

Update on South Wales Metro

Focusing on strategic compounds within Morganstown & Radyr Area

Presenters:

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TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

Our Purpose

To keep Wales **moving** by delivering

customer-focused services, expert

advice and **infrastructure** investment



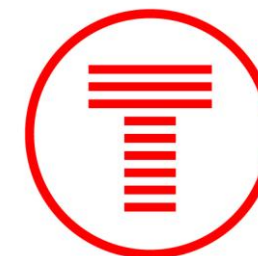
Our structure

Welsh Government

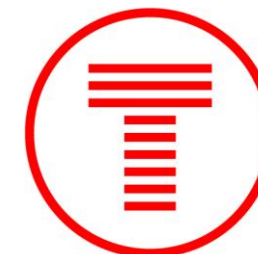


Llywodraeth Cymru
Welsh Government

Transport for Wales

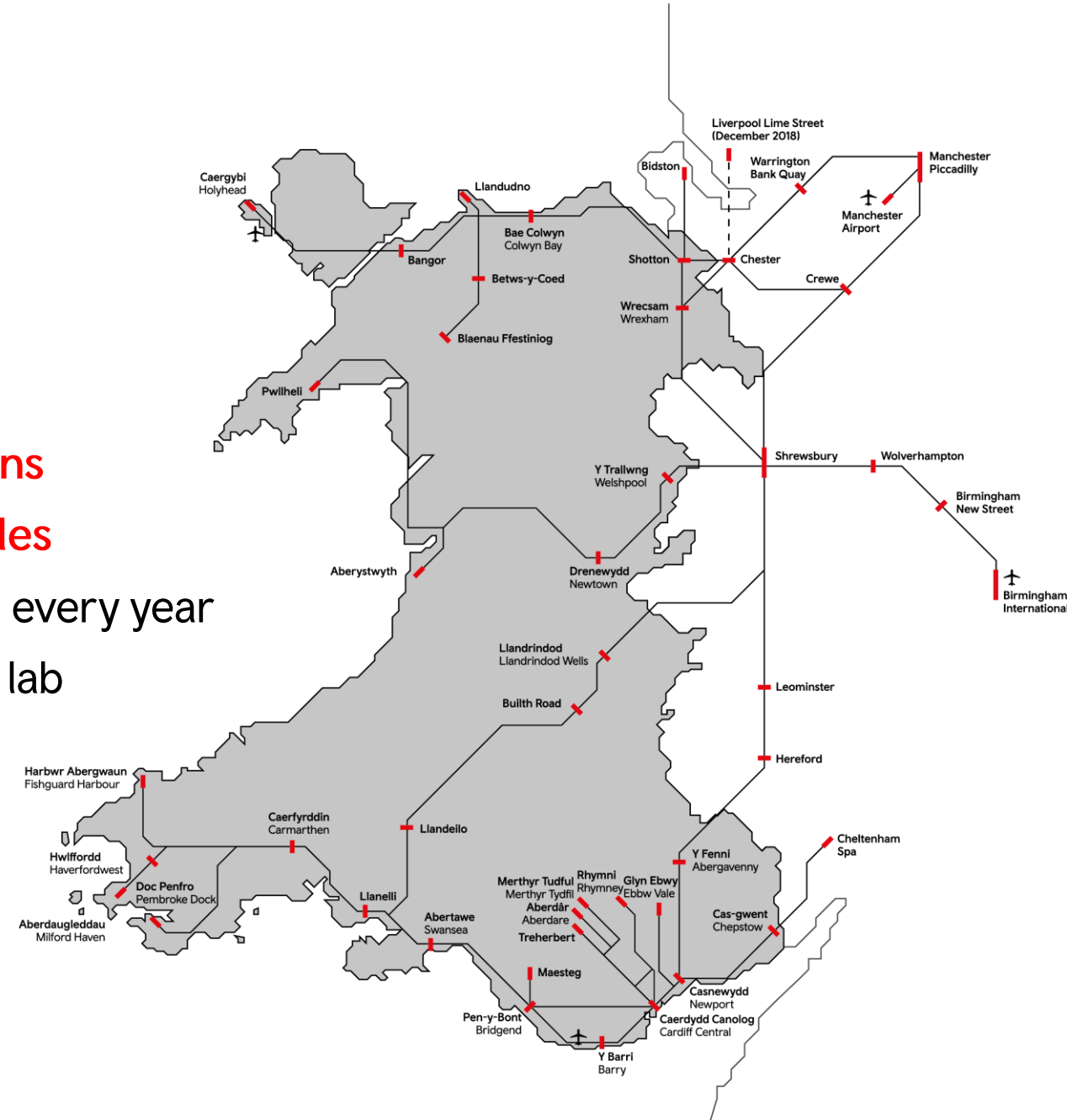


Transport for Wales Rail



Wales and Borders Rail Service

- **Accessible to all**, 7 days a week
- Every train in Wales will be replaced, through an **£800m** investment
- Transformation **across Wales and Borders**
- 95% of journeys will be made on **brand new trains**
- More than **50%** of those to be **assembled in Wales**
- **600 new jobs** as well as 30 new apprenticeships every year
- **Continuous improvement** through data insights lab
- **More convenient ticketing**
- **Better value** for money offers
- Exciting **Community Rail** programme



What is Metro

Metro is all about making it easier to travel, whether you're travelling by train, bus, bike or on foot.

It's 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.



Bus rapid transit



Active travel



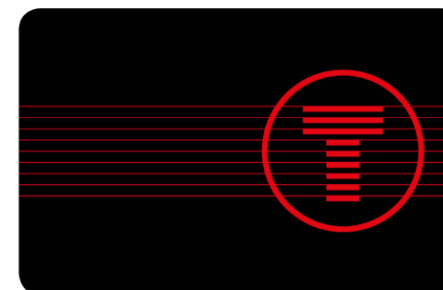
Interchanges



Heavy rail



Light rail



Smart ticketing

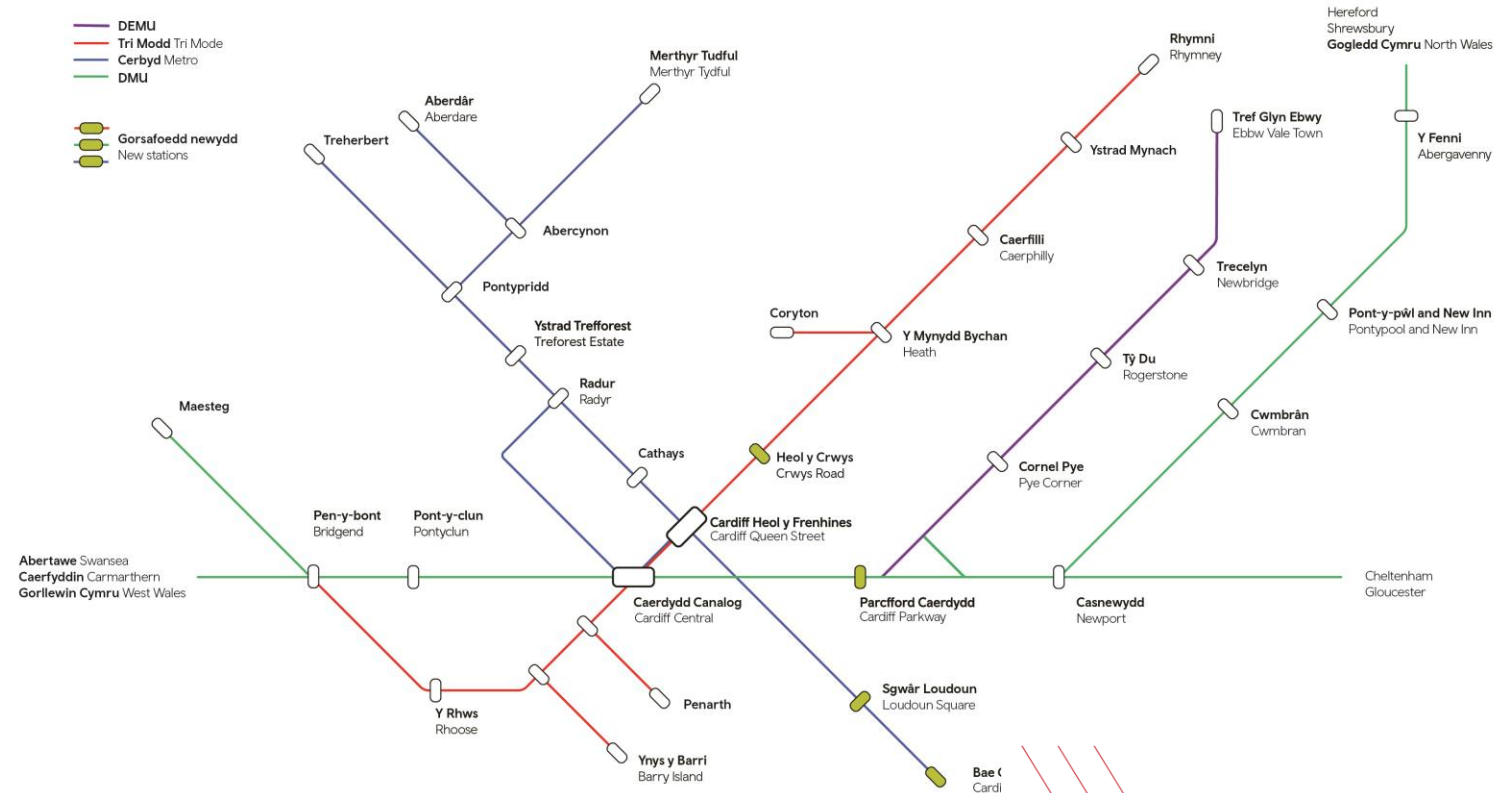


What this means for journeys to/from Radyr:

- Increased frequency: from 6tph now to 12tph.
- Reduced journey times: e.g. Pontypridd to Cardiff Queen Street reduced by approximately 4 minutes.
- Increased capacity: e.g. 71% increase for morning peak capacity compared to today (Pontypridd <> Cardiff).

Metro De Cymru (potensial)
South Wales Metro (potential)

Ni ddangosir pob gorsaf
Not all stations are shown



Metro

South Wales Metro

Our current phase of transformation work will see us deliver a **three quarters of a billion pounds** investment to upgrade our rail infrastructure.

We have a significant amount construction, engineering and infrastructure work to do to upgrade our rail network so that it's ready for Metro.

We'll be:

- Electrifying and upgrading over 170km of track
- Upgrading all our stations and signaling
- Building at least five new stations

Work began in 2018 and the transformation will take us around five years to complete. We'll also need to do maintenance works for the Core Valleys Lines.



Taff's Well Depot

The £100-million maintenance facility will be state-of-the-art and is required to provide daily cleaning and servicing of the new fleet, which will be stabled at the site overnight.

The new facility will be home to:

36 brand new Metro vehicles

400 Train crew

52 Control centre staff

35 Maintenance staff



Metro Infrastructure Hub

Our Treforest hub plays a fundamental role in the delivery and future maintenance of the Metro.

- Programme management offices
- Maintenance depot
- Materials distribution centre



INFRASTRUCTURE
HUB

Strategic Compounds



Temporary transformation compounds across the Core Valleys Lines

ABD	Compound Location
	Aberdare Construction Compound
	Abercwmboi
	Moutain Ash
	Penrhichweiber
	Abercynon
R2P	Pontypridd Goods Yard
	Wood St, Treforest
	University of South Wales
	Pound Farm
	Pentyrch
THT	Gelynys Construction Compound
	Radyr North
THT	Treherbert
	Treorchy (EMI)
	Tonypandy
	Llwyncelyn Porth
MER	
	Hoover Factory
	Merthyr Vale
MER	Vision Factory

- To allow for all this work to happen safely and effectively, we will need to set up suitable access to the railway and create temporary site compounds beside it.
- These compounds provide adequate space and allow our people to work safely beside the railway, store and transport materials up and down the track and provide access to undertake the required construction and engineering work.
- We plan to create approximately twenty of these access points and compounds across the Core Valleys Lines. They are temporary and required only for the duration of the Metro rail transformation works.
- Identifying suitable sites is a complex task which involves consideration of availability, size, proximity to the railway, and location in relation to key works.



Temporary transformation compounds across the Core Valleys Lines

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R2P	Wood St, Treforest
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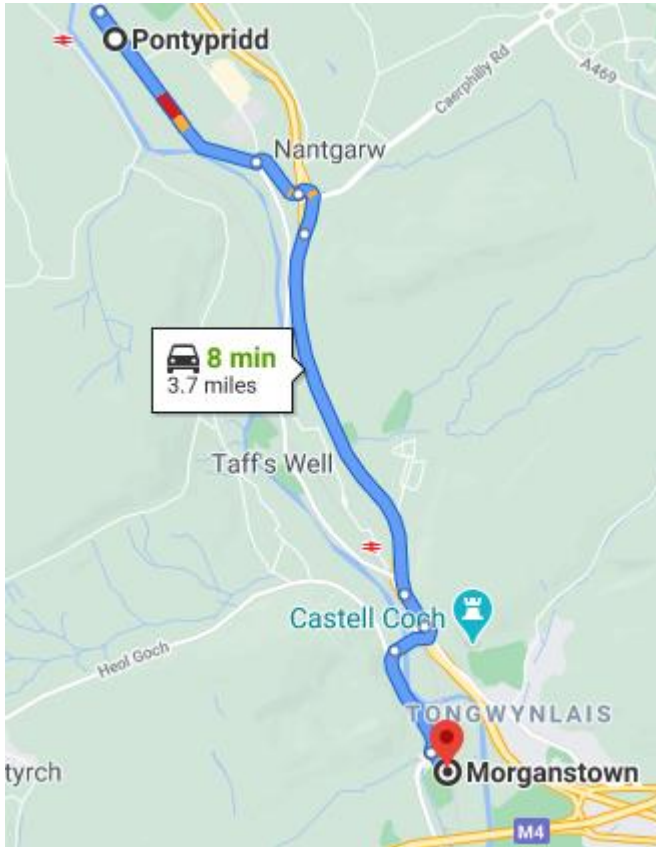
- We have learned from previous large scale infrastructure projects that we need to have temporary compounds roughly 2 miles apart (along the railway infrastructure).
- When this has not been achieved we have found that it has the potential to reduce the efficiency on how we complete works in that area.
- Throughout the planning process we have always opted for previous Railway access, industrial sites and then green spaces.
- Within the section between Radyr – Pontypridd our options led us to building a temporary compound within the area of The Mount. We have called this strategic compound ‘Pentyrch / Gelynis’



Construction Traffic



Managing Heavy Goods Vehicle (HGV) Traffic Routes



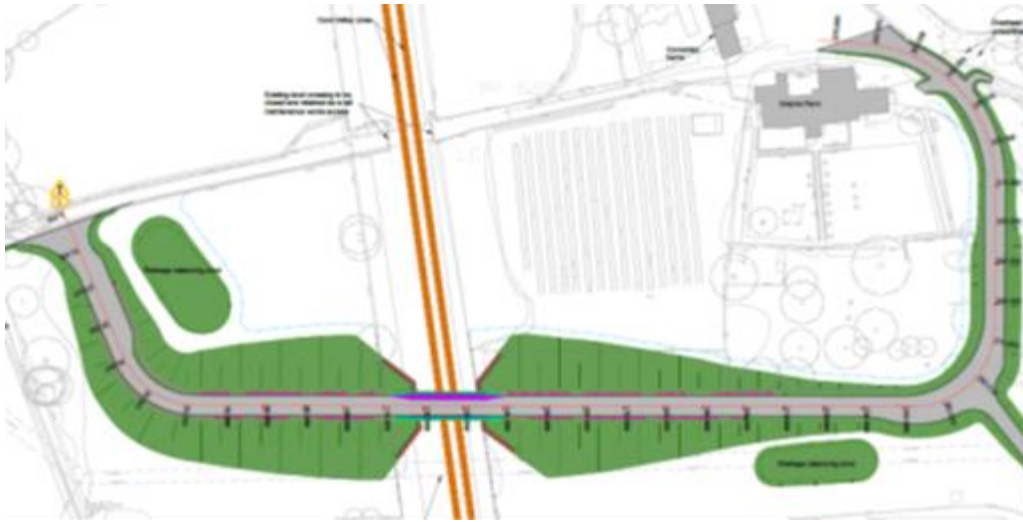
- All HGVs for Pentyrch / Gelynys Compound will be sent to Treforest Depot first.
- They will be held there if it is during 'Peak Times' and then dispatched to Pentyrch Compound when it is appropriate.
- With only 8-10 min travel time between areas, we can have our pedestrian management fully activated ready for the HGV arriving.
- This will ensure that we have a seamless arrival of any HGVs, while being able to manage the flow of how many HGVs (from our project) will be passing into the area.
- As we will have a logistics system we will know the registration of each and every HGV coming into this area, so should there be any situations of breaching our routes, this will be dealt with at the most senior level.
- If it is found that we have repeat offenders we will be removing those drivers / companies from the project.



Gelynīs Crossing / Gelynīs Bridge



Maintaining access at Gelynys crossing



- The increased service provision provided by Metro in future will result in a much busier railway line, with double the number of trains running through this area (one every 4/5 minutes).
- As a result of this change, we believe the most effective way of reducing level crossing risk is to close the existing crossing at Gelynys Farm and replace it with a bridge over the railway, slightly south of the existing crossing.
- Designs are at a draft stage but a new bridge would include segregated space for pedestrians and cyclists.

How could our work affect the local area?



What amenities will be affected?

Radyr Rangers Football Club, Skatepark and other users of The Mound

- Relocation of the current changing rooms and potential orientation of the pitch.
- Incorporating different designs to keep the skatepark in its current location, if we did have to move it, then a temporary skatepark would be built prior to us closing the current one.
- As this is used regularly by other users, we would ensure that there is still foot access from Gelynys foot crossing.
- Pughs Garden Centre and nearby businesses
 - Increased traffic past their shop which will require pedestrian management supplied by the project.
 - Segregated walkway from Pughs Garden Centre coming down towards the car park of The Mound.
- Local Residents / Community
 - Noise monitoring will be in place to ensure that we comply with Section 61 noise volumes while working.
 - Solar powered lighting will be used where possible to further reduce noise and carbon footprint.
 - Lighting to be situated so that we are not affecting local residents with light pollution.
 - We will be working with Cadw to ensure none of works affect Moganstown Castle Mound site and we will be looking to help the local community understand more about this historic site, through various methods.





Thank you

www.tfw.wales/metrobegins

www.tfwrail.wales/contact-us

