

Date issued: 21 December 2021

Freedom of Information Request

We are writing in response to your Freedom of Information request, which was brought to the attention of TfW's Corporate Governance team following your initial contact with the Customer Relations team. Your request has been considered in accordance with the requirements of the Freedom of Information Act and our Data and Information Management Policy.

You asked for the following information:

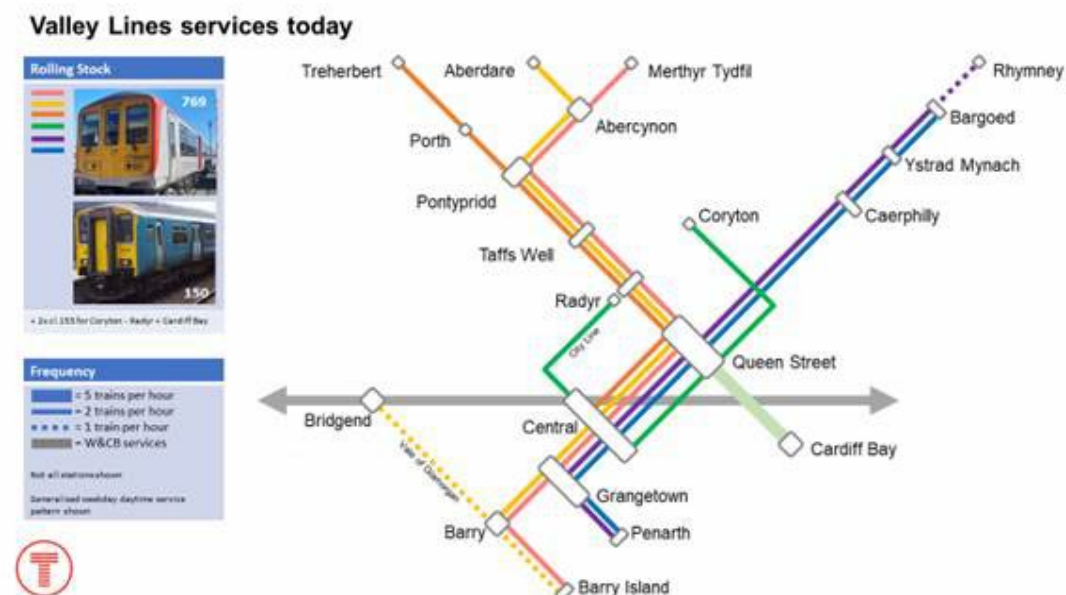
'...I would like to know why no investment has been made for the Vale of Glamorgan line. Two additional services are in two and three years time are today the least poor.'

Having reviewed your question, we are able to provide the following information:

Current Status

At present, two trains per hour run along the Vale of Glamorgan Line from Barry Station to Aberdare, as show in Figure 1. The Vale of Glamorgan Line is shown in yellow. Four trains per hour run between Grangetown and Barry, whilst one train per hour runs along the line from Barry to Bridgend, and from Barry to Barry Island. The service from Barry to Barry Island is also supplemented by Merthyr Line (shown in pink) with a further two trains per hour, bringing the total number of trains per hour between Barry and Barry Island to three. The Rhymney line, shown in purple, serves Penarth with four trains per hour.

Figure 1.



[Cont'd]

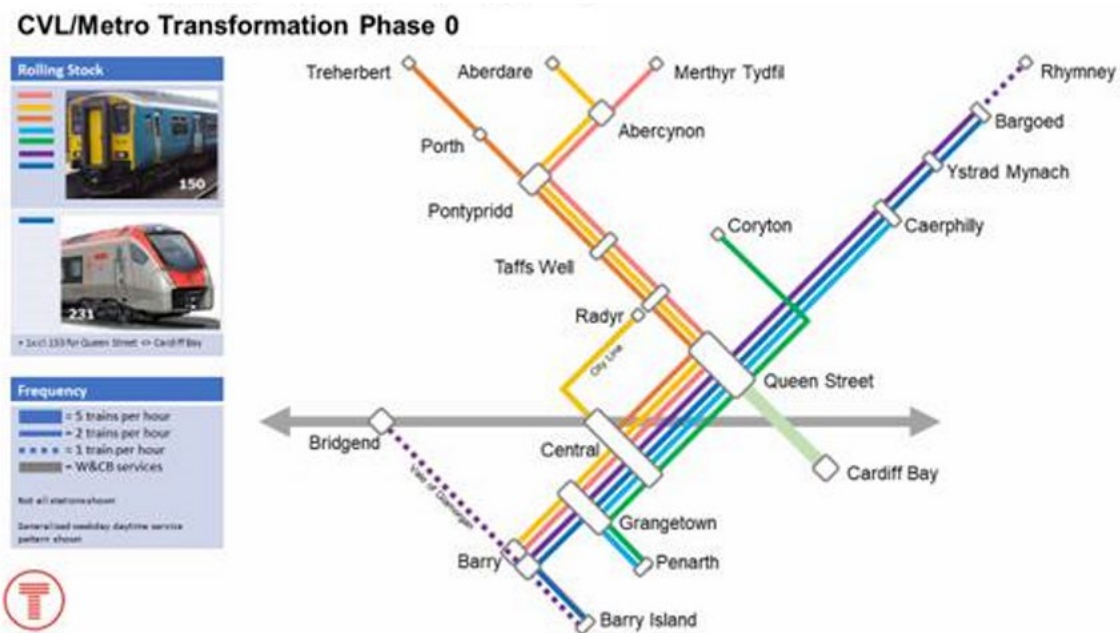
Metro Transformation

Figures 2 - 4 show the committed Metro provision for the Vale of Glamorgan Line, outlining our commitment of five trains per hour between Grangetown and Barry, three trains per hour between Barry and Barry Island, and two trains per hour between Barry and Bridgend once the transformation is complete and new fleets are introduced. In addition to this improved service frequency, our new fleet will provide an increased capacity of approximately 40% (based on the assumption that currently, peak hour trains are operated by four-car two-trains per hour service (though in practice, some services are only two-car)).

An illustration of new Class 231 FLIRT units currently being built for TfW by Swiss rolling stock manufacturer Stadler Rail to run on the Vale of Glamorgan Line is shown in Figure 5.

Our website sets out the original timetable for completion of our main South Wales Metro activities: [What's Happening in South East Wales | TfW](#) . However, the date by which transformation works will be completed is currently under review, as the Coronavirus pandemic has significantly impacted our planning of Metro activities.

Figure 2.



[Cont'd]

Figure 3.

CVL/Metro Transformation Phase 1

Rolling Stock



398



231

Frequency

- 2 trains per hour
- 1 train per hour
- W&CB services

Not all stations shown
Generalised weekday daytime service pattern shown

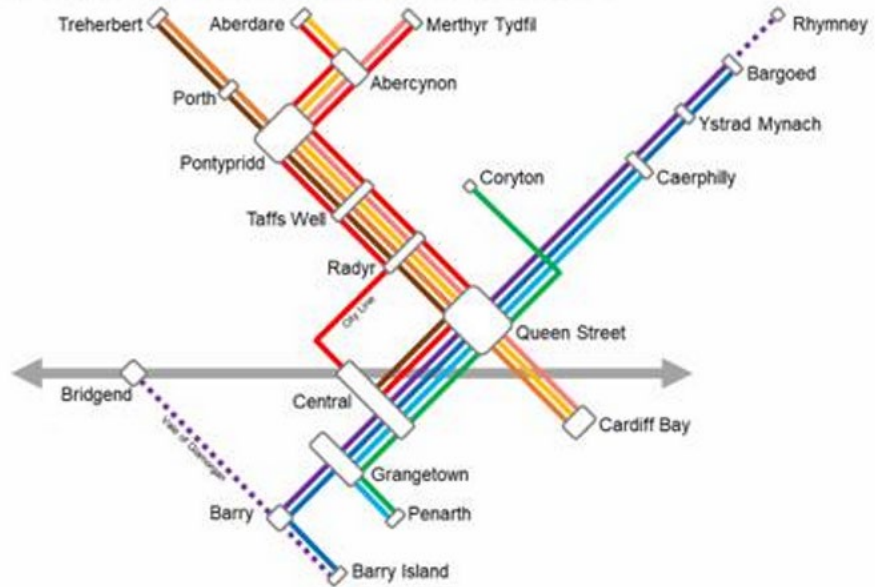


Figure 4.

CVL/Metro Transformation Phase 2

Rolling Stock



398

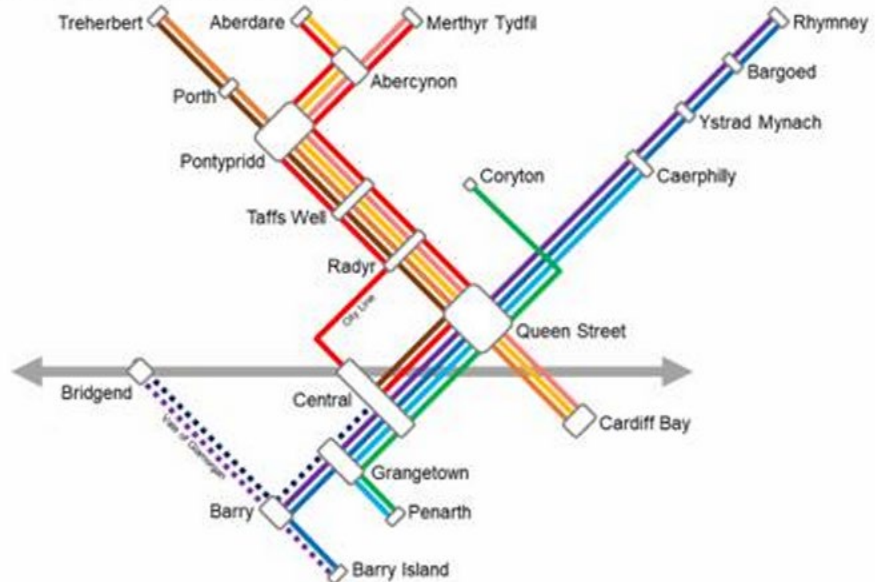


231

Frequency

- 2 trains per hour
- 1 train per hour
- W&CB services

Not all stations shown
Generalised weekday daytime service pattern shown



[Cont'd]

Figure 5.



Metro Programme Priorities to 2029

The Vale Of Glamorgan Line is part of what is known as a 'priority corridor' within the Metro Enhancements Framework for the region. As such, it will benefit from one of only three strategic corridor studies that will bring together ongoing schemes and co-delivery partners to make the best possible case for investment in the Metro. We have worked hard to adopt a balanced approach when considering provision of four trains per hour by carefully assessing what service is provided currently, what is now committed vs what is needed; recognising that a four trains per hour service is needed along other sections of the Metro in this region.

The Metro programme of transformation goes far beyond rail. Metro is all about making it easier to travel, whether you're travelling by train, bus, bike or on foot. It will be a fully integrated, convenient and complete public transport network that enables people to travel throughout Wales with ease. 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's future economic prospects.

In October, Deputy Minister for Climate Change (with responsibility for transport in Wales) Lee Waters spoke publicly about the ambitious and complex nature of the Metro programme; introducing a series of new maps illustrating the ambitious short and longer term plans that the programme will deliver to make public transport the obvious and easy choice for travel, inspire movement away from use of a private car, and help Wales achieve its Net Zero carbon target by 2050. The Deputy Minister's announcement in full can be found [here](#).

We hope this information is of use to you.

Yours sincerely,

Transport for Wales

Appeal Rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at either Transport for Wales, 3 Llys Cdwyn, Pontypridd, CF37 4TH or freedomofinformation@tfw.wales. Your request must be submitted within 40 working days of receipt of this letter. If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".