



Welsh Government
Consultation Document

Swansea Bay and West Wales Metro



Date of issue: 16 March 2021
Action required: Responses by 8 June 2021

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

Overview	This consultation presents options for improving rail services within the Swansea Bay and West Wales area.
How to respond	Please complete the online questionnaire or print, complete and return the questionnaire at the back of this document using the contact details below.
Further information and related documents	Large print, Braille and alternative language versions of this document are available on request.
Contact details	<p>For further information:</p> <p>Post: Swansea Bay and West Wales Metro Capita St David's House Pascal Close St Mellons Cardiff CF3 0LW</p> <p>email: SBWWWMetro@capita.com</p>
Also available in Welsh at:	https://llyw.cymru/metro-bae-abertawe-gorllewin-cymru

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The Welsh Government will be data controller for any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data which will enable them to make informed decisions about how they exercise their public functions. Any response you send us will be seen in full by Welsh Government staff dealing with the issues which this consultation is about or planning future consultations. Where the Welsh Government undertakes further analysis of consultation responses then this work may be commissioned to be carried out by an accredited third party (e.g. a research organisation or a consultancy company). Any such work will only be undertaken under contract. Welsh Government's standard terms and conditions for such contracts set out strict requirements for the processing and safekeeping of personal data.

In order to show that the consultation was carried out properly, the Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. If you do not want your name or address published, please tell us this in writing when you send your response. We will then redact them before publishing.

You should also be aware of our responsibilities under Freedom of Information legislation

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For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under the GDPR, please see contact details below:

Data Protection Officer:
Welsh Government
Cathays Park
CARDIFF
CF10 3NQ

e-mail:

Data.ProtectionOfficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Tel: 01625 545 745 or
0303 123 1113

Website: <https://ico.org.uk/>

Introduction

Welsh Government and Transport for Wales are working in partnership with Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea Councils to develop proposals for the Swansea Bay and West Wales Metro.

The proposals are all about making it easier to travel, whether you're travelling by train, bus, bike or on foot. It's about making it easier to get to work or school, to get to your hospital appointment or to get out and about in the evenings and weekends using public transport. These include increased frequency of long-distance strategic services; increased local services from West Wales to Carmarthen and Swansea; new stations and improvements to existing stations; and development of a Swansea Bay and West Wales Metro network.

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.

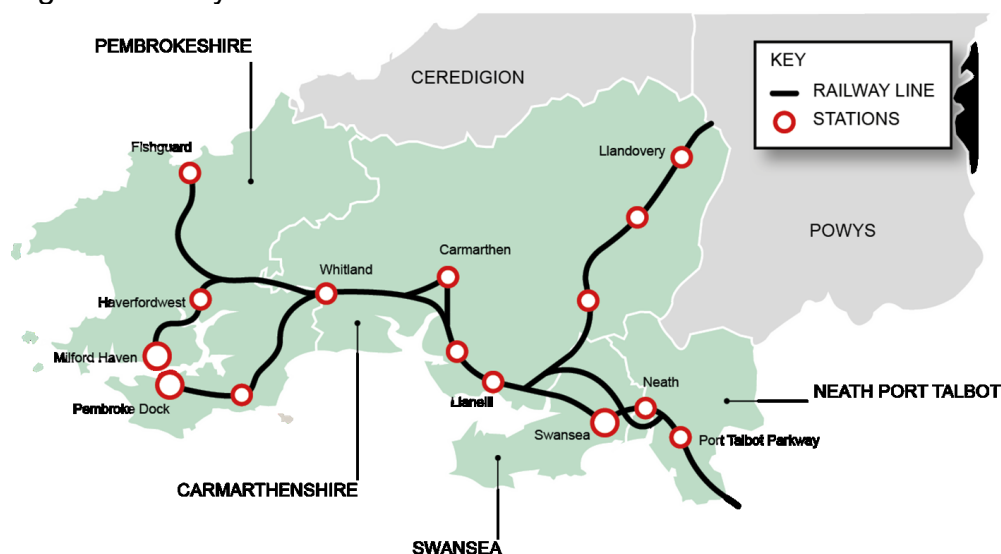
Figure 1 WeTAG stages



Metro aims

The aim of the Metro approach being applied across Wales is to provide a series of regional integrated public transport systems. 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 study area is illustrated in Figure 2 and includes the counties of Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

Figure 2: Study Area

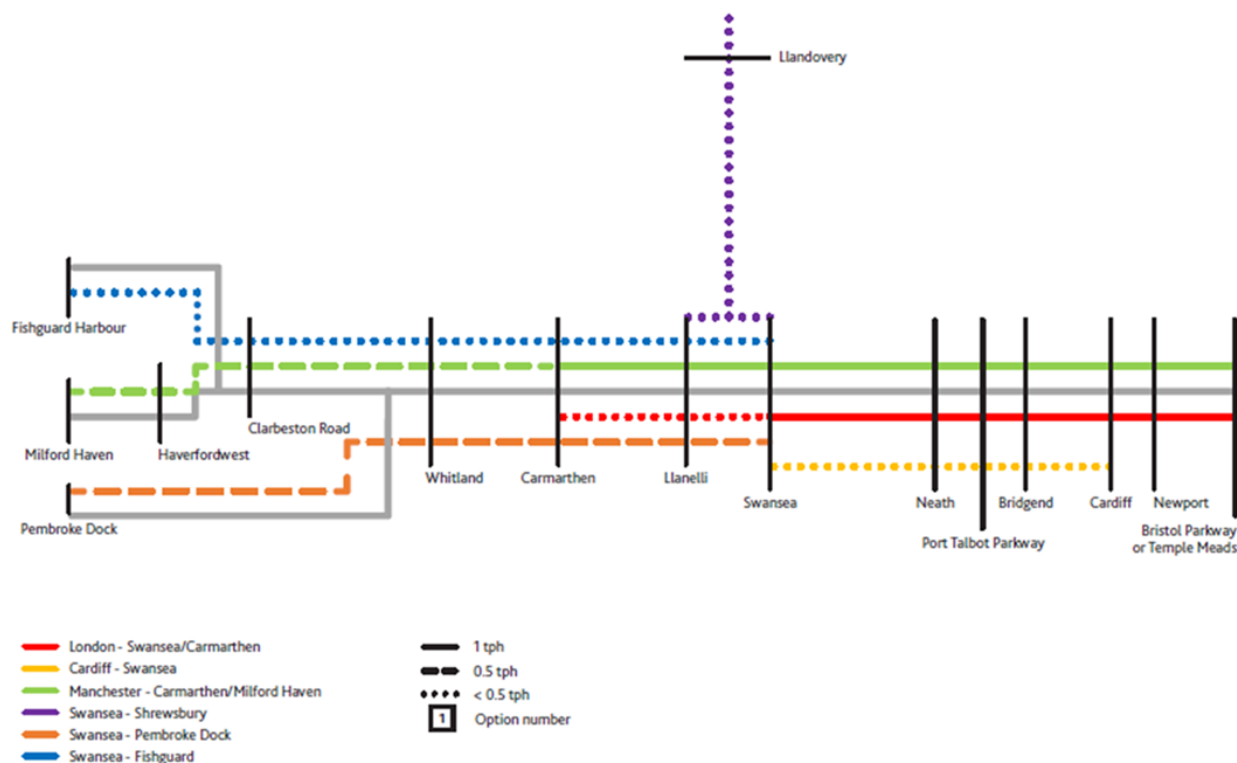


Existing Rail services

The region 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 to Shrewsbury (Heart of Wales Line)	Four trains a 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)

Figure 3 Summary of Existing Services



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 Car.
- Lack of through services to South West Wales
- Low frequency of direct trains to Swansea
- Low service frequency on West Wales branches (2 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:

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 & air quality
10. Improve rail network efficiency to allow a lower future subsidy requirement per passenger

Swansea Bay Metro Region:

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 efficient 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:

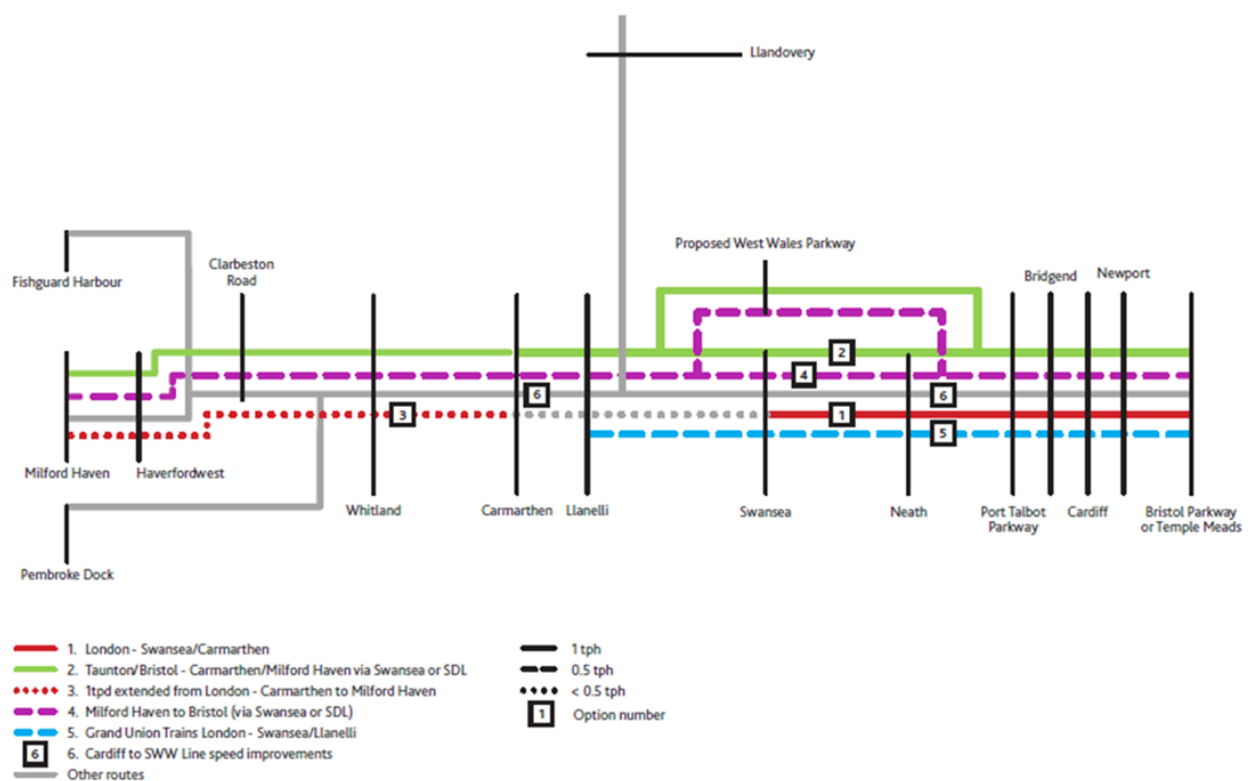
Services

Option reference	Service proposal	Additional frequency	Total frequency
Option 1	London Paddington to Swansea every 30 minutes 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 two – three hourly service (up to six trains per day)

Infrastructure

Option reference	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.

Figure 4 SWML Strategic Long Distance Services

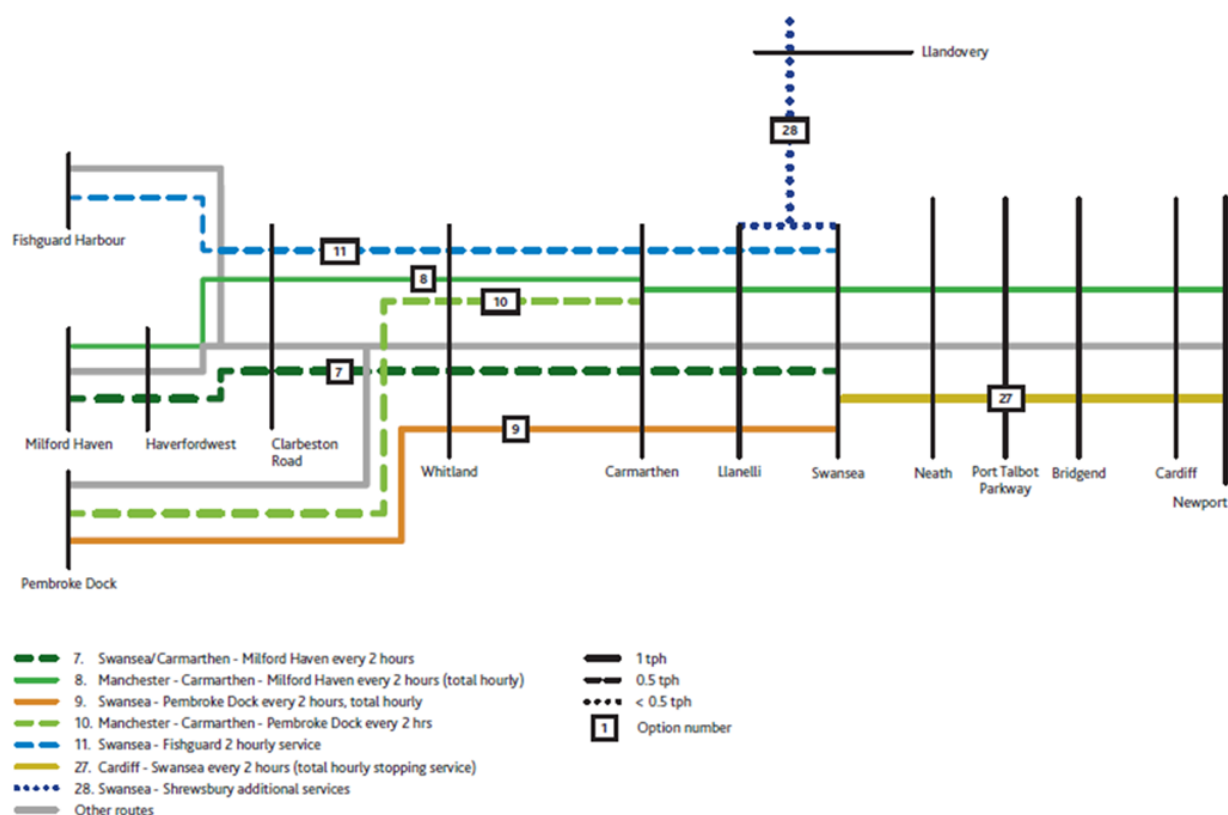


Frequency and connectivity: West Wales

Services

Option reference	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 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

Figure 5 Frequency and connectivity: West Wales

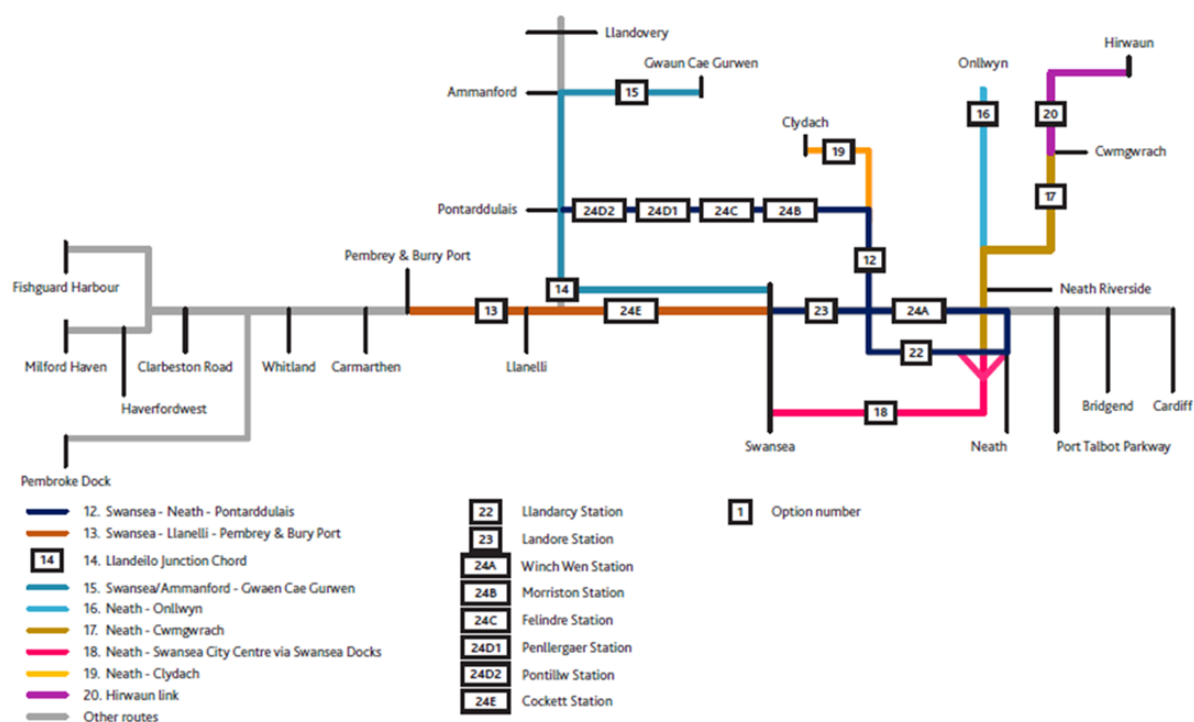


Frequency and connectivity: Swansea Bay

Services and new stations

Option reference	Service proposal	Additional 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, Morriston, Felindre, and Penllergaer/ Pontlliw (Also calling at Skewen and Llansamlet)	Every 30 mins, all stations
Option 13 Option 24E	Swansea to Pembrey and Burry 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 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 20	Hirwaun Link (Cwmgwrach to Hirwaun)	Every 30 mins, all stations

Figure 6 Frequency and connectivity: Swansea Bay



New main line stations and station improvements:

Station improvements

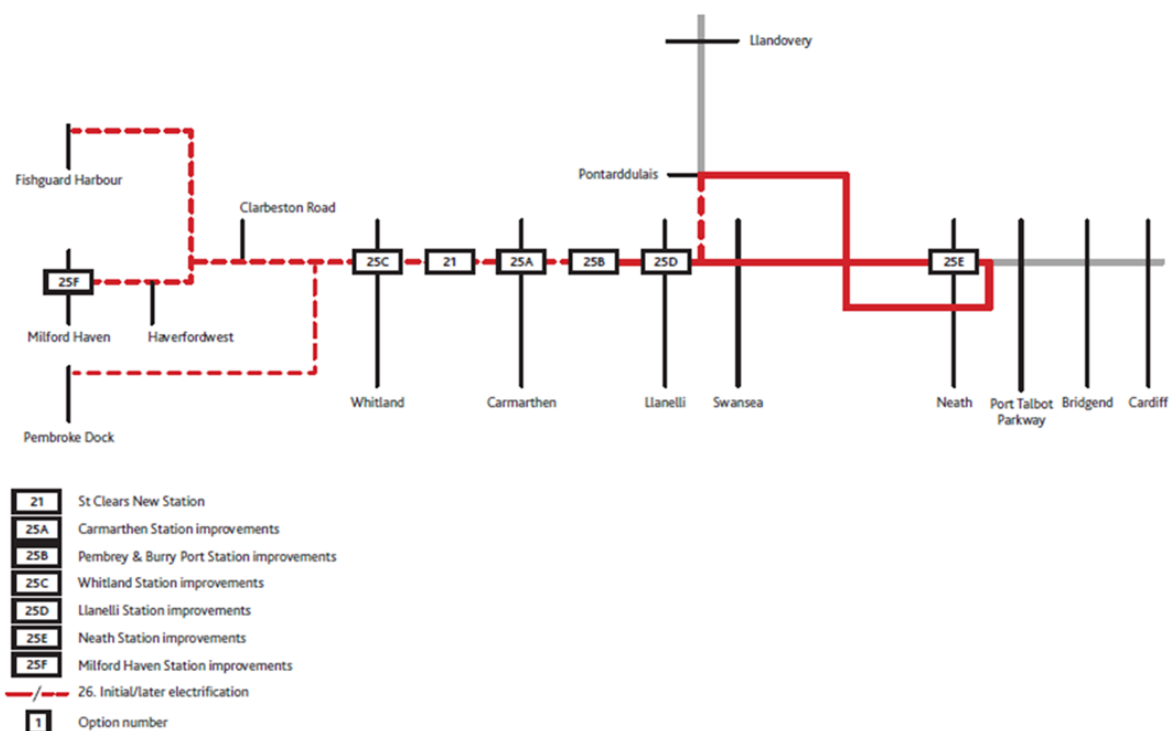
Option reference	Station location	Proposals
Option 25A	Carmarthen	Parking improvements
Option 25B	Pembrey and Burry Port	Improved access between platforms
Option 25C	Whitland	Improved access between platforms, car parking and interchange
Option 25D	Llanelli	Improved access between platforms, car parking and interchange
Option 25E	Neath	Improved access between platforms and interchange
Option 25F	Milford Haven	Improved access to town and interchange

Stations

Option reference	New station
Option 21	St Clears

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

Figure 7 New Mainline Stations, Station Improvements



Feedback

We would appreciate your feedback on the proposals via the questionnaire linked to this consultation. It will collect some information about you and your previous rail use, ask you to rank the importance of the different elements and provide an opportunity for a written response. Your feedback will ensure local residents views are taken into consideration as the South West Wales Metro delivery strategy is developed.

Consultation Questionnaire

Please answer the following questions in relation to your travel in February 2020 (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)

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8. How do you get to the railway station?

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

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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)

**Consultation
Response Form**

Your name:

Organisation (if applicable):

email / telephone number:

Your address:

Question 14: We would like to know your views on the effects that Swansea Bay and West Wales Metro 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?

Question 15: Please also explain how you believe the proposed Swansea Bay and West Wales Metro 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.

Question 16: 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:

Please enter here:

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here: