

Neath Port Talbot County Borough Council
Cyngor Bwrdeistref Sirol Castell-nedd

Democratic Services
Gwasanaethau Democrataidd

Decision Notice

CABINET - URGENCY ACTION , MONDAY, 22ND JUNE, 2020

Please see below approval of decision as follows:

1. **South West Wales Metro - 41TD - Urgency Action**
2. **(Pages 3 - 14)**

To seek Members endorsement to undertake studies into prioritised workstreams to develop an integrated transport system for South West Wales.

That in consultation with the Leader and relevant Cabinet Member, the list of priorities detailed at Appendix A to the attached report, be approved as the next stage of studies to be considered as part of the South Wales Metro.

For Immediate Implementation

Yours sincerely

Tammie Davies

p.p Chief Executive

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Cabinet

Report of the Head of Engineering & Transport

Matter for Decision

Wards Affected: All Wards

South West Wales Metro

Purpose of the Report:

To update members on the work undertaken to date and to seek approval for the next phase of prioritised work-streams to develop an integrated transport system for South West Wales.

Executive Summary:

The South West Wales Metro Project, currently being led by the City and County of Swansea, has identified various work-streams that are moving forward. Such projects include the development of public transport including bus and rail and active travel. Initial feasibility has been undertaken with a view to identifying further pieces of works to shape the transport system for the region.

Initial work has focused on rail as it is intended that the rail network in the region will provide the backbone of the public transport system with other modes connecting to the rail network. From this initial work regional officers have identified several key areas for further investigation and would seek member endorsement to undertake these further studies, a list of the proposed studies can be found in Appendix A.

Background:

It is widely recognised that at peak hours, congestion, on both our local and strategic road network is a real problem in the region. The South West Wales Metro project will look to create a modern, sustainable transport network to encourage the use of public transport, community transport and active travel modes to realise the capacity within the constrained road networks.

The improvement of transportation in South West Wales will not only improve the access to the economic centres, but will pave the way for a greater level of integration, not only of different transport modes but also between existing public transport services – allowing greater interconnectivity and accessibility to key destinations both within the Region and the rest of the UK.

Integrated Impact Assessment:

A first stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required.

Valleys Communities Impacts:

No impacts.

Workforce Impacts:

There are no workforce implications other than Officer time.

Legal Impacts:

No impacts.

Risk Management Impacts:

There are no risk management implications associated with this scheme.

Consultation:

There is no requirement for consultation on this item.

Recommendations:

It is recommended in consultation with the Leader and relevant Cabinet Member that, authority be given to proceed with the next stage of studies to shape the public transport system in the South West Wales Region.

Reasons for Proposed Decision:

To ensure that the necessary authority is in place to undertake studies into the priorities identified in Appendix A as the next phase of the South West Wales Metro.

Implementation of Decision:

The decision is proposed for immediate implementation.

Appendices:

Appendix A – South West Wales Metro – Proposed Feasibility Studies

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contacts:

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APPENDIX A
SOUTH WEST WALES METRO – PROPOSED FEASIBILITY STUDIES

SOUTH WEST WALES – RAIL IMPROVEMENTS NEXT STEPS

LINE SPEED AND INFRASTRUCTURE IMPROVEMENTS | Review of line speeds of the existing rail infrastructure on the SWML and SDL between Cardiff Central and Milford Haven/Pembroke Dock/Fishguard Harbour to identify infrastructure improvements for reducing journey times. Assessment of the viability and cost of possible line speed improvements with the potential for journey time improvement.

FURTHER SWW METRO ROUTES | Wider planning of a multi-modal South West Wales Metro to include consideration of further potential Metro routes for example:

- Ammanford to Gwaun Cae Gurwen
- Neath to Onllwyn
- Neath to Cwmgwrach
- Neath to Swansea Docks

IMPACT ON OF RAIL WORKS ON EXISTING HIGHWAYS | Assessment of any potential highway capacity impacts as a result of increased traffic accessing existing/new stations as a result of rail improvement.

NEW STATIONS | Test the viability, demand and cost of providing new stations at:

- St Clears
- Llandarcy
- Landore

STATION ENHANCEMENT | The viability and cost of station and infrastructure enhancements at various stations including:

- Llanelli Railway Station and infrastructure to support access to the Wellness City Deal project and the public transport network
- Neath Railway Station
- Carmarthen Railway Station
- Bury Port Railway Station
- Whitland Railway Station
- Milford Haven Station

NEW RAIL SERVICE OPERATION | Review of operating aspects of new rail services and the extension of existing services including; Train Operating Companies and rolling stock availability, purchase/leasing, depot and stabling capacity.

Assessment of the potential Grand Union Trains open access application for operation of a London to Cardiff service commencing May 2021.

Establishing the required process to introduce new services with key stakeholders including the Office of Rail and Road (ORR), Network Rail and the Department for Transport.

PATRONAGE DEMAND | Assessment of patronage demand in relation to potential new stations and services.

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ROLLING STOCK OPTIONS I Review and comparison of potential rolling stock options for Swansea Bay Rail services to establish the most appropriate solution, particularly in relation to traction power by consideration and comparison of alternatives including:

- Diesel multiple units
- Overhead electrification
- On-board Electrical Storage System (OESS).

WIDER INFRASTRUCTURE ASSESSMENT | Building on the work of the latest report; **what passing loops** and other infrastructure would be required to support the service patterns included. This will improve the accuracy of the capital costing and develop costs.

TIMETABLE, PHASING, STOPPING PATTERNS I Consideration of opportunities and alternatives to improve the value for money and affordability profile of proposed Mainline and Metro services. It is suggested this might include the testing of variants, which consider factors such as stopping patterns, locations served, service extents, service frequency and alternative means of achieving the same outcomes. Detailed timetable development and analysis assessment to Network Rail standards/specification in order to check services across an extended timetable for interaction, capacity and performance.

Works to consider SWML, SDL, Swansea Bay Metro Routes (including additional routes to be considered) Fishguard Harbour to Swansea.

ECONOMIC BENEFIT I Analysis of wider economic benefits, which would be expected to positively contribute to the economic appraisal of improved or new rail services. To include potential demand from tourism and major events.

LAND USE PLANNING I Consideration of future land use and development to drive rail demand - for example location of existing and proposed major employment and residential.

WEST WALES PARKWAY STATION I Building on the work previously undertaken further assessment to determine the feasibility of the provision of a South West Wales Parkway. Parkway should provide Improved rail journey times to the West using additional mainline services on the SDL, with a minimum of an hourly service. Consideration should be given to how improved services to/from Pembrokeshire could support and enhance the strategic case for a West Wales Parkway Station.

BRISTOL PARKWAY TO MILFORD HAVEN | Consider different frequency options for the inter-city limited stop proposal to improve viability and cost effectiveness of service option.

LONDON PADDINGTON TO MILFORD HAVEN | Determine the feasibility, operational requirements and cost of extending current GWR service that terminates at Carmarthen to provide an early morning and late evening service to Milford Haven.

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CARDIFF TO MILFORD HAVEN AND PEMBROKE DOCK | Test the viability of replacing the current TfW two hourly service pattern with an hourly service to and from Cardiff, including a 'limited stop' West Wales Express option to serve Pembrokeshire and the Region. Consider the extension of the current GWR 'Castle' Class (short versions of the HST 125) from the present termination at Cardiff to Haverfordwest and possibly Milford Haven.

WEST WALES EXPRESS | Further investigation of the inter-relationship between the proposal for additional services on either the South Wales Main Line (SWML) or the Swansea District Line (SDL). The current proposals to utilise the SDL do not benefit from stopping at either Swansea, Port Talbot or Neath, which combined account for circa 3.5 of the 5.4 million trips per annum. This is a considerable market and their omission is disadvantageous to the formulation of the cost benefit analysis. It is therefore proposed that further analysis is undertaken to consider the following aspects:

- Whether there is potential for an Express service - stopping at limited stations between Carmarthen and Cardiff.
- Is there merit in this additional service being designed to bypass stations with low patronage (threshold to be agreed), in order to deliver a service from Carmarthen which could rival the equivalent car journey to Swansea?
- Approximately 25% of Carmarthen's patronage travels to Swansea, so would the inclusion of Swansea improve the business case performance?
- Is there scope to improve line speeds on the SDL to make it a more definitively advantageous alternative to the SWML?
- Could the proposal for an additional service for Carmarthen be tested in a 'with and without' scenario for West Wales Parkway?

FISHGUARD HARBOUR TO SWANSEA | Test the viability of replacing current service pattern with a two hourly service with all trains operating to/from Carmarthen or Swansea. To include the viability of re-instituting the direct service to and from the twice daily ferry service.

APPENDIX A
SOUTH WEST WALES METRO – PROPOSED FEASIBILITY STUDIES

SOUTH WEST WALES – NON RAIL IMPROVEMENTS NEXT STEPS

MULTI MODAL INTEGRATION I Intelligence led Multi modal integration across the West Wales network.

TRANSPORT HUBS I Establish a Categorised Network of Transport Hubs. The hubs will facilitate multi modal journeys by bringing together various modes of transport including rail, bus and active travel to allow connected journeys both within and beyond the region.

PUBLIC TRANSPORT NETWORK (BUS) I Determine the feasibility, demand, operational requirements and cost of creating an improved bus network for the region including reviewing the proposed minimum frequencies on the network. The proposal should include an assessment to propose routes and areas which may be better served by public transport feeder services including use of demand responsive transport and community transport services where appropriate.

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary:	Transport Regional Governance
Service Area:	Engineering and Transport
Directorate:	Environment and Regeneration

2. Does the initiative affect:

	Yes	No
Service users		X
Staff		X
Wider community	X	
Internal administrative process only		X

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		X				The proposal is to undertake studies into improvements to the development of public transport including bus, rail, community transport and active travel. These high-level studies will look at shaping the transport system for all users for the South West Wales region.
Disability		X				
Gender Reassignment		X				
Marriage/Civil Partnership		X				
Pregnancy/Maternity		X				
Race		X				
Religion/Belief		X				
Sex		X				
Sexual orientation		X				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		X				The proposal will have no impact on the Welsh language.
Treating the Welsh language no less favourably than English		X				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		X				No impact at this stage as the proposal is for high-level studies will look at shaping the transport system for all users for the South West Wales region. Any schemes that are proposed as a result of this work will need to consider biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		X				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	X		It is widely recognised that at peak hours, congestion, on both our local and strategic road network is a real problem in the region. The South West Wales Metro project will look to create a modern, sustainable transport network to encourage the use of public transport, community transport and active travel modes to realise the capacity within the constrained road networks. Encouraging people to travel by public transport or active travel modes will help reduce vehicle emissions contributing to NPT's decarbonisation policy.
Integration - how the initiative impacts upon our wellbeing objectives	X		NPT's Objectives are to <ul style="list-style-type: none"> • Improve the well-being of children and young people • Improve the well-being of all adults • Develop the local economy and environment <p>The proposal has the potential to positively impact on our everyday lives by enabling journeys to school, employment and key services allowing everyone to participate fully in community life both socially and economically.</p> <p>Improving the public transport system will not only provide opportunity for residents without access to a car to travel but will a switch in travel mode to public transport, reducing car use will result in an increase in air quality.</p>
Involvement - how people have been involved in developing the initiative	X		The South West Wales Metro Project is a regional project for Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea. The four Authorities will work in collaboration with Welsh Government, Transport for Wales and Network Rail on this phase of the works.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	X		The South West Wales Metro will be developed through collaborative working between the four constituent authorities, Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea as well as Welsh Government, transport for Wales and Network Rail.

Prevention - how the initiative will prevent problems occurring or getting worse	X		The initiative will look to create a modern, sustainable transport network to encourage the use of public transport, community transport and active travel modes to realise the capacity within the constrained road networks.
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7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	X
Reasons for this conclusion	
It is proposed that additional studies are undertaken as the next phase of developing a modern, sustainable transport network for South West Wales.	
The proposal is framed to support and help the region improve the transport system in the area enabling better movement of goods and people within South West Wales, allowing access to education, employment and key services for residents across the region.	
The proposal will not adversely impact on any members of the community, biodiversity, welsh language	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Amanda Phillips	Programme and Commissioning manager		18 th June 2020
Signed off by	David W Griffiths	Head of Service/Director		18 th June 2020