

**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.

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**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 Categorized 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.