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Welsh Government

Welsh Government Consultation – Summary of Responses

Swansea Bay and West Wales Metro



Date of issue: 01 October 2021

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.

This document is also available in Welsh.

Swansea Bay and West Wales Metro Public Consultation Report

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1. The Project

Capita Real Estate and Infrastructure has been commissioned by Swansea, Neath Port Talbot, Pembrokeshire and Carmarthenshire Councils to undertake WelTAG Stage 1 and 2 appraisals on the proposed Swansea Bay & South West Wales Metro. The work has been managed by Transport for Wales (TfW) on behalf of Welsh Government.

The WelTAG Stage 1 (Strategic Outline Case) was completed by October 2020. Due to the Covid-19 pandemic public consultation was not undertaken during the stage 1 work but an online consultation exercise was scheduled for during the stage 2 (Outline Case) work once it became evident that the timescale of the pandemic would not allow the usual in person consultation events to take place.

1.1 Background

As part of WelTAG Stage 1, 29 options were considered, with all options presented in the public consultation which ran for the twelve weeks from 16th March 2021 to 8th July 2021. The stage 1 work had identified that the options performed well when appraised against well-being objectives, wider transport objectives and a range of policies although two options (options 10 and 20) were not recommended to proceed to Stage 2 due to deliverability considerations.

During the consultation period further work has been undertaken as part of WelTAG stage 2 including discussions with a wide range of stakeholders and assessment of the technical feasibility of delivering the options. Each option has been measured against the project objectives and the costs and benefits of the options have been refined. A summary of the option preferences received in the public consultation is presented in this report.

1.2 Purpose

The purpose of this document is to present how the consultation was undertaken during WelTAG Stage 2 and to present the results of the process. To ensure consistency across all responses, names and addresses (or part of the address) of the person or organisation who sent the response has not been published as part of this report.

The results of the consultation will be summarised and will help establish the preferred option for WelTAG Stage 3.

1.3 Publicity

The WelTAG consultation process was advertised on the Welsh Government website on the 16th March 2021. The consultation questionnaire and the consultation information pack were made available as well as an online response form. An email address was also provided to allow respondents to download the response form and return an electronic copy.

The consultation process was also advertised by the local authorities and Transport for Wales through their social media. Articles were run by local press and transport press.

A copy of the materials used to promote the events is available on the Welsh Government website.

2. Events

On the 16th March 2021: Swansea Bay & South West Wales Metro study WelTAG stage 2 public exhibition/consultation event was launched on the Welsh Government website over a period of twelve weeks. This provided a consultation information document which contained information regarding the WelTAG work undertaken thus far, as well as a response document and return address (physical address as well as email). Due to the Coronavirus pandemic public face-to-face events were not possible during this period.

2.1 Public consultation

The public consultation information comprised an electronic presentation with audio commentary and a written information pack. There was also the opportunity for attendees to submit questions in relation to the options proposed via an email address. The consultation material provided an overview of the WelTAG process as well as a full description of the options.

The consultation ran from the 16th of March 2021 to the 8th of June 2021. The electronic presentations were available at <https://gov.wales/swansea-bay-and-west-wales-metro> or <https://llyw.cymru/metro-bae-abertawe-gorllewin-cymru> where the consultation questionnaire and the WelTAG Stage 2 Consultation Information Pack were available to download. All public consultation material was available in Welsh and English.

2.2 Consultation using other forms of media

To ensure the consultation was accessible to all, and not isolate any

participant without good internet access, mail in responses were accepted. Companies were also encouraged to respond to the consultation.

3. Results

3.1 Public Consultation

In total, 570 questionnaires were completed. This consisted of 506 responses via the on-line consultation and 64 via paper copy (postal or scanned and emailed). 81 of the 569 responses received were only partially complete with certain questions omitted. All responses were collated into a single database to provide analysis of the overall consultation study. Respondents were asked to answer the questionnaire based on their pre COVID-19 activity patterns. The Questionnaire can be found in Appendix A of this report. The collated responses can be found in Appendix B.

3.1.1 Q1.

Please select your age range

This question addresses the demographic reached. There was a relatively even spread of ages suggesting a good cross section of the population was reached. There were slightly fewer respondents in the 19- 25 years old age range (6.5%) and below. The largest number of respondents came from people aged 36 to 55, which accounted for almost 50% of the data, with a large number of respondents also being aged between 56-65.

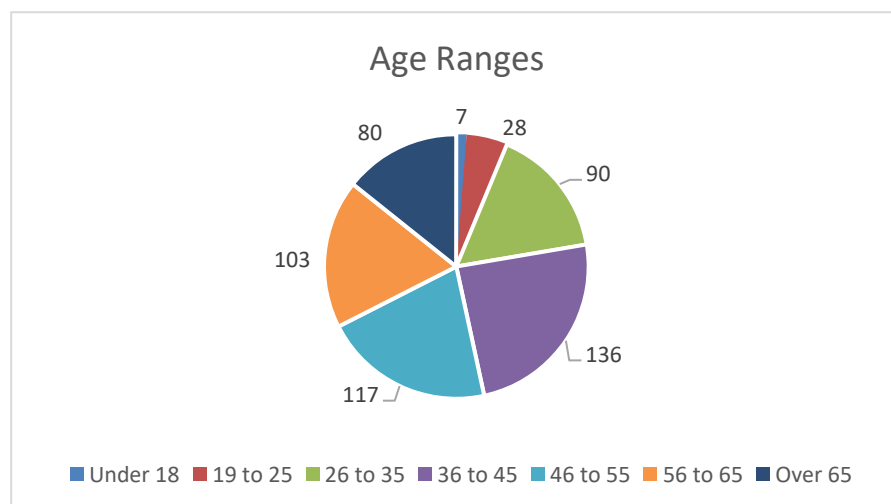


Figure 3.1 Age Ranges

3.1.2 Q2.

What is your postcode?

This question was asked to be able to group different respondents' answers

into local authorities and towns and to assess how well the respondent's locations relate to the WeITAG study area containing the proposals. This question therefore can also be used to determine if there is any difference in the issues, opportunities and priorities of the respondents by location.

In total, 556 respondents answered the question, with the majority of answers coming from people living in local authority areas affected by the proposals, with responses also from people living in Powys, Ceredigion, Bridgend, Vale of Glamorgan, Cardiff and Rhondda Cynon Taf.

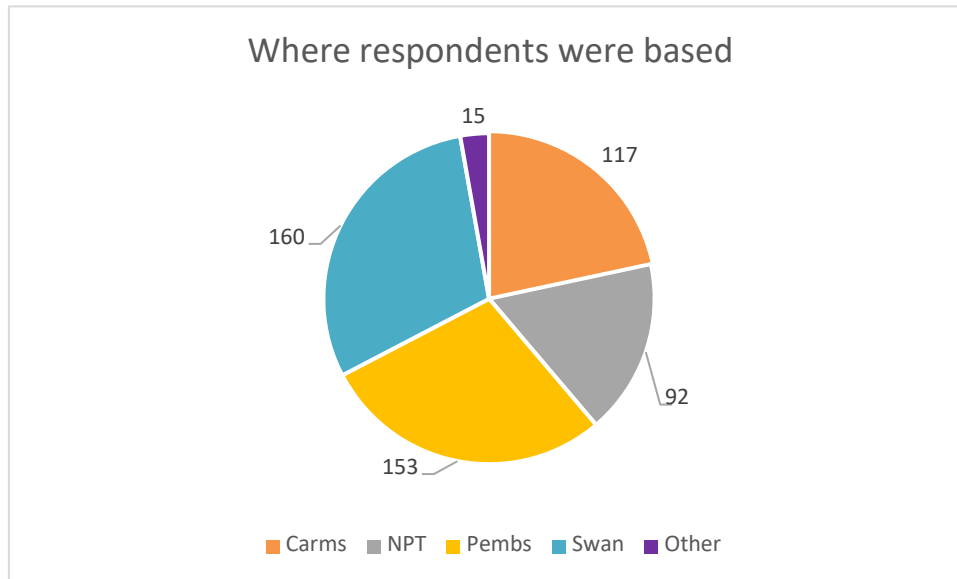


Figure 3.2 Postcode Data

There were some hotspots in the data, especially with the Ammanford / Brynamman / Gwaun Cae Gurwen area submitting a disproportionately large number of questionnaires compared to areas with a similar population, with a total of 84 respondents. The SA4 postcode, which covers the Pontarddulais and Gowerton area also received a disproportionately large number of responses.

3.1.3 Q3.

Do you have access to a car?

Having access to a car can result in less reliance on public transport. Encouraging people to use public transport rather than their personal vehicles is key to reducing carbon emissions and taking on board feedback from people who do have access to a car will advise about the best actions to take in order to encourage this modal shift. Neath Port Talbot had the lowest number of respondents with access to a car (80%) whilst more Pembrokeshire respondents had a car available (89%).

Q3	TOTAL	CARMS	NPT	PEMBS	SWAN
Yes	85%	84%	80%	89%	88%
No	15%	16%	20%	11%	12%

Figure 3.3 Car Access

3.1.4 Q4.

Which station do you travel from the most?

Question 4 asked respondents the station that they travel from the most, to see how far passengers need to travel to stations, and if their local station is the one, they use most frequently, and how easy it is for passengers to access the network. Swansea, Fishguard & Goodwick/Harbour, Haverfordwest, Milford Haven, Carmarthen and Neath were the main stations of origin, which collectively were the most common departure station for two thirds of all respondents.

There were also trends in departure (origin) stations, with the closest station to the respondent not necessarily being the departure station of choice. This is especially prevalent for respondents who live along the Heart of Wales line corridor, such as Pontarddulais, Ammanford and beyond, which choose to travel to Neath rather than their closest station, possibly due to the higher frequency of services and a larger variety of direct services offered at Neath.

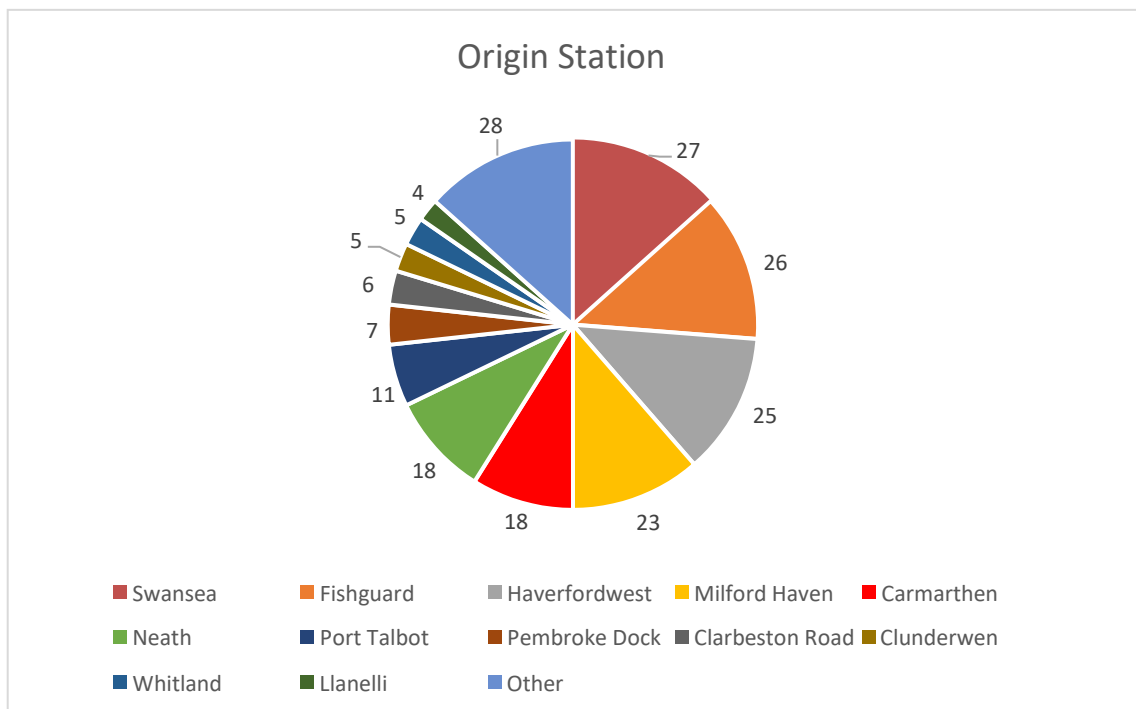


Figure 3.4 Station of Origin

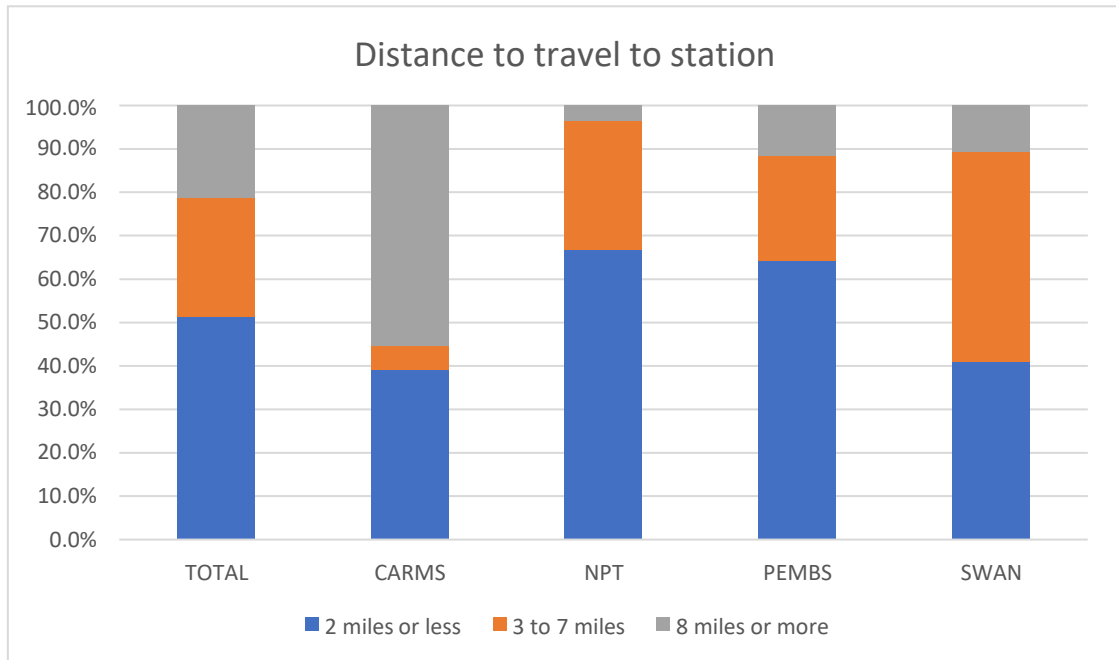


Figure 3.5 Distance to travel to the station of departure

Just over 50% of the total respondents have to cover a distance of 2 miles or less, with 21% of respondents having to travel 8 miles or more to reach their station of departure. Respondents from Carmarthenshire travel the furthest to the station of origin, with over 50% of respondents travelling 8 miles or more to access the network. This could largely be due to the respondents who live along the Heart of Wales line deciding to travel to Neath instead of their local station. Neath Port Talbot and Pembrokeshire respondents had the smallest average distance to travel to access the network, with 60% of respondents in each travelling less than 2 miles.

3.1.5 Q5.

Which station do you travel to the most?

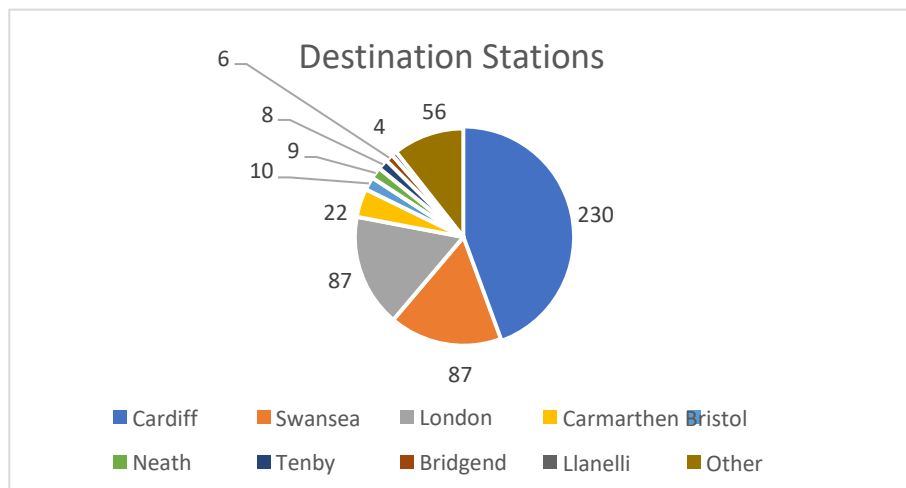


Figure 3.6 Destination Stations

Question 5 asked the destinations for passengers. Along with Q4, they also allowed calculation of the average journey times and distance mileage.

The most popular destinations were Cardiff, Swansea and London, with these 3 stations being the main destination for over 75% of respondents. Cardiff in particular was the most common destination for 230 of the respondents, equating to almost 45% of all respondents who answered the question. Carmarthen, Bristol and Neath were also a key destination for passengers in the region.

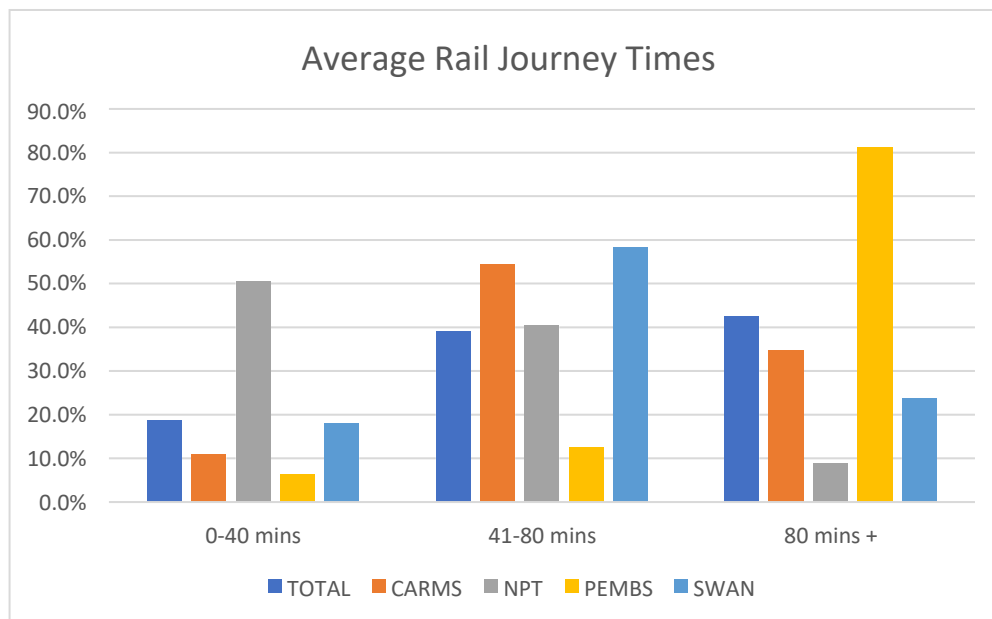


Figure 3.7 Average Rail Journey Times

The Average journey times are highest for passengers from Pembrokeshire, with over 80% of the journeys lasting 80 mins or more. Neath Port Talbot have the shortest journey times on average, with just over 50% of passengers having a journey time of 40 minutes or less. Of all respondents, just over 40% of journey times are 80 minutes or longer, and 18% of journeys are 40 minutes or less.

3.1.6 Q6.

On average how frequently do you use the train

Almost all people completing the questionnaire currently used the train. 55% of all the respondents use the train less than once a month, with only 20% of all respondents using the train at least once a week.

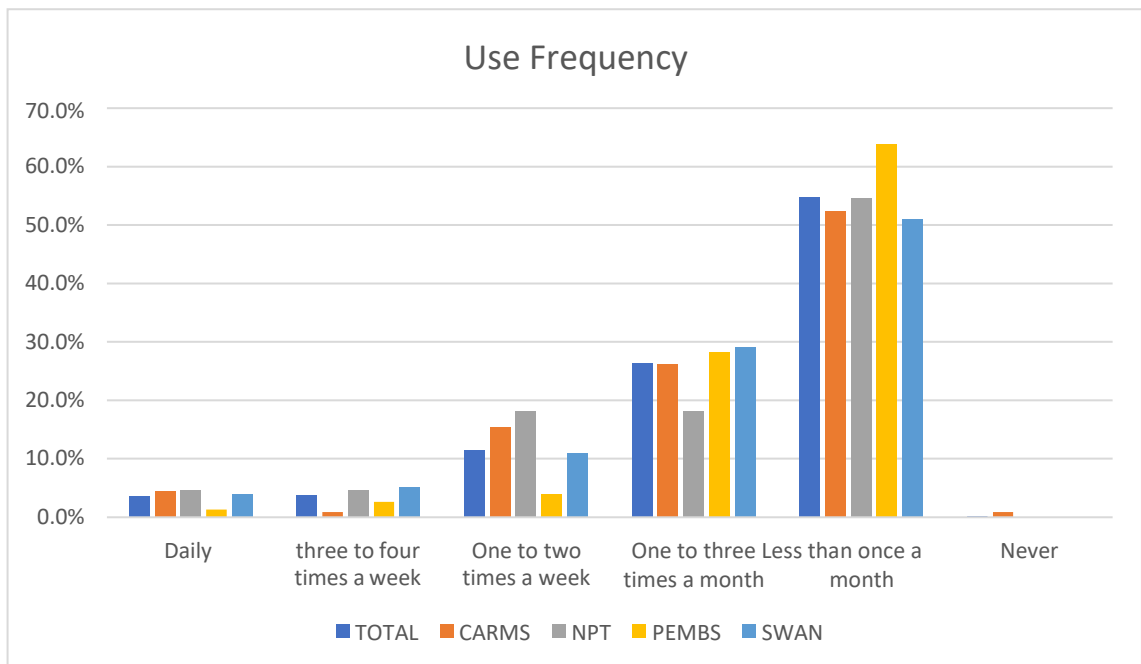


Figure 3.8 Rail Network use Frequency

Neath Port Talbot respondents on average use the train the most frequently, followed by Swansea, then Carmarthenshire, with Pembrokeshire respondents using the train the least frequently, with almost 65% of respondents from Pembrokeshire using the train less than once a month. However, the differences were relatively minor.

There is a direct correlation between journey times and how frequently passengers use the train, with the shorter journey times generally being undertaken more frequently. There is also a direct correlation between frequency of use and the average distance passengers must travel to their nearest station, with more regular use also coming from passengers who live closer to stations. It should be noted that although frequent users are a low percentage of users, they result in a much larger proportion of the total number of trips.

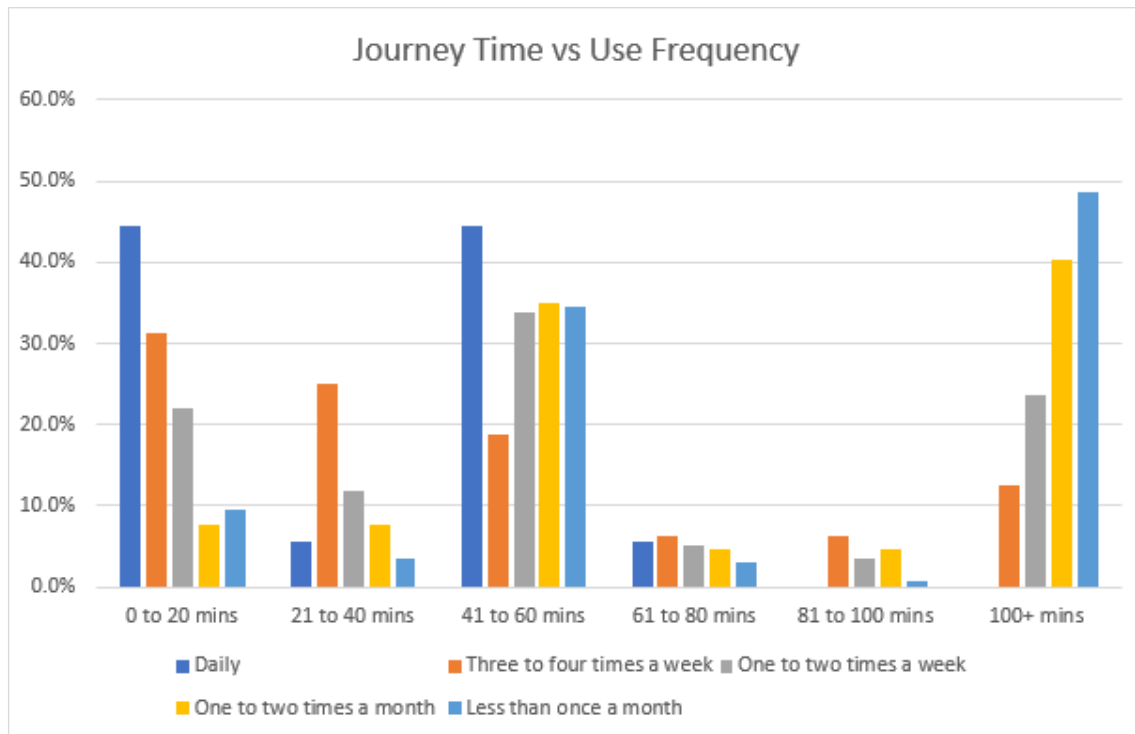


Figure 3.9 Journey Time compared to Use Frequency

The data therefore suggests that access to the rail network, and slower journey times are currently an obstacle to people using the railway, as well and showed that longer distance journeys are made less frequently.

3.1.7 Q7.

What is your main reason for using the train?

This question sought to understand the main journey purposes being undertaken. The predominant reason for using the train in Swansea Bay and South West Wales is for leisure and visiting friends and relatives (VFR), over 60% of all the respondents use the train predominantly for leisure and visiting family and friends. Just over 30% of respondents use the railway primarily for commuting or business.

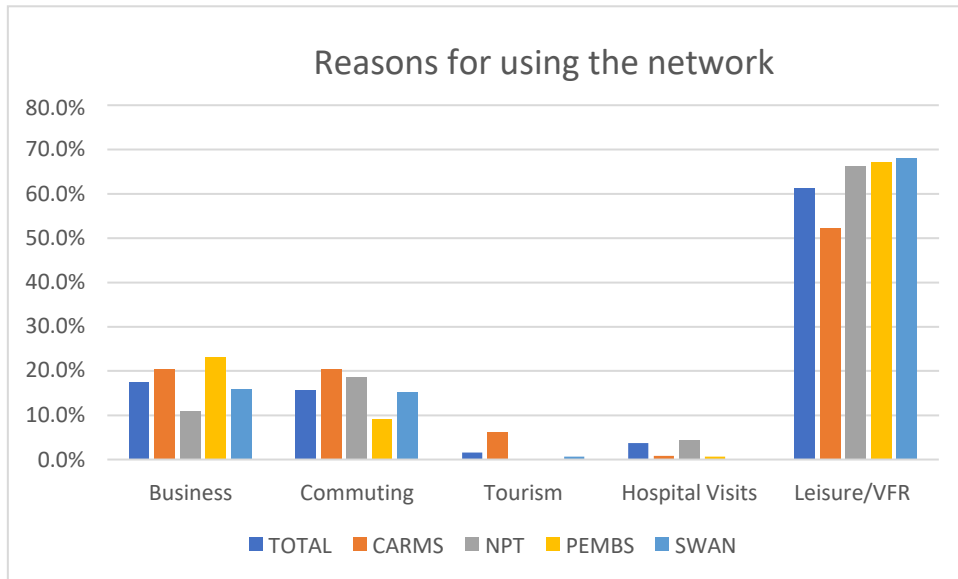


Figure 3.10 Purpose of Journey

3.1.8 Q8.

How do you get to the railway station?

Question 8 analyses how people travel from their homes to the departure station. Almost two-thirds of respondents either drove themselves to the station or were dropped off. Just over a quarter walked or cycled to the station and around one in twelve people travelled by bus.

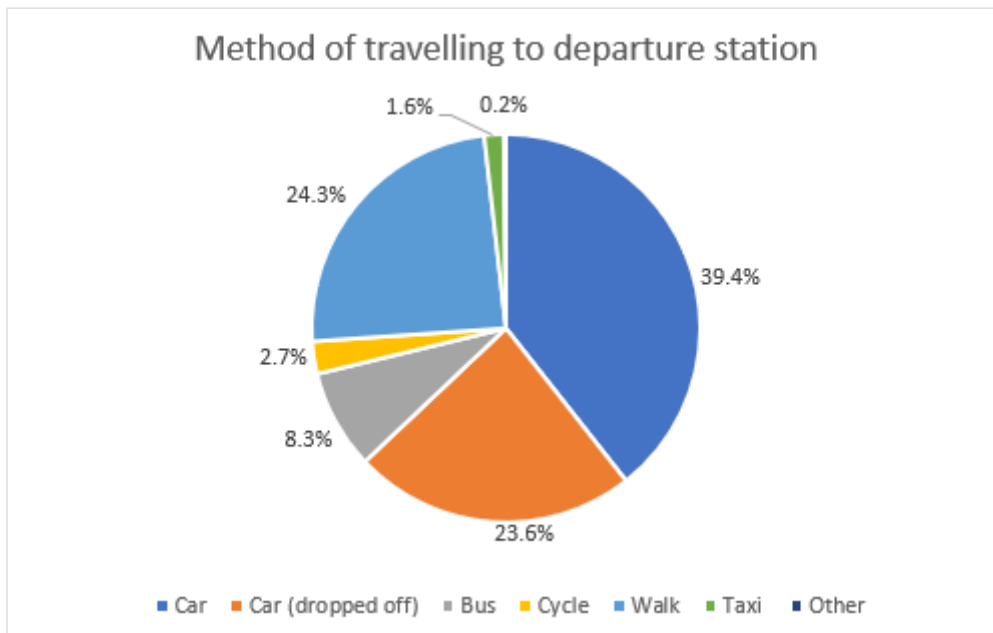


Figure 3.11 Method of travel to reach the station of origin

Q9.

Based on your experience of using rail and the type of journeys you make, or you'd like to make in the future, which of the following would improve your experience the most? Please rank all options below, from greatest impact to least impact, with 1 having the most impact, and 5 having the least impact.

Question 9 on which proposals from those listed would have the most impact on journey experience was split into two parts; (a) proposals with more emphasis on West Wales and (b) Swansea Bay Metro services.

In both cases the public consultation participants were presented with a list of 6 options, asking them to rank them 1 to 6 from the option which would bring about the most positive impact to the least. However, there was some inconsistency in the way people responded, and therefore the data presented here takes the top two priorities only from respondents to use the largest dataset overall.

Q9a In west Wales:

Option 1 was for increased service frequency between West Wales (Milford Haven, Pembroke Dock, Fishguard) into Swansea. Option 2 was for longer distance strategic services from West Wales to hubs such as Cardiff or Bristol. Option 3 was for longer distance services from West Wales which bypass Swansea on the Swansea District Line, to hubs such as Cardiff. Option 4 was to extend the daily London to Carmarthen service beyond Carmarthen to Haverfordwest or Milford Haven. Option 5 was for improved facilities at existing stations and option 6 was for new stations along existing routes, such as St. Clears or Cockett.

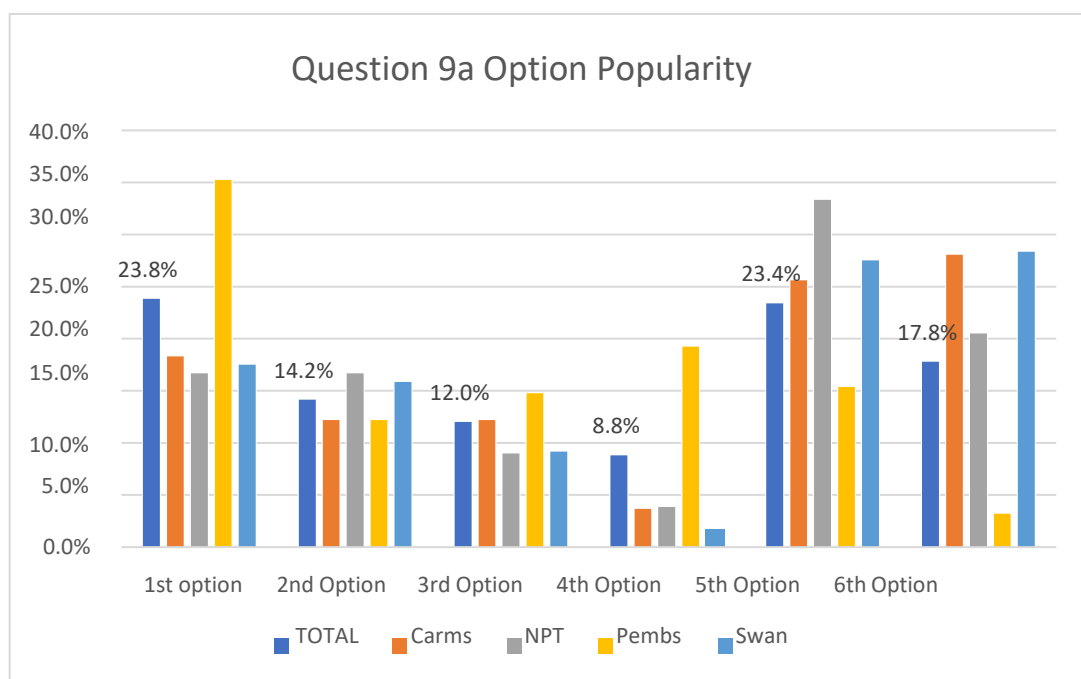


Figure 3.12 Question 9a Option Popularity

The most popular options overall were Option 1, increased service frequency between West Wales & Swansea, with Option 5, improved facilities at local stations a close runner up. Respondents from Carmarthenshire most popular option was Option 6, Neath Port Talbot was Option 5, Pembrokeshire was Option 1, and Swansea was also Option 6.

Q9b. In Swansea Bay:

Question 9b was designed to be answered in the same way as question 9a, but with Swansea Bay specific options.

Option 1 in question 9b was for an increase in local service frequencies, Option 2 was for long distance services to places without a direct service currently, like Bristol Temple Meads, Option 3 was for improved station facilities at existing stations, Option 4 was for improved bus to train connectivity and Option 5 was for the new 30-minute interval metro service. Overall, Option 5 a new 30-minute metro service was the most popular option, closely followed by Option 1 an increase in local service frequencies. In Swansea, Option 5 also is the most popular, again, followed by Option 1. Carmarthenshire respondents also preferred Option 5, with Neath Port Talbot respondents preferring Option 1, and Pembrokeshire respondents preferring Option 4.

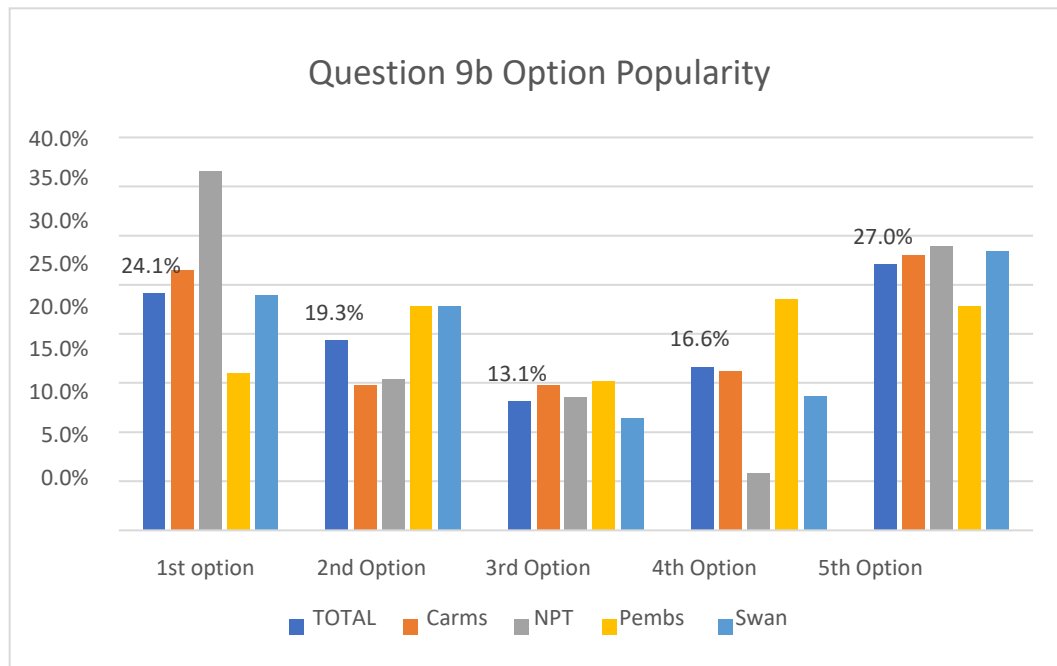


Figure 3.13 Question 9b Option Popularity

3.1.1 Q10.

Which of the options listed below, would be your top five priorities? Please choose only five

Question 10 presented the respondents with a long list of all 28 options,

and were asked to choose the top 5 options which would have the greatest positive impact for themselves. Participants were asked in their options to also rank them 1 to 5, from most to least impact of the 5 chosen. This question was answered in a more consistent manner. The Options are as follows:

Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)

Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service

Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day

Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service

Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times

Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys

Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service

Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service

Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service

Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service

Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service

Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandovery.

Option 21: New station at St Clears

Option 25A: Improvements at Carmarthen station

Option 25B: Improvements at Pembrey and Burry Port station

Option 25C: Improvements at Whitland station

Option 25D: Improvements at Llanelli station

Option 25E: Improvements at Neath station

Option 25F: Improvements at Milford Haven station

Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D) New stations at: Llandarcy, Landore, Winch Wen, Morrison, Felindre, Penlleger, Pontlliw (Also calling at Skewen and Llansamlet).

Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett (also calling at Gowerton and Llanelli)

Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times

Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)

Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)

Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)

Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operation as a section is off the current rail alignment) (every 30 minutes all stations)

Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)

Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)

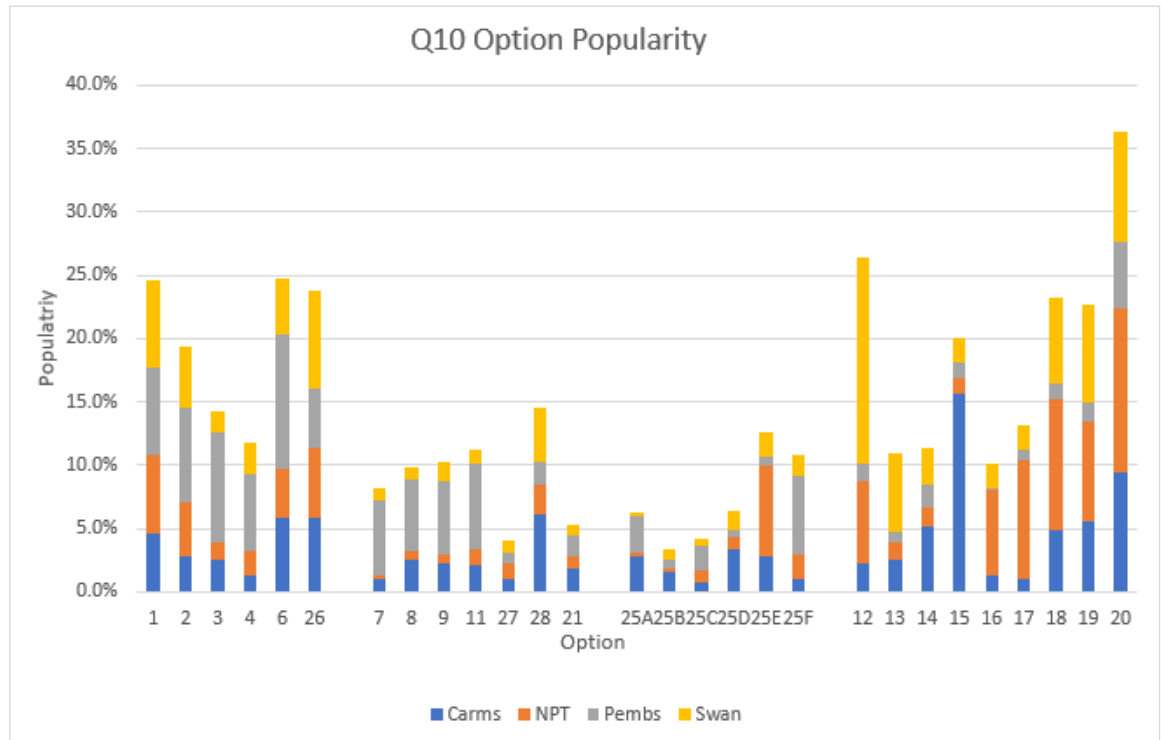


Figure 3.14 Question 10 Option Popularity

The most popular overall option was Option 20, with the largest number of respondents viewing the Hirwaun Link as an important piece of infrastructure, there are however significant technical and cost challenges associated with its delivery, including prior completion of Option 17 and use by the A465(T) of part of the original route. For these reasons it was not taken forward to the Stage 2 assessment and is considered a longer-term option.

Option 12, Swansea – Pontarddulais Metro was the second most popular option, and frequency, journey time and decarbonisation improvements also being popular (options 6, 1 and 26).

The top 5 priority options for Carmarthenshire respondents in order were; Option 15, Option 20, Option 18, Option 26 and Option 6. It is likely that the high Option 15 (Ammanford – Gwaun Cae Gurwen Metro Route) popularity relates to the large number of respondents from the Ammanford area. Journey times and increased rail coverage are the main priorities for Carmarthenshire based on the Q10 responses.

Neath Port Talbot respondents viewed Option 20 as the Option as the highest priority. This is followed by Option 18, Option 17, Option 19 and Option 25E. The main requisite for Neath Port Talbot respondents was more rail infrastructure, and a greater number of routes and stations, connecting the main economic hubs in the South of the Local Authority towards Cwmgwrach, Clydach and Aberdare, as well as having better connectivity into Swansea.

Pembrokeshire respondents thought that Option 6 would be the most beneficial, followed by Option 3, Option 2, Option 1 and Option 11. Frequency improvements, journey time improvements and the addition of strategic long-distance services are the most popular options for the local authority.

Swansea respondents prioritised Option 12, which received almost double the support of any other option. Option 20, Option 19, Option 26 and Option 1 were the four other most popular options. Swansea respondents would like to see increased rail coverage through new routes and increased frequency, as well as electrification.

3.1.2 Q11 and Q12

Q11 Please indicate your response to the following statement: "The five options I've chosen as a priority will improve my experience of using rail."

Question 11 was included to get an indication as to whether the plans will improve passenger experience in the region.

Q12. Please indicate your response to the following statement: "The five options I've chosen as a priority will encourage me to use rail more frequently."

Questions 12 was designed to get an indication as to whether the plans for the Swansea Bay & South West Wales Metro will increase patronage.

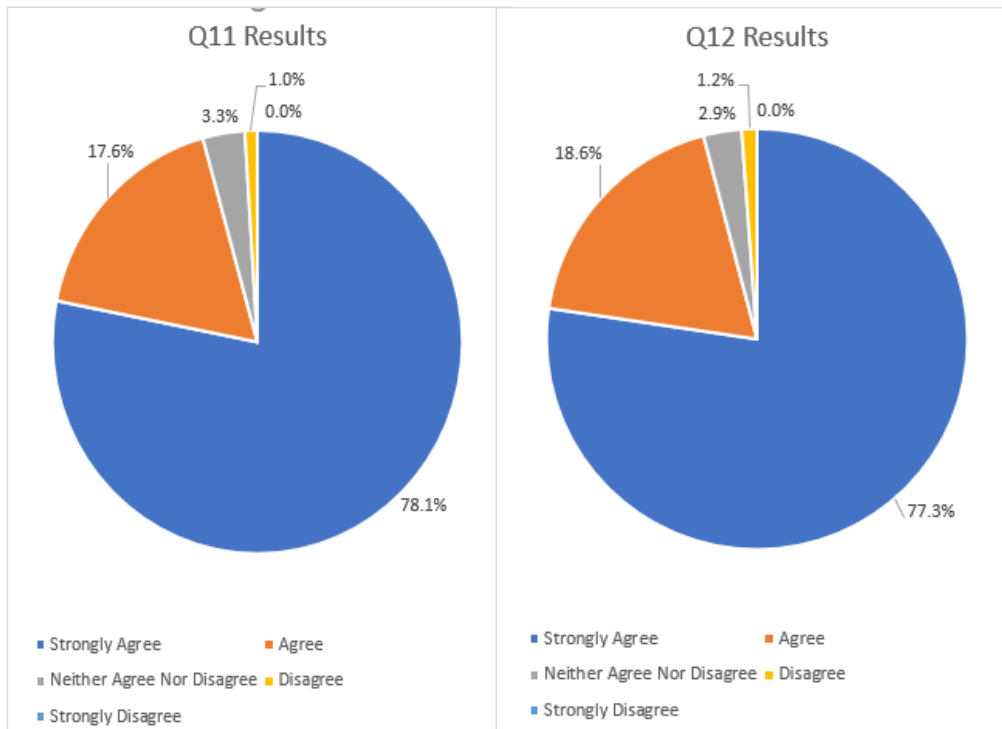


Figure 3.15 Question 11 and 12 results

In both cases, over 75% of respondents felt implementation of their priorities would strongly improve their experience of rail travel. No respondent strongly disagreed.

3.1.3 Q13

Do you have any other comments you'd like to add which you believe would be useful in developing the future of the Swansea Bay and west Wales Metro?

A total of 296 responses included comments for this question, some raising multiple points. The main themes of the comments are summarised, and the full comments (as they appeared on the form) are included in Appendix B.

Comments have been split into six categories: the four used in the consultation (Long-distance services, West Wales frequency/connectivity, Swansea Bay Metro, and Station Improvements) along with Rolling Stock and Cross-cutting Themes. Within each of these categories the topic with most comments is listed first.

Long-distance Services

Seven comments favoured long-distance services to destinations such as London or Bristol

Four people felt that rail links to airports (Cardiff and/or Bristol) were important. However one respondent felt that there shouldn't be an importance on airport/international travel given the decarbonisation agenda.

Four comments suggested that services from Bristol or London should extend to Haverfordwest to provide long distance links further west than current operation/proposed options (Swansea or Carmarthen termini).

Four comments were also made in support of services east of Swansea/Neath with one person expressing a need for services between Maesteg and Swansea to be made without a change.

Direct services or through services were viewed as necessary for long-distance services by three people.

Two comments expressed the need for services to Birmingham/Midlands to be considered.

One comment suggested Swansea to Maesteg services could be improved using the freight line from Margam to Tondur.

One person identified Option 3 as having significant benefits. Whilst another stated that it was unclear what the impact on Briton Ferry would be.

One comment raised concern that Option 2 may conflict with Devon metro plans to extend Taunton service to Exeter.

West Wales Frequency/Connectivity

The importance of improving the Fishguard service frequency (and provide station improvements at this location) was raised in ten written responses.

Five people felt that the Pembroke Dock services were important, two of these suggested that limited stop services or terminating at Haverfordwest would provide a significant amount of benefit if the full route could not be provided.

Five comments raised the issue that as part of the frequency enhancements on the Heart of Wales line rolling stock also needed improvements. One response indicated that retaining Llanelli as a station was important for connections and another response highlighted the tourist potential for the line which could be enhanced by special services e.g. summer Pullman services.

Four responses supported Felindre Station as a West Wales Parkway station. One respondent did not want a station at Felindre and a further respondent suggested Whitland could be developed as an alternative West Wales Parkway station.

Two comments identified avoiding Swansea to save time for West Wales services as desirable with those people destined for Swansea having to

change.

Two comments also suggested that Swansea needs a through route to avoid reversal for Swansea station).

Links to existing hospital sites and the proposed new Hywel Dda site (at a location to be determined between Carmarthen and Narberth) were considered important and raised in two comments.

One comment reiterated the importance of improving frequency on the Milford Haven branch

The suggestion was made by one person that a chord could be provided at Clarbston Road to link the Fishguard and Milford Haven branches.

Swansea Bay Metro

Thirty-seven people identified frequency as being important. This included three people who felt that the Metro frequency needed to be a 'turn up and go' service with 10-20 minute frequency, three people who felt more trains should stop at Skewen, two who felt that AM/commuting times needed higher frequency and one identified a need for 3-5 trains an hour Llanelli/Swansea to Cardiff.

Sixteen people, including members from the Amman Valley Rail Society, wrote comments in favour of the Gwaun Cae Gurwen route and one wrote in opposition of the route. It was also suggested by one respondent that the route could terminate at Garnant with substantial Park and Ride, and another suggested that it could route via Hendy Gorseinon, and Gowerton.

The Neath Valley (Cwmgwrach) route was supported in comments from nine people, with the Pontarddulais route supported by seven sets of comments.

Four people raised concerns that Neath would not be retained as a as mainline station stating that it should not be downgraded as part of any proposals.

Four people stated that they were generally in favour of Metro/Tram use.

Three respondents suggested that improved buses should be seen as an alternative/supplemental measure to Metro proposals, Gwaun Cae Gurwen route was given as a specific example by one person.

Services to Clydach/Llansamlet received positive comments from three people and Penllegaer also received three positive comments.

The Onllwyn route received two supportive comments and one which felt it was unviable. An alternative suggested for the Dulais valley was a Park and Ride at Glynneath.

A new station at Llandarcy was supported by two comments, Landore by one, Bay Campus by one and Pontlliw by one.

One comment suggested Option 14 could be extended to Gorseinon

Several alternative/additional rail/Metro routes were suggested in the comments, these are listed below with the number of comments received in support of them appearing in brackets:

- Swansea Valleys (eleven)
- Aberystwyth (ten)
- Mumbles (eight)
- Cwmgwrach – Hirwaun- Aberdare/Merthyr (six)
- Amman Valley (five)
- Cardigan (two)
- Morriston (two)
- North Swansea Communities (two)
- Lampeter (one)
- Afan Valley (one)
- Llandeilo (one)
- Onllwyn – Brecon (one)
- Onllwyn – Hirwaun- Aberdare (one)
- Landore – Peniel Green Road Chord (one)
- Tunnel Mount Pleasant (one)
- SDL Lon-las to Skewen east chord (via Neath) (one)
- Landore north curve (station at Cwmbran) (one)
- Llanelwedd (show ground) (one)
- Station Sketty/Uplands (one)
- Fabian Way (one)

Station Improvements

Park and Ride requirements were supported by nine comments, two of these respondents felt they should be free to encourage modal transfer whereas one felt that they should be charged for to reduce non station use.

Five comments stated that Milford Haven Station required improvements including safety, toilets and shelter. One comment raised the development potential of the area.

Two responses highlighted the importance of having toilets at stations especially for those with hidden disabilities e.g. IBS, Crohn's.

Other stations that comments identified as requiring improvements are listed below with the number of people who raised in brackets.

- All existing stations (two)
- Haverfordwest (one)
- Tenby (one)
- Pontarddulais (one)
- Swansea (one)
- Kilgetty (stepping distance) (one)
- Narberth (stepping distance) (one)

Rolling Stock Improvements

A total of nine comments were stating that rolling stock improvements were required in West Wales.

Nine people identified capacity increase on existing services as necessary.

Eight responses identified a requirement for better on train (six) or at station (two) bike storage. One respondent identified vertical bike hooks as a problem for electric bikes and one respondent suggested cycle hire should be provided at stations.

Two comments highlighted the importance of having toilets on the trains particularly for those with disabilities where there may be an urgent need for facilities.

Cross-cutting Themes

A total of forty-one comments related to intermodal integration, these including rail to rail (integration of timetables), bus to rail and walk/cycle.

Twenty-three people highlighted a need for faster trains in general, these did not specifically relate to West Wales or long-distance routes.

The issue of public transport needing to be affordable was raised by seventeen people. Specific points related to it currently being too expensive, especially for multiple travellers such as families and it not being competitive with the car, including the Amman Valley Rail Society.

Electrification was supported by twelve comments

Twelve comments were also made in relation to needing early/late/commuter trains. Two of these specifically identified a need for an evening GWR (Bristol/London) to mirror the morning service extension.

Seven respondents felt a comprehensive public transport was needed including all or as many options as possible.

The issue of better accessibility (for wheelchair users and those with pushchairs and/or luggage) was raised by seven people with one identifying the lift at Neath as having reliability issues and rarely working.

Five comments mentioned the need for integrated ticketing to support the proposals with at home printing and use of mobile apps identified as supporting this.

Four respondents identified reliability of services as also being important to users.

Four comments stated that they felt the proposals were a waste of money or would not be implemented and a further four people raised concerns about the format/content of the consultation or lack of context.

Four responses were positive in relation to any proposals that increased public transport options.

Three comments identified having a clockface or regular timetable as being important to public transport users.

Three people wanted use of concessionary pass to include trains/metro.

Three respondents had concerns about the safety of public transport in general and felt this needed to be addressed in station design.

Three comments related to the importance of having regular Sunday Services.

Two people raised concerns about the post-covid situation: how services may meet travel changing demands and public health (ventilation/filtration of air on trains).

One comment identified praise for staff on existing services.

One respondent stated they felt there was a need for an M4 relief road as it impacts on west wales too as the gateway to Wales.

A requirement for information was highlighted in one comment.

One comment suggested there was a need for competition between mode/operators and another suggested that regulation of the bus network was needed to avoid buses competing with rail routes. The tourist potential from better public transport was highlighted in two comments one in relation to the boat trains and the other in relation to the Swansea valleys.

One response felt that better track maintenance in the west was required.

One comment supported the use of Hydrogen as an alternative fuel.

3.1.4 Q14

We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects the proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

A total of 179 people provided a written response to this question, some raised multiple points.

A total of forty-seven people felt that improved transport connectivity was positive for the Welsh language. Reasons given included being able to visit other Welsh speakers more easily, people being able to travel to Welsh speaking areas and hear the language more, retaining the Welsh language in areas (people don't have to move away to find work etc.), and bringing the language from valleys into towns.

Thirty-six respondents felt that bilingual signs and announcements were important, six of these stated that Welsh should be provided first.

Nineteen people stated that they felt the proposals would have no impact, was neutral, or had no negative impact on the Welsh language.

Fourteen felt the proposals would have a positive impact on the Welsh language.

Fourteen identified that prioritising Welsh announcements, place names etc. was important.

Ten respondents felt encouraging staff to speak Welsh and having more staff was needed.

Eight people identified equality of both languages being required.

Eight people felt that money should be spent on services not translation or that it was a waste of money to promote the Welsh language.

Six people felt this was not suitable a suitable question or was pointless.

Five people stated they had no interest in the Welsh language or no opinion on the impact of proposals on it.

Four respondents felt promotional events on trains were required, showcasing the Welsh language and heritage.

Three responses felt that the Welsh language impact was already mitigated in proposals/policies.

Three people viewed the connectivity provided by the proposals as negative stating that they would dilute the language through an influx of English speakers.

Three respondents felt that Welsh is treated equally on Welsh services but not on English/cross border services and that this should be improved.

Three responses outlined a need for better Welsh education (bi-lingual schools) and courses for learners.

Two people felt Welsh speaking areas were not served by proposals so no positive impact would be felt.

Two responses stated that English was preferred

Two people felt southwest Wales is a low welsh speaking area therefore the Welsh language is less relevant.

One person felt that affordable transport will retain people in the area.

One response suggested badges for staff (to identify Welsh Speakers/Learners) would be beneficial.

One person felt there was a branding opportunity to name the metro using a Welsh name or acronym.

One respondent identified the need for bus links (Narberth/Tenby).

One person suggested community facilities are needed alongside transport improvements.

One suggested correct welsh translations were needed.

One person said equality of transport access was needed across Welsh speaking/non-Welsh speaking areas.

3.1.5 Q15

Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

One hundred and nine people provided a response to this question, some raising more than one point.

Twenty-two people felt that it was important to have bilingual material including signs and recordings, four of these stated Welsh should be first, two stated English should be first and three that there should be equal treatment of Welsh and English.

Fifteen people suggested that staff should be bilingual with many suggesting this should be identifiable via badges.

Fourteen respondents felt that Welsh should take more prominence or be primary language e.g. Welsh names only, welsh branding, welsh default at ticket machines, welsh adverts

Eight responses identified are requirements for connections to welsh speaking communities.

Eight people felt there should be a focus on transport problems rather than language or that there was no need for scarce resources to be spent on language promotion.

Six responses identified that the current policy/approach is fine.

Six people believed local businesses needed to provide welsh options for stakeholders and local work opportunities were needed to retain language.

Five respondents suggested a feature carriage or on train promotion of the language e.g. videos, posters or events to promote equality, diversity, tourism, language and heritage.

Two responses reiterated that better services should be focus not welsh language.

Two respondents were unfamiliar with issues or had no opinion on the matter.

Two people identified that new station and travel opportunities were favourable as they resulted in more exposure to Welsh language.

One person felt basic Welsh should be a minimum for all staff with a further person suggesting more opportunities for staff to learn welsh should be provided.

The following points were raised by one person each:

- Better use of Welsh on website required
- Better use of Welsh on connections between England and Welsh needed
- There should not be parity of languages, English should be used
- Bilingual sign costs are a concern
- Two sets of announcements is inconvenient
- There needs to be a boost to the Welsh economy
- All proposals should Comply with Welsh language act
- Welsh language approach to consultation created no issues
- Current approach is disappointing as it promotes English
- Invest in Welsh education rather than translation
- Ensure children leave school fluent in welsh
- Provide more welsh at school
- Ensure locals aren't priced out of the local areas
- Extend Gwaun Cae Gurwen route to Pontardawe and Clydach

- Extend services to create hubs
- Links to cultural language groups are needed to promote Welsh (1)
- Ask people about views more
- This Welsh language question is awkward
- Proposals benefit rural tourism
- Westminster needs to respect Welsh decisions

3.1.6 Q16

We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them.

A total of Seventy-four questionnaires included a response to this question covering a range of topics related to the transport proposals.

Six people felt that accessibility of the stations needs to be considered e.g. bus walk/cycle

Four people raised general concerns about the safety/security at station with a further comment regarding specific concerns about platform heights and stepping distances.

Three respondents stressed affordability is critical to the success of the proposals.

Three people felt better provision for bikes on trains would increase use.

Three responses stated all options were needed and/or all-Wales links/approach were needed

Several specific areas for improvements were suggested:

- Carmarthen to Aberystwyth (2)
- Mumbles route needs to be considered (2)
- North to south connections (without leaving Wales) needed (1)
- Cross study area connectivity needed (1)
- Hirwaun to Aberdare (1)
- Integrated Metro for whole of S Wales (1)
- Neath – Aberdare (1)
- Neath - Brecon (1)
- Aman Valley needs links (1)
- Birmingham connectivity (1) Frequency to Fishguard was identified as being important by three people and two people suggested services to Fishguard could be sped up by using the SDL or bypassing Swansea.

Three people supported electrification and one didn't support electrification.

Two respondents raised the issue of needing to increase capacity on trains

Two people stated that the proposals were positive for the economy and the environment

Two responses agreed that the proposals provided opportunities for valleys through regeneration and access to jobs

Other comments raised by one person each included:

- Only being able to select five choices/priorities is limiting and regional knowledge influences priorities
- Lack of access to stations is an issue
- Access to employment needs regular reliable service
- Avoid tree felling during construction
- Better trains should be the focus not language
- Carbon reduction should be key to deciding priorities
- Improved disabled facilities needed
- Construction of M4 relief road is necessary
- Decarbonisation needs to be faster
- Proximity to homes is important
- Proposals are positive for the environment
- Existing use should not be used to predict value of changes to services
- Get on with delivery
- Insufficient detail on some options
- Integrated tickets are needed
- Journey time is important
- More opening of Llanelli waiting room is needed
- Milford Haven Station improvements are required
- Neath station/services need more consultation
- Local infrastructure/services are also needed – especially in Pembrokeshire
- Train journey needs to be part of the tourist experience
- Strongly agree with proposals – need to make train easier than car
- Metro name is misleading and implies Metropolitan
- Metro/tram gives environmental benefits and better accessibility (for disabled users)
- Needs wider reference e.g. to committed road schemes and cycle schemes
- Rail network needs updating and making more accessible
- Did not support metro from Gwaun Cae Gurwen
- There should be no Welsh only signs (especially emergency ones)
- On train information e.g. next station announcements are required
- Transport improvements are overdue
- Park & Ride capacity and cost needs consideration
- Rail-rail timetable integration (with suitable frequency) is important
- Regulation of buses would allow coordination of all Public

- transport services
- Reliability is key
 - Some communities, even suburban ones, have no rail connections
 - Stations need electric vehicle charging
 - Toilets are important
 - West Wales parkway needs more prominence
 - Wheelchair access should be considered at stations
 - What future consultation will there be
 - Priority should be to proposals using existing infrastructure, then to new infrastructure then improving stations

4 Outcomes and Actions

4.1 Outcomes

The virtual consultation process was well attended. The 569 questionnaires received provided an extensive collection of opinions about the proposed options.

The consultation survey results indicated a very strong support for the project, with 95.7% of the respondents saying the proposals will improve their experience of using the railway, and 95.9% of respondents saying that the proposals will encourage them to use the railway more frequently.

These comments were constructive and will help shape the options through the next stages of the WeITAG process.

4.2 Actions following consultation

Feedback from the consultation events help shape the direction of the project going forward. The questionnaire results, additional information and opinions received will be considered and will inform the decision on which options will be recommended to be taken forward to WeITAG Stage 3.

Within the consultation feedback additional comments and suggestions were received in relation to the options and complimentary measures proposed. These additional comments will be considered within the further development of the preferred options during WeITAG Stage 2 and 3.

4.3 What happens next?

The outcome of this consultation process will contribute to the development of a single preferred package of options to form Phase 1 of the Metro scheme. These will be taken forward to WeITAG Stage 3.

Further consultation work may be required after further development of the

preferred option to be taken forward to WeITAG Stage 3.

3. Appendix

3.1 Questionnaire

Swansea Bay and West Wales Metro consultation questionnaire

Now's your chance to have your say in the future of the Swansea Bay and West Wales Metro. Please find below the 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 in the future, and your feedback is important to us.

Please answer the following questions in relation to your travel before Covid-19 restrictions

This questionnaire is anonymous, and all data will be treated with confidentiality.

1. Please select your age range:

- Under 18
- 19-25
- 26-35
- 36-45
- 46-55
- 56-65
- Over 65

2. What's your postcode?

.....

3. Do you have access to a car?

- Yes
- No

4. Which station do you travel from the most?

.....

5. Which station do you travel to the most?

.....

6. On average how frequently do you use the train? Please circle your answer.

- Daily
- Three to four times a week
- One to two times a week
- One to three times a month
- Less than once a month
- Never

7. What is your main reason for using the train? Please circle your answer

- Commuting
- Business
- Leisure
- Tourism
- Shopping
- Other (if other, please explain)

8. How do you get to the railway station?

- Walk
- Cycle
- Bus
- Car
- Car (dropped off)
- Taxi
- Other (please explain if other)

9. Based on your experience of using rail and the type of journeys you make, or you'd like to make in the future, which of the following would improve your experience the most?

Please rank all options below, from greatest impact to least impact, with 1 having the most impact, and 5 having the least impact. Please input your order into the boxes below, for example. If you think that option C is the best, please write option C in box 1, option F is second best please write option F in box 2 and so on

In West Wales

- A: Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in West Wales and Swansea e.g. from every two hours to hourly.
- B: Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased).
- C: Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged).
- D: Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven.
- E: Improved station facilities at existing stations.
- F: New local stations along existing railway lines e.g. St Clears.

1: (most impact)	2:	3:	4:	5:	6: (least impact)
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In Swansea Bay

- A: Increased frequency of existing local services into Swansea from existing local stations.
- B: Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads.
- C: Improved station facilities at existing stations.
- D: Better bus and rail interchange at existing stations.
- E: New frequent 30-minute interval metro services to new and existing stations.

1: (most impact)	2:	3:	4:	5: (least impact)
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10. Which of the options listed below, would be your top five priorities? Please choose only five.

Priority					Option
1	2	3	4	5	
					Option 1: London Paddington to Swansea every 30-minutes all day (half hourly service)
					Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service
					Option 3: Extending current GWR 1tpd (what is this?) return Carmarthen – London service to Milford Haven or Haverfordwest to provide one train per day
					Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service
					Option 6: Review of line speeds between Cardiff and West Wales to provide faster journey times
					Option 26: Electrification of Swansea Bay Metro (Swansea Bay and West Wales Metro?)/Wider Services to support decarbonisation and faster journeys
					Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service
					Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service
					Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service
					Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service
					Option 27: Additional Cardiff- Bridgend Services to give an overall hourly stopping service
					Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandovery.
					Option 21: New station at St Clears
					Option 25A: Improvements at Carmarthen station
					Option 25B: Improvements at Pembrey & Burry Port station
					Option 25C: Improvements at Whitland station
					Option 25D: Improvements at Llanelli station
					Option 25E: Improvements at Neath station
					Option 25F: Improvements at Milford Haven station
					Option 12: Swansea - Pontarddulais via Neath & Swansea District Line (every 30-minutes, all stations) including: (Options 22, 23 and 24A-D) New stations at: Llandarcy, Landore, Winch

					Wen, Morriston, Felindre, Penlleger, Pontlliw (Also calling at Skewen and Llansamlet).
					Option 13: Swansea - Pembrey & Burry Port (every 30-minutes all stations) including (Option 24E) New Station: Cockett (also calling at Gowerton and Llanelli.)
					Option 14: Additional Chord at Llandeilo Junction (Avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times
					Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30- minutes all stations)
					Option 16: New Metro Route Neath to Onllwyn (every 30-minutes all stations)
					Option 17: New Metro Route Neath to Cwmgwrach (every 30-minutes all stations)
					Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks & University Bay Campus (as Tram-Train Operation as a section off current rail alignment) (every 30-minutes all stations)
					Option 19: New Metro Route Swansea to Clydach (every 30-minutes all stations)
					Option 20 Hirwaun Link (Cwmgwrach to Hirwaun)

11. Please indicate your response to the following statement:

“The five options I’ve chosen as a priority will improve my experience of using rail.”

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

12. Please indicate your response to the following statement:

“The five options I’ve chosen as a priority will encourage me to use rail more frequently.”

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

13. Do you have any other comments you’d like to add which you believe would be useful in developing the future of the Swansea Bay and West Wales Metro? (Max. 200 words)

3.2 Question Analysis

Q1. Please select your age range

TOTAL	CARMS	NPT	PEMBS	SWAN
7	1	3	1	1
28	8	5	3	10
90	21	14	14	29
136	27	18	33	52
117	26	22	29	34
103	19	20	37	19
80	17	9	35	15

Q2. What is your postcode?

Postcode	Local Authority	largest Town in PC	Respondents
SA1	Swansea	Swansea	14
SA2	Swansea	Sketty / Killay	15
SA3	Swansea	The Mumbles / Reynoldston	7
SA4	Swansea	Gowerton / Pontarddulais	101
SA5	Swansea	Fforestfach / Felindre	1
SA6	Swansea	Morrison / Clydach	17
SA7	Swansea	Llansamlet / Birchgrove	5
SA8	Neath Port Talbot	Pontardawe	4
SA9	Powys	Ystradgynlais / Ystalyfera	8
SA10	Neath Port Talbot	Skewen / Seven Sisters	30
SA11	Neath Port Talbot	Neath / Glynneath	43
SA12	Neath Port Talbot	West Port Talbot / Cwmafan	7
SA13	Neath Port Talbot	East Port Talbot / Bryn	8
SA14	Carmarthenshire	Llangennech / Cross Hands	4
SA15	Carmarthenshire	Llanelli / Pontyates	8

SA16	Carmarthenshire	Burry Port / Pembrey	2
SA17	Carmarthenshire	Kidwelly / Pontanwn	2
SA18	Carmarthenshire	Ammanford / Brynamman	84
SA19	Carmarthenshire	Llandeilo / Crugybar	3
SA31	Carmarthenshire	Carmarthen	6
SA32	Carmarthenshire	Nantgaredig / Brechfa	1
SA33	Carmarthenshire	St Clears / Pen-y-Bont	2
SA34	Carmarthenshire	Whitland	2
SA37	Pembrokeshire	Boncath	1
SA40	Carmarthenshire	Llanybydder	1
SA41	Pembrokeshire	Crymych / Velindre	2
SA42	Pembrokeshire	Newport (Pembs) / Dinas	9
SA43	Ceredigion	Cardigan / Blaenannerch	10
SA44	Carmarthenshire	Llandysul / Plwmp	1
SA48	Carmarthenshire	Lampeter / Felindre	1
SA61	Pembrokeshire	Haverfordwest	11
SA62	Pembrokeshire	St Davids / Johnston / Letterston	32
SA63	Pembrokeshire	Clarbeston / Tufon	2
SA64	Pembrokeshire	Goodwick	10
SA65	Pembrokeshire	Fishguard / Cwm Gwaun	14
SA66	Pembrokeshire	Clunderwen / Maenclochog	5
SA67	Pembrokeshire	Narberth / Ludchurch	6
SA68	Pembrokeshire	Kilgetty / Cresselly	2
SA69	Pembrokeshire	Saundersfoot	3
SA70	Pembrokeshire	Tenby	8
SA71	Pembrokeshire	Pembroke / Angle	7
SA72	Pembrokeshire	Pembroke Dock	15
SA73	Pembrokeshire	Milford Haven	26
NP26	Glamorgan	Caldicot	1
LD1	Powys	Llandrindod	1
LD8	Powys	Presteigne	1
CF11	Cardiff	Cardiff	1
CF14	Cardiff	Cardiff	1
CF31	Bridgend	Bridgend	1
CF32	Bridgend	Bridgend	1
CF33	Bridgend	Pyle	1

CF34	Bridgend	Maesteg	1
CF40	Rhonnda Cynon Taf	Tonypandy	2
CF45	Rhonnda Cynon Taf	Aberdare	1

Q3. Do you have access to a car?

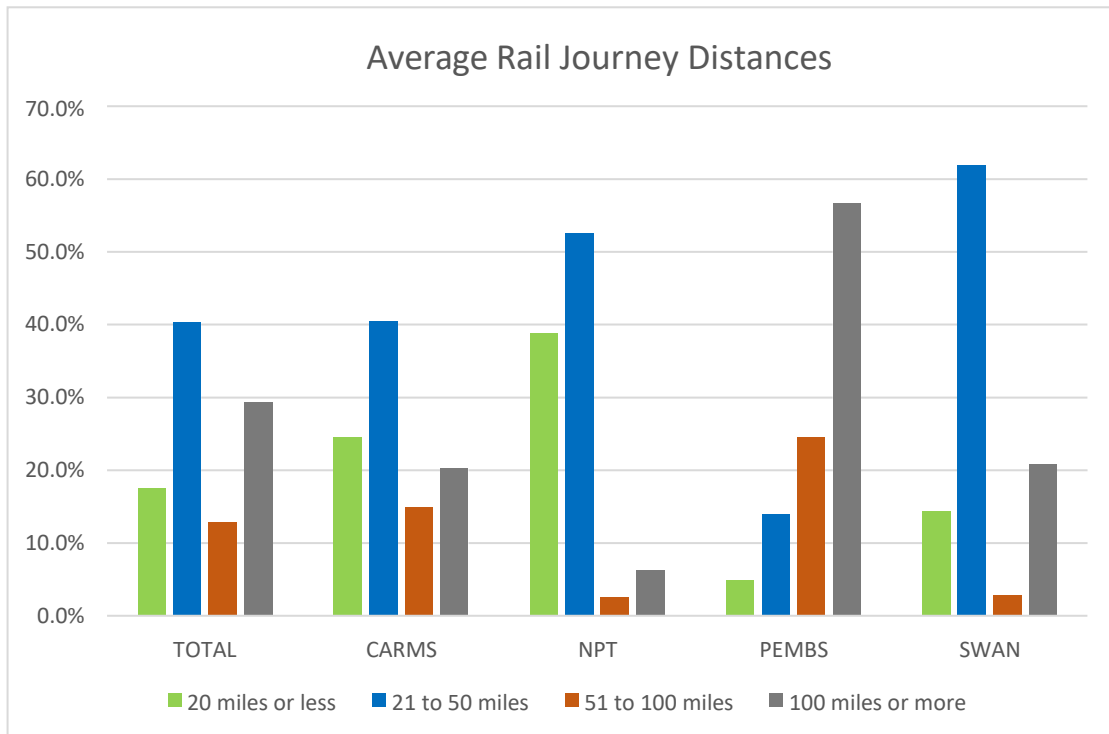
Car Access by Local Authority	TOTAL	CARMS	NPT	PEMBS	SWAN
Yes	85.4%	84.7%	80.4%	88.7%	88.1%
No	14.6%	15.3%	19.6%	11.3%	11.9%

Q4. Which station do you travel from the most?

Origin station	Passengers	Percentage
Swansea	27	13.4%
Fishguard	26	12.9%
Haverfordwest	25	12.4%
Milford Haven	23	11.4%
Carmarthen	18	8.9%
Neath	18	8.9%
Port Talbot	11	5.4%
Pembroke Dock	7	3.5%
Clarbeston Road	6	3.0%
Clunderwen	5	2.5%
Whitland	5	2.5%
Llanelli	4	1.9%
Other	27	13.5%

Q5. Which station do you travel to the most?

Destination Station	Passengers	Percentage
Cardiff	230	44.4%
Swansea	87	16.8%
London	87	16.8%
Carmarthen	22	4.2%
Bristol	10	1.9%
Neath	9	1.7%
Tenby	8	1.5%
Bridgend	6	1.2%
Llanelli	4	0.7%
Other	55	10.7%



Q6. On average how frequently do you use the train

	TOTAL	CARMS	NPT	PEMBS	SWAN
Daily	19	5	4	2	6
three to four times a week	21	1	4	4	8
One to to times a week	62	17	16	6	17
One to three times a month	143	29	16	43	45
Less than once a month	298	58	48	97	79
Never	1	1	0	0	0

Q7. What is your main reason for using the train?

	TOTAL	CARMS	NPT	PEMBS	SWAN
Business	97	23	10	35	25
Commuting	87	23	17	14	24
Leisure and Fam Visit	347	62	65	109	112
Tourism	9	7	0	0	1
Hospital Visits	21	1	4	1	0

Q8. How do you get to the railway station?

Travel to station of origin	Total	Carms	NPT	Pembs	Swan
Car	220	59	32	55	59
Car (dropped off)	131	29	15	40	40
Bus	46	3	11	5	23
Cycle	15	3	2	4	5
Walk	135	20	31	45	25
Taxi	9	1	0	3	5
Other	1	1	0	0	0

Q9a. Based on your experience of using rail and the type of journeys you make, or you'd like to make in the future, which of the following would improve your experience the most? Please rank all options below, from greatest impact to least impact, with 1 having the most impact, and 5 having the least impact. In west Wales:

Total	1st	2nd	Together	%
1st Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	77	34	111	23.8%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long-distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	26	40	66	14.2%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long-distance destinations	23	33	56	12.0%

e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)				
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	15	26	41	8.8%
5th Option (E)) Improved station facilities at existing stations	47	62	109	23.4%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	45	38	83	17.8%

Carmarthenshire	1st	2nd	Together	%
1st Option (A)) Increased frequency of 0 existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	1	5	15	17.8%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	3	7	10	11.9%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)	6	4	10	11.9%
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	0	3	3	3.5%
5th Option (E)) Improved station facilities at existing stations	8	14	22	26%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	15	9	24	28.5%

Neath Port Talbot	1st	2nd	Together	%
1st				
Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	8	5	13	16.7%

2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	5	8	13	16.7%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)	5	2	7	9.0%
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	0	3	3	3.8%
5th Option (E)) Improved station facilities at existing stations	9	17	26	33.3%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	12	4	16	20.5%

Pembrokeshire	1st	2nd	Together	%
1st Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	44	11	55	35.3%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	2	17	19	12.2%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing	7	16	23	14.7%

Swansea (Frequencies to Swansea unchanged)				
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	12	18	30	19.2%
5th Option (E)) Improved station facilities at existing stations	10	14	24	15.4%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	3	2	5	3.2%

Swansea	1st	2nd	Together	%
1st				
1st Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	12	9	21	17.5%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	1 2 12	7	19	15.8%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)	2	9	11	9.2%
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	1	1	2	1.7%
5th Option (E)) Improved station facilities at existing stations	18	15	33	27.5%

6th Option (F) New local stations along existing railway lines e.g. St Clears	15	19	34	28.3%
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Passengers who use the train at least monthly	1st	2nd	Together	%
1st Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	36	21	57	25.9%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	14	22	36	16.4%
3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)	13	13	26	11.8%
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	4	11	15	6.8%
5th Option (E)) Improved station facilities at existing stations	24	28	52	23.6%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	19	15	34	15.5%

Passengers who use the train less than monthly	1st	2nd	Together	%
1st Option (A)) Increased frequency of existing services (Pembroke Dock, Milford Haven, Fishguard) between Stations in west Wales and Swansea e.g. from every two hours to hourly	40	13	53	23.1%
2nd Option (B)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol via Swansea (Frequencies to Swansea also increased)	11	16	27	11.8%

3rd Option (C)) Direct services from Milford Haven/Carmarthen to new long distance destinations e.g. to Cardiff and Bristol, bypassing Swansea (Frequencies to Swansea unchanged)	8	19	27	11.8%
4th Option (D)) Daily return service from Carmarthen to London extended to Haverfordwest or Milford Haven	11	14	25	10.9%
5th Option (E)) Improved station facilities at existing stations	21	31	52	22.7%
6th Option (F)) New local stations along existing railway lines e.g. St Clears	24	21	45	19.7%

Q9b. In Swansea Bay:

Total	1st	2nd	Together	%
1 st Option (A)) Increased frequency of services existing local services into Swansea from existing local stations 55 existing local services into Swansea	55	35	90	24.1%
2nd Option (B)) Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads	36	36	72	19.3%
3rd Option (C)) Improved station facilities at existing stations	17	32	49	13.1%
4th Option (D)) Better bus and rail interchange at existing stations	22	40	62	16.6%
5th Option (E)) New frequent 30 minute interval metro services to new and existing stations	57	44	101	27.0%

Carmarthenshire	1st	2nd	Together	%
1 st Option (A)) Increased frequency of services existing local services into Swansea from existing local stations	12	6	18	26.5%

55 existing local services into Swansea				
2nd Option (B)) Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads	3	7	10	14.7%
3rd Option (C)) Improved station facilities at existing stations	0	10	10	14.7%
4th Option (D)) Better bus and rail interchange at existing stations	6	5	11	16.2%
5th Option (E)) New frequent 30 minute interval metro services to new and existing stations	13	6	19	27.9%

Neath Port Talbot	1st	2nd	Together	%
1 st Option (A)) Increased frequency of services existing local services into Swansea from existing local stations	13	6	19	36.5%
55 existing local services into Swansea				
2nd Option (B)) Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads	5	3	8	15.4%
3rd Option (C)) Improved station facilities at existing stations	1	6	7	13.5%
4th Option (D)) Better bus and rail interchange at existing stations	1	2	3	5.8%
5th Option (E)) New frequent 30 minute interval metro services to new and existing stations	6	9	15	28.8%

Pembrokeshire	1st	2nd	Together	%
1 st Option (A)) Increased frequency of services existing local services into Swansea from existing local stations 55 existing local services into Swansea	12	9	21	15.9%
2nd Option (B)) Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads	20	10	30	22.7%
3rd Option (C)) Improved station facilities at existing stations	9	11	20	15.2%
4th Option (D)) Better bus and rail interchange at existing stations	9	22	31	23.5%
5th Option (E)) New frequent 30 minute interval metro services to new and existing stations	16	14	30	22.7%

Swansea	1st	2nd	Together	%
1 st Option (A)) Increased frequency of services existing local services into Swansea from existing local stations 55 existing local services into Swansea	12	9	21	23.9%
2nd Option (B)) Direct services from Swansea to long distance destinations not currently served e.g. Bristol Temple Meads	5	15	20	22.7%
3rd Option (C)) Improved station facilities at existing stations	6	4	10	11.4%
4th Option (D)) Better bus and rail interchange at existing stations	3	9	12	13.6%
5th Option (E)) New frequent 30 minute interval metro services to new and existing stations	18	7	25	28.4%

*Q10. Which of the options listed below, would be your top five priorities?
Please choose only five*

Below are the total counts, with the different variables at the top, and how many people chose each option, along with how highly the option was ranked.

Total	1st	2nd	3rd	4th	5th	Total	%
Q10.1. Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)	22	29	26	20	25	122	6.3%
Q10.2. Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service	13	25	15	19	27	99	5.1%
Q10.3. Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day	11	16	27	12	13	79	4.1%
Q10.4. Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service	6	13	18	16	16	69	3.5%
Q10.5. Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times	30	34	34	17	13	128	6.6%
Q10.6. Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys	27	35	14	27	19	122	6.3%
Q10.7. Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service	9	11	10	15	6	51	2.6%
Q10.8. Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service	11	10	11	11	16	59	3.0%
Q10.9. Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service	17	12	7	14	5	55	2.8%
Q10.10. Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service	31	7	7	8	12	65	3.3%
Q10.11. Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service	2	5	3	4	7	21	1.1%

Q10.12. Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandoverly.	11	19	16	14	11	71	3.7%
Q10.13. Option 21: New station at St Clears	2	4	9	5	6	26	1.3%
Q10.14. Option 25A: Improvements at Carmarthen station	8	4	11	6	4	33	1.7%
Q10.15. Option 25B: Improvements at Pembrey and Burry Port station	2	3	1	5	4	15	0.8%
Q10.16. Option 25C: Improvements at Whitland station	1	3	4	8	5	21	1.1%
Q10.17. Option 25D: Improvements at Llanelli station	4	8	6	7	2	27	1.4%
Q10.18. Option 25E: Improvements at Neath station	5	15	16	6	6	48	2.5%
Q10.19. Option 25F: Improvements at Milford Haven station	23	7	7	6	13	56	2.9%
Q10.20. Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D)	87	13	7	6	8	121	6.2%
Q10.21. Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett	12	10	13	10	14	59	3.0%
Q10.22. Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times	9	15	20	5	6	55	2.8%
Q10.23. Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)	59	6	6	10	4	85	4.4%
Q10.24. Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)	9	12	12	4	7	44	2.3%
Q10.25. Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)	15	8	8	11	8	50	2.6%
Q10.26. Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operation s)	33	18	22	16	10	99	5.1%
Q10.27. Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)	31	26	22	12	12	101	5.2%
Q10.28. Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)	34	15	32	26	57	164	8.4%

Carmarthenshire	1st	2nd	3rd	4th	5th	Total	%
Q10.1. Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)	4	4	2	2	6	18	4.5%
Q10.2. Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service	0	5	2	4	0	11	2.7%
Q10.3. Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day	0	2	3	2	3	10	2.5%
Q10.4. Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service	1	0	1	3	0	5	1.2%
Q10.5. Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times	6	3	8	4	3	23	6.1%
Q10.6. Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys	7	5	5	5	2	24	6.3%
Q10.7. Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service	1	0	0	2	1	4	1.0%
Q10.8. Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service	0	2	2	4	2	10	2.5%
Q10.9. Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service	1	2	3	3	0	9	2.2%
Q10.10. Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service	2	0	2	1	3	8	1.9%
Q10.11. Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service	0	1	1	0	2	4	1.0%
Q10.12. Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandoverly.	3	10	3	6	2	24	6.1%
Q10.13. Option 21: New station at St Clears	1	1	3	2	0	7	1.8%

Q10.14. Option 25A: Improvements at Carmarthen station	0	2	5	2	2	11	2.8%
Q10.15. Option 25B: Improvements at Pembrey and Burry Port station	1	1	0	1	3	6	1.5%
Q10.16. Option 25C: Improvements at Whitland station	0	0	0	2	1	3	0.7%
Q10.17. Option 25D: Improvements at Llanelli station	3	4	2	3	1	13	3.2%
Q10.18. Option 25E: Improvements at Neath station	0	3	4	1	4	12	3.0%
Q10.19. Option 25F: Improvements at Milford Haven station	0	0	2	0	2	4	1.0%
Q10.20. Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D)	3	4	1	1	0	9	2.3%
Q10.21. Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett	1	1	3	2	3	10	2.6%
Q10.22. Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times	2	11	5	1	2	21	5.4%
Q10.23. Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)	57	1	0	2	2	62	15.8%
Q10.24. Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)	1	0	2	0	2	5	1.3%
Q10.25. Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)	0	0	1	0	3	4	1.0%
Q10.26. Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operation s)	5	5	4	2	3	19	4.8%
Q10.27. Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)	6	7	5	4	0	22	5.6%
Q10.28. Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)	7	2	7	8	13	37	9.5%

Neath Port Talbot	1st	2nd	3rd	4th	5th	Total	%
Q10.1. Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)	4	1	4	4	6	19	6.1%

Q10.2. Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service	1	2	3	2	5	13	4.2%
Q10.3. Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day	0	0	1	2	1	4	1.3%
Q10.4. Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service	1	0	1	2	2	6	1.9%
Q10.5. Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times	0	6	0	2	4	12	3.9%
Q10.6. Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys	5	4	1	6	1	17	5.5%
Q10.7. Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service	0	0	0	1	0	1	0.3%
Q10.8. Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service	1	0	1	0	0	2	0.6%
Q10.9. Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service	0	1	0	1	0	2	0.6%
Q10.10. Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service	0	0	2	2	0	4	1.3%
Q10.11. Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service	1	0	4	1	1	7	2.3%
Q10.12. Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandovery.	0	1	1	0	1	3	2.3%
Q10.13. Option 21: New station at St Clears	0	1	1	0	1	3	1.0%
Q10.14. Option 25A: Improvements at Carmarthen station	0	0	0	1	0	1	0.3%
Q10.15. Option 25B: Improvements at Pembrey and Burry Port station	0	0	0	0	1	1	0.3%
Q10.16. Option 25C: Improvements at Whitland station	0	1	1	1	0	3	1.0%
Q10.17. Option 25D: Improvements at Llanelli station	0	1	2	0	0	3	1.0%

Q10.18. Option 25E: Improvements at Neath station	4	6	8	3	1	22	7.1%
Q10.19. Option 25F: Improvements at Milford Haven station	0	0	1	2	3	6	1.9%
Q10.20. Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D)	11	3	1	3	2	20	6.5%
Q10.21. Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett	0	1	1	1	1	4	1.3%
Q10.22. Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times	0	1	3	0	1	5	1.6%
Q10.23. Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)	0	2	2	0	0	4	1.3%
Q10.24. Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)	7	8	4	1	1	21	6.8%
Q10.25. Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)	15	5	4	3	2	29	9.4%
Q10.26. Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operations)	12	4	8	6	2	32	10.4%
Q10.27. Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)	6	6	4	2	6	24	7.8%
Q10.28. Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)	15	5	7	5	8	40	12.9%

Pembrokeshire	1st	2nd	3rd	4th	5th	Total	%
Q10.1. Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)	4	13	10	6	7	40	6.9%
Q10.2. Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service	9	10	6	9	9	43	7.5%
Q10.3. Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day	11	12	17	4	6	50	8.7%
Q10.4. Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service	1	8	12	8	6	35	6.1%
Q10.5. Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times	21	15	16	7	2	61	10.6%
Q10.6. Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys	3	9	1	4	10	27	4.7%
Q10.7. Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service	6	7	7	10	4	34	5.9%
Q10.8. Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service	8	4	5	6	10	33	5.7%
Q10.9. Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service	15	7	3	5	3	33	5.7%
Q10.10. Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service	23	4	2	3	7	39	6.8%
Q10.11. Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service	1	1	0	1	1	4	0.7%
Q10.12. Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandoverly.	3	2	2	2	2	11	1.9%
Q10.13. Option 21: New station at St Clears	1	2	2	2	3	10	1.7%

Q10.14. Option 25A: Improvements at Carmarthen station	6	1	6	2	1	16	2.8%
Q10.15. Option 25B: Improvements at Pembrey and Burry Port station	0	2	0	2	0	4	0.7%
Q10.16. Option 25C: Improvements at Whitland station	1	1	2	5	2	11	1.9%
Q10.17. Option 25D: Improvements at Llanelli station	0	1	0	1	1	3	0.5%
Q10.18. Option 25E: Improvements at Neath station	0	0	1	2	1	4	0.7%
Q10.19. Option 25F: Improvements at Milford Haven station	23	5	1	2	5	36	6.3%
Q10.20. Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D)	0	2	2	1	3	8	1.4%
Q10.21. Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett	1	0	1	0	3	5	0.9%
Q10.22. Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times	1	1	6	2	0	10	1.7%
Q10.23. Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)	1	1	0	3	2	7	1.2%
Q10.24. Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)	0	0	0	1	0	1	0.2%
Q10.25. Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)	0	1	0	3	1	5	0.9%
Q10.26. Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operation s)	3	1	3	0	0	7	1.2%
Q10.27. Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)	1	1	2	2	3	9	1.6%
Q10.28. Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)	1	4	8	2	15	30	5.2%

Swansea	1 st	2 nd	3 rd	4 th	5 th	Total	%
Q10.1. Option 1: London Paddington to Swansea every 30 minutes all day (half hourly service)	7	8	9	7	5	36	7.0%
Q10.2. Option 2: West Wales Express - Taunton/Bristol TM to Cardiff services extended to Carmarthen or Milford Haven to provide an hourly direct service	2	6	2	3	12	25	4.8%
Q10.3. Option 3: Extending current GWR 1tpd return Carmarthen to London service to Milford Haven or Haverfordwest to provide one train per day	0	2	4	1	2	9	1.7%
Q10.4. Option 4: Milford Haven to Bristol Parkway or Bristol Temple Meads to provide a two-hourly direct service	1	3	2	3	4	13	2.5%
Q10.5. Option 6: Review of line speeds between Cardiff and west Wales to provide faster journey times	2	6	9	3	3	23	4.4%
Q10.6. Option 26: Electrification of Swansea Bay Metro (Swansea Bay and west Wales Metro?)/Wider Services to support decarbonisation and faster journeys	9	16	4	8	3	40	7.7%
Q10.7. Option 7: New service Swansea/Carmarthen to Milford Haven to provide an hourly service	1	1	2	0	1	5	1.0%
Q10.8. Option 8: Extend Manchester Carmarthen service to Milford Haven to provide an hourly service	0	2	0	1	2	5	1.0%
Q10.9. Option 9: New service Swansea/Carmarthen to Pembroke Dock to provide an hourly service	1	2	1	3	1	8	1.5%
Q10.10. Option 11: Reconfigure Swansea to Fishguard Harbour so there is a regular two-hourly service	3	2	0	0	1	6	1.2%
Q10.11. Option 27: Additional Cardiff to Bridgend Services to give an overall hourly stopping service	0	1	1	2	1	5	1.0%
Q10.12. Option 28: Additional Heart of Wales services to provide a total of seven trains per day between Swansea and Llandovery.	2	6	5	5	4	22	4.3%
Q10.13. Option 21: New station at St Clears	0	0	2	1	1	4	0.8%
Q10.14. Option 25A: Improvements at Carmarthen station	0	0	0	1	1	2	0.4%
Q10.15. Option 25B: Improvements at Pembrey and Burry Port station	1	0	1	2	0	4	0.8%

Q10.16. Option 25C: Improvements at Whitland station	0	0	1	0	2	3	0.6%
Q10.17. Option 25D: Improvements at Llanelli station	1	2	2	3	0	8	1.5%
Q10.18. Option 25E: Improvements at Neath station	0	6	3	0	1	10	1.9%
Q10.19. Option 25F: Improvements at Milford Haven station	0	1	2	2	3	8	1.5%
Q10.20. Option 12: Swansea - Pontarddulais via Neath and Swansea District Line (every 30 minutes, all stations) including: (Options 22, 23 and 24A-D)	73	4	3	1	3	84	16.2%
Q10.21. Option 13: Swansea to Pembrey and Burry Port (every 30 minutes all stations) including (Option 24E) New Station: Cockett	9	7	6	4	6	32	6.2%
Q10.22. Option 14: Additional Chord at Llandeilo Junction (avoiding reversal at Llanelli for Heart of Wales line services) to reduce journey times	5	2	4	1	3	15	2.9%
Q10.23. Option 15: New Metro Route Ammanford to Gwaun Cae Gurwen (every 30 minutes all stations)	1	2	3	4	0	10	1.9%
Q10.24. Option 16: New Metro Route Neath to Onllwyn (every 30 minutes all stations)	0	2	5	1	2	10	1.9%
Q10.25. Option 17: New Metro Route Neath to Cwmgwrach (every 30 minutes all stations)	0	1	3	4	2	10	1.9%
Q10.26. Option 18: New Metro Route Neath/Llandarcy - Swansea City Centre via Swansea Docks and University Bay Campus (as Tram-Train operations)	11	8	6	7	3	35	6.8%
Q10.27. Option 19: New Metro Route Swansea to Clydach (every 30 minutes all stations)	18	9	6	4	3	40	7.7%
Q10.28. Option 20: Hirwaun Link (Cwmgwrach to Hirwaun)	1	4	10	11	19	45	8.7%