**Fforwm Rhanbarthol Rhanddeiliaid De Ddwyrain Cymru**

**South East Wales Regional Stakeholder Forum**

**28th September 2022**



**Adroddiad o’r cyfarfod**

**Meeting report**

South East Wales Regional Stakeholder Forum

The forum met on the 28th September 2022, 11:00am – 12:00pm (Microsoft Teams)

**Attendees**

**Forum Members**

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| Christian Schmidt | Monmouthshire County Council |
| David Dawkins (DD) | The Community Transport Association (Wales) |
| Gwyn Smith | Sustrans |
| Jason Dixon | Cardiff City Council |
| John Gibson | Cardiff City Council |
| Kevin Sales | Bridgend County Borough Council |
| Marcus Lloyd | Caerphilly County Borough Council |
| Michele Mitchell | Torfaen County Borough Council |
| Rich Middleton (RM) | Great Western Railway |
| Richard Cope | Newport City Council & Monmouthshire County Council |
| Robert Niblett | Gloucestershire County Council |
| Roger Waters | Rhondda Cynon Taf County Borough Council |
| Sarah Reardon |  |
| Suzanne Pomeroy |  |

**Transport for Wales**

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| Gareth Pagett (GP) | Programme Manager |
| Georgia Cope (GC) | Assistant Project Manager |
| Helen Dale (HD) (Chair) | Stakeholder Manager (South East Wales) |
| Kelsey Barcenilla | Stakeholder Manager (Metro Central and the Bay) |
| Lewis Brencher | Communications and Engagement Director |
| Lowri Joyce (LJ) | Interim Head of Community and Stakeholder Engagement |
| Ross Whiting | Community Engagement Officer (South East Wales) |

**Welsh Government**

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**Note from the Chair, Helen Dale**

*“I am very pleased that our new regional format has been well attended and I hope that members have found this change useful. I would like to express my gratitude for all forum members who have given us their feedback which we will be taking on board, and sharing their enthusiasm, comments, and questions during the meeting. As this was my last time chairing this forum, I am grateful to members for their kind comments and I would like to wish the forum continued success with the new Chair and Stakeholder Manager for South East Wales, Jessica Clement.”*

**Agenda**

1. **Overview of South Wales Metro (CVL)**

Helen Dale (HD) introduced and invited Gareth Pagett (GP), Programme Manager (TfW), to deliver a presentation on the South Wales Metro programme.   
  
GP introduced the presentation by outlining the high level aims of Metro. These included improved passenger experience, journey times and frequency. He gave the example of a planned 4 trains per hour timetable for the Core Valley Lines (CVL) and improvements to other services including Rhymney, Cardiff, and the Cardiff Bay area. GP also outlined the two new trains that will be introduced on the lines, which are the Stadler FLIRT (DEMU) Class 231 trains and the Stadler Citylink Class 398 Tram-Trains.

GP explained that the programme has been broken down into 15 different disciplines and 45 individual projects leading to over 47,000 programme tasks. These include a range of different tracked milestones. He also gave an overview of the quantities involved in terms of new track, overhead line equipment (OLE), station upgrades, civils (modification to bridges, platforms, parapets to accommodate works), and signalling.

Through his presentation, GP updated forum members on multiple ongoing projects. These included:

* Canton Depot, which will be the stabling site for Class 231 trains.
* The CVL Information Control Centre (ICC), in Taff’s Well, which will accommodate staff working on signalling and customer interface.
* Taff’s Well Depot, which will be the stabling site of the Class 398 tram-trains.
* Taff’s Well Station, including platform extensions, tactile slabs and paving, level boarding, and an accessible footbridge with lifts.
* Platform extensions at other stations including Danescourt, Fairwater and Waun-gron to allow new trains to open all doors on arrival.
* Coper adjustment works to allow level boarding at Danescourt station and other stations on the CVL.
* New platforms at Quakers Yard and other stations.
* Other significant infrastructure work, including Canal feeder bridge near Merthyr Tydfil, and Devil’s Footbridge near Treforest.

GP updated forum members some of the community projects the project team including delivery partners such as Alun Griffiths have been involved with, including at Coed y Dderwen primary School in Merthyr Tydfil.   
  
To conclude his presentation, he provided an update on upcoming blockades and explained that blockades allow work to be done more quickly and efficiently. He also gave members an overview of upcoming and ongoing schemes covering all areas of the CVL.  
  
HD thanked GP for his presentation and opened the floor for questions and comments.   
  
Rich Middleton (RM) commented in the chat about how exciting level boarding will be and how good it is to see progress.   
  
Gwyn Smith (GS) commented that Quakers Yard work will not give ATAPG compliant access to the Taff Trail due to the level difference between the station and Taff Trail, which would make it hard to build an active travel route between the points, and that this may make it harder to claim a good link but commented positively on other work. GP noted the comment.  
  
A further question was raised about when level boarding will be in place, and GP answered that he expects most of the level boarding to be in place by the end of 2023.   
  
A final question was raised about introduction of 4 trains per hour (tph) on TAM. GP said the TAM won’t see 4tph until the timetable change due to Cardiff Bay turnback which facilitates this in timetable modelling. He added that the new timetable is not planned until Q1 or Q2 2024.

1. **OLE Safety Brief**

Helen Dale (HD) thanked members for their questions on the previous item and handed over to Georgia Cope (GC), Assistant Project Manager (TfW) to present an introduction to our Overhead Line Equipment (OLE) and Safety campaign.

GC began her presentation by providing an overview of the electrification infrastructure that will be installed on approximately 170km of track on the CVL, including approximately 3,000 masts, booms, spall part steel and foundations. She noted this will be relatively unintrusive compared with other OLE equipment and described the benefits of electrification. These include the cleaner, greener, and quieter trains, more efficient energy use, and use of lighter rolling stock leading to shorter journey times and higher frequencies.

She noted that TfW will be installing smart electrification, which is more efficient and involves a mixture of live, catenary free sections, and permanently earthed sections (PES). This requires fewer expensive and time-consuming track and civil interventions, and complex canopy alterations. GC provided members with an overview of what is involved in electrification, including the design phase, trial holes to determine any obstacles to installation, and any necessary public utility investigations and diversions.

Throughout her presentation, GC told forum members that there are many construction dangers and introduced each of these to members. She also set out the mitigations that are available to address these. She also explained the construction process and equipment used for foundations including circular hollow sections (CHS), augers, and gravity pads. She also set out the construction methods and considerations of the steel sections and wiring.

She added that TfW work with local authorities to get Section 61 consents in place and lineside neighbours to ensure they are aware of upcoming disruptive work linked with electrification. She also gave members some information about what kinds of noise mitigations are put in place to reduce construction noise and disruption.

GC showed forum members some current Network Rail electrification safety campaign materials and noted that TfW (including the stakeholder and engagement team) would be working with Network Rail on similar initiatives. She added that there will be a significant public campaign and signage due to the serious safety risks involved in trespassing on electrified railways.   
  
HD thanked GC for her presentation and reiterated the importance of OLE safety, and asked forum members whether they had any questions. No forum members indicated they had any questions.

1. **OLE Topical Discussion**

Helen Dale (HD) introduced Lowri Joyce (LJ), Interim Head of Community and Stakeholder Engagement (TfW), who would be hosting a feedback workshop on an OLE public safety campaign to gather thoughts and ideas on how to keep communities safe when using the service or while near tracks.

LJ thanked Gareth Pagett (GP) and Georgia Cope (GC) for setting the scene with their earlier presentations and introduced the topical discussion. In her introduction, LJ said she wanted to home in on the communications and engagement activity that is due over the coming months.  
  
LJ noted that TfW wishes to ensure railway neighbours understand what is being installed and why, the dangers, impact of misuse, and importantly the benefits of OLE and the transformation work. This had been achieved so far by ongoing communication with lineside neighbours ahead of disruptive work, and a general community guide that went out to 55,000 households.   
  
Ahead of further work, LJ informed forum members about other upcoming communications activities which are in progress and under consideration. These include lineside neighbour stakeholder surveys about communication methods, advice from partners including Network Rail, a cross-departmental forum to focus on OLE engagement, identifying existing engagement work which could include OLE safety information, and further developing existing information routes surrounding OLE including FAQs.  
  
Forum members were made aware of initial steps which have been taken to communicate OLE safety. So far, these have included internal discussions around timescales, finding ‘lessons learned’ from similar initiatives alongside partners such as Network Rail, developing an agency proposal to enhance the identity of the safety campaign, and exploring the use of behavioural change techniques (including the COM-B model) to ensure no inaccurate assumptions are being made about intended audiences.  
  
LJ said that next steps include recognition that Metro has many benefits, utilising best practice from partners, recognising this involves an information not awareness campaign, utilising audience testing methods, and developing an internal regular weekly discussion.  
  
Forum members were asked what existing knowledge they have of OLE, their thoughts about engagement and communicating OLE, and who should be identified as target audiences. HD thanked LJ for her presentation and encouraged forum members to give their thoughts and comments on the content and questions.

GP mentioned in previous work that engagement through local schools was effective, especially in areas where the school is near OLE and the railway in general. GC mentioned striking information videos she had seen at school which were memorable and stayed with her.   
  
David Dawkins (DD) said he felt the presentation was thought provoking. He gave an example from his own school days where a tragic death involving power lines was used as a learning opportunity. Children were taken to see the power lines being made and made them have a deeper understanding. He added that he felt is important that young people are involved but not lectured at. LJ noted that TfW had a mock up site in Taffs Well which could be an opportunity for learning in this way. GP added these would be a useful resource to educate young people, possibly including stores at Treforest where OLE is being pre-built which may represent an opportunity.  
  
Rich Middleton (RM) shared his experiences from a Great Western Railway (GWR) perspective and urged that the safety campaign should be an extension of existing work rather than a separate message. He also suggested that community rail networks can be used to amplify the message, to ensure it is more community based rather than centrally issued by TfW. He added there are some good examples of this work including with schools.   
  
HD added TfW will also need to ensure we work with people who are more vulnerable in addition to schools, including walking or cycling groups or those who don’t feel confident to use the network at present. GP noted that Rob Gravelle could help with accessibility and inclusion, and Matt Gilbert could assist from an active travel point of view and that they could be involved. LJ noted TfW is also considering engaging with other groups that use equipment that can represent a hazard around OLE such as drone and fishing clubs.  
  
HD noted currently residents are engaged using various methods including letters and drop in sessions, but asked forum members to put suggestions for any other effective methods in the meeting chat.  
  
HD thanked members for their questions and noted no further questions were raised.

1. **Close of Forums / Stakeholder Survey**

Helen Dale (HD) thanked forum members for their participation in the meeting and for providing their feedback on future items. She noted she had hoped they enjoyed the new format and noted that a survey would be posted in the meeting chat for attendees to complete if they wish.

Lowri Joyce (LJ) noted her thanks on behalf of TfW and the Communications Team to HD for her efforts in the stakeholder team. HD thanked LJ in return and all forum members for attending and working with TfW.

## Next Regional Stakeholder Forum

The next All-Wales and Borders regional Stakeholder Forum, including the South East Wales break-out forum, is scheduled for 14th December 2022. The meeting will be held virtually over the Microsoft Teams platform between 9:30am – 12:00pm.