

---

**SOUTH WALES METRO – MEMBER BRIEFING**

---

**Reason for the Report**

1. To provide the Committee with an update on the progress of the South Wales Metro, and discuss the next steps of the delivery of this regional transport programme.

**Background**

2. The South Wales Metro is an integrated public transport network that will make it easier for people travel across the Cardiff Capital Region, transforming rail and bus services as well as cycling and walking. The Cardiff Capital Region is made up of ten local authority areas:
  - Blaenau Gwent;
  - Bridgend;
  - Caerphilly;
  - Cardiff;
  - Merthyr Tydfil;
  - Monmouthshire;
  - Newport;
  - Rhondda Cynon Taf;
  - Torfaen;
  - Vale of Glamorgan.
3. The South Wales Metro is all about making it easier to travel, whether you are travelling by train, bus, bike or on foot. It is 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. It is hoped that it will be a world-class transport network that will transform people's lives in Wales and the borders, improving access

to job, leisure and other opportunities. Metro will also transform Wales' economic prospects.

4. **Building the South Wales Metro** - Building the South Wales Metro is an ambitious, multi-million-pound project, and the current plans will take around five years to complete. There is a significant amount construction, engineering and infrastructure work to do to upgrade the rail network so that it is ready for the South Wales Metro. This includes electrifying approximately 170 km of track; upgrading most stations and signalling; and building at least five new stations.
5. The scheme will invest three quarters of a billion pounds to upgrade the railway lines to Aberdare, Coryton, Merthyr Tydfil, Rhymney and Treherbert, which are important parts of the South Wales Metro. These lines are also known as the Core Valleys Lines. A number of South Wales Metro projects have been part-funded by the European Regional Development Fund through the Welsh Government.
6. **Progress to date** – work has started work on the South Wales Metro, with the construction of our new £100 million depot and Metro Control Centre in Taff's Well, Rhondda Cynon Taff. The Taff's Well depot will be home to the new Metro trains as well as 400 train crew, 35 maintenance staff and 52 Metro Control Centre staff.
7. **South Wales Metro Improvements** – Transport for Wales believe that the South Wales Metro will deliver a number of important benefits. Rail services will be a key part of the Metro and customers can expect a modern, turn-up-and-go service that offers:
  - Quicker journeys, with reduced journey times;
  - Better connections between different types of transport;
  - Greater capacity;
  - More frequent services;;
  - More reliable services
  - More accessible services;
  - Cheaper tickets and more affordable train travel;
  - Greener services;

- From December 2022, it will be introducing new trains that provide customers with level boarding.

8. Specifically the plan is to run more weekday and Sunday services than ever before, this will include:

### **Weekdays**

- Four services per hour between Cardiff and the Heads of each Valley;
- Two of the four services from Treherbert, Aberdare and Merthyr Tydfil will extend from Cardiff to Cardiff Bay;
- An extra service per hour between Cardiff and Bridgend via the Vale of Glamorgan Line from December 2023;
- Two services per hour between Cardiff and Shrewsbury via Abergavenny from December 2022;
- An hourly service between Cardiff and Cheltenham via Chepstow from December 2022.

### **Sundays**

- Two services per hour on Sundays between Cardiff and the Heads of each Valley;
- The first ever Sunday service on the Coryton and City Lines, with an hourly service from December 2023;
- The first ever Sunday service on the Maesteg Line, with one service every two hours from December 2019, increasing to an hourly service from December 2023;
- an extra service per hour between Cardiff and Bridgend via the Vale of Glamorgan Line from December 2024;
- An hourly service between Cardiff and Cheltenham via Chepstow from December 2023;
- While you can expect more frequent rail services across much of our network from 2022, we'll be introducing a number of improvements in the Cardiff Capital Region before 2022.

9. **New Metro Trains** – In addition to this Transport for Wales is looking to invest an additional £800 million into new faster, greener trains for the South Wales Metro and

the Wales and Borders rail service. It is currently procuring the new trains which will offer customers a more comfortable experience as a part of a modern, effective, turn-up-and-go Metro service.

10. **South Wales Metro Map** - The South Wales Metro will make travelling easier throughout the Cardiff Capital Region with faster, more frequent and more joined-up public transport. A copy of the latest South Wales Metro map is attached to this report as **Appendix 1**.

### **Way Forward**

11. Professor Mark Barry, the Cabinet Member Strategic Planning & Transport and officers from the Planning, Transport & Environment Directorate have been invited to attend the meeting to discuss the progress of the South Wales Metro.

### **Legal Implications**

12. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

13. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in

relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

## **RECOMMENDATIONS**

The Committee is recommended to:

- (i) Consider the information in this report and the information presented at the meeting;
- (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
- (iii) Decide the way forward for any future scrutiny of the issues discussed.

**Davina Fiore**

**Director of Governance & Legal Services**

**29<sup>th</sup> December 2020**