



# Complete Agenda

**Democratic Service**  
Swyddfa'r Cyngor  
CAERNARFON  
Gwynedd  
LL55 1SH

Meeting

**CAMBRIAN COAST RAILWAY LIAISON COMMITTEE**

Date and Time

**10.30 am, FRIDAY, 22ND MARCH, 2024**

Location

**Virtual Meeting**

**\*for public access, please contact us**

Contact Point

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(DISTRIBUTED 14-03-24)

# CAMBRIAN COAST RAILWAY LIAISON COMMITTEE

## MEMBERSHIP (18)

### **Cyngor Gwynedd**

#### **Councillors:**

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

Dafydd Meurig – Cabinet Member for Environment

### **Ceredigion County Council**

Awaiting Nomination

### **Powys County Council**

Councillor J M Williams

#### Co-opted Members:

Aled Williams	Ysgol Ardudwy
Aled Jones-Griffith	Coleg Meirion Dwyfor – Grŵp Llandrillo Menai
Ann Elias	Ceredigion County Council
Chris Wilson	Ceredigion County Council
Claire Britton	Ffestiniog Railway
Claire Williams	Cambrian Railway Partnership
Councillor Meryl Roberts	Awdurdod Parc Cenedlaethol Eryri
Councillor Alun Wyn Evans	Meirionnydd Representative of One Voice Wales
Vacant Seat	Dwyfor Representative of One Voice Wales
Councillor Trevor Roberts	Shrewsbury/Aberystwyth Railway Committee
David Crunkhorn	Arriva Trains Wales
David Thorp	Ysgol Uwchradd Tywyn
Delwyn Evans	Meirionnydd Access Group
Joyce Watson	Member of Senedd Mid and West Wales
Liz Saville Roberts	Member of Parliament Dwyfor Meirionnydd
Mabon ap Gwynfor	Member of Senedd Dwyfor Meirionnydd
Cefin Campbell	Member of Senedd Mid and West Wales
Roger Goodhew	Shrewsbury-Aberystwyth Passenger Association
Lorraine Simkiss	Talyllyn Railway

#### **Officers:**

Tomos Roberts	Network Rail
Charlotte Harries	Network Rail
Gail Jones	Transport for Wales
Rhian Williams Integrated	Transport Manager and Road Safety Cyngor Gwynedd
Representatives from the British	Transport Police

# A G E N D A

1. **APOLOGIES**

To receive any apologies for absence

2. **DECLARATION OF PERSONAL INTEREST**

To receive any declaration of personal interest

3. **URGENT MATTERS**

To consider any business which the Chairman decides is urgent.

4. **MINUTES**

4 - 8

The Chairman shall propose that the minutes of the previous meeting of this committee, held on December 1st, 2023, be signed as a true record.

5. **NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS NOTES OF MEETING HELD 17TH NOVEMBER 2023**

9 - 17

For information, minutes including August survey of our local train services.

6. **TO RECEIVE UPDATES FROM SERVICES**

To receive an update from representatives.

- Highways Engineering and YGC
- Network Rail
- Transport for Wales
- British Transport Police

7. **FORMAL QUESTIONS**

18 - 20

To receive responses to the questions enclosed herewith received since the previous meeting.

Roger Goodhew (SARPA representative)  
Llanbedr Community Council  
Criccieth Town Council

## CAMBRIAN COAST RAILWAY LIAISON CONFERENCE

1 December 2023

### Attendance:

### Present:

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

Liz Saville Roberts (MP for Dwyfor Meirionnydd)  
Delyth Griffiths (Office of MP for Dwyfor Meirionnydd)  
Cllr J M Williams (Powys County Council)  
Ann Elias (Ceredigion County Council)  
Clare Britton (Ffestiniog Railway)  
Cllr Trevor Roberts (Shrewsbury/Aberystwyth Railway Committee)

Tomos Roberts (Network Rail)  
Charlotte Harries (Network Rail)  
Tomos Davies (British Transport Police)

Lowri Haf Evans LHE (Cyngor Gwynedd Democracy Services Officer)

### 1. ELECTION OF CHAIR

**RESOLVED to elect Councillor Dewi Owen as Chair of this Committee for 2023/24.**

### 2. ELECTION OF VICE-CHAIR

**RESOLVED to elect Councillor Gwynfor Owen as Vice-chair of this Committee for 2023/24**

### 3. APOLOGIES:

Apologies were received from Mabon ap Gwynfor (Dwyfor Meirionnydd MS), Councillor Elfed Wyn ap Elwyn (Cyngor Gwynedd) and Clare Williams (Cambrian Railway Partnership).

### 4. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received from any members present.

## **5. URGENT ITEMS**

None to note.

## **6. MINUTES**

The Chair accepted the minutes of the previous meeting of this committee, held on 31 March 2023, as a true record.

## **7. UPDATE FROM THE SERVICES**

### **NETWORK RAIL**

Tomos Roberts and Charlotte Harries (Network Rail Communications Managers) were welcomed to the meeting.

#### **Update on upgrading Barmouth viaduct**

It was reported that the bridge upgrades and additional repair works on the railway were completed and that the railway between Pwllheli and Machynlleth and the footpath along the viaduct would re-open on 2/12/2023. It was added that an official event to celebrate the opening had been arranged in the Dragon Theatre on 8 December 2023. It was confirmed that the work had been completed on time and thanks were given to the committee and to the local communities for being patient during the work.

#### **Update on Aberdyfi viaduct**

It was reported that, as with Barmouth viaduct, Aberdyfi viaduct also re-opened at the end of October and that the work of fully renovating the structure had been completed successfully.

The officers were thanked for the update and the investment was appreciated locally.

#### **Update on Local Enterprises**

It was reported that the Local Team for the Cambrian had been created under the leadership of Gwyn Rees (Network Rail Performance and Transformation Director for Wales and the Cambrian Local Railway Partnership Director). It was highlighted that the team ensured collaboration between Network Rail and Transport for Wales and that response to the team's work thus far had been positive. With collaboration between Transport for Wales and Network Rail, four-carriage trains were re-introduced on the railway during the summer. With spectacular views along the Cambrian, the four-carriage campaign allowed more people to take full advantage of the popular journey by increasing revenue and boosting the local economy. Reference was also made to the work of washing the carriage windows in the stations which highlighted the team's proactive attitude towards improving the passengers' experience.

They were thanked for the update.

Observations arising from the ensuing discussion:

- Highlight pride that the bridge had been opened and that the railway between Machynlleth and Pwllheli would open on 2/12/23.
- The work had been approved – it was completed under very challenging circumstances.
- Although there were complaints regarding the bus service that ran whilst the railway was closed, there was only one official complaint, and it was due to floods.
- That the period felt long, especially for school children.
- Thanks to Barmouth Community Group for regular updates regarding the work.
- Welcomed four-carriage trains. Despite this, only **one** return journey with four carriages ran per day during the summer holidays.
- That cleaning the train windows was a simple solution - this was appreciated.
- That free travel was offered to travellers over 60 years of age, only during the winter - a request to consider extending this throughout the year.
- Thanks to Network Rail for visiting the rail crossing path in Porthmadog and for listening to the Town Council and local residents' comments. Welcomed the decision to protect the crossing instead of closing it.
- Thanks to Gail Jones (Transport for Wales) for collaborating with Liz Saville Roberts' Office to coordinate the Harlech Beer Festival arrangements. Unfortunately, without the intervention of the MP, Transport for Wales' commitment was very slow, but a solution was found following many discussions.

In response to a question regarding further additional work done to the railway and whether it included platform height adaptation for the new trains, it was noted that discussions were being held with the Local Railway Team to seek resolution. It was highlighted that using 'Harrington Humps' had been suggested - a system where it was possible to increase the railway platform height for a relatively low cost.

**Action:**

- 1. Tomos Roberts (Network Rail) to share a statement to the press with the office of Liz Saville Roberts MP so that it would be possible to submit an 'Early Day Motion' in the House of Commons to highlight the work that had been completed.**
- 2. Tomos Roberts to contact Councillor Rob Triggs to discuss the work on the tracks in Barmouth.**
- 3. Councillor Gwynfor Owen to share information with Network Rail regarding land erosion problems near property that is located on British Rail land (now Network Rail). The intention was to arrange a visit to the site.**
- 4. Request for an update on Network Rail and Natural Resources Wales' plans/discussions to protect the railway from floods in Pwllheli - protecting the railway was a priority.**
- 5. Request for Network Rail and Transport for Wales to extend the four-carriage train service, every day of the week, throughout the year. This would increase revenue.**
- 6. An update of the situation on the cliff road on the A493 near Friog. There had been a decade since the traffic lights were set up and there had been no**

**action taken since then. Recently there had been a landslide near the site - the location was fragile. Request to hold a public meeting in Llangylennin Village Hall with the Cabinet Member Councillor Dafydd Meurig and Steffan Jones (Head of Highways, Engineering and YGC). Invitation also to be sent to Liz Saville Roberts and Mabon ap Gwynfor. LHE to contact Steffan Jones to highlight the concerns and seek an update by the next meeting.**

## **TRANSPORT FOR WALES**

Gail Jones was not present in the meeting to receive an update.

The Members noted their disappointment that there was no representation from Transport for Wales.

## **BRITISH TRANSPORT POLICE**

Tomos Davies was welcomed to the meeting.

Tomos introduced himself to the Members. He noted that he was located at the Bangor police station which represented the railway from Pwllheli to Porthmadog. He noted that Porthmadog to Machynlleth was under the management of Machynlleth station British Police and that Machynlleth station was now fully staffed. He reminded the Members of the British Police's responsibilities and noted that there were very few problems on the railway. He highlighted that the railway was busier during the summer, and that there were a few problems with school children's behaviour and anti-social behaviour in some areas.

He was thanked for the update.

Observations arising from the ensuing discussion:

- Gratitude was expressed for the work. It was welcomed that BTP attended meetings in the community.
- It was suggested that BTP visited local secondary schools to discuss the children's behaviour in the stations and on the trains.
- The BTP and North Wales Police were thanked for their good collaboration work in Machynlleth.

In response to a question regarding installing CCTV in some of the Cambrian's stations, it was noted that BTP supported any aspect that would improve the safety of the stations, but Transport for Wales would have to support the matter. It was reiterated that if a response was required for an incident, there was a need to text 61016 or download the 'railway guardian' app - both ensure that there would be a record of the incident that would support the request for CCTV.

In response to a request regarding collaboration with North Wales Police, it was noted that the relationship had improved since the appointment of a new Sergeant in 2018. It was reiterated that the situation had improved and that there was more collaboration.

Thanks were given for the updates.

## **8. RESPONSE TO FORMAL QUESTIONS**

### **Cricieth Town Council:**

Question: Would it be possible to paint Cricieth station? 'Cricieth in Bloom' worked very hard on improvements and grounds maintenance there, and the station receiving a coat of paint would be a big boost to improve its appearance and welcome users.

Reply: Unfortunately, Gail Jones of Transport for Wales was not in attendance - TfW were responsible for matters of painting stations. It was noted that it would be possible to ask for a written response by TfW.

Question: Graffiti has been painted on some of the bridges between Cricieth and Black Rock - would it be possible for you to remove it?

NR Reply: A request was made for more details regarding the graffiti - its location and any photos that could be shared. It was added that it would be possible to send out a community team to deal with the matter.

Thanks were given for the question.

### **Councillor Eryl Jones-Williams**

Question: An update was needed on the results from a recent survey (held during the summer) of the opinions of passengers on the Cambrian Railway.

Reply: Councillor Trevor Roberts noted that he would present the report in the next meeting but that some of the observations included concerns that the new trains would offer fewer seats and toilets in the carriages - this would lead to full, unsafe trains.

Network Rail and British Transport Police were thanked for their support and for responding to the matters raised at the Committee. They were encouraged to ensure that there was clear communication with the public regarding any events / updates.

The next meeting to be held in spring 2024 - LHE to arrange.

The meeting commenced at 10:30 and concluded at 11:40.

**CHAIR**



## NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> 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 stress.
  - 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 platform).

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

- 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.

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

- 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:

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

- 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 17<sup>th</sup> 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

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

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

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

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.

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

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.



**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS  
NOTES OF MEETING HELD ON FRIDAY 17<sup>th</sup> NOVEMBER 2023  
BY TEAMS**

- 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.

**PWYLLGOR CYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN  
 22 Mawrth 2024**

**CAMBRIAN COAST RAILWAY LIAISON COMMITTEE  
 22 March 2024**

<p><b>Cwestiwn i TRAFNIDIAETH CYMRU / Question for TRANSPORT FOR WALES</b>                  When will Machynlleth depot be given enough units to enable the 0645 Barnack to Machynlleth to operate (a) without frequent cancellation, (b) as a through portion to Birmingham International?</p>	
<p><b>Cwestiwn i NETWORK RAIL/ Question for NETWORK RAIL</b></p>	
<p><b>Cwestiwn i'r PWYLLGOR / Question for COMMITTEE</b>                  When will the committee resume holding face-to-face meetings?</p>	
<p><b>Cwestiwn i UNED CLUDIANT CYNGOR GWYNEDD / Question for TRANSPORT UNIT CYNGOR GWYNEDD</b></p>	
<p><b>Cwestiwn i HEDDLU TRAFNIDIAETH PRYDEINIG / Question for BRITISH TRANSPORT POLICE</b></p>	
<p><b>Oddiwrth / From:</b>                  Roger Goodhew, representing SARPA</p>	
<p><b>I'w dychwelyd at                  To be returned to:</b></p>	<p>Lowri Haf Evans                  Gwasanaethau Democratiaeth / Democratic Services                  Cyngor Gwynedd / Gwynedd Council                  Stryd y Jel, Caernarfon                  Gwynedd                  LL55 1SH                  01286 679 878  <a href="mailto:lowrihafevans@gwynedd.llyw.cymru">lowrihafevans@gwynedd.llyw.cymru</a></p>
<p><b>Erbyn / By:</b></p>	<p><b>08-02-2024</b></p>

**PWYLLGOR CYSWLLT RHEILFFORDD ARFORDIR Y CAMBRIAN**  
**22 Mawrth 2024**

**CAMBRIAN COAST RAILWAY LIAISON COMMITTEE**  
**22 March 2024**

<p><b>Cwestiwn i TRAFNIDIAETH CYMRU / Question for TRANSPORT FOR WALES</b> <b>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.</b> <b>Hoffwn gadarnhad a yw hyn yn wir?</b> <b>A oes unrhyw ddatblygiad posib I leoli barriers ar y groesfan yma?</b></p> <p><b>Poster mewn metal /plastic o lwybrau cyhoeddus I roi ar y cefn y shelter?</b></p> <p><i>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> <i>I would like confirmation if this is true?</i> <i>Is there any possible development to place barriers at this crossing?</i></p> <p><i>Poster in metal / plastic of public paths to be positioned on the back of the shelter?</i></p>	
<p><b>Cwestiwn i NETWORK RAIL/ Question for NETWORK RAIL</b></p> <p><i>Parthed bin sbwriel. A oes modd pwysu am hwn. Gwn nad yw Cyngor Gwynedd wedi darparu bin baw cwn ger y safle.</i> <i>Tybed a oes modd dod I gytundeb efo Cyngor Gwynedd i gasglu sbwriel oddi ar y station.</i> <i>Hefyd pwysu ar gael yr hen enw TALWRN BACH yn ysgrifennedig ar yr arwydd (hynny yw o dan y gair Llanbedr)</i></p> <p><i>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> <i>I wonder if it is possible to come to an agreement with Gwynedd Council to collect rubbish from the station.</i> <i>Also pressing to have the old name TALWRN BACH written on the sign (that is under the word Llanbedr)</i></p>	
<p><b>Cwestiwn i'r PWYLLGOR / Question for COMMITTEE</b></p>	
<p><b>Cwestiwn i UNED CLUDIANT CYNGOR GWYNEDD / Question for TRANSPORT UNIT CYNGOR GWYNEDD</b></p>	
<p><b>Cwestiwn i HEDDLU TRAFNIDIAETH PRYDEINIG / Question for BRITISH TRANSPORT POLICE</b></p>	
<p><b>Oddiwrth / From: Cyngor Llanber Council</b></p>	
<p><b>I'w dychwelyd at To be returned to:</b></p>	<p>Lowri Haf Evans, Gwasanaethau Democratiaeth / Democratic Services Cyngor Gwynedd / Gwynedd Council, Stryd y Jel, Caernarfon, Gwynedd, LL55 1SH 01286 679 878 <a href="mailto:lowrihafevans@gwynedd.llyw.cymru">lowrihafevans@gwynedd.llyw.cymru</a></p>
<p><b>Erbyn / By:</b></p>	<p><b>08-02-2024</b></p>

**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 have 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  
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**Erbyn / By:**

**08-02-2024**