



Swansea Bay and West Wales Metro consultation

Welsh Government and Transport for Wales are working in partnership with Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea Councils to develop plans for the Swansea Bay and West Wales Metro. Metro is about making it easier to travel, whether you're travelling by train, bus, bike or on foot, to get to work or school, hospital appointments or for leisure purposes, all through using public transport.

Metro aims

The aim of the Metro approach across Wales is to provide an integrated public transport network. This would be developed using a variety of modes such as heavy rail, tram-train, light rail and bus, all of which would be accessible by walking and cycling. The area the Swansea Bay and West Wales Metro will cover can be seen in Figure 2 and includes the counties of Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

We'd like to invite you to have your say on plans

Through this consultation we'd like to let you know about the plans for improving rail services within the Swansea Bay and West Wales area. These include increased frequency of long-distance services, more local services from West Wales to Carmarthen and Swansea, development of Swansea Bay services and new stations and improvements to existing stations.

We are now at Welsh Transport Appraisal Guidance (WeTAG) stage 1 and we're asking for your views on the options we have put forward, with a focus on those which have been short-listed to be looked at in more detail at the next stage.

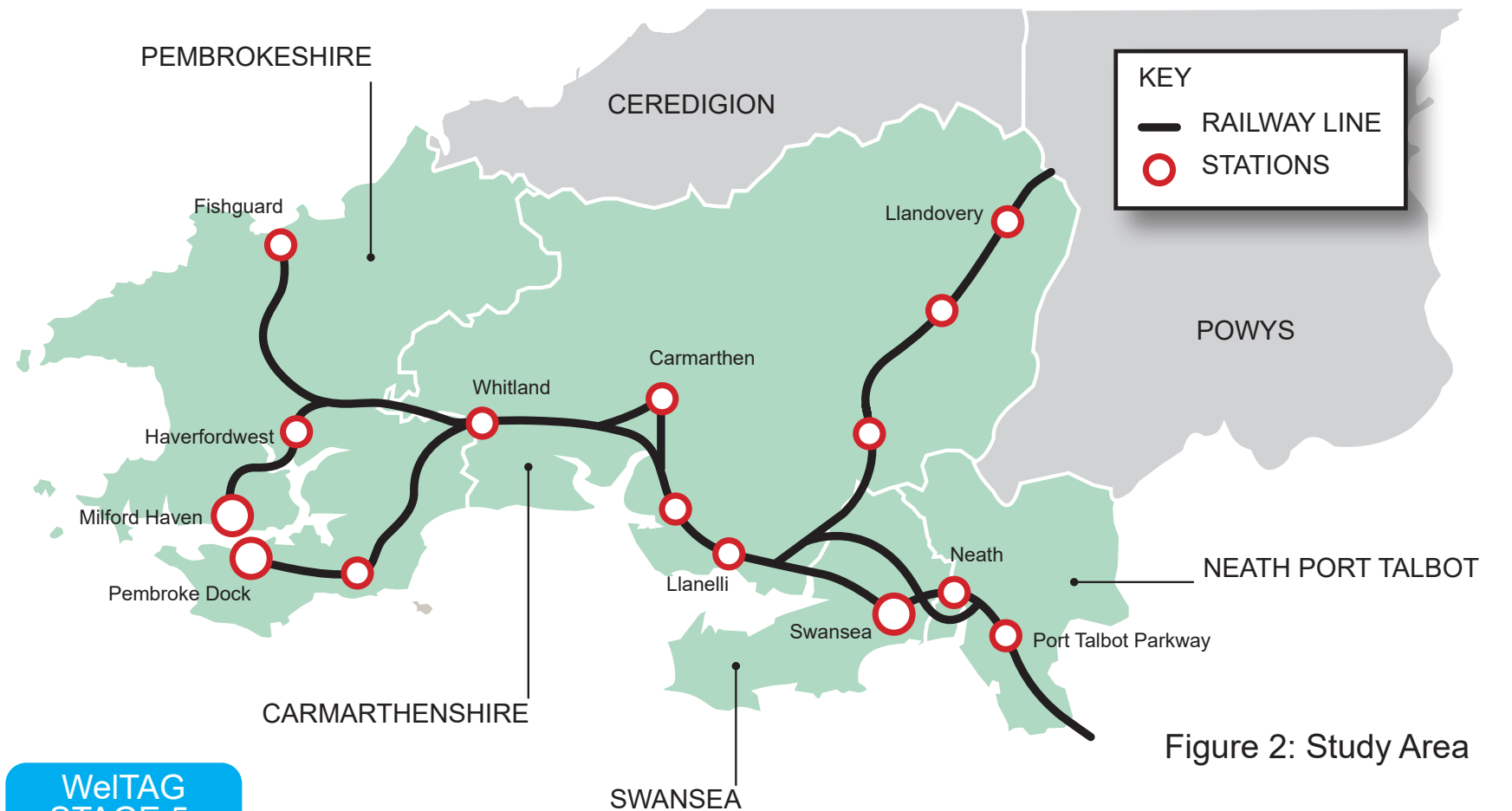


Figure 2: Study Area



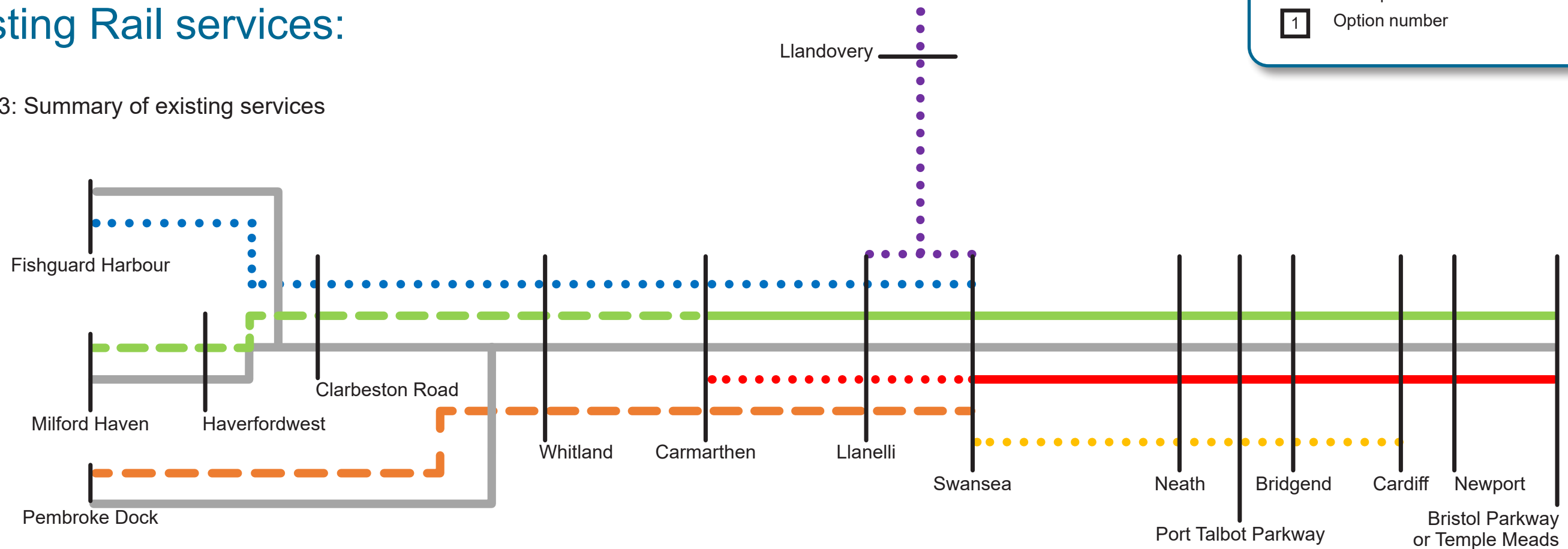
Figure 1: WeTAG stages



- London - Swansea/Carmarthen
- Cardiff - Swansea
- Manchester - Carmarthen/Milford Haven
- Swansea - Shrewsbury
- Swansea - Pembroke Dock
- Swansea - Fishguard
- 1 tph
- - -** 0.5 tph
- ...** < 0.5 tph
- 1** Option number

Existing Rail services:

Figure 3: Summary of existing services



The area is currently served by the following rail routes:

ROUTE	SERVICE FREQUENCY
Manchester - Milford Haven	Hourly to Swansea/Carmarthen, Two-hourly to Milford Haven
Swansea - Pembroke Dock	Two-hourly service
Cardiff/Swansea - Fishguard	Seven trains/ day (every two -three hours)
Swansea - Shrewsbury (Heart of Wales Line)	Four trains/day (+1 to/from Llandoverly) (every four hours)
London Paddington - Swansea	Hourly (off-peak), 30 minute (peak hours),
London Paddington - Carmarthen	One return train per day (via Swansea)
Cardiff - Swansea (Swanline local service)	Two-hourly service

Issues with existing public transport

Previous work has identified the need for service improvements to address the following key issues:

- Lack of competitive/long journey times to South West Wales compared to using a car
- Lack of through services to South West Wales
- Low frequency of direct trains to Swansea
- Low service frequency on West Wales branches (two-hourly)
- Lack of local commuter services to serve the Swansea Bay area, in particular an opportunity to use the Swansea District Line

What are we looking to achieve through Metro?

Listed below are areas and improvements the Swansea Bay and West Wales Metro network programme will be working towards in the future.

South Wales Main Line (SWML):

1. Reduce rail journey times between West Wales and London towards targets of:
 - a. 90 minutes between Cardiff and London Paddington
 - b. 30 minutes between Cardiff and Bristol Temple Meads
 - c. 30 minutes between Swansea and Cardiff
2. Increase service frequencies between South West Wales and London, Cardiff and Bristol Temple Meads and Swansea and Cardiff.
3. Provide sufficient capacity and improve rail network resilience between Cardiff and Bristol to accommodate future passenger and freight demand.
4. Enhance rail connectivity to international gateways/airports and enterprise zones.
5. Improve Park and Ride provision for accessing the South Wales Main Line and reduce reliance on the M4 corridor.
6. Improve integration between main line rail and the wider transport network, especially the developing South Wales and Bristol Metro systems
7. Maximise the potential for stations to accelerate urban regeneration and major development site delivery.
8. Increase the number of trips made by public transport, focusing on commuter trips.
9. Reduce the environmental impact of transport, especially carbon emissions and air quality.
10. Improve rail network efficiency to allow a lower future subsidy requirement per passenger.

Swansea Bay and West Wales Metro network:

1. Reduce journey times between key population centres including Swansea, Neath, Port Talbot, Llanelli, Carmarthen, Haverfordwest and Milford Haven.
2. Increase service frequencies:
 - a. For local stations on the main line between Carmarthen and Port Talbot, especially during peak periods
 - b. On the Heart of Wales Line to serve commuters into Swansea and beyond
 - c. Across South West Wales to improve suitably for daily commuting
3. Improve regional transport accessibility through widening the spatial reach of the rail network and services
4. Improve Park and Ride provision for access to the Swansea Bay region.
5. Provide a viable public transport alternative to the congested M4/A48 corridor.
6. Contribute to developing a Swansea Bay Urban Area Metro including improvements to multi-modal interchanges.
7. Maximise the potential for stations to accelerate urban regeneration and major development site delivery.
8. Increase the number of trips made by public transport, focusing particularly on commuter trips.
9. Reduce the environmental impact of transport, especially carbon emission and air quality.
10. Improve rail network efficiency to allow a lower future subsidy requirement per passenger.

Information to think about...

Previous work and input from stakeholders including Transport for Wales, Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council, Swansea Council, Network Rail, and Passenger Focus, has identified areas and improvement to think about moving forward.

These areas are in addition to existing commitments by Transport for Wales in South West Wales which include the introduction of new and refurbished trains and an additional daily service on the Heart of Wales Line.

Over the next few pages, you'll see the areas and improvements that have been identified, which we would like your thoughts on.



Long distance services and main line infrastructure improvements:

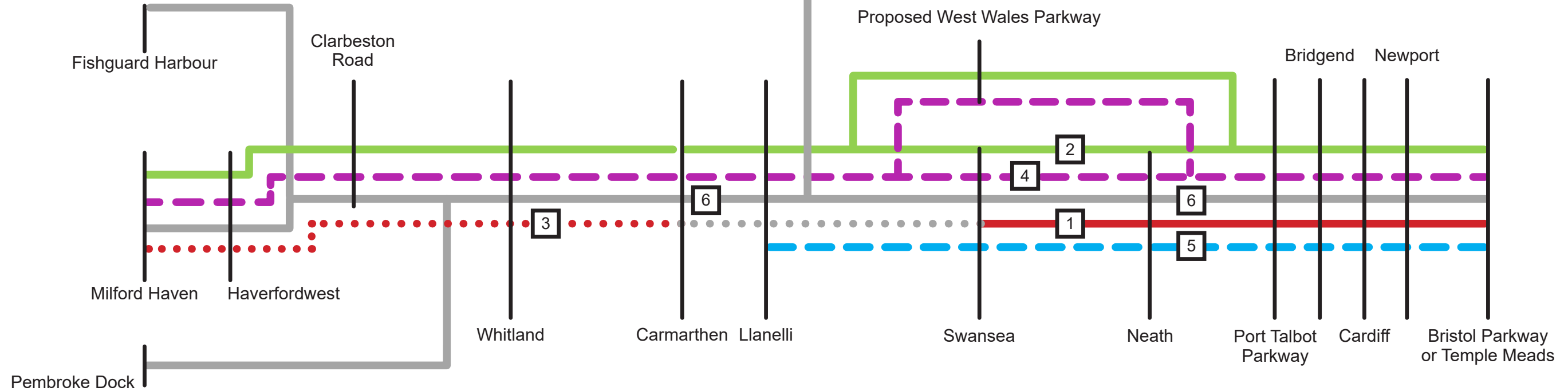


Figure 4: SWML long distance services

Services

OPTION	SERVICE PROPOSAL	ADDITIONAL FREQUENCY	TOTAL FREQUENCY
Option 1	London Paddington to Swansea every 30 min all day	One train per hour off-peak (Cardiff to Swansea)	Half Hourly service
Option 2	West Wales Express: Taunton/Bristol Temple Meads to Cardiff services extended to Carmarthen or Milford Haven (hourly) either via Swansea or via Swansea District Line (SDL) or with/without West Wales Parkway Station (Felindre)	One train per hour (Cardiff to Carmarthen or Milford Haven)	Hourly service (1.5 trains per hour on Milford Haven branch)
Option 3	Extend the current fast service from Carmarthen to London, to begin and end its day at Milford Haven or Haverfordwest	One return train per day (Carmarthen to Haverfordwest or Milford Haven)	Daily service (One train each way)
Option 4	Milford Haven to Bristol Parkway or Bristol Temple Meads every two hours	One train every two hours	One train every two hours (hourly on Milford Haven branch)
Option 5	Potential for Grand Union Trains to provide additional services on South Wales Main Line	Up to six trains per day (two initially to Cardiff)	Up to one train every two-three hours (up to six trains per day)

Infrastructure

OPTION	SERVICE PROPOSAL	OUTPUT
Option 6	Review of line speeds between Cardiff and West Wales	Reduction in journey times
Option 26	Electrification	Decarbonisation and journey time reduction



Frequency and connectivity: West Wales

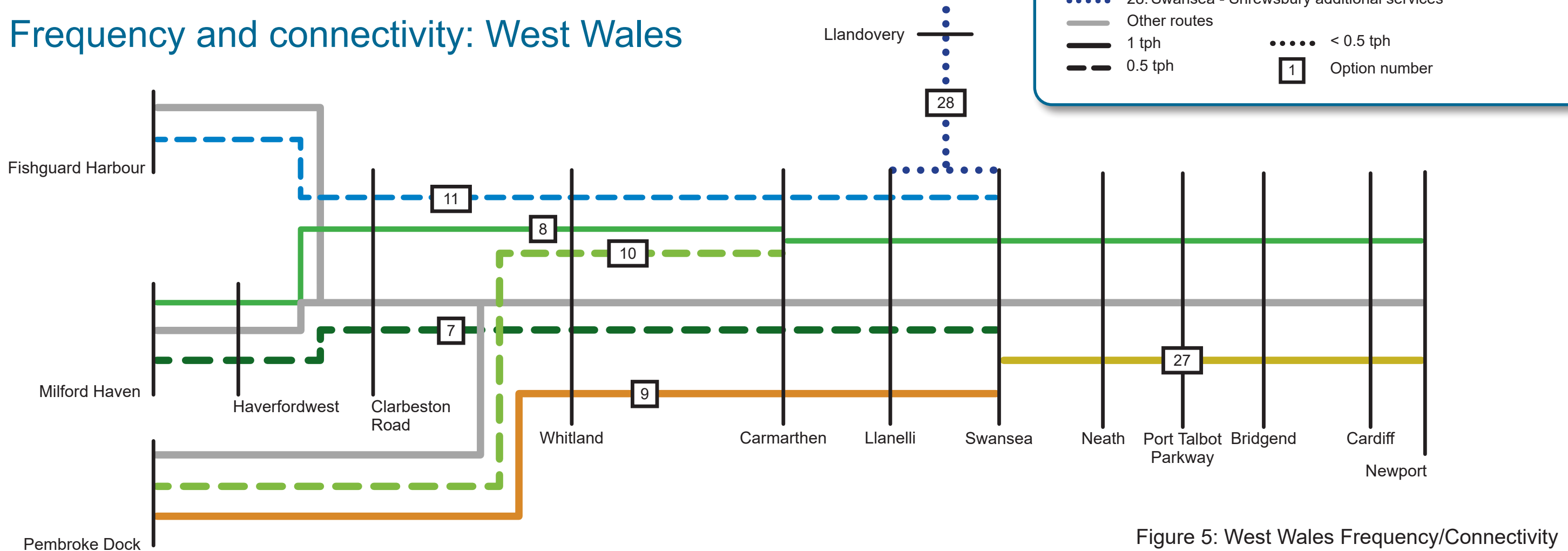


Figure 5: West Wales Frequency/Connectivity

Services

OPTION	SERVICE PROPOSAL	ADDITIONAL FREQUENCY	TOTAL FREQUENCY
Option 7	New service Swansea/Carmarthen to Milford Haven	One train every two hours	Hourly service
Option 8	Extend Manchester Carmarthen service to Milford Haven (Alternative to Option 7)	One train every two hours (Carmarthen to Milford Haven)	Hourly service
Option 9	New service Swansea/Carmarthen to Pembroke Dock	One train every two hours	Hourly service

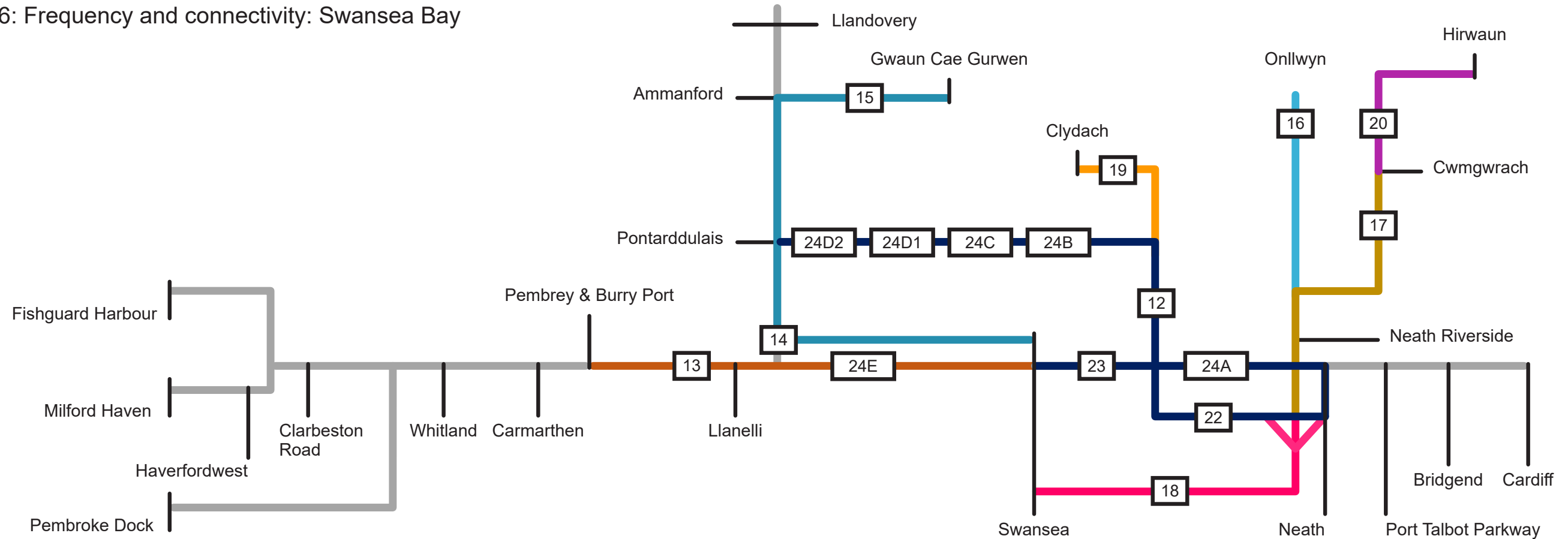
OPTION	SERVICE PROPOSAL	ADDITIONAL FREQUENCY	TOTAL FREQUENCY
Option 11	Reconfigure Swansea to Fishguard Harbour services	Two trains per day	One train every two hours
Option 27	Additional Cardiff to Bridgend Services	One train every two hours	Hourly
Option 28	Additional Heart of Wales Line service	One train per day	Seven trains per day



- 12. Swansea - Neath - Pontarddulais
 - 13. Swansea - Llanelli - Pembrey & Bury Port
 - 14 14. Llandeilo Junction Chord
 - 15. Swansea/Ammanford - Gwaen Cae Gurwen
 - 16. Neath - Onllwyn
 - 17. Neath - Cwmgwrach
 - 18. Neath - Swansea City Centre via Swansea Docks
 - 19. Neath - Clydach
 - 20. Hirwaun link
 - Other routes
- 22 Llandarcy Station
 - 23 Landore Station
 - 24A Winch Wen Station
 - 24B Morryston Station
 - 24C Felindre Station
 - 24D1 Penllergaer Station
 - 24D2 Pontillw Station
 - 24E Cockett Station
 - 1 Option number

Frequency and connectivity: Swansea Bay

Figure 6: Frequency and connectivity: Swansea Bay



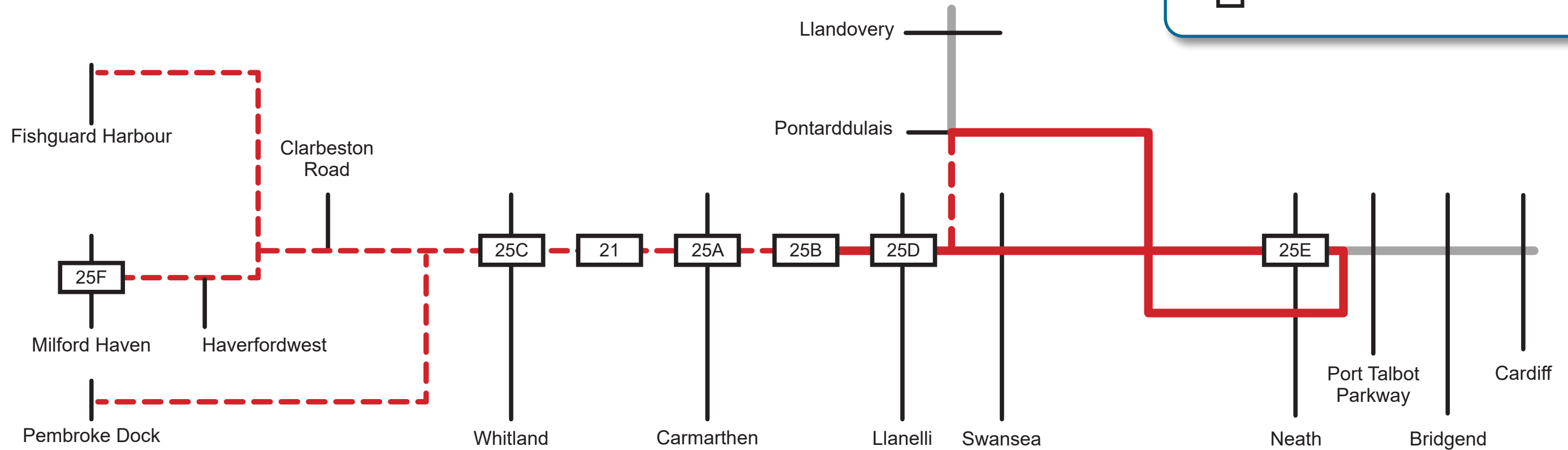
Services and new stations

OPTION	SERVICE PROPOSAL	FREQUENCY
Option 12 Options 22, 23 and 24A-D	Swansea to Pontarddulais via Neath and Swansea District Line New stations at: Llandarcy, Landore, Winch Wen, Morryston, Felindre and Penllergaer/Pontillw (Also calling at Skewen and Llansamlet)	Every 30 mins, all stations
Option 13 Option 24E	Swansea to Pembrey and Bury Port New Station: Cockett (also calling at Gowerton and Llanelli)	Every 30 mins, all stations
Option 14	Additional Chord at Llandeilo Junction (Avoiding reversal at Llanelli for Heart of Wales line services)	N/A
Option 15	Ammanford to Gwaun Cae Gurwen	Every 30 mins, all stations

OPTION	SERVICE PROPOSAL	FREQUENCY
Option 16	Neath to Onllwyn	Every 30 mins, all stations
Option 17	Neath to Cwmgwrach	Every 30 mins, all stations
Option 18	Neath/Llandarcy to Swansea City Centre via Swansea Docks (as Tram-Train Operation as a section off current rail alignment)	Every 30 mins, all stations
Option 19	Swansea District Line to Clydach	Every 30 mins, all stations
Option 19	Hirwaun Link (Cwmgwrach to Hirwaun)	Every 30 mins, all stations



New main line stations and station improvements:



- 21 St Clears New Station
- 25A Carmarthen Station improvements
- 25B Pembrey & Burry Port Station improvements
- 25C Whitland Station improvements
- 25D Llanelli Station improvements
- 25E Neath Station improvements
- 25F Milford Haven Station improvements
- / - - 26. Initial/late electrification
- 1 Option number

Figure 7: New main line stations and station improvements

Station improvements

OPTION	STATION LOCATION	PROPOSALS
Option 25A	Carmarthen	Parking improvements
Option 25B	Pembrey & Burry Port	Improved access between platforms
Option 25C	Whitland	Improved access between platforms, car parking and interchange
Option 25D	Llanelli	Improved access between platforms, car parking and interchange
Option 25E	Neath	Improved access between platforms and interchange
Option 25F	Milford Haven	Improved access to town and interchange

New stations

OPTION	NEW STATION
Option 21	St Clears

St Clears Station has secured funding from the Department for Transport New Stations Fund.



We'd love to know what you think...

Now's your chance to have your say in the future of the Swansea Bay and West Wales Metro.

Please click back to find the link to our online questionnaire for you to complete as openly and honestly as you can.

The information you give to us will help shape the way your transport network is built and delivered, and your feedback is important to us.

We appreciate your time in helping us develop an improved transport network that will benefit us all in the future.

Thank you.

