

Cardiff Landlord Forum

Presented by: Hugh Evans

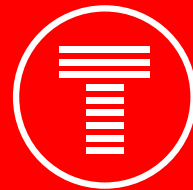


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TRANSPORT FOR WALES

Our structure



Llywodraeth Cymru
Welsh Government



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Gwasanaethau Rheilffyrdd
Rail Services

For people

A NETWORK AT THE HEART OF COMMUNITIES

Accessible to all, 7 days a week

600 new jobs to deliver the contract as well as 30 new apprenticeships every year

Continuous improvement through data insights lab

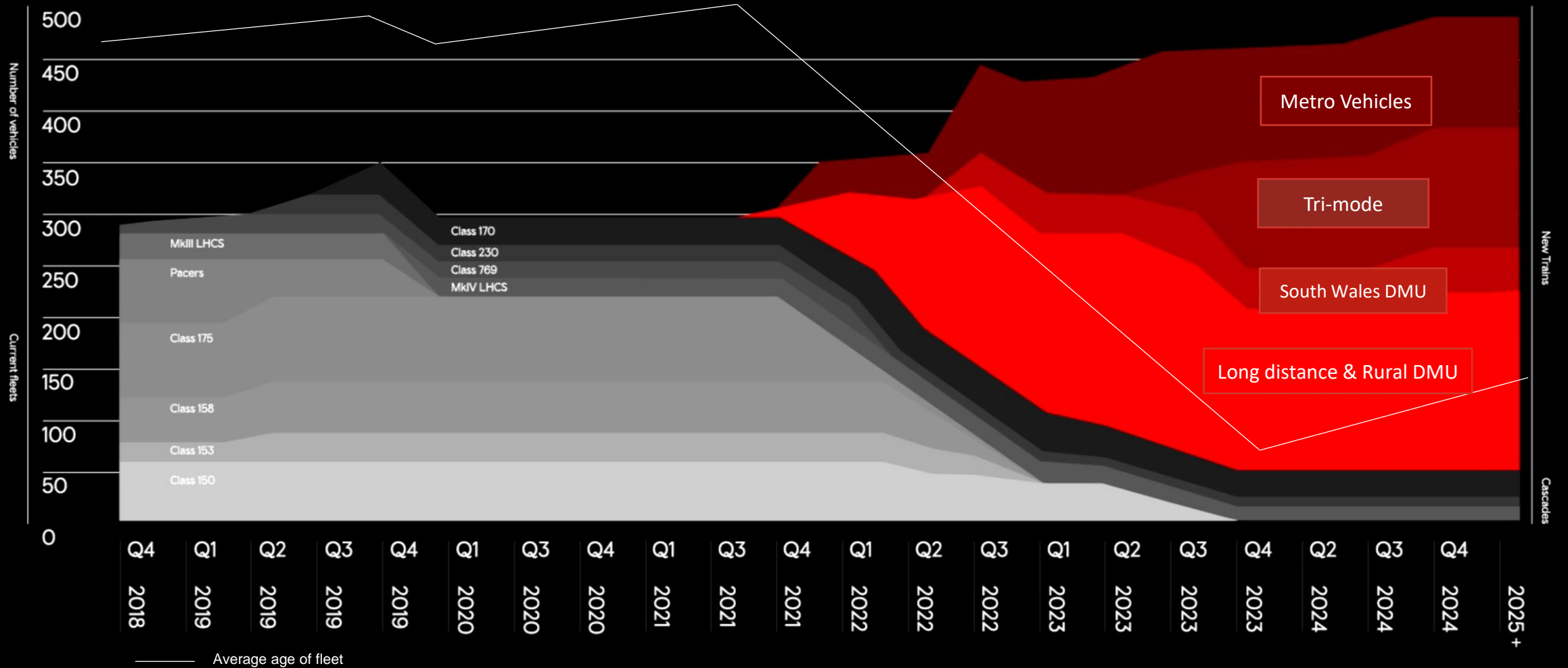
More convenient ticketing including Pay as You Go

Better value for money offers



For places – Rolling stock strategy

The fleet average age will drop from 25 years today, to 7 by 2023



For you

OUR JOURNEY TOGETHER STARTS HERE

We are about to embark on a **unique** journey of transformation together

Change doesn't happen overnight but we're **excited** about the possibilities

To achieve great things for people and for places, **we need you**

You can be part of this by playing an active role in sharing your views and shaping our plans

South Wales Metro



What is Metro?

South Wales Metro includes the full set of local services around South East Wales: This includes what is currently known as the 'Valley Lines', plus services between Cardiff and Ebbw Vale, Maesteg and extending to Severn Tunnel Junction and beyond

Central Metro refers to the: Sub-set of the South Wales Metro train services which run from Treherbert, Aberdare, Merthyr Tydfil, Radyr, Rhymney and Coryton, through Queen Street to Cardiff Bay, Cardiff Central, Penarth, Barry Island and Bridgend.

This solution avoids the need to change trains to cross Cardiff and integrates the City Line, Penarth, Barry Island and Bridgend with the portions of the Valley Lines which transfer from NR.



December 2023 solution for Central Metro

Monday to Saturday all day service pattern

Customer Impacts

Maintains all existing connections to Queen Street and Central

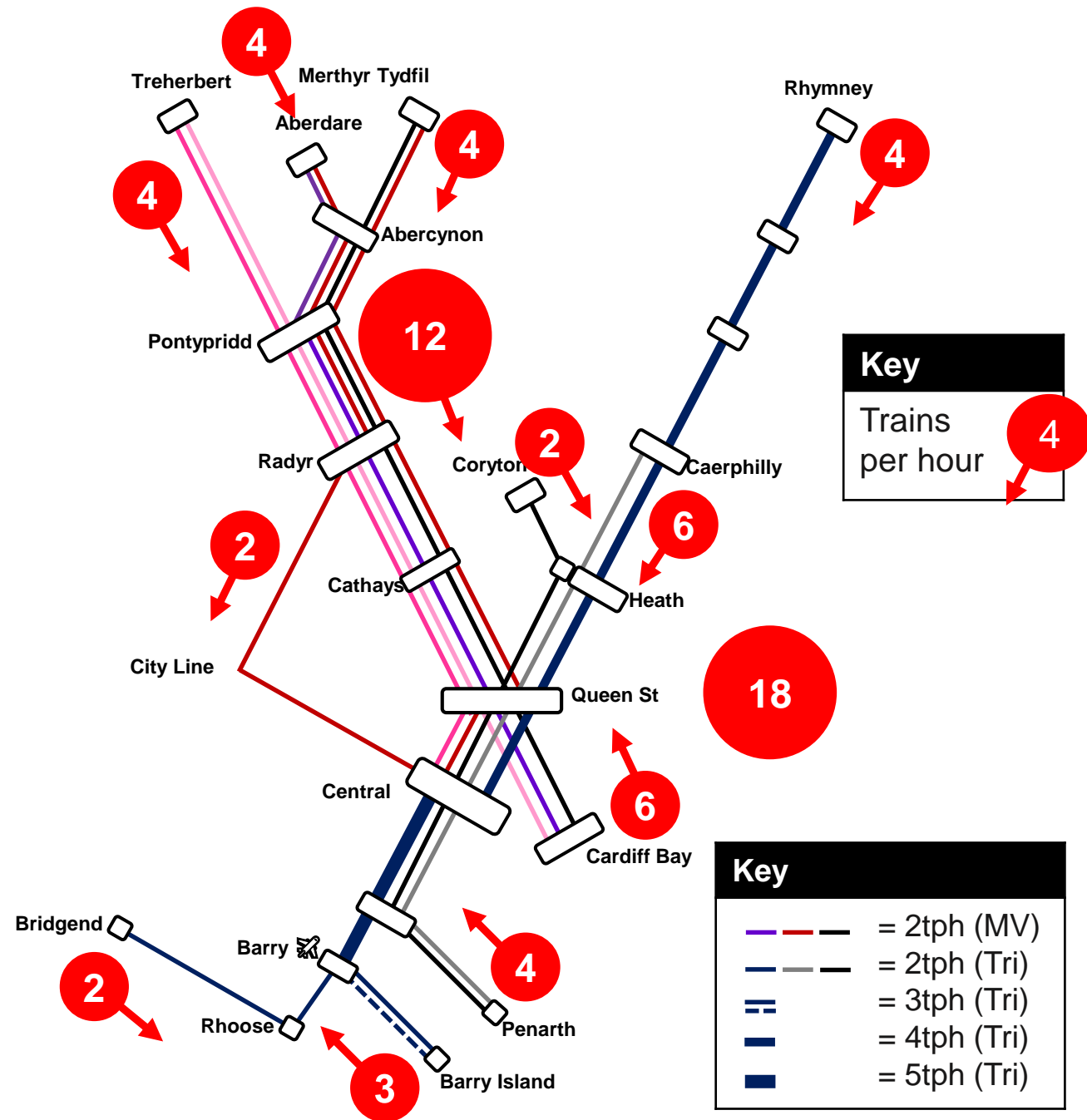
Service pattern easy to understand

Most frequencies even in the hour 'clockface' (e.g. 00-15-30-45 past)

Notes

VoG, Barry, Penarth and City Line integrated into Central Metro solution

2tph from Pontypridd 'divert' via City Line but don't terminate at Central i.e. Aberdare – City Line – Central – Merthyr



December 2023 solution for Central Metro

Monday to Saturday all day service pattern

Customer Impacts

Doubling of frequency for Treherbert, Aberdare and Merthyr Tydfil

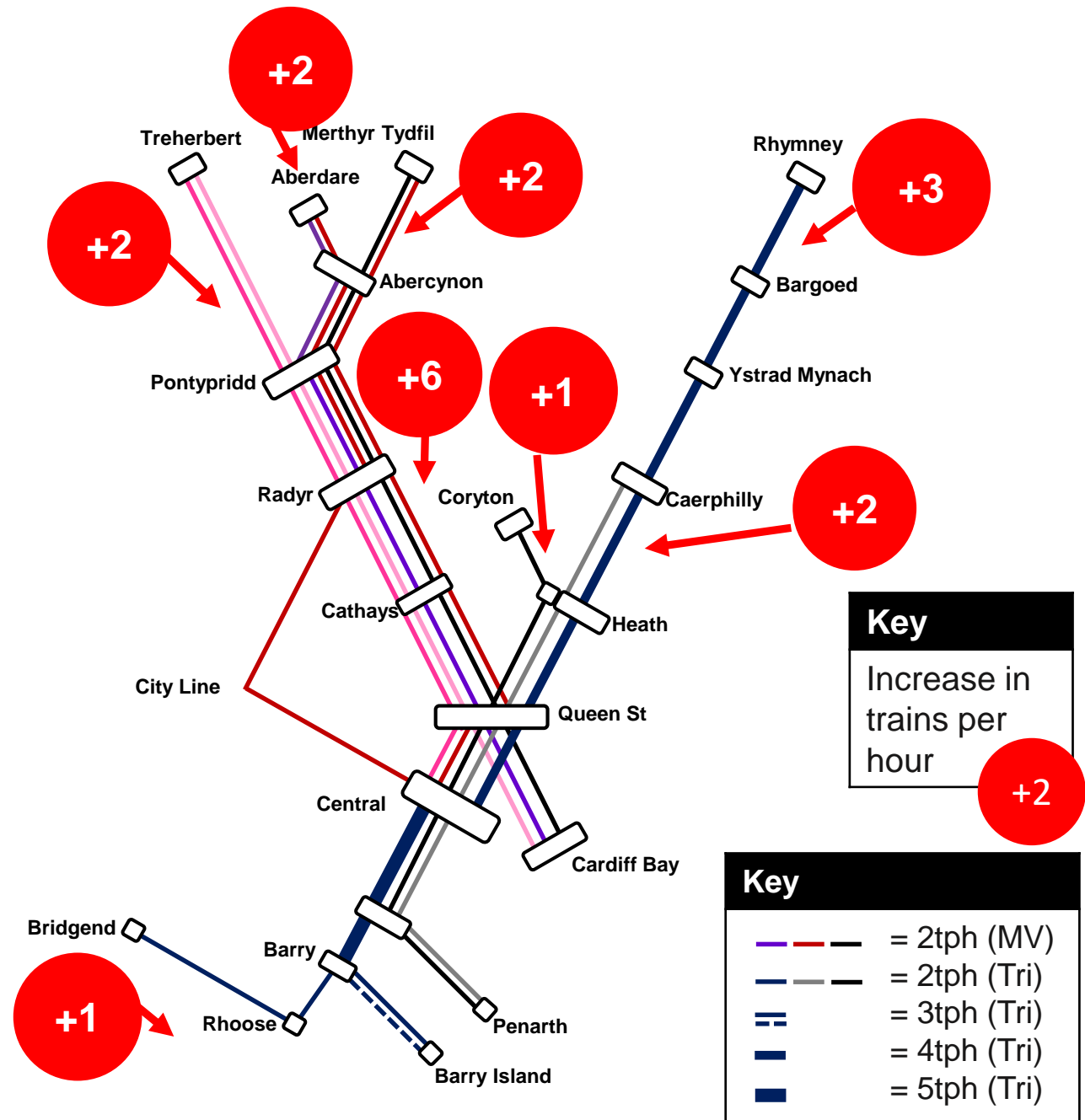
An additional 3tph running to and from Rhymney

An additional service every hour on the Vale of Glamorgan

Notes

Two of four services per hour from Treherbert, Aberdare and Merthyr Tydfil will run directly to Cardiff Bay, removing the need for passengers on these lines to change trains

For Dec 2024, Bay line extended to Cardiff Bay and new station opened at Loudoun Square



Journey	Trains per hour now	2023 Trains per hour	Journey time now (mins)	2023 Journey time (mins)	2019 AM peak capacity	2023 AM peak capacity	% change
Treherbert > Queen St	2	4	57	46	1206	2570	+113%
Aberdare > Queen St	2	4	57	43	1516	2056	+36%
Merthyr Tydfil > Queen St	2	4	56	44	1326	2313	+74%
Treherbert > Bay	-	2	72 (inc. change)	50 (direct)	-	-	-
Aberdare > Bay	-	2	72 (inc. change)	47 (direct)	-	-	-
Merthyr Tydfil > Bay	-	2	71 (inc. change)	48 (direct)	-	-	-
Pontypridd > Queen St	6	12	26	22	4048	6939	+71%
Rhymney > Central	1	4	61	48	2542	3495	+37%
Caerphilly > Central	4	6	19	16	2542	4452	+75%
Coryton > Central	2	2	18	20 (extra stop)	603	957	+59%
Penarth > Central	4	4	12	11	1856	1914	+3%
Barry > Central	4	5	24	23	2094	2857	+36%

Station transformation in the metro area

- Delivery of new stations at **Crwys Road**, **Gabalfa**, **Cardiff Bay**, and **Loudoun Square** will provide rail access for currently disconnected communities
- **Relocation** of Treforest Estate station much closer to Nantgarw, with a **new bridge** over the River Taff
- **Level boarding** – no step from platform to train throughout the South Wales metro area



CVL Transformation

Overview of concept design

Track – 15 sites where track is re-doubled, 1 major junction remodelled, numerous line speed improvements, new on-street (tramway) section of line at Cardiff Bay to Flourish

Maintenance and Control – new rolling stock maintenance depot and control centre. Upgrades for “tram-train” mixed-mode operation

Electrification – Smart overhead line electrification to 25kV AC with permanently earthed sections around restricted structures, saving 55 interventions e.g. rebuilding bridges/no need for wire in Caerphilly tunnel

Civils – 4 new + 1 relocated station, 13 new platforms, 10 new station footbridges, 3 new road over rail bridges, 6 station accessibility schemes and work at all stations to improve facilities



The rolling stock

Facilitating the CVL Transformation



Metro-Vehicles

ELECTRIC LRVS FOR TREHERBERT/ABERDARE/ MERTHYR TYDFIL <> CARDIFF CENTRAL/BAY

- 36 No 40m articulated Metro Vehicles that can be coupled to form 80m trains
- Main power source 25kV overhead line but also operates from battery
- Capacity of 257 with seats for 129
- Capable of on-street line-of-sight 'tramway' operation



The Flourish
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Tri-modes

DIESEL/ELECTRIC/BATTERY TRI-MODE
TRAINS FOR RHYMNEY/CORYTON <>
PENARTH/
BARRY ISLAND/BRIDGEND VIA VOG

- 24 No 65/80 metre trains
- Main power source 25kV overhead line with battery and diesel engine
- Capacity of up to 425 with up to 191 seats
- Maintained at Cardiff Canton
- 100% electric operation on transferred metro network



South East Wales and Marches



Service improvements

NEWPORT <> EBBW VALE






Introduction of new service from May 2021 with

- 150 more seats towards Newport in the morning peak and
- 300 more seats in the evening peak in Dec 2022

EBBW VALE <> CARDIFF CENTRAL

180 more of total capacity towards Cardiff in the morning peak in Dec 2022



Rolling stock Cardiff Central, Newport and Ebbw Vale		Class 150	Class 153	Class 158	Class 170	NEW DMU
						
In use	Until 2022	Until 2022	Until 2022	2019 to 2022	From 2022	
Seating capacity	120	64	140	120 (2 car) 190 (3 car)	204	
Total capacity	293	92	199	220 (2 car) 333 (3 car)	425	
PRM compliant	Yes	Yes	Yes	Yes	Yes	
Toilets	Yes	Yes	Yes	Yes	Yes	
Onboard WI-FI	Yes	Yes	Yes	Yes	Yes	
Power sockets	No	Yes* <small>*From 2020</small>	Yes	Yes	Yes	
Level Boarding	No	No	No	No	Yes	
Bicycle spaces	2	4	2	2	9	
Electronic passenger information	Yes	Yes** <small>**From 2019</small>	Yes	Yes	Yes	
Air Conditioning	No	No	Yes*** <small>***By 2019</small>	Yes	Yes	

Service improvements





CARDIFF <> CHELTENHAM

Dec 2022 increase in train frequency (Mon – Sat off peak) from 2 trains in three hours to 1 train per hour

Dec 2023 increase in train frequency (Sunday) from 0.5 to 1 train per hour.

An additional capacity added of 120 towards Cardiff in the morning peak and 410 in the evening peak in Dec 2022



Rolling stock Cardiff Central and Cheltenham		Class 150	Class 158	Class 170	NEW DMU
					
In use	Until 2019	Until 2022	2019 to 2022	From 2022	
Seating capacity	120	140	120 (2 car) 190 (3 car)	204	
Total capacity	293	199	220 (2 car) 333 (3 car)	425	
PRM compliant	Yes	Yes	Yes	Yes	
Toilets	Yes	Yes	Yes	Yes	
Onboard WI-FI	Yes	Yes	Yes	Yes	
Power sockets	No	Yes	Yes	Yes	
Level Boarding	No	No	No	Yes	
Bicycle spaces	2	2	2	9	
Electronic passenger information	Yes	Yes	Yes	Yes	
Air Conditioning	No	Yes* <small>*upgraded by 2019</small>	Yes	Yes	

Station Improvements



For places

£200m investment in improvement works across all Rail Services stations, in addition to the CVL Transformation programme, including

£40m to upgrade and enhance station facilities

£20m to improve the station catering and retail offer

£15m to improve accessibility and provide step free access

£15m to provide 1,500 new parking spaces

£10m fund to provide community space at stations

£15m for new ticket machines, Smart Ticketing equipment and new gatelines

£10m to provide free wi-fi at all stations

A **dedicated** Art and Green fund



Station improvements

Flagship investment at **Cardiff, Chepstow, Abergavenny and Merthyr**

Investment and improvement at all Transport for Wales Rail Services operated stations, including:

All stations **rebranded** to new Transport for Wales guidelines by December 2022

Secure Station Accreditation

Monitored CCTV systems and **expanded** cycle storage facilities by March 2023

Programme of **additional** and replacement TVM's by 2023

Improved customer information systems and screens where required

An **enhanced cleaning** programme by December 2019



Some examples of work ongoing at the moment

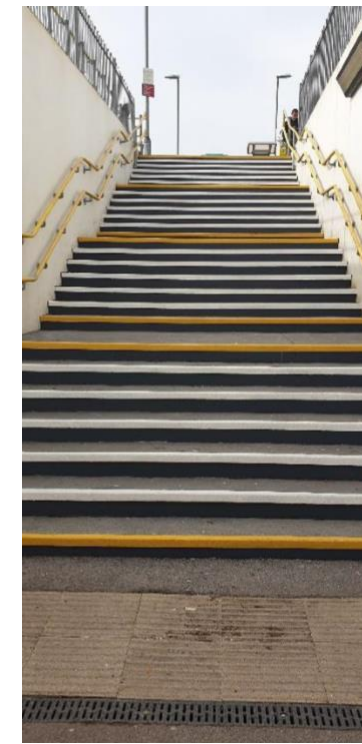
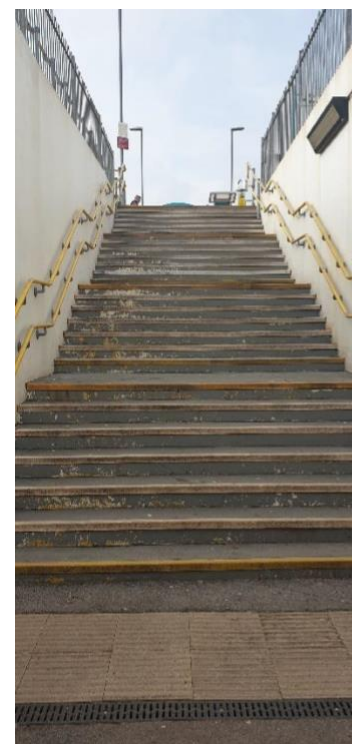


Deep clean of shelters at Ruabon as part station refresh



Refurbished platform shelter at Bridgend as part of Station Facilities and Rebrand programme



Improved stair nosings at Abercynon as part of Minor Works

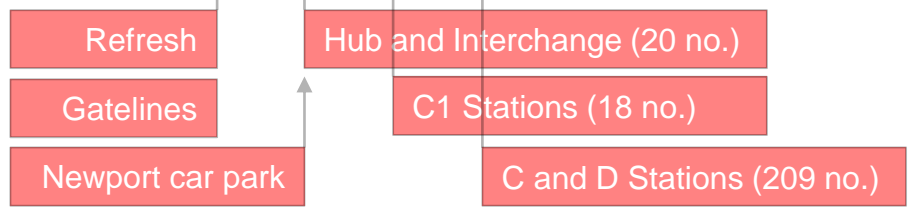


Programme – Key GA Programme Commitments Years 1 to 6

	ODP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Minor Works	Annual															
Branding	1 to 5															
Secure Station Accreditation	Annual															
Station Facilities	2 to 14															
Accessibility Fund	6 to 12															
Station Flagship Schemes	4 to 13															
Art and Green Programmes	4 to 9															
Station Retail	1 to 5															
Community	1 to 15															
Station Asset Management Plan	1 to 15															
Station Refresh	1 to 2															
Existing gatelines	1 to 2															
New gatelines and ticket office mods	2 to 5															
Sustainability Development	3 to 8															
Cycle Storage	2 to 6															
New / Extended car parks (1,500 spaces)	3 to 7															
New Station Treforest Estate	7 to 8															
New Station Gabalfa	9															
Spend £m		2.3	10.2	14.5	10.0	13.0	19.8	12.2	15.1	17.3	9.0	8.6	8.1	3.1	1.6	0.3

AFA schemes (11 no.) incl CVL

 Spend > £1m pa
 Spend < £1m pa



Community Rail & Station Adoption



In the Community

- A new, **dedicated**, Community Rail organisational structure
- Introduction of new Community Rail Partnerships for Valley Lines (TAM & Rhymney/Coryton), South West Cardiff and Ebbw Vale & Marches
- **Encouraging** further Station adoption – 90% of network
- Employment of 22 Community Ambassadors across Wales by end of 2020
- A **Social and Commercial Development Plan** in place for stations, supported by network wide investment fund to **support community projects** at stations





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Diolch

Thank you



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