



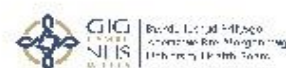
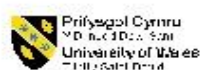
Swansea Bay City Region Joint Committee - 8 July 2021

Swansea Bay and West Wales Metro Update

Purpose:	To provide an update to the City Deal Joint Committee on the development of the Swansea Bay and West Wales Metro.
Policy Framework:	Wellbeing of Future Generations (Wales) Act Active Travel (Wales) Act LLwbyr Newydd – The Wales Transport Strategy Joint Local Transport Plan for South West Wales
Consultation:	SBCD Joint Committee
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Finance Officer:	Chris Moore (SEC 151 Officer)
Legal Officer:	Tracey Meredith (Monitoring Officer)
FOR INFORMATION	

1. Introduction

- 1.1 The Welsh Government has established three Metro development areas in Wales. These are 'North Wales Metro', 'South Wales' and 'Swansea Bay and West Wales'. Transport for Wales, *a subsidiary of the Welsh Government*, has been tasked with undertaking this development in partnership with a broad range of multi-agency partners.
- 1.2 This report will serve to provide an update on the development of Metro projects in Swansea Bay and West Wales.
- 1.3 The Metro programmes are being developed to meet the following overarching vision: *"Metro will change the way we travel and will create modern, sustainable bus, rail and active travel (cycling and walking) networks, that will transform people's lives and reduce the environmental impact of our transport network overall. It will also open-up a range of job,*



leisure and business opportunities, transforming Wales' future economic prospects."

2. Current Programme and Scope

- 2.1. The emerging programme is largely defined by three distinct headings; albeit that other workstreams are being explored and scoped at present. Strategy Board should also note that TfW is in the early stages of assessing the challenge posed by the drive to deliver transport decarbonisation might impact the pace and scale of Metro programme interventions.
- 2.2. **Metro Rail:** The current scope of works is divided between three broad themes:
 - South Wales Main Line – a focus upon the additional services to main line stations; including improved journey times to Swansea and West Wales.
 - Local Services & Stations – improved local connectivity and station improvements.
 - Swansea Bay Area Metro – introducing new rail services between Burry Port and Swansea on the SWML and Pontarddulais to Swansea via Neath; the latter utilising the Swansea District Line.
- 2.3. The Stage 1 Report was completed in October 2020 and is currently subject to a 12-week public consultation. Since its opening on 16th March 2021, ~250 responses have been received, with a generally prevailing tone of support. The Consultation will close to responses on 8th June 2021. The consultation is available from gov.wales/consultations.
- 2.4. The Stage 2 report continues apace and is expected to be published in mid-Summer 2021. The Stage 2 report will serve to rationalise and prioritise the total number of projects to a more targeted programme. This will greatly increase the focus of the Stage 3 study and report.
- 2.5. **Metro Bus:** The development in this area is predominantly driven by the following themes:
 - All Wales Bus Network Review – a national review of the established bus networks, utilising transport modelling and Local Government engagement to reform the bus network.
 - Decarbonisation – the need to decarbonise the public transport fleet by the end of the decade.
 - Integration – TfW is working in several areas to standardise and promote public transport integration across the whole of Wales. This will include ticketing and payment initiatives, public transport information and infrastructure improvements.
- 2.6. TfW is in the early stages of liaising with Welsh Government and Local Government with regards to decarbonised and improved bus corridors in the Swansea Bay and West Wales area. These are expected to come into focus during mid-2021.

- 2.7. **Regional Transport Model:** A transport model covering movements within South West and Mid Wales has now been completed and is being used to test transport constraints and proposed improvements. The model, which is built in part by utilising mobile phone data, is able to make predictions regarding the transport movements using the Region's highway and public transport networks.
- 2.8. The model will be an invaluable asset in testing and validating the emerging Metro programme and projects.

3. City Deal & Regional Governance

- 3.1. TfW is working with its Local Government and third party partners to deliver a range of improvements to the provision and service of transportation across Wales. In a South West Wales context, TfW will soon have established a range of rail and bus based projects, which will affect the work of the City Deal Board in two principle ways:
- 3.2. First, that there is need to formally consider the Swansea Bay City Deal and whether there are areas of complementary working and project delivery. It would be expected that this integration would deliver improvements which work together and increase the overall business case and value of respective programme elements.
- 3.3. Second, *and arguably more pressing*, is that the Welsh Government and TfW are keen to ensure integration and shared delivery of the Metro programme in the coming years. It will therefore be of significant value for the Local Authorities in the Swansea Bay City Deal Region to have in place a robust and formalised governance structure for transport matters. This would allow the Local Authorities to provide for clear collective support of the Metro plans and priorities; and to be able to conspire with a common vision to lobby for the funding required.
- 3.4. Whilst it is by no means the intention that TfW should intrude into areas of Local and Regional government, TfW would appreciate if the matter could be considered and weighed by the City Deal Joint Committee and its Political leaders. A resolution to explore these matters would certainly assist TfW in working with the Region to pursue a common goal of improving transport provision for the Region.

4. Equality and Engagement Implications

- 4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

Our Equality Impact Assessment process ensures that we have paid due regard to the above.

5. Financial Implications

5.1 There are no financial implications associated with this report.

6. Legal Implications

6.1 There are no legal implications associated with this report.

Background Papers: “How we’re developing Metro” (2021): [TfW Metro Development 2021](#)

Appendices: None.