

James Price  
Chief Executive  
Transport for Wales

11 November 2019

Dear James,

Thank you for providing the Committee with a copy of your Risk Management Plan, in response to Recommendation 6 of the Committee's March 2019 report on Autumn Rail Disruption. The Committee is also grateful for further information provided following our recent visit to the Canton Depot about the fitting of Wheel Slide Protection to trains in the Welsh fleet. This correspondence and the Risk Management Plan were noted by the Committee at today's meeting.

The Risk Management Plan is helpful in explaining TfW's approach to mitigating risks associated with planned changes to the fleet, and lists the 9 new and cascaded fleet, demonstrating the range of different rolling stock to be used to serve passengers in Wales. The Committee is also aware of the ongoing operational issues relating to the delay in deploying the new Class 230/Class 769 trains, and the request to the Department for Transport to keep Pacers operational for longer. It will probably not surprise you to know that Members' casework also still includes significant numbers of complaints from passengers experiencing unacceptable levels of delays, cancellations, overcrowding and short formations.

In light of the range of rolling stock being deployed, on a moving timescale, currently it can be quite difficult for non-technical experts to understand the whole picture of rail delivery - i.e. the different types of trains, their capacity, and when and how TfW plans to deploy this rolling stock on the various lines to increase capacity and improve passenger experience. It would be very helpful therefore if TfW was able to provide the following details of your current and future rolling stock plans, ideally presented graphically. We would welcome the following information:

- The number of trains of each type, including how this is expected to change over time;
- Passenger capacity for each train and in total, and how this changes over time;




- Details of the extent to which each train has been refurbished, has Wheel Slide Protection and whether it complies with PRM TSI regulations;
- When each type of train is expected to enter and exit service (noting any uncertainty around this);
- The lines and services which the trains are, or will be, deployed on, and how total capacity on each line and service changes over time;

We obviously understand that some operational detail will be subject to change, and that timeframes for implementation will carry certain caveats in order to manage customer expectations. Equally, the Committee has an important role to play in scrutinising TfW's plans on behalf of the travelling public, and want to be in as strong a position as possible to understand those plans for rolling stock management.

The clerking team will be happy to discuss this request further with you or your colleagues if that would be helpful.

Thank you again for your continued open and cooperative engagement with the Committee in carrying out its scrutiny role, and we look forward to seeing you in future Committee meetings.

Kind regards,

A handwritten signature in black ink that reads "Russell George". The signature is written in a cursive style with a long horizontal stroke at the end.

Russell George AM

Chair

Economy, Infrastructure and Skills Committee

