

# Petition: Include a Mynachdy and Talybont station as part of the Cardiff Metro proposal

Y Pwyllgor Deisebau | 1 Tachwedd 2016

Petitions Committee | 1 November 2016

## Research Briefing:

Petition number: P-5-714

Petition title: Include a Mynachdy and Talybont station as part of the Cardiff Metro proposal

Text of petition: We, the undersigned, call on Cardiff Council and the Welsh Government to bring forward plans to include a Mynachdy and Talybont station as part of any Cardiff Metro proposal.

## Background

The Metro is the Welsh Government's planned integrated public transport network for the South Wales Valleys and Cardiff. The Welsh Government says it is a "long term programme" which "is being developed so that it can be incrementally extended". Mynachdy and Talybont are in north Cardiff. Any rail stations constructed would be on the Merthyr Line connecting Cardiff Central with Merthyr Tydfil via Queen St and Cathays stations.

The Welsh Government's most recent [Metro brochure](#) describes the project:

Metro is likely to comprise some, or all, of these elements:

- An electrified rail system;
- Integrated transport hubs;
- Park-and-ride facilities;
- New (including some on-street) light rail and/or bus rapid transit routes;
- Better integration of services across modes and operators;
- Active travel interventions.

The brochure describes Metro Phase 1, where projects are complete or nearing completion, as including "extension [of the rail network] to Ebbw Vale town and further capacity enhancement on that line, as well as other station enhancements across the network".

Metro Phase 2 (2017–23) “will focus on modernising the core Valley Lines and the wider South Wales rail network. This infrastructure work will be integrated with the programme to procure the next Wales and Borders franchise”.

Beyond Phase 2, the brochure says “if Phase 2 contains some form of light rail, then a range of rail based extensions will be easier to accommodate. This could form the basis of a long term incremental programme of expansion”.

## Welsh Government action

### Rail franchise / Metro development

The Welsh Government is currently working with the rail industry to develop plans for the modernisation / electrification of the South Wales Valleys network to deliver Metro Phase 2. The [Welsh Government has said](#) it “will undertake a procurement process to deliver the [Valleys Lines modernisation / electrification] project as part of the re-letting of the Wales and Borders franchise”. The current franchise expires in October 2018. This process is being led by Transport for Wales (TfW), the Welsh Government owned transport company.

Potential franchise operators have been asked to team up with “development partners” to develop infrastructure proposals for Valleys Lines electrification. The precise scope of Valleys electrification, including the question of whether it will comprise heavy rail or light rail/tram, is therefore unclear at the moment.

The Cabinet Secretary for Economy and Infrastructure set out the timetable for franchise / metro procurement in a [Plenary statement on 12 July 2016](#). He said:

We’re going to award the operator and development partner for the franchise and Metro by the end of this year; we’ll award the infrastructure contracts in spring 2018; the new franchise starts in October 2018 with the metro designed during 2018–19; infrastructure delivery on site from 2019; and, services operational from 2023.

### New Stations

The Welsh Government’s [National Transport Finance Plan](#) commits to “develop assessment criteria and, using those criteria, a prioritised list of new station proposals for further consideration (in relation to securing funding from the rail industry)”.

As the letter from the Cabinet Secretary to the Chair of the Petitions Committee responding to this petition indicates, 26 potential new station sites are identified. In south-east Wales “Roath Park/ Wedal Road, Crwys Road, Gabalfa, Ely Mill/ Victoria Park, Caerleon, Llanwern, Newport West (on Ebbw Line), Crumlin, St Mellons, Newport Road/ Rover Way, Brackla, St Fagans [and] Magor” are listed for assessment.

## National Assembly for Wales action

While the Fourth Assembly's Enterprise and Business Committee took evidence on City Regions policy and the Metro, this focused primarily on high level issues such as progress made, governance and strategy. Issues around individual stations were not discussed. There does not appear to have been any discussion of a proposal for stations at Mynachdy and Talybont as part of the Metro in the Assembly more generally.

Every effort is made to ensure that the information contained in this briefing is correct at the time of publication. Readers should be aware that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.