

YOUR INSTITUTE

# Nations, Regions & Groups

## QUICK CONTACT



01536 740116



regions@ciltuk.org.uk



www.ciltuk.org.uk/regions

## WALES

### Creating a transport system for Wales

**T**ransport for Wales (TfW) is a not-for-profit company, wholly owned by the Welsh Government, and exists to drive forward the vision of a high-quality, safe, integrated, affordable and accessible transport network that the people of Wales are proud of. James Price, Chief Executive, TfW, came to speak to us. He was accompanied by Geoff Ogden, Corporate Services Director, and Lewis Brencher, Communications Director.

James Price outlined developments planned over the short, medium and long term. Transport is a means to deliver sustainable economic growth to support the Welsh Government's Economic Action Plan. Driving sustainable economic growth involves joined-up land use planning where, for example, housing must be close to public transport and public services must be close to where people live. A transport planning model would be developed for the whole of Wales.

TfW also provides expert advice to government and private sector and managed infrastructure investment on behalf of others. It is not for profit, but does let contracts for profit more on a concession basis than by using a franchise model. There was a particular focus upon the new rail franchise, where the focus needs to be on the customer. All trains are to be replaced by 2023, with half of them being made in Wales, and reliability moving from the Public Performance Measure to a new approach called Passenger Time Lost.

The number of trains operating through Cardiff Queen Street and some of the Valley line stations will increase as part of the Central Metro, while the number of Park and Ride spaces will be increased. Some 600 more staff will be taken on and 450 apprenticeship places made available over the next 15 years.

Concessionary rail fares are under review. It has been proposed to allow free travel for under 11s, free travel off-peak for under 16s and half-price to 18-year-olds.

Some 1.5 million people live in South East Wales and the Metro will allow better communication between them. The Metro region will include level boarding of trains and four new stations, and the moving of Treforest Estate station to a more useful location. Central Metro area could create 30,000 new jobs over the next 10 to 15 years by speeding up travel between the valley towns and Cardiff.

Thirty-six articulated metro vehicles are on order. These could be linked together to make much longer units and would be tri-mode (overhead wires, battery and diesel). The North East Wales Metro would be very similar to the South East Metro.

Another major issue is alternative transport modes to the train. Bus patronage is reducing but the train is not the complete

solution. There is a need to create cost-effective bus services that work. Wider issues touched on included land use planning and the role professional bodies such as CILT have to play in working with public bodies in achieving integration of services.

There followed a lengthy Q&A session that covered subjects as wide-ranging as consultancy procurement, accessibility, active travel, bus station mixed use and concessionary travel.

**Margaret Everson MBE FCILT**  
Director, Board of Trustees,  
CILT (UK)

The number of trains operating through Cardiff Queen Street station will increase as part of the Central Metro

