that ensure journeys are joined up, particularly for those journeys which integrate with public transport.

Finally, TfW is supporting the Welsh Government as they modernise the grant process to align with future year funding and with the priorities set out above.

Preparations for Bus Reform

The Welsh Government and TfW are building an integrated transport network that brings together walking, wheeling, cycling and public transport to make sustainable transport the easiest way to travel. Buses are a key part of this vision, and the people of Wales need a reliable, affordable, flexible and easy to use bus network.

As part of our continued partnership work with CJCs and Local Authorities, we've jointly agreed a methodology for how we will work together in preparation for Bus Reform. This methodology has also been approved by the Welsh Local Government Association (WLGA) and the transport cabinet members across all 22 Local Authorities.

As an update to our [Our Roadmap to Bus Reform](#), in which we proposed to take a geographical approach to the roll out of bus franchising, we've agreed the principle zonal roll out across four zones based on customer profile and the composition of the proposed network. In 2024, the Cabinet Secretary for Transport and North Wales, announced the following timetable for the roll out:



- South West 2027
- North 2028
- South East 2029
- Mid Wales 2030.

The key considerations made when agreeing the sequencing of franchise areas includes the complexity of the network, including cross-country and cross-border movements; current levels of control and competition within those zones; ability to grow revenue in the area; and bus decarbonisation opportunities available.

As we work towards meeting these milestones, we're continuing to work closely with both Powys Council and Ceredigion Council to work on the bridge to franchising initiative in Mid Wales. As most of the Mid Wales network is already contracted, we aim to achieve some partial benefits from bus reform ahead of the legislation receiving planned Royal Assent in Spring 2026.

In the interim, we're keen to learn about the impact that bus reform will have on services so we're applying some of the franchising objectives around fares, ticketing, timetable and contracts to our Traws Cymru services, as well as partnering with Local Authorities, such as Gwynedd Council, on re-tendering.

We're committed to maintaining open and honest dialogue about bus provision with people across Wales and the borders. Understanding the priorities of our stakeholder and communities is key to bringing the bus network that Wales needs. TfW has an established multimodal travel advisory architecture that brings together representatives from customer groups, government, industry and people with protected characteristics. They provide feedback, scrutiny, and advice. In relation to bus franchising, we've established a comprehensive framework for engaging and consulting with key stakeholders which has culminated in an all-partner unit called the Bus Industry Forum.

To ensure that bus reform allows the public sector to make decisions about network design, we're developing an approach to measuring how accessible the public transport network is. As part of this approach, we want to know:

- How convenient is the network?
- How well does it connect people to where they want to go?
- How well does it connect people to other transport services?

This will allow us to measure the success of the network in terms of improvement to access (being 400m from a bus stop, railway station or interchange with hourly or more frequent services); access to opportunity (where and what can you access by public transport within a given time from your home); and measure of integration.

To put this into context, we've already begun to implement this methodology in the South West as this is the first zone in which we plan to franchise. We've been working closely with the zone's four Local Authorities to establish two networks, including a base network and an aspirational network, which are subject to funding.



Engagement with key stakeholders is already underway in the South West and we've delivered activities including sessions on franchising for elected representatives, as well as representatives from TfW attending formal and informal cabinet meetings to provide updates.

In Summer 2025, we will deliver a public consultation with both online and in-person opportunities for stakeholders and customers to have their say on how the network should look. As part of the public consultation, we'll engage with operators to provide them with opportunities to share their views on the network, and to support them to build their local knowledge in the process. We also intend to lay the South West network before the Senedd in 2026, in line with the planned phase of legislation agreement.

As we move closer to the first roll out milestone, we'll continue to work with partners and stakeholders to refine our approach to franchising the network so that we build passengers the best possible network.

Rail and Metro Delivery

We've continued to deliver the Core Valley Line (CVL) Infrastructure Transformation works and the commissioning of rolling stock to support the Cardiff Metro programme, with all key major milestones successfully completed during 2024.

Last year we completed work on the signalling and Overhead Line Equipment (OLE), which will power the brand-new electric trains, on the Treherbert, Aberdare and Merthyr lines, and received Approval to Place Into Passenger Service (APIS) from the Office of Road and Rail (ORR) which has allowed us to begin to introduce our new Class 756 tri-mode fleet into passenger service in November 2024.

Another major milestone we achieved in November 2024 was the completion of the new Taffs Well Depot, the home of the brand-new Class 398 tram train fleet. The depot is now in full operation, with the first of our colleagues operating from the site.

With the primary activity on the TAM lines being the continued introduction of the new trains, our next focus for the infrastructure transformation as part of the South Wales Metro project is the commissioning and energisation of the Cardiff to Rhymney lines in 2025. As we move into this next phase of infrastructure transformation, we've taken the time to review our Programme Management and supply chain approach. As part of this exercise, we've revised the strategic approach to programme delivery so that the integration of the remaining works is simplified and to amend supplier contract terms to increase the use of fixed price and target cost contracts.

Active Travel

Over the last few years TfW has been working ever more closely with Local Authorities and CJs to firstly further the technical ability of officers in Wales (both TfW and LAs) to develop and bring forward good active travel schemes and secondly to understand better how to evaluate their effectiveness and indeed how to encourage better usage and take up as part of a multi modal transport network.



The focus is currently on working in partnership with CJCs and Local Authorities to support officers to bring forward and design excellent schemes as part of a rounded regional transport plan. The emphasis is on supporting and enabling and providing a service to local authority officers rather than in an enforcement role.

TfW has over the last 18 months developed the capacity for the first time to support scheme design, offering the ability to achieve much higher value for money for Wales in this space as we move forward.

Climate Adaptation

In 2023, we published our Climate Adaptation and Resilience Plan which covers our owned network in South East Wales and complements the Network Rail Weather Resilience and Climate Change Adaptation Strategy for the Wales and borders assets owned by Network Rail.

To help us prioritise our climate adaptation planning going forward, the plan assesses our current vulnerability to extreme or adverse weather and provides an understanding of how our network and services may be impacted during these events.

In addition to developing this plan, we've also undertaken climate change risk assessments to identify the likely risks and opportunities that may affect our operations, with the aim to develop project-specific adaptation delivery plans going forward. From this, we've rolled out training to various teams within TfW based on our Climate Change Assessment guidance for the development of new projects to ensure that climate resilience is embedded into our new assets, maintenance programmes and decision making.

From previous assessment, we understand that high winds and flooding lead to the biggest impact on the running of our services, as we witnessed towards the end of 2024 from the effects of Storm Bert and Storm Darragh. We also know that there are very specific events that occur due to severe weather conditions in certain locations on the Core Valley Lines (CVL), such as earth movements, that can cause major disruption to the network.

We have several weather stations located across the CVL where we can monitor local weather patterns including rainfall, wind gusts, humidity and heat. The data collected at these weather stations is used to determine the weather patterns that are likely to cause the most disruption to services on the CVL so that precautionary measures can be put in place. Our Asset Management team has robust procedures in place to provide an existing level of resilience to current weather events, and we review these procedures to ensure we're able to identify vulnerability and respond to worsening weather events.

We also have access to remote condition monitoring, including debris screen cameras, water level monitoring systems in known flood areas, as well as river flood level warning systems for river bridges at risk of damage from river borne debris.

In areas where intervention may not be possible due to geography or cost, we allow for rapid reaction once flooding has passed so we can limit the duration of line closure and ensure the safe re-opening of the railway.



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TfW is a member of the UK Rail (RSSB) Climate Change Adaptation Working Group in which we are committed to using the same climate projections as the wider rail industry in the UK. We've also established a CVL Climate Change Adaptation Working Group to lead on the implementation of a specific CVL Climate Adaptation Delivery Plan, which focusses on increasing the resilience of our owned assets.

The CVL working group reports into the overarching Climate Change Steering Group which has been established to provide TfW with strategic direction and accountability, and to monitor our progress to becoming more resilient to climate change.

I hope this information finds you and the Committee Members well and I look forward to our annual session on 23rd January to further delve into the detail.

Yours sincerely,

James Price
Prif Weithredwr / Chief Executive

Agenda Item 4.1

From: Nerys Lloyd-Pierce <nerys@lloyd-pierce.co.uk>

Sent: 19 December 2024 11:49

To: Climate Change, Environment, and Infrastructure Committee | Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith <SeneddClimate@senedd.wales>

Subject: More biodiversity loss and poor climate decision in Cardiff

Dear Llyr,

Cardiff City Society would like to bring to your attention a recent planning decision made by Cardiff Council which, in our opinion, has not taken the step-wise approach to preserving and enhancing biodiversity required by Planning Policy Wales seriously.

In October, Cardiff's Planning Committee made a decision to approve a large battery plant and data centre on the coast off Rover Way despite concerns over environmental impacts, in particular habitat loss. The development site is significant Open Mosaic Habitat surrounded by a number of sites of scientific and ecological importance.

The scheme was deemed to be acceptable 'on balance'. The paper considered by Planning Committee is online at

<https://cardiff.moderngov.co.uk/documents/s81428/2400624FUL%20Land%20at%20Rover%20Way%20Splott.pdf>

PPW12 (p.148) states:

'Planning authorities must follow a step-wise approach to maintain and enhance biodiversity, build resilient ecological networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for.'

It is acknowledged that the proposed development will result in a 70% loss of habitat space. The paper (paras 8.68 onwards) dismisses the possibility of avoidance and minimisation and moves straight to considering mitigation and compensation. On-site compensation has not been taken as seriously as the County Ecologist considers it should have been. In relation to off-site compensation, no site has been offered in mitigation for the loss of land, and no explanation provided for this failure. Rather the council will benefit from a legal agreement with the developer which will see a payment of £250,000, hoping this can be used to fund biodiversity projects or find replacement land in mitigation. The County Ecologist raised concerns about the lack of on-site and off-site compensation as well as expressing wider concerns about the development which they opposed.

We are concerned that the approval of this planning application and the way in which avoidance and minimisation of negative environmental impacts were so quickly dismissed could set a precedent for other developers to take the same approach, thereby undermining the intent of national planning policy.

Yours sincerely,

Nerys Lloyd-Pierce
Chair, Cardiff Civic Society

email chair@cardiffcivicsociety.org

Huw Irranca-Davies AS/MS
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid
Hinsawdd a Materion Gwledig
Deputy First Minister and Cabinet Secretary for Climate Change
and Rural Affairs

Agenda Item 4.2


Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: MA/HIDCC/10547/24

Llŷr Gruffydd MS
Chair
Climate Change, Environment, and Infrastructure Committee
Welsh Parliament
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CF99 1SN

23 December 2024

Dear Llŷr,

I wish to inform the Committee of the intention to consent to the Secretary of State making and laying the Official Controls (Plant Health) and Phytosanitary Conditions (Amendment) Regulations 2025 ('the Regulations').

I received a letter from Baroness Hayman of Ullock Parliamentary Under Secretary of State, requesting consent to the Regulations. The Regulations apply to Wales, England and Scotland. The Regulations are to be made in exercise of powers within Regulation (EU) 2016/2031 ('the Plant Health Regulation') and Regulation (EU) 2017/625 ('the Official Controls Regulation'). In accordance with those Regulations, the Secretary of State approached the Welsh and Scottish Ministers for consent to the application of the Regulations to Wales and Scotland respectively. In accordance with the Official Controls Regulation the Secretary of State has conducted a consultation (a summary of which will appear in the Explanatory Memorandum to the Regulations).

The Regulations protect biosecurity and support trade between Great Britain and third countries by introducing or amending protective measures against pests of plants. They also amend certain official control measures to ensure the application of plant health rules and carry out technical updates to legislation.

Part 2 of the Regulations amend the Official Controls Regulation to align goods (specific fruit and vegetables) that are exempt from the requirement for pre-notification with those that are exempt from the requirements for certain official controls to be performed when those goods are imported into Great Britain from an EU Member State, Liechtenstein or Switzerland. This brings the Official Controls Regulation into line with Commission Implementing Regulation (EU) 2019/2072 ('the Phytosanitary Conditions Regulation').

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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.

Part 3 of the Regulations amends Commission Implementing Regulation (EU) 2019/1014 ('the BCP Minimum Requirements Regulation') to define large plants, plant products and other large objects and inserts new Article 6A to provide the additional requirements for unloading areas and inspection areas for those goods.

Part 4 of the Regulations contains regulations 5 to 12 and amends the Phytosanitary Conditions Regulation. Regulations 5 and 6 update the list of quarantine pests in Annex 2 and the list of provisional GB quarantine pests in Annex 2A. *Heterobasidion irregulare* is removed from the provisional list and added to the list of quarantine pests. *Diaporthe phaseolorum* var. *sojae* from the category "Bacteria" into the category "Fungi and oomycetes". Various pest names are amended to ensure those pests are identified by their most up to date name.

Regulations 7 and 8 update names of various pests in the list of regulated non-quarantine pests and their respective plants and the list of measures to prevent the presence of regulated non-quarantine pests on specific plants to ensure consistency with internationally recognised names. Regulations 9 and 10 update the names of pests in Annexes 7 and 8 to ensure consistency with internationally recognised names. Regulation 9 also adds a requirement in Annex 7 for certain imported plants for planting to have been grown in a registered place of production. It adds additional requirements to prevent the spread of *Popillia japonica* Newman and permits *Capsicum* plants where they are produced from untested seeds when intended for final users not involved in plant production. The import requirements for Tobacco streak virus black raspberry latent strain, Raspberry leaf curl virus and Cherry rasp leaf virus are clarified. Entries are added regarding products from *Abies* spp. Mill., *Calocedrus decurrens* Torrey, *Juniperus* spp. L., *Larix* spp. Mill., *Picea* spp. Mill., *Pinus* spp. L., and *Pseudotsuga menziesii* (Mirbel) Franco.

Regulation 11 updates the lists in Annex 11 in respect of phytosanitary certificate requirements to re-categorise certain fruits and vegetables arriving from the EU and Switzerland and "Pinales" is reclassified as "Pinopsida".

Regulation 12 updates the list of plants, plant products and other objects for which UK Plant passports are required to ensure consistency with the internationally recognised name for conifers.

Part 5 of the Regulations amend the Plant Health (Amendment etc.) (EU Exit) Regulations 2020 in respect of exemptions from the requirement for plant health certification to ensure consistency with the pre-notification requirements following amendments to the Phytosanitary Conditions Regulation and the Official Controls Regulation.

The Regulations are subject to the negative procedure and are due to be laid before the UK Parliament on 8 January 2025. There is no policy divergence between the Welsh and UK Government in this matter and the Regulations amend legislation that was not made bilingually.

Although the Welsh Government's general principle is the law relating to devolved matters should be made by the Welsh Ministers, on this occasion, it is considered appropriate for the Regulations to be made by the Secretary of State. The Regulations relate to a devolved area, however, they impact on the biosecurity of Wales, England and Scotland which has traditionally been approached as a joint concern. Plant pests and diseases have no respect for the borders between countries. Much of the Regulations relate to the importation of plants and plant products. Most of these goods which enter Wales come through English ports. Introducing separate regulations in Wales, England and Scotland may cause an additional burden on the Animal and Plant Health Agency, business, traders and growers.

Regulating on a Wales, England and Scotland basis assists those stakeholders who must comply with the requirements within the legislation to maintain our biosecurity.

I would like to reassure the Committee it is normally the policy of the Welsh Government to legislate for Wales in matters of devolved competence.

I have written similarly to the Chair of the Legislation, Justice and Constitution Committee

Yours sincerely,

A handwritten signature in black ink, consisting of several fluid, overlapping strokes that form a stylized representation of the name 'Huw Irranca Davies'.

Huw Irranca Davies AS/MS

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion
Gwledig Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

**Economy, Trade, and
Rural Affairs Committee**

Rebecca Evans MS

Cabinet Secretary for Economy, Energy and Planning

Ken Skate MS

Cabinet Secretary for Transport and North Wales

20 December 2024

Dear both,

Temporary closure of Holyhead Port

In light of the recent news that Holyhead Port is due to be closed until at least 15 January due to damage from Storm Darragh, the Economy, Trade and Rural Affairs Committee is aware of the significant concern this will cause for businesses and the local community, in addition to the difficulty this will pose to those travelling between north Wales and Ireland over the Christmas period.

I would therefore be grateful if you could provide the following information to the Committee:

- Could you set out what support the Welsh Government will provide to businesses and workers affected by the temporary closure, and whether you have had discussions with the UK Government about a joint approach to supporting those affected.
- Please could you also tell us how you are working with partners to support the port to be able to reopen as soon as it is possible to do so safely. I would be grateful if you could outline what plans the Welsh Government and others have to invest in the port to support its recovery, and to minimise the risk of similar events happening in the future.

I would also be grateful if you could keep the Committee updated if and when there is any change to the expected date of when the port will be able to reopen.

I am copying this letter to the Chair of the Climate Change, Environment and Infrastructure Committee.

Kind regards,

A handwritten signature in black ink, appearing to read 'Paul Davies'.

Paul Davies MS

Chair: Economy, Trade and Rural Affairs Committee

We welcome correspondence in Welsh or English

CC: Chair, Climate Change, Environment and Infrastructure Committee

Natural Resources Wales - Annual Scrutiny 2023-24: Updates to recommendations January 2025

Further to [our original response](#) in July 2024 to the Climate Change, Infrastructure and Environment Committee's Report '[Natural Resources Wales - Annual Scrutiny 2023-24](#)' we committed to providing the Committee with updates against a number of the recommendations made within six months.

Recommendation 3. NRW should provide an update as soon as practicable after October 31, 2024, on the progress of developing final strategic indicators and performance metrics.

This work has been delayed due to our case for change programme. We will write again to update the Committee on our progress with it as soon as practicable.

Recommendation 5. NRW should develop and implement an engagement strategy that includes consultation with the public and stakeholders about decisions on service reductions or restructuring. This strategy should aim to manage expectations and explain changes in service delivery.

We are developing a comprehensive engagement strategy to involve the public and stakeholders in meaningful discussions about service reductions and restructuring. This strategy is now being actively implemented for key areas where services will stop, ensuring clear and timely communication through public meetings, direct engagement, and other inclusive channels.

As implementation plans are finalised for areas of scaled-back service, the strategy will be further refined to address emerging needs and feedback.

Our approach underscores our commitment to transparency and collaboration, ensuring all affected groups clearly understand the reasons behind the changes, how services will evolve, and the steps being taken to support a smooth transition.

Recommendation 6: NRW should update the Committee in due course on the details and outcome of its invest-to-save bid.

Two specific proposals were submitted to Welsh Government in August 2024:

1. Infrastructure rationalisation
2. Service Transformation Programme Customer Services – Marine Module.

Since then, we have had confirmation of funding for both of those bids and further funding to help with pay and inflationary pressures. We expect formal confirmation in the new year.

We have also recently written to Welsh Government to explain the need for further investment in the next financial year, which will lay the groundwork for the submission of further proposals.

Recommendation 7. NRW should report to the Committee within the next six months on the status of its visitor centres and outline plans to continue their operation.

At its meeting on 5 November 2024, the NRW Board agreed to implement the case for change in which it was confirmed that NRW will no longer be operating the catering and retail provisions at our visitor centres at Bwlch Nant yr Arian, Coed y Brenin and Ynyslas. NRW appreciate the strength of public feeling regarding the Visitor Centres and that the decision to stop these services will be disappointing to many. Catering and retail services at all three sites, Bwlch Nant yr Arian, Coed y Brenin and Ynyslas, will remain open until 31 March 2025, after which they will close. The sites will continue to be open for recreation access, such as walking and biking and services such as play areas, car parking and toilet provision will also remain available.

We would also like to clarify that our Visitor Centre staff are not responsible for managing the land in and around the centres. This is the responsibility of our land management teams. Therefore, there will be no change to trail and access management nor the maintenance and management of wildlife and the natural environment.

Our priority is finding partners who can work with us to make Bwlch Nant yr Arian and Coed y Brenin thriving hubs with a long-term sustainable future. Ensuring that we find the right partner for the right site is essential but to do this we need time to make sure that we are delivering the greatest value for users, local businesses and communities. In the meantime, we are exploring temporary solutions to minimise disruption and continue providing valued services to visitors.

Ynyslas is unique as it forms part of the Dyfi National Nature Reserve (NNR) and as such has specific statutory needs and requirements of which protecting the NNR is priority. This will include retaining an onsite office for land management staff. Ynyslas Visitor Centre will

therefore not be offered commercially and will be solely put forward for community use via an Expression of Interest. Those who have registered an interest in Ynyslas have been contacted by email to advise the Expression of Interest process is open and that the application form is available to download via the [Consultation Hub](#) our website.

We've already received interest in both Coed y Brenin and Bwlch Nant yr Arian, however, to ensure fairness and parity, no proposals are being considered in advance of the public tender exercise that will begin in 2025. The process will be conducted via the Sell2Wales website and those interested can register on the platform in advance of any process starting. We will provide more details of this process, including the start date, in due course.

Details of those who have already contacted us have been added to a mailing list of interested parties so that they receive details of the tendering process when available. Although the public tender exercise has not started, we have been meeting interested parties informally and have arranged drop-in sessions for each site, the details of which are available on the [Consultation Hub](#). To confirm, no formal discussions have taken place. All meetings have been informal and tentative to help identify whether the tender is right for them.

Public engagement sessions for each of our sites to update members of the community and stakeholders on the future of Bwlch Nant yr Arian, Ynyslas and Coed y Brenin visitor centres were held at the end of November.

The sessions were well attended and gave NRW the important opportunity to provide up-to-date information on the changes to retail and catering at our Visitor Centres, as well as answer specific questions and concerns from the public.

Following on from these we have produced a set of Frequently Asked Questions (FAQs) which will be available for the public to view online via our [Consultation Hub](#). We will continue to update the FAQs as we work through the impact of the Case for Change on Visitor Centres. Any questions or queries can also be directed to a dedicated mailbox ymgysylltu.masnachol@cyfoethnaturiolcymru.gov.uk.



29th November 2024

Open call for evidence: Welsh Government Budget 2025/26

Thank you for the opportunity to contribute to your open call for evidence in advance of the 2025/26 draft budget.

Walking and our path network

The Ramblers is Britain's largest walking charity, dedicated to ensuring that everyone can benefit from walking in nature. We work to protect, improve and expand opportunities for people to access the outdoors on foot because we know how important this is for individuals and wider society.

Good quality green infrastructure and accessible green spaces are part of the preventative solution for improving people's physical and mental health and can engage people in tackling the nature and climate emergencies. Our walking infrastructure is also crucial to our economic wellbeing, attracting visitors and holidaymakers to all corners of Wales.

We believe Welsh government needs to make a more holistic and meaningful investment in public access and walking infrastructure.

We would urge the committee to scrutinise whether the Welsh Government is providing appropriate and coherent support for the recreational and leisure walking network in Wales, given its important to the nation's health and visitor economy.

The need for investment

Research by the New Economics Foundation for the Ramblers found that while the public enjoy legal rights to access nature through the public rights of way network, open access land and green spaces, in practice the infrastructure which enables the exercise of these rights has been neglected, provision is variable within and between communities and many people are unable to make use of opportunities:

Ramblers Cymru

3 Coopers Yard, Curran Road, Cardiff CF10 5NB

020 3961 3310 | ramblerscymru@ramblers.org.uk | ramblers.org.uk

The Ramblers' Association is a registered charity (England & Wales no 1093577, Scotland no SC039799) and a company limited by guarantee, registered in England & Wales (no 4458492).
Registered office: The Ramblers, c/o Bates Wells, 10 Queen St Place, London EC4A 3DF





Barriers include:

- Inadequate provision
- Inaccessible structures (like stiles or narrow gates)
- Poor quality paths and signage,
- A lack of publicly available information, and a lack of confidence. For example our recent YouGov polling found that 1 in 4 people simply do not know where they can walk, rising to over 1 in 3 for disabled people

The Welsh Government Budget

We need the Welsh Government to provide a budget which:

1. Retains and increases the Access Improvement Grant

The Access Improvement Grant from Welsh Government to Local Authorities and National Park Authorities is a vital investment in our access infrastructure. This fund should be retained and enhanced.

Over recent years it has remained at low levels - just £2m 2024/25. While welcome, this equates to just 64p per person in Wales, which is not reflective of the health, wellbeing and economic benefits investment in quality access can bring. Our 2023 research reportⁱ identified our path networks as having an estimated wellbeing value of over £33 per person in England and Wales. Our recent analysis of tourism day visits estimates that £962m was spent by visitors on walking trips in Wales, and £425m by overnight walkers, much of this in rural areas.

2. Supports programmes and funding mechanisms to educate and engage people in the outdoors, particularly those facing the most barriers

For example, our Paths to Wellbeing project had great successes in reconnecting people in 18 communities across Wales to their local paths, making their walking more accessible and enhancing surrounding nature. The community-led, collaborative approach has engendered a new sense of

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community ownership and pride in local surroundings. Its positive impact on participants wellbeing and its legacy of practical improvements, has demonstrated both an appetite for engagement with the outdoors and the benefits this engagement brings. Welsh government should be seeking funding mechanisms to support pan-Wales community activity which enhances people’s wellbeing.

3. Provides scope for long-awaited Access reforms to be progressed

It is now over 10 years since the then Minister, John Griffiths MS, announced a review of access legislation to “secure better access to the outdoors for recreation, modernise and simplify the current regulatory framework, and provide clarity and certainty over where people can go and what they can do there”.

Regrettably, despite several consultations and the convening of wide-ranging expert groups, little progress on reforms has been made. This has meant that local authorities continue to be frustrated by costly and lengthy processes, and public access is frustrated by uncertainty and a lack of joined up information.

The 2025/26 budget should provide resources to progress the Access Reform agenda (especially the improvement of public information, and technical reforms to Rights of way laws) which will affect people’s access to nature, and the delivery of public access duties by local authorities.

4. Supports NRW to deliver its public access and public education responsibilities

Recent cuts at NRW have been of great concern, and the impact on the management of their recreational activities remains uncertain. We are greatly concerned at the potential impact on their duties to promote responsible access and educate the general public on how to enjoy the outdoors safely and appropriately.

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If you require any further information or clarification, please do not hesitate to get in touch.

Kind regards,

A handwritten signature in black ink, appearing to read 'R Brough', is written over a light grey horizontal line.

Rebecca Brough
Policy and Public Affairs Manager
Ramblers Cymru

<https://www.ramblers.org.uk/news/ramblers-research-reveals-wellbeing-value-our-paths>

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Agenda Item 4.6

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Llyr Gruffydd MS
Chair of the Climate Change, Environment, and Infrastructure Committee

7 January 2025

Dear Llyr Gruffydd MS

I am writing regarding our previous Committee appearance and to follow up after our tour of the Taff's Well Depot on 7th November. As promised, please see below follow up commitments

Recommendation 6;

As part of our Strategic Equality Plan 2024 - 2028 We will complete an equal pay audit across the business, continue to review and act on reducing our gender pay gap, and look to identify and avoid additional pay gaps in the future. We will establish robust recruitment processes in partnerships with community organisations to improve the levels of diversity within the business. We will also ensure that a variety of EDI training, including anti-racism training, is rolled out across the business, to create an informed and aware workforce, ensuring that those who are from underrepresented and/or marginalised groups feel welcomed and belong among their peers and colleagues.'

In addition, We will continue to invest and support in a range of schemes such as:

- Women in Transport LEAD programme,
- Women in Transport Advance mentoring programme
- Women in Rail Moving Ahead Mentoring scheme
- 2025 launch of our internal Women in Leadership programme

The Welsh Women in Transport Hub will also continue its work in offering a range of events to share best practice, knowledge, engaging women across the transport sector and growing a male allyship to the work being undertaken.

These programmes support women to grow in confidence and achieve their full potential. Our Internal development statistics also show that more women proportionally are likely to undertake both vocational courses and qualifications.



Cwmni Cyfyngedig drwy Warrant. Cofrestrwyd yng Nghymru. Rhif Cwmni 09476013. Cyfeiriad
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Recommendation 11:

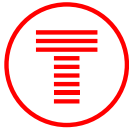
In November, we started introducing the latest of our Brand-New Fleet, the Class 756s on the Aberdare and Merthyr Lines, including the Treherbert line as of Monday 6 January 2025. This will bring a welcome upgrade onto the TAM lines, and more Class 756s will follow on these lines over the weeks ahead.

Almost every line now has new units operating on them, with some lines such as the Wrexham - Bidston line or the Conwy Valley Line having every service entirely new. As of Sunday 15th December 2024, timetable change, the North Wales Branches will continue to have 100% of journeys on new fleet and the North Wales Mainline with over 80% of journeys on new fleet. Overall, over 87% of journeys will be on new fleet for North Wales services from December 2024 timetable.

Other key timetable changes have been

- Significantly more stops at Pontyclun, Llanharan and Pencoed – increase in total daily services from 38 per day to 59. A 55% increase.
- Increase in Swanline services during peak hours to 1 train per hour (Baglan, Briton Ferry, Skewen and Llansamlet).
- Two extra Milford Haven services and a more evenly spaced service to Fishguard Harbour, which removes a six-hour gap without trains during the middle of the day.
- The last train from Cardiff to Maesteg via Bridgend is now later - at 11:24pm.
- Later last train from Swansea to Cardiff leaving at 11:30pm Monday to Friday.
- More consistent departures with more trains leaving at the same time past each hour.
- Maesteg services towards Cardiff will now run through to Ebbw Vale, rather than Cheltenham Spa.
- Cheltenham Spa services will start and end at Cardiff Central.
- Instigation of the changes brought about by the Strategic Timetable Review on the Cambrian and Heart of Wales lines.
- Introduction of brand-new Class 756 trains on the Core Valley Lines (starting November) and dedicated active travel trains with extra bike spaces, a full refit and a dedicated livery for the Heart of Wales line.
- Some changes to the calling pattern on certain services between Cardiff and Manchester Piccadilly, to speed up some trains and deliver a standard pattern in the timetable.
- Some local services between West Wales and Cardiff will now use Platform 0 at Cardiff Central.
- The North Wales Branches will continue to have 100% of journeys on new fleet and the North Wales Mainline with over 80% of journeys on new fleet. Overall, over 87% of journeys will be on new fleet for North Wales services from December 2024 timetable.

These changes have been described as the “most significant mainline timetable change in a generation” and has taken four years to develop.



However, it is true to say we are still experiencing delays from our manufacturers, both Stadler and CAF and it is important to both work in partnership with them and to hold them to account in every way possible. I very recently undertook a short visit to Spain to meet with the CEO of CAF to push them further on making deliveries.

Therefore, with our current fleet and journeys on new trains, we are around 70-75%, but this will increase with more Class 756s coming online and then bringing them onto the Coryton Line around Spring/Early Summer in 2025.

Recommendation 12

Last year, we've spent time reviewing our longer-term rail timetable commitments to ensure they best meet the demands of customers and are fit for the needs of passengers. In October we shared this work with Members as well as online for members of the public. [TfW Future Timetable Review | Have your say by Transport for Wales](#)

In the wake of the Covid 19 pandemic, the way people use public transport for work, education and leisure has changed significantly. We've changed too, becoming a public railway in the truest sense of the word. Nearly every service we run requires some form of public subsidy at a time where budgets are tight. Every penny we take on any service that is above and beyond our operating costs goes back into reducing the subsidy we receive. As a responsible operator it is imperative that we balance the need for a regular, robust and reliable service within our budgets and against our targets to deliver more sustainable transport.

We have developed our future timetable to better align with current travel habits and requirements of customers, whilst becoming a truly multimodal operator. That means we're looking at demand and the opportunities for growth across bus and rail together. On the railway, some routes will see little change, others will see slightly different calling patterns better targeted to current needs, but in other areas we have had to make some tough decisions to ensure we provide capacity where most needed, grow revenue and ultimately reduce public subsidy. Regular stakeholder feedback on our timetables has fed into this, alongside passenger counts and close consideration of alternative travel options.

Recommendation 14

We have supported over 1000 major and local events across our entire network, and we have successfully transported nearly 500,000 fans in and out of Cardiff (including Pontypridd for the Eisteddfod) this year alone, this includes:

- 100,000 fans for the Six Nations
- 160,000 music fans for various music gigs at the Principality Stadium
- 100,000 people in and out of the National Eisteddfod
- 130,000 rugby and football fans over the Autumn period



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Recommendation 20

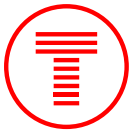
Over the last few years TfW has been working ever more closely with Local Authorities and CJsCs to firstly further the technical ability of officers in Wales (both TfW and LAs) to develop and bring forward good active travel schemes and secondly to understand better how to evaluate their effectiveness and indeed how to encourage better usage and take up as part of a multi modal transport network.

The focus is currently in working in partnership with CJsCs and Local Authorities to support officers to bring forward and design excellent schemes as part of a rounded regional transport plan. The emphasis is on supporting and enabling and providing a service to local authority officers rather than in an enforcement role.

TfW has over the last 18 months developed the capacity for the first time to support scheme design, offering the ability to achieve much higher value for money for Wales in this space as we move forward.

Yours sincerely,

James Price
Prif Weithredwr / Chief Executive



Llyr Gruffydd MS
Chair of the Climate Change, Environment, and Infrastructure Committee

14 January 2025

Dear Llyr Gruffydd MS

I am writing to you following the Climate Change, Environment, and Infrastructure Committee's most recent general scrutiny of Ken Skates MS, Cabinet Secretary for Transport and North Wales. During the session, the committee raised several questions regarding operational matters for Transport for Wales and I am providing a written update to address these.

Class 197 Air Conditioning Units

Firstly, an update was requested following issues with the new air conditioning units on our 197 trains travelling on the Marches line earlier this year. I appreciate that during the summer months, it can be uncomfortable to travel on a train without working air conditioning.

Therefore, we've now completed an update to the software across our 197 fleet and are investigating further software improvements that will provide a greater level of automation. As well as software updates, we're currently looking into the feasibility of fitting heat reflective film on the 197 windows to further alleviate this problem.

Fleet Target Update

During the session, the Cabinet Secretary was also asked to provide an update on TfW's latest fleet targets. We're investing £800 million in a brand-new fleet of trains for the Wales and borders network, and almost every line now has new units operating on them, with some lines such as the Wrexham-Bidston line or the Conwy Valley Line having every service entirely new.

As of the Sunday 15th December 2024 timetable change, the North Wales Branches will continue to have 100% of journeys on new fleet and the North Wales Mainline with over 80% of journeys on new fleet. Overall, over 87% of journeys will be on new fleet for North Wales services following the introduction of the December 2024 timetable.

We expect the delivery of all new fleets, apart from the Class 398s, to be completed by the end of 2025, with all units entered into service by the end of 2026 (this is subject to some upgrade work on the Cambrian line). The table below details the number of each new unit entered into service so far:



New Trains	Number in service
Class 197s	58 out of 77
Class 231s	11 out of 11
Class 756s	10 out of 24 (units being introduced in a phased pattern)
Class 398s	0 out of 36
Mark 4s	7 out of 8
Class 153s	16 out of 18
Class 230s	5 out of 5

However, we're still experiencing delays from our manufacturers, both Stadler and CAF, and it's important to both work in partnership with them and to hold them to account in every way possible. I very recently undertook a short visit to Spain to meet with the CEO of CAF to push them further on making deliveries.

The latest aggregate position is that around 70-75% of passenger journeys are on new trains, but this will increase with more Class 756s coming online and then bringing them onto the Coryton Line around Spring/Early Summer in 2025.

Cash payments on trains

Finally, in relation to a Senedd petition regarding cashless payments led by representatives from Mencap, an update was requested regarding TFW's approach to accepting cash payments for train tickets and for refreshments on board.

If a customer needs to buy a ticket with cash, they can buy it from the ticket office if there's one at the station. If the ticket office is closed or if the customer is travelling from an unstaffed station, they can use the self-service machine to get a 'promise to pay voucher' Promise to Pay which can be exchanged for a ticket at the earliest opportunity.

We recognise that not everyone can use our self-service machines. Therefore, if this is the only way of purchasing a ticket at the station the customer is travelling from and they are unable to use the machine, they will be able to purchase a ticket on the train. Under these circumstances our Revenue Protection team are given discretion not to charge a penalty fare and will either charge the full single fare or charge any relevant discounted fare as appropriate.

Customers can also buy tickets using cash as part of our partnership with Payzone, through which selected rail tickets can be purchased at stores located at nearby stations. A list of participating Payzone retailers can be found here: <https://tfw.wales/ways-to-travel/rail/buy-tickets/ways-to-buy/payzone>.



**TRAFNIDIAETH
CYMRU
TRANSPORT
FOR WALES**

3 Llys Cadwyn
Pontypridd,
CF37 4TH,
029 2167 3434
James.price@trc.cymru
trc.cymru

3 Llys Cadwyn
Pontypridd
CF37 4TH
029 2167 3434
james.price@tfw.wales
tfw.wales

Cash payments for refreshments on trains

In relation to payments for refreshments and catering on board, TFW along with several other Train Operating Companies including Great Western Railway and London North Eastern Railway, does not accept cash. This decision was made initially as a response to Covid-19, and society moving away from cash payments. This is safer for our catering colleagues as they no longer carry cash. This also eliminates the risks and costs associated with handling and banking cash.

I hope this letter answers the questions raised during the Climate Change, Environment, and Infrastructure Committee's scrutiny session of the Cabinet Secretary. If you have any further operational questions for TfW, then please don't hesitate to get in touch.

Yours sincerely,

James Price
Prif Weithredwr / Chief Executive

Chairs' Forum

Via e-mail

7 January 2025

Dear Chairs,

Representation on inter-parliamentary bodies

Following the discussion at the Chairs' Forum meeting of 2 December, I am writing to confirm the decisions taken around the Senedd's representation on the Inter-Parliamentary Forum and the UK-EU Parliamentary Partnership Assembly. The Senedd may nominate two Members each group. Chairs agreed that:

- The Senedd's representation on the two bodies should continue to be linked to committee remits;
- The nominated Members should be the chairs of the relevant committees in each case, but with the continued ability for a chair to nominate alternates from their committee to attend meetings as required;
- Continuity of representation was important, where that could be maintained;
- The Legislation, Justice and Constitution (LJC), Climate Change, Environment and Infrastructure (CCEI), Economy, Trade and Rural Affairs (ETRA) and Culture, Communications, Welsh Language, Sport and International Relations (CCWLSIR) Committees would provide the Senedd's representation on the two bodies, with the allocation of roles to be determined with those committee chairs outside the Chairs' Forum meeting.

Discussion outside of the Forum has led to the following nominations being agreed:

- Inter-Parliamentary Forum: The Chairs of the LJC and CCEI Committees.
- UK-EU Parliamentary Partnership Assembly: The Chairs of the ETRA and CCWLSIR Committees.

Yours sincerely,

A handwritten signature in blue ink that reads "Elin Jones".

The Rt. Hon. Elin Jones MS/AS

Llywydd

Chair of the Chairs' Forum

Croesewir gohebiaeth yn Gymraeg neu Saesneg / We welcome correspondence in Welsh or English

Agenda Item 4.8

Ysgrifennydd y Cabinet dros Gyfiawnder Cymdeithasol, y
Trefnydd a'r Prif Chwip
Cabinet Secretary for Social Justice, Trefnydd and Chief Whip



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref JH/PO/3/25

Mike Hedges MS
Chair
Legislation, Justice and Constitution Committee
Senedd Cymru

SeneddLJC@senedd.wales

9 January 2025

Dear Mike,

Inter-Institutional Relations Agreement: Forthcoming Intergovernmental Meetings

I am writing in accordance with the Inter-Institutional Relations Agreement to notify you that I attended the second meeting of the Four Nations Group on the UK Government Child Poverty Strategy. As I noted in my letter to you in November the purpose of the group is to embed Scotland, Wales and Northern Ireland into the development of a UK-wide strategy on Child Poverty. The group will provide the opportunity for Scotland, Wales and Northern Ireland to inform the development of the UK-wide strategy and ensure the proposed strategy complements existing and developing strategies in Scotland, Wales and Northern Ireland.

The meeting, held on the 11th of December was chaired by Alison McGovern MP - Minister for Employment. Also in attendance was Shirley-Anne Somerville MSP – Cabinet Secretary for Social Justice, Scottish Government and Gordon Lyons MLA, Minister for Communities

The meeting focused on the Priority areas for the UK strategy and a forward look to future Taskforce and Four Nations meetings. During this meeting I highlighted key Welsh Government asks on energy social tariffs and Local Housing Allowance Rates. I also highlighted the importance of childcare as part of supporting people on pathways out of poverty and accessing skills and employment.

Bae Caerdydd • Cardiff Bay
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CF99 1SN

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Gohebiaeth.Jane.Hutt@llyw.cymru
Correspondence.Jane.Hutt@gov.wales

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 am copying this letter to Huw Irranca-Davies MS, Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs; the Children, Young People and Education Committee; and the Equalities and Social Justice Committee.

Yours sincerely,

A handwritten signature in black ink that reads "Jane Hutt". The signature is written in a cursive style with a long horizontal line above the first name.

Jane Hutt AS/MS

Ysgrifennydd y Cabinet dros dros Gyfiawnder Cymdeithasol, y Trefnydd a'r Prif Chwip
Cabinet Secretary for Social Justice, Trefnydd and Chief Whip

Huw Irranca-Davies AS/MS
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid
Hinsawdd a Materion Gwledig Deputy First Minister and Cabinet
Secretary for Climate Change and Rural Affairs



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: MA/HIDCC/10547/24

Llŷr Gruffydd MS
Chair
Climate Change, Environment, and Infrastructure Committee
Welsh Parliament
Cardiff Bay
Cardiff
CF99 1SN

10 January 2025

Dear Llŷr,

I refer to my letter to you of 23 December 2024. I wish to inform the Committee I have given my consent to the Secretary of State to make the Official Controls (Plant Health) and Phytosanitary Conditions (Amendment) Regulations 2025 ('the Regulations'). I have laid a Written Statement which can be found [here](#).

The Regulations apply to Wales, England and Scotland. The Regulations are subject to the negative procedure and were laid before Parliament on 8 January 2025 with a commencement date of 30 January 2025.

Although the Welsh Government's general principle is that the law relating to devolved matters should be made by the Welsh Ministers, on this occasion, it is considered appropriate for the Regulations to be made by the Secretary of State. The Regulations relate to a devolved area, however, they impact on the biosecurity of Wales, England and Scotland which has traditionally been approached as a joint concern. Plant pests and diseases have no respect for the borders between countries. Much of the Regulations relate to the importation of plants and plant products. Most of these goods which enter Wales come through English ports. Introducing separate regulations in Wales, England and Scotland may cause an additional burden on the Animal and Plant Health Agency, business, traders and growers. Regulating on a Wales, England and Scotland basis assists those stakeholders who must comply with the requirements within the legislation to maintain our biosecurity.

There is no policy divergence between the Welsh and UK Government in this matter and the Regulations amend legislation that was not made bilingually.

Bae Caerdydd • Cardiff Bay
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Gohebiaeth.Huw.Irranca-Davies@llyw.cymru
Correspondence.Huw.Irranca-Davies@gov.wales

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 have written similarly to Mike Hedges MS, the Chair of the Legislation, Justice and Constitution Committee (LJCC).

Yours sincerely,

A handwritten signature in black ink, consisting of several fluid, overlapping strokes that form a stylized representation of the name 'Huw Irranca Davies'.

Huw Irranca Davies AS/MS

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig

Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

Agenda Item 4.9

**Mynhwirio'r Dechreuadau
Cyfiawnder a'r Cyfansoddiad**

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—

Legislation, Justice and Constitution Committee

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Rebecca Evans MS
Cabinet Secretary for Economy, Energy and Planning

14 January 2025

Dear Rebecca,

Legislative Consent Memorandum on the Data (Use and Access) Bill

At our meeting on 13 January 2025, we considered the Welsh Government's Legislative Consent Memorandum (LCM) on the Data (Use and Access) Bill, which you laid before the Senedd on 2 January.

We have a number of questions in relation to this LCM and would therefore be grateful if you would be available to appear before the Committee in person on 3 February in order to help inform our scrutiny.

We would be grateful if your officials could liaise with the clerking team to make arrangements.

I am copying this letter to the Culture, Communication, Welsh Language, Sport and International Relations Committee; the Economy, Trade, and Rural Affairs Committee; the Climate Change, Environment, and Infrastructure Committee; and the Equality and Social Justice Committee.

Yours sincerely,



Mike Hedges
Chair

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