**Date issued:** 25 April 2023

**Freedom of Information Request** 51/23 (Partial Response)

We are writing in response to your Freedom of Information request. Your request has been considered in accordance with the requirements of the Freedom of Information Act and our Data and Information Management Policy.

**You asked for the following information:**

**Q1. Details on planned storage of 756sas discussed in the board minutes 14/10/22 section 10 and any further updates**

**Q2. Details on the planned modifications to the class 231s to make them hybrids as discussed in the board minutes 9/12/22 section 13 and any further updates**

**Q3. Details on the new Platform (including useable length of new and existing platforms)  and Track layout of Penarth.  This question is in response to page 12 of the Rhymney Capacity Review Nov 2022 document where it states "6-car train at Penarth will block the points on the loop/not fit in the platform" but a previous FOI request stated that 2x756 eg 6 cars could be accommodated in Penarth.**

**Q4. Details on the plans for Barry Island Station including the building and additional platforms.  This question relates to the building and platforms of Barry Island Station now being owned by TFW but still out of use by the public,  including half of the active platform reducing the available width and shelter on Platform 1.**

**Q5. Details on how the new line from Cardiff Central to the Bay line will pass under the existing bay line plus the cross-section diagrams as shown in the diagram sent on the 10th of March.**

**RESPONSE**

Question 1

TfW have identified that there will be a period of time between the delivery by Stadler of the Class 756 tri-mode multiple units and their entry into service. This due to delay in the infrastructure upgrade programme and these units cannot be operated without overhead lines in place.

This was one of the drivers behind the purchase of the site in Barry and this will be used for storage of some of the units with the balance being at Canton Depot, where they will cycle through for regular maintenance and checks whilst in storage.

It is anticipated that the storage of the vehicles will last from now until Q1 2025

Question 2

TfW has entered into a Stadler Class 231 ‘Hybridisation Works Contract’, which provides TfW the option to implement the associated Hybrid Conversion Programme. The programme would see the conversion of the 11 Class 231 Stadler Flirt from diesel only to Bimode trains (pantograph conversion) and is to satisfy part of the terms of the Strategic Partnership Agreement  
(SPA) with both Stadler and the owners. The timetable for the programme is yet to be determined.

Question 3

The design introduces a passing loop on the Penarth Branch, turning Penarth into a two-platform terminus creating the option for a performance recovery buffer by arriving services forming the next-but-one departing service. Draft operation diagrams require three-car FLIRT units which have a combined length of 65m however a four-car FLIRT option at a length of 80m could be introduced from time to time.

* The New Platform will be constructed fully operational at 85m
* The Existing Platform is 136m derived from the Sectional Appendix. The asset is owned/maintained by Network Rail so Network Rail will need to confirm if they have maintained the length quoted.
* Stop car markers are positioned on the platforms to control passenger exchange and rail infrastructure interfaces.

Question 4

The old station building at Barry Island formed part of the purchase of Barry Sidings site from Vale of Glamorgan Council but is not part of the operational railway and is currently occupied by the Barry War Museum. TfW are in the process of considering longer term commercial strategy for the overall site.

Question 5

Although this scheme is progressing at outline stage, there have been no further design developments, therefore nothing further can be shared that changes the information sent out on 10 March.

We hope this information is of use to you.

Yours sincerely,

**Transport for Wales**

**Appeal Rights**

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at either Transport for Wales, 3 Llys Cdwyn, Pontypridd, CF37 4TH or [freedomofinformation@tfw.wales](mailto:freedomofinformation@tfw.wales). Your request must be submitted within 40 working days of receipt of this letter. If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".