

TODAY, TOMORROW, TOGETHER:

A vision for rail across
Wales and Borders



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES



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Transport for Wales is delivering a once-in-a-generation opportunity to reshape how our nation moves, connects and thrives. Today, Tomorrow, Together sets out a confident, ambitious vision for rail that is already changing lives – and could allow us to achieve even more.

We're ready to help transform Wales

In 2015, the idea of a Welsh Government transport delivery body was little more than words on a whiteboard in Cathays Park. A decade later, Wales has built the home-grown capacity, capability and expertise to deliver transport projects that transform lives, create economic opportunity, and connect people and communities to jobs, housing and leisure.

The transformation of the Core Valley Lines, fast nearing completion, is symbolic of that progress. Industry leading in its pace of delivery and innovation, it is unlocking opportunities – changing the way people live, work and lead their lives.

Signs of long-term transformation are already emerging for the people, businesses, and communities the Core Valley Lines serves. And this is more than a Welsh success story: it's a blueprint for how devolved delivery can work at scale. We've shown that with the right leadership, local accountability, and drive, Wales can deliver faster, better, and more efficiently.

Building on this success, we are now applying the same principles to Network North Wales – delivering major improvements to the regional transport network at unprecedented pace and scale.

Through bus franchising, we will begin to realise our overarching ambition for one network, one timetable and one ticket – an integrated public transport system within reach of every community in Wales.

I'm proud to present Today, Tomorrow, Together: A vision for rail across Wales and Borders.



Vernon Everitt

Chair, Transport for Wales

This document sets out what we're doing now to deliver a better railway. It looks ahead to a bold and transformative pipeline of enhancements, and explores the opportunities presented by GB rail reform and a better rail operating model.

The funding allocated to Welsh rail projects for this spending review period allows us to kick-start progress on an otherwise stalled enhancements programme – one that will be transformative in terms of employment, economic growth, housing, and wider socio-economic development.

However, for major programmes like Network North Wales, the current level of funding only represents an initial step towards our full ambition.

We believe the most effective way to make the case for further investment is by continuing to demonstrate delivery. We must ensure that Wales is an attractive investment proposition – especially at a time when other devolved nations and administrations are pursuing ambitious transport transformation plans.

To support this, and as part of our wider vision, we are making the case for streamlined rail funding arrangements for Wales. This is one of my priorities in my role as the Chair of the reinvigorated Wales Rail Board, which will have a clearer and more strategic purpose.

While the Wales Rail Board has played an important role in bringing the UK and Welsh governments together to prioritise future rail enhancements,

we believe there is an opportunity to learn from funding models from elsewhere. These include the funding arrangements for mayoral authorities in England and the mutual investment model financing used on the latest A465 upgrade in Wales. There are also opportunities to secure transport investment through land value capture. This will enable faster and more effective delivery, reflecting Wales' growing maturity in rail delivery.

In this year of Railway 200 celebrations, we're reminded of Wales' pioneering role in rail innovation, from the world's first steam-hauled railway journey in Merthyr Tydfil, to the Swansea and Mumbles Tramway, and the network of routes that powered heavy industry.

With discontinuous electrification and the first large-scale deployment of tri-mode trains, Wales is once again proudly at the forefront of technological change.

Noting the Welsh Government's long-term ambition for the full devolution of rail infrastructure in Wales, Today, Tomorrow, Together, reflects our shared belief in the power of transport to transform lives and places. With the right investment, governance, and leadership, Transport for Wales will continue to deliver.

This is a clear statement of intent, reflecting our conviction that rail, and the wider public transport system, is a vital enabler of social progress, economic growth, and environmental sustainability.

**One network. One timetable.
One ticket. One team.**

Rail reform is a golden opportunity for Wales

Rail investment is a significant enabler of economic growth. How we use that investment to greatest impact by maximising the efficiency of our delivery is of critical importance. Rail reform in the UK represents a significant change in the way that the rail system will work and we in Wales must do everything possible to extract all potential benefits.



James Price
CEO, Transport for Wales

When people stop me in the street, they're now far more likely to praise the fleet of new trains than share frustrations about delays, cancellations or poor service. According to statistics published by the regulator, last year we were one of Britain's most improved train operators in terms of punctuality. With new services and station upgrades across the network, it genuinely feels like we're turning a corner. However, there is no room for complacency – we're only ever as good as each customer's last journey.

In a way that was inconceivable a few years ago, nationally and internationally, policy makers are looking to Wales for inspiration as they seek to address public transport challenges within their own communities. That transformation is most visible on the Metro and devolved infrastructure in and around Cardiff and the valleys. Not since the Victorian era – when lines to Treherbert, Aberdare, Merthyr and Rhymney powered the industrial revolution – have we seen investment in Wales on this scale. Indeed, the Welsh Government deserves tremendous credit for prioritising that investment through tough economic times. But the fact that the Core Valley Lines are the best-performing part of the Wales and Borders network also reflects our decision to reunite track and train – reversing widely discredited privatisation reforms that fragmented the industry.

Relationships with Network Rail in Wales have never been better and Nick Millington and his team deserve real credit for driving performance improvements and supporting major programmes like Network North Wales. Despite this collaboration, however, we must have the ability and the levers to go further. Much of this progress has happened despite the current operating model – not because of it.

With GB-level reform at a critical juncture, we have an opportunity to design a better operating model in Wales. It's important that all parts of the Welsh rail industry work to one plan, with shared objectives. Rail infrastructure exists to move people and goods safely – so it makes sense that Network Rail in Wales or, in future, GBR Cymru works to a shared set of priorities, aligned with Welsh Government's own vision for transport, housing and economic development.

Rail reform has the potential to deliver a unified railway with jointly agreed infrastructure requirements and interventions on key strategic challenges like climate resilience. If a future GBR Cymru a'r Gororau is properly empowered and working in partnership with TfW as one team for passengers and freight, we could work to eliminate arcane processes and money-go-rounds which waste energy and resources. There is a culture of contractualisation which has driven up costs and

delayed upgrades. Just as the UK government will address this through GBR in England, we hope to break down those barriers in Wales too.

We must plan and deliver enhancements more effectively. This document outlines an ambitious pipeline of schemes, which the Wales Rail Board will now work to prioritise. Following the spending review, we're restarting work on key upgrade projects. We'll work with the UK government to develop better funding arrangements that allow us to inject the pace and ways of working, which we've developed through the South Wales Metro programme. Meanwhile, through the franchising of bus services in Wales, we'll be another step closer to delivering the T Network and our vision of one network, one timetable, one ticket for people, businesses and communities across Wales.

I encourage all partners to engage with us on the schemes outlined in this document and to help us make the strongest possible case for investment in our rail network.



Class 756 train on the Core Valley Lines

Benefits

Our analysis of the proposals outlined in this plan, shows that every year it would result in:



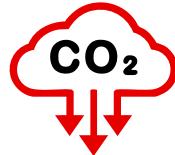
13.3
million
new rail
journeys



3.8
million
fewer car
journeys

7 5 4 2 1

115
million
fewer vehicle
kilometres



55k
tonnes
of carbon
emissions avoided



The direct and wider economic benefits are worth
£6.3 billion
to the Welsh Economy



Wider economic benefits

Rail can improve connectivity between key employment locations, boosting the productivity of business. The pipeline will provide more than half a million working age adults with new opportunities to access employment locations within one hour by public transport. Improving rail access can also help to stimulate additional development around stations, supporting increase in the number of homes and jobs, as well as raising land values.



Social benefits

Rail can act as a means of enabling people to access key services which is particularly important in areas of deprivation and low car ownership.



Community benefits

Railway stations can serve as key community hubs and assets, providing connectivity to important services, a point of pride for local people and acting as a gateway to the area.



Environmental benefits

Encouraging modal shift from road to rail can bring about reductions to emissions that affect local air quality.



Transport benefits

Investment in rail delivers journey time savings, reduces overcrowding and improves reliability for passengers.



Green jobs and growth

The programme would likely create over 1,000 permanent jobs and over 6,100 jobs in construction activities.



Connecting communities

By transforming our railways and strengthening our bus network, we'll create an integrated public transport system with a rail 'spine' that gives people a real alternative to the car.

Building on success



Our aim is to increase the number of people using public transport. We'll do this by developing the T Network, built on the principles of one network, one timetable and one ticket across the whole of Wales.

Billions are being invested to transform our rail network. We're supporting economic growth and creating opportunities right across Wales and Borders through Network North Wales, the South Wales Metro and our pipeline of other exciting schemes.

We'll soon complete work to electrify the Core Valley Lines to enable greener, faster and more frequent services for the communities it serves. We've introduced new pay-as-you-go ticketing and improved the rail timetable, increasing the number of train services, improving integration with other operators and bus services across Wales and the borders.

To keep improving services, we've secured UK government funding through the 2025 Spending Review, a vital step forward for the railway network.

This funding supports projects, including:

- Cardiff Central station upgrades
- Service or frequency improvements to the City Line to enable four trains per hour
- Level crossing upgrades for Network North Wales and more services
- Progressing five new stations on the South Wales Main Line ('Burns Stations'), improvements to the relief lines and new cross-border services.

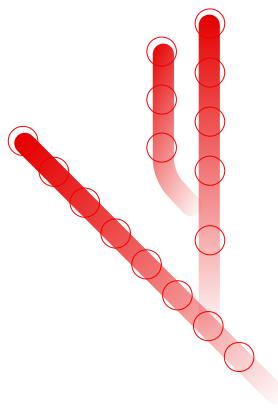
Upgrades to Cardiff Central station are a key enabler for the future of rail services in Wales. Over the next few years, we'll deliver the station upgrades along with Cardiff Crossrail Phase 1. We're also looking to future phases of Cardiff Crossrail, and extensions to the east and north west of Cardiff. These will form a coherent programme to extend the network and transport more passengers and drive economic growth.

Looking ahead, we'll apply the learnings from the Core Valley Lines to the development of the Swansea Bay and West Wales Metro, and Network North Wales. This will ensure benefits are shared across the country.

Since taking over rail operations in Wales in 2018, we've increased the number of station stops we make each month, from around 188,000 to over 320,000.

This growth is thanks to a range of improvements, including:

- Gradual introduction of new services
- Increased passenger capacity over time
- Better timetables
- Brand new routes
- Sunday services introduced in parts of the network for the first time ever.



169 KM

Since 2020, we've laid 169 kilometres of overhead electrical cabling to power new trains on the Core Valley Lines.



91.7% of our trains on the Core Valley Lines ran to time (within three minutes) in the 4 weeks up to 8 November 2025.

£46.1M

in passenger revenue between July and September 2025

2025

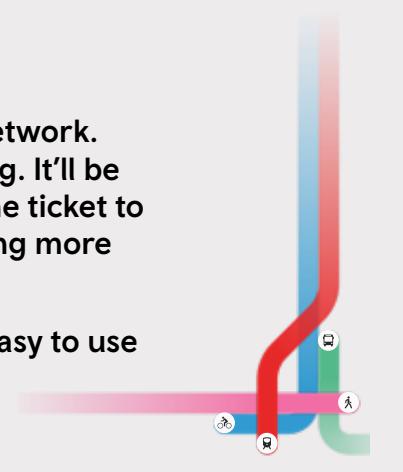


Revenue from ticket sales increased by 10.2% compared to the same period last year. This continues our upward trend. We saw an increase of 17.8% in revenue from 2023/24 to 2024/25. Growing passenger revenue reduces public subsidy.

The T Network

The T Network is our vision for an integrated multimodal transport network. It's a joined-up network of trains, buses, walking, wheeling and cycling. It'll be functional and easy to use with one timetable to plan journeys and one ticket to get people from A to B. It'll be open, affordable and accessible, allowing more journeys to places of work, education and leisure.

Wherever our customers see the T Network, they'll get reliable and easy to use travel. The T will be a beacon for reliable travel in Wales.



Building South Wales Metro

The South Wales Metro is transforming how people travel across Cardiff and the Valleys. This UK-first project has transferred ownership of the Core Valley Lines from Network Rail to Transport for Wales, enabling integrated improvements across tracks, stations, and trains making sure the whole system works together.

The current phase is now well advanced and will complete by 2027. This includes full electrification of the Core Valley Lines, accessibility upgrades at most stations, and more frequent and later running services on key routes.

In 2026, new Class 398 tram-trains will join the network, introducing a modern 'turn-up-and-go' service where

trains run so regularly that checking timetables won't be needed. Passengers will also benefit from pay-as-you-go and contactless ticketing, making travel simpler and more flexible.

By improving connectivity, the Metro will support new housing, businesses, and essential services near rail links, reducing car dependency, creating jobs, and regenerating communities. The South Wales Metro is an industry-leading example of rail innovation and delivery. That is why we want to use it as a model for delivering Network North Wales and the Swansea Bay Metro.



Transport for Wales has proved themselves over the last decade as one of the most dynamic and creative bodies in all of European transport. Through projects such as South Wales Metro they have worked inventively with partners to deliver enhanced and innovative multimodal services that are now the catalyst for a much wider range of housing, regeneration and economic developments.

The Global Centre of Rail Excellence has worked in partnership with TfW over many years and we want to play our own role in helping make rail and integrated public transport not only an industrial strength for Wales over the next decade, but also an instrument for national renewal and community cohesion.

Today, Tomorrow, Together is the next step on that journey and highlights what TfW can do on a much larger canvas with the proposals outlined in the document. It's time to give them the tools for the job.

Dr Debra Williams, Chair
Global Centre of Rail Excellence



We are a local civil engineering contractor and are proud to be part of the delivery team for the South Wales Metro. Transport for Wales' investment in rail infrastructure has provided economic benefits for local supply chains, training and skills, education and developing apprentices. We support the publication of Today, Tomorrow, Together as investment in infrastructure provides strong socio-economic benefits for Wales and Borders.

Tim James, Managing Director
Alun Griffiths



Our transformation of infrastructure on the Core Valley Lines supports higher frequency and faster services

Schemes funded by the 2025 Spending Review

Building on the success of the Core Valley Lines, the Welsh Government has asked Transport for Wales to work with its partners Network Rail Wales and Borders, the Department for Transport, the Wales Rail Board and local authorities on a number of important rail schemes that are ready to move to design and construction.

This is largely as a result of the funding announced by the UK government in June 2025 (Spending Review 2025). This UK funding, alongside investment from the Welsh Government and local authorities, will allow us to start construction on the following schemes, getting on with the job of improving the economy and improving people's lives.



On behalf of the Institution of Civil Engineers Wales Cymru, I would like to support Transport for Wales with their revolutionary proposals to transform the railway in Wales and the Borders. There is a proven link between the economy of a country and the investment in its infrastructure, and I welcome the major investment. Using the proven multiplier of times 2.83, this investment will have a major effect on the wider economy of Wales. The Institution of Civil Engineers is proud to work alongside TfW in these exciting times.

Many of the Institution of Civil Engineers' members work in and with TfW and these works will literally open up the transport sector and give improved access across Wales and beyond.

Keith Jones, Regional Director Wales Cymru
Institution of Civil Engineers



Spending Review: Development and Delivery Pipeline

The spending review has allowed us to progress a number of key schemes. Not all of these projects are fully funded but funding has been allocated to allow their continued development. The table below sets out current status and key next steps.

Project	Key Benefits	Status
Upgrading Relief Lines on the South Wales Main Line	Increasing the line speed on the relief lines boosts the number of passenger and freight trains that can run. This will allow for new regional services calling at smaller stations and new cross-border services.	<ul style="list-style-type: none"> Development work completed Funding allocated Scheme design in progress
Progressing five new stations on the South Wales Main Line ('Burns Stations') and new cross-border services	Relief Line improvements pave the way for the construction of five brand new stations at Cardiff East (Tremorfa), Newport West, Somerton, Llanwern, and Magor and Undy, complementing the Cardiff Parkway station development at St Mellons. This could enable over two million new passenger journeys on the South Wales Main Line annually by 2036.	<ul style="list-style-type: none"> Development work completed Funding allocated Ready to advance to scheme design
Kickstarting Network North Wales through cross-border services and improved level crossings	Improvements to level crossings on the North Wales Main Line and Marches Line allow us to increase TfW services by 50% including up to four trains per hour on the North Wales Main Line. Additional service proposals include trains between Llandudno and Liverpool. Improvements at Padeswood are essential for growing rail freight and providing more trains with more frequent passenger services on the Wrexham-Liverpool Line.	<ul style="list-style-type: none"> Development work completed Funding allocated Ready to advance to scheme design
Transforming Cardiff Central station	Improvements to Wales' busiest railway station, creating a brand new southern entrance, will reduce overcrowding, improve passenger comfort and safety and allow more people to use the station. There'll be better passenger and workforce facilities and customers with reduced mobility will be able to use the station more easily.	<ul style="list-style-type: none"> Development work completed Funding allocated Ready to advance to scheme delivery This project is 'Crossrail ready' – designed to support Crossrail integration to Cardiff Central
Cardiff City Line Improvements	Improvements at Cardiff West Junction allow four trains per hour on the City Line through the west of Cardiff. This will also provide greater operational flexibility for services to and from the valleys.	<ul style="list-style-type: none"> Development in progress Funding allocated Design to progress once final option confirmed

Transport for Wales has been supporting the Wales Rail Board to plan improvements that we can make to our tracks, signalling and stations across Wales.

The Board is made up of senior representatives from Transport for Wales, the Welsh Government, the Department for Transport, the Wales Office and Network Rail.

Together we've identified £4.4bn of well-developed schemes right across Wales that can be delivered over the next 15-20 years with sufficient, regular and long-term funding.

Through bus reform and the Welsh Government's plans to deliver franchising across Wales, we can integrate transport, making the T Network a reality.

A new model for operating Wales' railway

The UK government plans to reform how Britain's railways are run and operated. This includes creating an empowered Wales and Borders Business Unit within GBR that's accountable to Welsh Ministers.

Welsh Ministers will also have a voice on rail services operating to and from Wales. The Welsh Government is committed to working in partnership with the UK government to deliver a better railway for Wales.

Mission

**ONE NETWORK
ONE TIMETABLE
ONE TICKET
ONE TEAM**





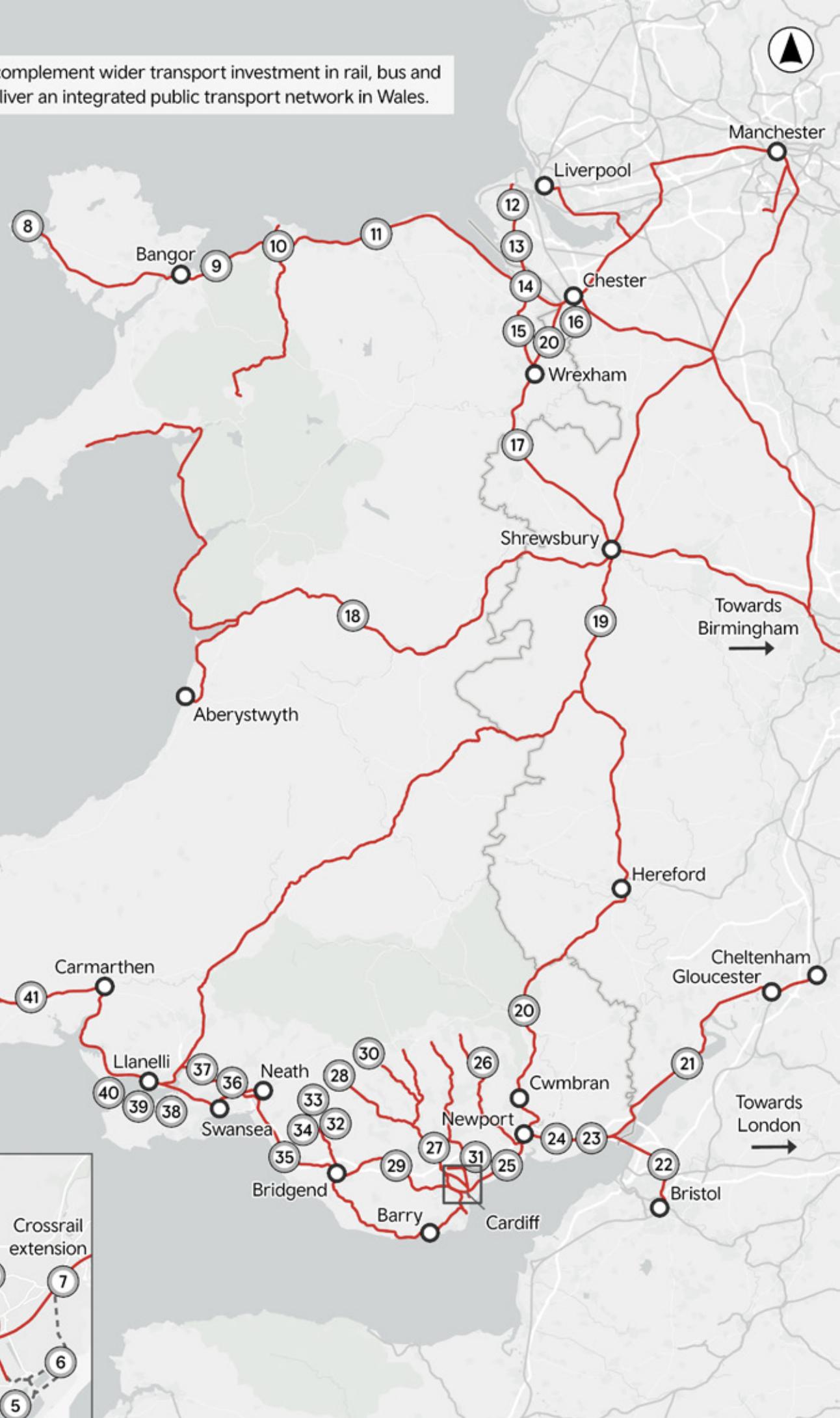
"We welcome the vision set out by Transport for Wales. Strategic investment in integrated public transport has the power to unlock economic opportunity, drive regional growth, and better connect our communities. By strengthening connectivity, we create the conditions to attract new business, encourage investment, and ensure Wales is well-placed to compete and prosper."

Russell Greenslade, CBI Wales Director
CBI Wales



A Class 197 train arrives at Deganwy en route to Llandudno

This pipeline will complement wider transport investment in rail, bus and active travel to deliver an integrated public transport network in Wales.



Schemes with Established Development Work

The list of schemes in this section have had the most development so far. These are ready to move forward, making them ideal candidates for investment.

- ① Cardiff West Capacity and Frequency Improvements on the City Line
- ② New Stations on the Core Valley Lines (Phase 3)
- ③ Cardiff to Cogan Electrification
- ④ New Stations on the Core Valley Lines (Phase 1)
- ⑤ Crossrail Extension to Alexandra Head
- ⑥ Crossrail Extension to Pierhead Street
- ⑦ Crossrail Extension to Newport Road
- ⑧ Main Line Electrification to Holyhead
- ⑨ Main Line Express Services
- ⑩ Main Line Electrification to Llandudno
- ⑪ Main Line Stopping Services
- ⑫ Wrexham to Liverpool Frequency Improvement
- ⑬ Direct Liverpool to Wrexham Services on the Wrexham to Liverpool Line
- ⑭ Shotton Interchange and Deeside Stations
- ⑮ Padeswood Improvement Works on the Wrexham to Liverpool Line
- ⑯ Capacity Improvements at Chester
- ⑰ Direct Services Between Cardiff and Liverpool
- ⑱ Cambrian Line Capacity and Service Resilience
- ⑲ Marches Line Capacity and Line Speed Improvements
- ⑳ Cardiff to Abergavenny and Chester to Wrexham Local Services
- ㉑ Additional Service Between Cardiff and Cheltenham
- ㉒ Services Between West Wales and Bristol
- ㉓ Main Line Capacity Improvements
- ㉔ Main Line 'Burns' Stations and Services
- ㉕ Main Line Line Speed Improvements
- ㉖ Abertillery Spur from the Ebbw Vale Line
- ㉗ New Stations on the Core Valleys Lines (Phase 2)
- ㉘ Hirwaun to Tower Colliery Extension
- ㉙ Electrification from Cardiff to Bridgend
- ㉚ Extension to Hirwaun
- ㉛ Coryton Line frequency enhancement
- ㉜ Maesteg to Abertillery Services
- ㉝ Maesteg to Cardiff Services
- ㉞ Bridgend to Maesteg Shuttle
- ㉟ Electrification from Bridgend to Swansea
- ㉞ Electrification of Cwrt Sart to Pontarddulais
- ㉞ Swansea to Pontarddulais and Ammanford via Neath, Metro Services and New Stations
- ㉞ Swansea Bay and West Wales Metro Main Line Stations
- ㉞ Electrification from Swansea to Pembrey & Burry Port
- ㉞ Swansea to Pembrey & Burry Port Metro Service and Cockett Station
- ㉞ St Clears Station
- ㉞ Pembroke Dock Frequency Enhancement
- ㉞ Milford Haven Frequency Enhancement

Network North Wales

More frequent trains, new rail connections, new bus routes, brand new and more accessible railway stations and pay-as-you-go ticketing.



Network North Wales is the Welsh Government's long-term vision for a joined-up transport network across the region. It aims to improve transport links between communities and key economic locations between North Wales and London, Merseyside, Cheshire and the North of England. It'll see more frequent trains, new rail connections, new bus routes, brand new and more accessible railway stations, and easier to use pay-as-you-go ticketing.

It will connect people and communities in North Wales and the surrounding regions with jobs, opportunities, leisure and a better quality of life. It'll help businesses to thrive, transforming the region's economic prospects.

Network North Wales is part of the T Network, a multimodal transport network of trains, buses, walking, wheeling and cycling that we're building across Wales.



Artist's impression of Wrexham Gateway

"Network North Wales is not merely a collection of projects; it is a testament to our belief in the potential of this region.

It is a declaration that North Wales will no longer be an afterthought, but a leader in sustainable and integrated transport.

As we move forward, let us remember that this is not just about lines on a map, timetables on a screen or simply steel and concrete.

It is about the lives of the people we serve, the businesses we support, and the future we are building."

Ken Skates MS

Cabinet Secretary for Transport and North Wales



Class 197 train at Wrexham General

The Metro is at the heart of Network North Wales

Working with the local authorities across Liverpool City Region, this cross-border project will use innovative battery electric trains to provide greener, direct services, reducing the need for customers to change trains.



We're currently putting the foundations in place to transform rail and bus services and improve active travel opportunities. This will make it easier and faster to travel across North Wales with improved bus, rail, cycling and walking connections. It will help reduce rural isolation and open-up exciting job, business and leisure opportunities across North Wales and the North West of England. It'll also play a vital part in developing the region's wider economy as well as a more secure future for tourism industry in North Wales.

The North Wales Metro will provide direct services between Liverpool city centre, the Wirral and Wrexham via the Wrexham to Liverpool line, including better connections to Deeside Industrial Park, one of the largest in Europe. Working with the local authorities across Liverpool City Region, this cross-border project will use innovative battery electric trains to provide greener, direct services, reducing the need to change trains. By improving connections between North East Wales and Merseyside, these proposals will improve access to job opportunities, boost productivity and support more homes, jobs and services.

Shotton station is an important interchange as it serves two railway lines in a local economic centre. Improvements to the station will allow passengers to transfer easily between the North Wales Main Line and Wrexham to Liverpool service.

Padeswood Improvement Works on Wrexham to Liverpool line

Padeswood cement works is the site of major investment in more environmentally friendly cement production. Improved access to Padeswood cement works with improved facilities will enable more freight and passenger trains to use the line. It'll enable two passenger services per hour and will enable more goods at the site to be carried by rail freight in the future.

Supported by funding from the Spending Review 2025

Estimated Cost: **Under £50m**

Direct Wrexham to Liverpool Services

Improvements to the track and signalling will allow us to provide two direct services per hour from Wrexham to Liverpool, on battery electric trains.

Estimated Cost: **Over £150m**

Shotton Interchange and Deeside Station

Deeside Industrial Park will be served by a new station and better last mile connections on the Wrexham to Liverpool Line. Shotton station is an important interchange as it serves two railway lines in a local economic centre. A new railway bridge will make it easier for passengers to connect on to North Wales Main Line and Wrexham to Liverpool services.

Estimated Cost: **Under £50m**

Wrexham to Liverpool Frequency Improvements

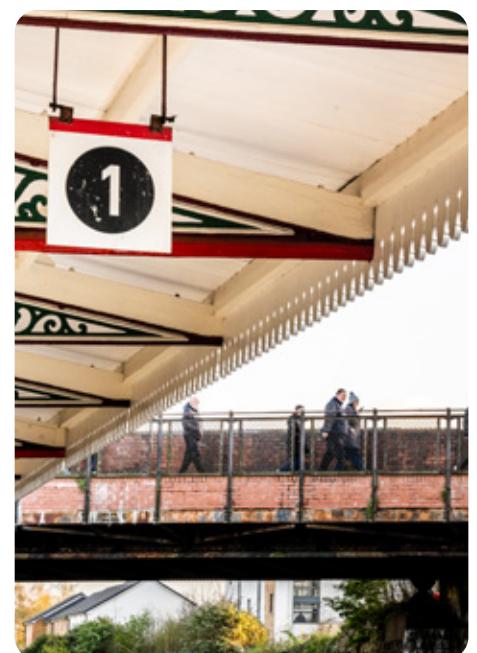
Investments that allow more frequent trains between Wrexham and Liverpool for passengers and freight.

Estimated Cost: £50m - £150m



Wrexham and Flintshire councils are creating an investment zone to grow the advanced manufacturing sector including innovative technologies and materials. The rail link to Liverpool connects Wrexham and Flintshire to the Liverpool Investment Zone and its Freeport.

Improvements on the line would enable a large increase in people using rail to travel for work to destinations along the full length of the route. It'll also help to grow rail freight, allowing more goods to be carried by train.





The North Wales Main Line

The North Wales Main Line runs along the coast, linking North Wales, London, North West England and onward connections to the Republic of Ireland via the Port of Holyhead.

Our plans are to provide more passenger services, more frequently, initially focussed on services between Chester and Llandudno Junction, and onwards to Holyhead. These will join-up with local transport networks.

Improvements to the North Wales Main Line will enable four stopping trains per hour to Chester and increase the frequency of services on the lines out of Chester to Wrexham, Liverpool and Warrington.

This supports plans to create a North Wales Metro with turn up and go rail services on the North Wales Main Line which run frequently enough that passengers don't need to rely on timetables.

These improved services to Liverpool, Manchester and Crewe create better connections with future HS2 services and Northern Powerhouse Rail at Warrington and Crewe.

Improvements at Chester Station to Allow More Frequent Trains

Chester station is a capacity bottleneck for delivering more services on the North Wales Main Line and for north to south services on the Marches Line. To accommodate new services between Chester and Wrexham, Holyhead, Crewe and Liverpool, capacity improvements are needed. The improvements proposed are a new platform, crossovers, better signalling and additional junction capacity.

Estimated Cost: **£50m - £150m**



North Wales Main Line Stopping Services

To be able to deliver more services on the main line, improvements are needed for the railway to be able to run more frequent trains, as well as improved level crossings for public safety. These works would allow the introduction of an additional hourly service with regular stops along the route between Chester to Llandudno Junction and an increase in the frequency of the current main line express services. These new services will improve connections with the North West of England to Liverpool and Manchester, their airports, and Warrington.

Estimated Cost: **£50m - £150m**

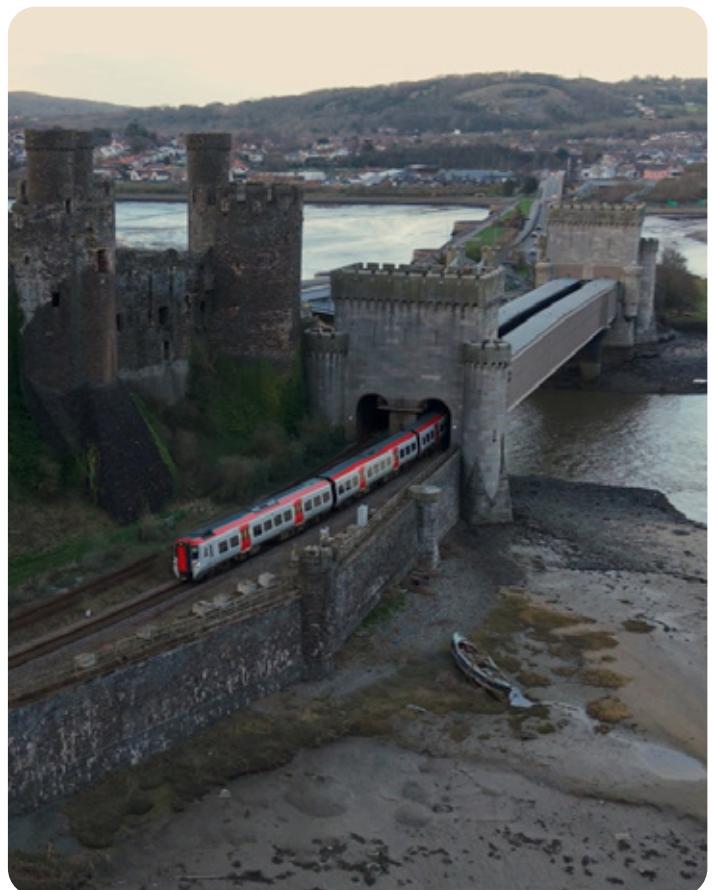
Main Line Express Service

An hourly, express service between London, Chester, Bangor and Holyhead with fewer stops at stations would provide faster journey times between North Wales and London.

North Wales Main Line Electrification

Electrification of the North Wales Main Line including links to the West Coast Main Line at Crewe and Warrington will allow faster, quieter and greener train services to run. The first phase would see electrification from Chester and Crewe up to Llandudno Junction, and then a second phase onwards to Holyhead. This would include investment by TfW in electric or bi-mode rolling stock and allow use of electric traction by existing Avanti West Coast bi-mode units.

Estimated Cost: **Over £150m**



Mid Wales, The Marches Line and the English borders



The Marches Line provides key connections linking South Wales to the Marches, North Wales and North West England, passing through towns like Abergavenny and Hereford. It also provides key connections with the Heart of Wales and Cambrian Main Line at Shrewsbury, linking Aberystwyth and Mid Wales to the West Midlands.

Our plans for the Marches Line involve separating express train services that only stop at some stations from frequent stop services, to better meet the needs of local passengers and those travelling longer distances. This improves travel connections across the region and allows more access to jobs and services. Improvements to track, signalling and stations allow more trains to run more frequently, reliably and quickly, reducing Cardiff to Manchester journey times.

Direct Services between Cardiff and Liverpool

Direct services will be provided by improving signalling to increase the number of trains that can pass safely and reliably through Shrewsbury and Wrexham.

Estimated Cost: **Under £50m**

Cardiff to Abergavenny and Chester to Wrexham Local Services

A proposed facility at Abergavenny that allows trains to turn around allows us to provide more frequent local services as well as enabling longer distance services to call at fewer stations. Local services between Chester, Wrexham and Crewe will improve service frequency and main line connections for long-distance travel.

Estimated Cost: **Under £50m**

More Reliable Trains on the Cambrian Line

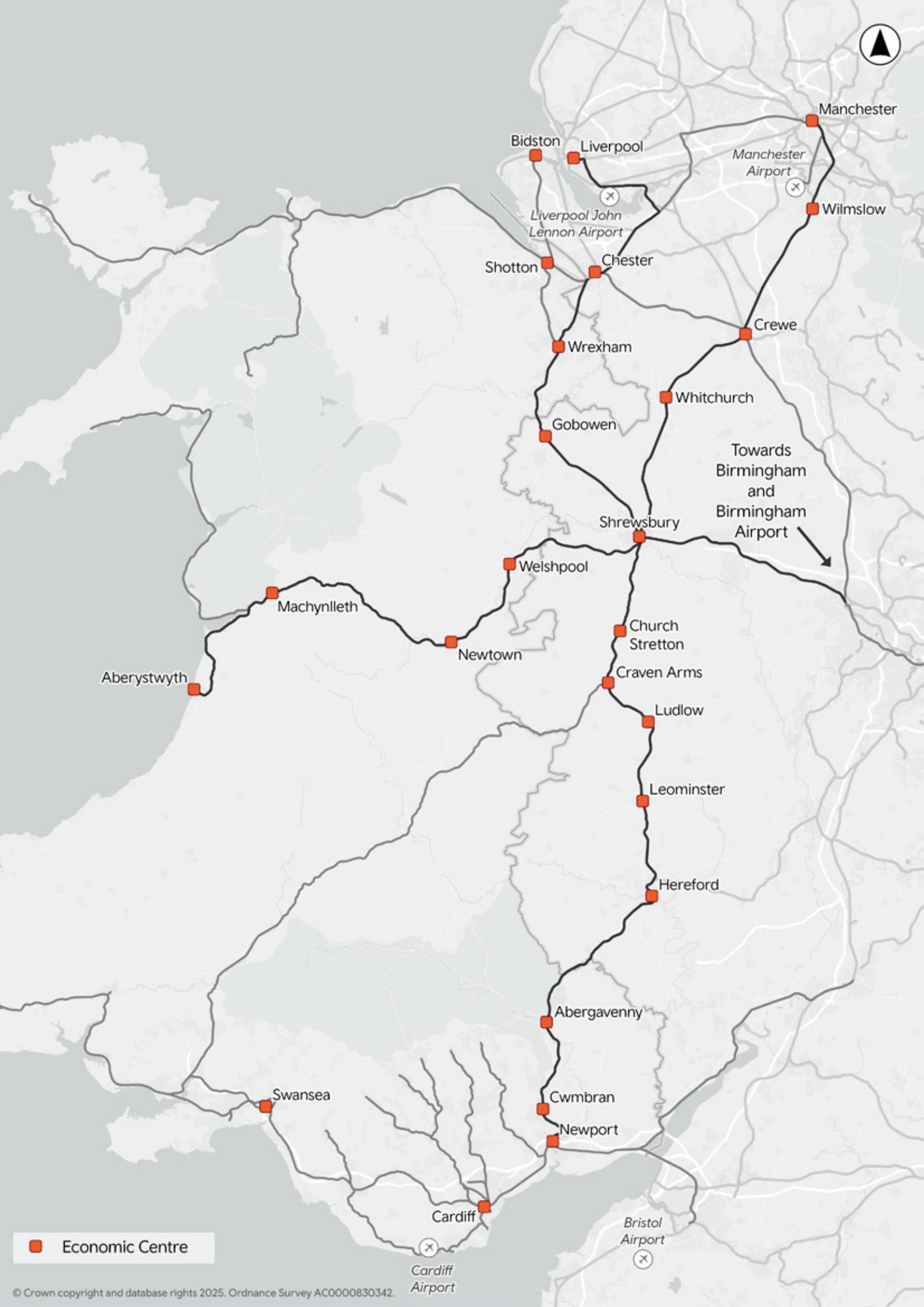
Investment in track and signalling will allow us to make it easier to prevent or recover from any disruption on the single-track sections in Mid Wales. Longer term opportunities include building more stations along the line.

Estimated Cost: **£50m - £150m**

Marches Line Capacity and Line Speed Improvements

Improvements to allow more frequent and faster trains with improved reliability.

Estimated Cost: **£50m - £150m**



The South Wales Main Line

The South Wales Main Line transports passengers and freight to and from Pembrokeshire, through Swansea, Cardiff, Newport and onto England. It helps reduce car reliance and move large numbers of people between South East Wales and the South West and South East of England.

Line speeds between Newport and Cardiff are presently relatively low compared to lines serving other major cities. Investing in improvements to the track, signalling, services and stations would maximise economic opportunities offered by better connections between South Wales and South West England.

Main Line Stations and Services ('Burns' Stations)

We've drawn up plans for building five new stations between Cardiff Central and Severn Tunnel Junction, backing the recommendations of the South East Wales Transport Commission ('The Burns Commission'). The stations, at Cardiff East (Tremorfa), Newport West, Somerton, Llanwern, and Magor and Undy would be provided with at least two - and up to four - services an hour between Cardiff Central and Bristol Temple Meads, and Cardiff Central and Cheltenham Spa. Services could also serve the proposed Cardiff Parkway station near St Mellons.

Supported by funding from the Spending Review 2025

Estimated Cost: **Over £150m**



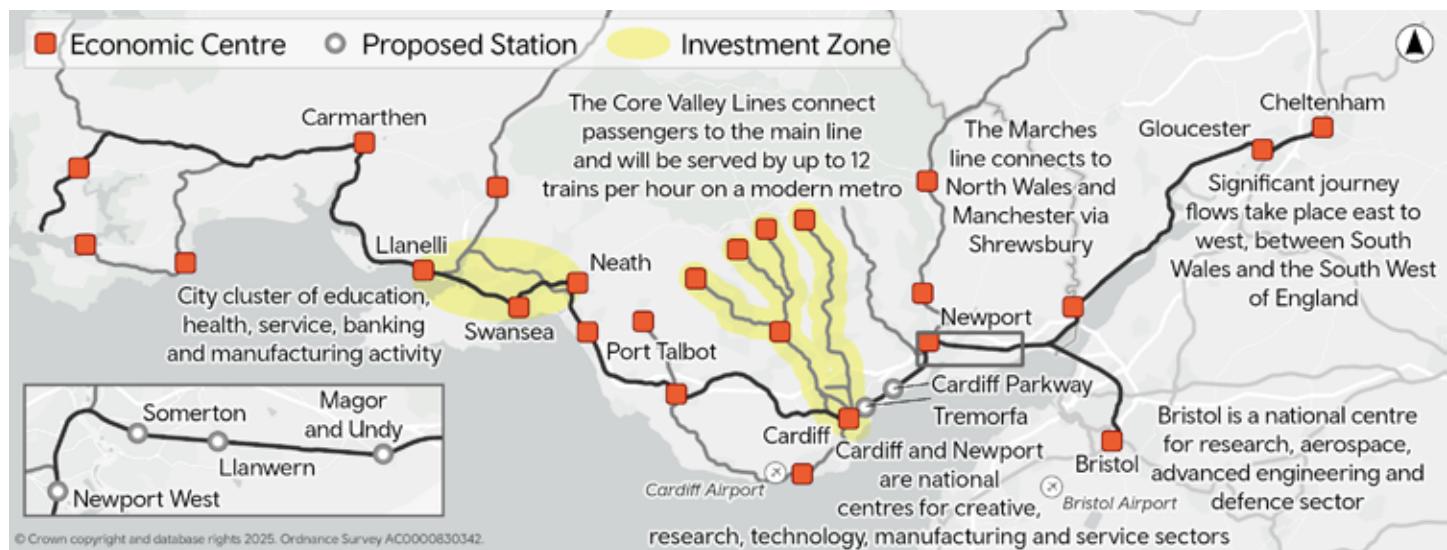
Direct services between West Wales and Bristol

Connections between West Wales and Bristol Temple Meads would be improved by extending existing services that currently terminate in Cardiff.

Electrification from Cardiff to Swansea

Electrifying the railway from Cardiff to Swansea will enable the use of more reliable electric trains that are better for the environment. Better performance will also pave the way for reduced journey times on this line.

Estimated Cost: **Over £150m**



South Wales Main Line Speed Improvements

Separate to the relief line upgrades, improvements to the main line will allow faster speeds between Cardiff and the Severn Tunnel, making the most of modern trains and reducing journey times.

Estimated Cost: **€50M - €150M**



Additional Service between Cardiff and Cheltenham

We'll introduce an additional service to Cheltenham Spa from Cardiff every hour as a later phase of the main line station and service proposals.

South Wales Main Line Capacity Improvements

We will address existing infrastructure constraints particularly at Severn Tunnel Junction, Newport, Cardiff and Carmarthen.

Estimated Cost: **£50m - £150m**

Investing in improvements to the track, signalling and stations would maximise economic opportunities offered by better connections between South Wales and South West England.

Future phases of the South Wales Metro

The work on the Core Valley Lines lays the foundation for an even more compelling vision: expanding the Metro's reach across Cardiff and the valleys. Future phases will build on the success of electrification and tram-train technology to deliver a truly integrated network.

Cardiff Crossrail, as proposed in Cardiff Council's Transport White Paper, is an ambitious plan for a new 18-mile metro line stretching from Pontyclun and Beddau in the north west to Tremorfa and St Mellons in the east, connecting existing communities and creating development opportunities.

Currently, only the tramway between Cardiff Central and Cardiff Bay is funded, but future stages would extend south and east via Pierhead Street and Cardiff Docks, linking to the planned station in Cardiff East (Tremorfa) on the South Wales Main Line. Completing these extensions, alongside other schemes such as the North West Corridor, would create a modern, integrated metro network serving Cardiff and surrounding areas, including the Ebbw and Llynfi Valleys.

These plans will make full use of tram-train technology, offering flexibility for network extensions and ensuring the Metro continues to evolve to meet the needs of growing communities.

City Line Frequency

Improvements at Cardiff West Junction will allow four trains per hour on the Cardiff City Line, up from two.

Supported by funding from the Spending Review 2025

Estimated Cost: **Under £50m**

Coryton Line Frequency

Improvements to rail lines and signalling, including a passing loop, will allow us to run four trains per hour between Cardiff Central and Coryton.

Estimated Cost: **Under £50m**

Aberdare to Hirwaun Extension

Connecting people, businesses and communities in Hirwaun and Llwydcoed.

Estimated Cost: **Under £50m**

Bridgend to Maesteg Shuttle

A shuttle service to Bridgend would increase service frequency to two trains per hour.

Estimated Cost: **Under £50m**

Abertillery Spur from the Ebbw Vale Line

The Ebbw Fawr Valley will be brought onto the rail network with hourly direct services to Cardiff.

Estimated Cost: **£50m - £150m**

Maesteg to Cardiff Services

With further improvements, the Maesteg Shuttle will be extended to provide two trains an hour to and from Cardiff.

Estimated Cost: **£50m - £150m**

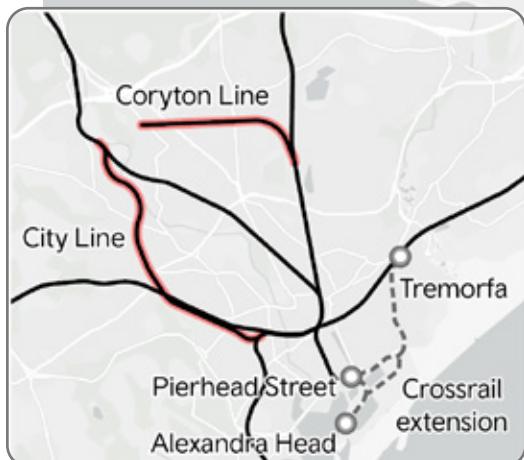
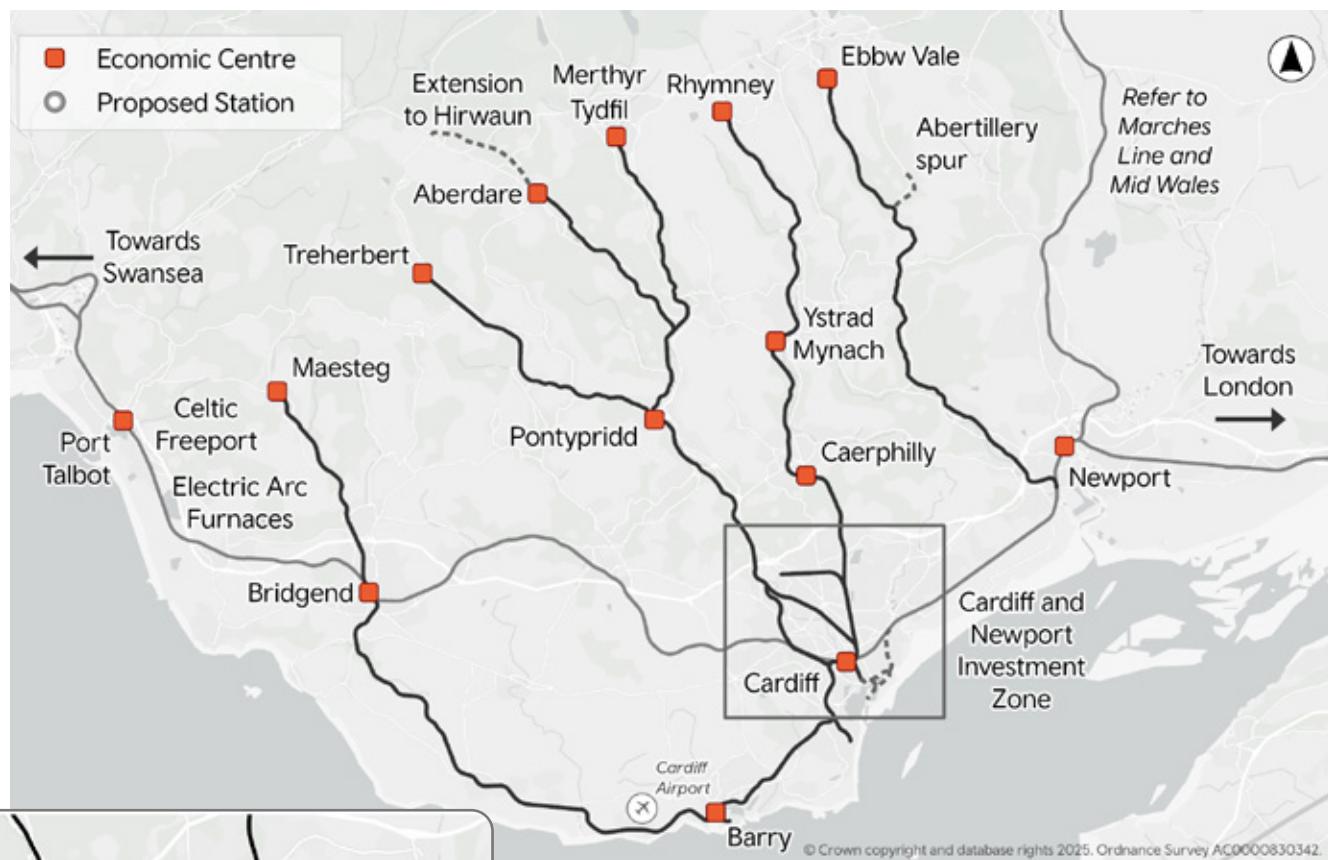
Cardiff Crossrail extension to Pierhead Street

Allowing services to Cardiff Bay to be extended to Pierhead Street.

Estimated Cost: **£50m - £150m**

£700m

estimate of increase in output associated with wider economic impacts over 60 years



Five New Stations for Cardiff and the Valleys

Development proposals for the metro network include the construction of five new stations. This includes stations at Roath Park and Gabalfa in Cardiff which will also provide closer access to University Hospital of Wales. This'll improve local access to Metro interchange opportunities allowing people to switch to using bus, cycling, walking and wheeling networks, and create new journey opportunities.

Estimated Cost: **£50m - £150m**

Electrification from Cardiff to Cogan

Part-electrification of the line between Cardiff and Cogan will allow the use of tram-trains to Penarth and, combined with the electrification of the South Wales Main Line, support full battery-electric operation of Vale of Glamorgan services.

Estimated Cost: **Under £50m**

Hirwaun to Tower Colliery Extension

A further extension from Hirwaun will bring the Tower Colliery strategic site onto the Metro.

Estimated Cost: **Under £50m**

Further Cardiff Crossrail Extensions

Proposed extensions include linking Pierhead Street to the proposed new Cardiff East (Tremorfa) station on the main line and a spur to Alexandra Head, connecting existing and new communities and employment sites to the Metro network.

Estimated Cost: **Over £150m**

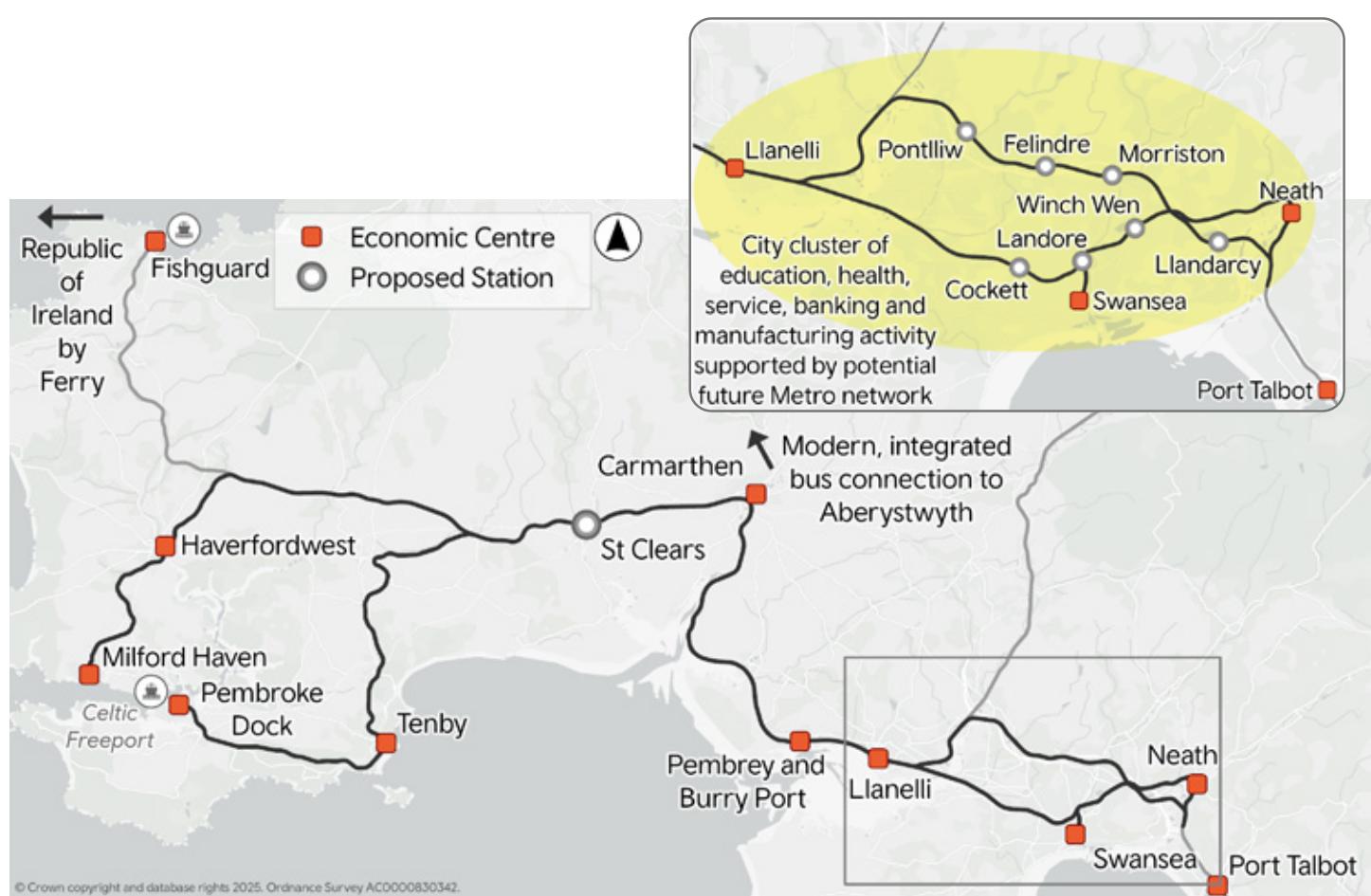
Swansea Bay and West Wales Metro

The Swansea Bay and West Wales Metro will transform the transport network in the region. Our projects will join up the region's transport options including rail, bus, cycling and walking. It will create a transport network that links together to support those who live and work in the region as well as for visitors. These plans will boost the local economy by providing better access to job, business and leisure opportunities.

The Metro involves the construction of up to seven new train stations to serve the Swansea Bay area along with two new frequent local Metro rail services, initially running two trains per hour but

with the potential to increase to four trains per hour. Investment in electrification would boost the environmental benefits of these routes and would link to the future electrification of the Cardiff to Swansea main line.

In West Wales the plans would see the construction of a new station at St Clears and improved frequencies on the main line to Milford Haven and its branches to Pembroke Dock and Fishguard.



Swansea to Pembrey & Burry Port Metro Service and Cockett Station

A turnback facility will allow a new half-hourly stopping service between Swansea, Gowerton, Llanelli and Pembrey & Burry Port. A new station would be built at Cockett.

Estimated Cost: **Under £50m**

Pembroke Dock Frequency Enhancement

An hourly service to Pembroke Dock, which will also include improvements at level crossings to improve safety for local people and visitors to the area.

Estimated Cost: **Under £50m**

Swansea to Pontarddulais and Ammanford via Neath, Metro Services and New Stations

New stations on the Swansea District line will be served by a half-hourly stopping service, supported by new track linking Neath to the Swansea District line, with the potential for an hourly extension to Ammanford.

Estimated Cost: **Over £150m**

Swansea Bay Metro Main Line Stations

Construction of new stations at Landore and Winch Wen between Neath and Swansea, will be served by main line stopping services, and proposed Metro services.

Estimated Cost: **£50m - £150m**

New St Clears Station

A new station between Carmarthen and Whitland will serve the community of St Clears.

Estimated Cost: **Under £50m**

Milford Haven Frequency Enhancement

An hourly service to Milford Haven, which will also include level crossing interventions to improve safety for local people and visitors to the area.

Estimated Cost: **Under £50m**

Electrification in Swansea Bay Area

We'll decarbonise rail across the Swansea Bay area through a step by step programme of electrification, starting with Swansea to Pembrey & Burry Port, and ending with Cwrt Sart to Pontarddulais.

Estimated Cost: **Over £150m**

£330 million

**estimate of increase in output
associated with wider economic
impacts over 60 years.**

Development of the Wales and Borders Railway: More than £10 billion funding scenario

Plans for the Wales and Borders schemes are advanced and could be fully delivered in the next 15 to 20 years. Beyond these schemes, there is the potential to go further and faster. With significant investment, potentially up to £10 billion, we could realise our wider ambition for Wales' railway.

The schemes in this section require more detailed development to explore how they can best be delivered and whether they would provide good value for money.

The studies to develop these scheme proposals will also require further development funding ahead of the funding for their actual construction.

North to south connections in West Wales

The lack of a strategic north to south public transport route in West Wales is a key gap in the Welsh rail network, one that has existed ever since the 85 miles of railway routes that once linked Carmarthen to Aberystwyth and Bangor to Afon Wen were closed. As a step towards addressing the gap in rail services, we've developed detailed plans for a new north to south coach link fully joined up with rail services and railway stations that would reduce current journey times by public transport between Carmarthen and Bangor to under five hours. It would also demonstrate the case for further investment in stations and tracks on this corridor which could pave the way for reinstating these rail links.

Longer term the rail route between Bangor – Caernarfon – Afon Wen as the shorter and more populated of the two, has the strongest case for reinstatement, potentially using an innovative light rail solution to deliver new connectivity at a lower cost and with less disruption.

Estimated cost: **Over £1bn**

South Wales Metro ('North-West Corridor')

Cardiff Crossrail as described in Cardiff Council's white paper is an ambitious plan for a new 18-mile metro line bringing rail connections to existing communities and new development areas. The committed first phase to Cardiff Bay and later phases to Cardiff East (Tremorfa) are described earlier.

Completing the proposal for a more ambitious plan, 'the North-West corridor' would extend the line in stages from Cardiff to Creigau, Talbot Green and Pontyclun. These lines would mostly be newly built track on former, disused railway lines, with a spur to Beddau. This would make use of tram-train technology to serve a mixture of both existing neighbourhoods and major new development areas including those at Plasdwr and Capel Llanilltern in Cardiff. This proposal includes a new connection 'station link' from the planned Crossrail platforms at Cardiff Central, which could form an initial phase.

Estimated cost: **Over £1bn**

Swansea Bay Metro Expansion (Swansea to Neath and Tonna)

A future 10-mile expansion of the Swansea Bay Metro from Swansea to Neath and Tonna using light rail on existing lines and on-street running would link Swansea High Street station, the city centre and waterfront, and Swansea university campus with Neath, Tonna and Aberdulais.

Estimated cost: **Over £1bn**



The construction of the new Cardiff Bay platform, parallel with Lloyd George Avenue, is key for the future of the South Wales Metro

New stations

We recognise the role that new stations play in improving access to the railway and the connectivity opportunities this brings. These have to be balanced against the time impact on existing passenger journeys and train operation costs. Potentially ten new stations could be envisaged as part of longer term opportunities in mid Wales, North Wales between Chester and Gobowen and on the North Wales Main Line and in South Wales between Cardiff and Swansea and on parts of the South Wales Metro. These opportunities include new stations, but are not limited to:

Caerleon - would enable more environmentally friendly travel for local and tourism purposes. To get the best out of this new station, existing rail services would be changed, as part of wider plans for the Marches route.

St Athan – serving the local community and the Bro Tathan Business Park. It would support wider plans for housing and businesses in the area including the redevelopment of the former Aberthaw power stations site.

North and south of Wrexham - improving local access to the rail network. To get the best out of these stations further service improvements would need to be developed.

Estimated cost: **Over £150m** (overall station package)

Marches, Mid Wales and the English borders - Marches electrification

Electrification of the Marches Line includes the route from Newport to Crewe and Shrewsbury to Chester. Electrification would deliver greener, faster and more reliable trains on this key route for north to south travel connecting South Wales, the Marches, North Wales and North West England. Our ambition is for an under-three-hour Cardiff to Manchester journey time to benefit local and long-distance customers. Partial electrification with battery trains may be an option, although full electrification may better meet the needs of freight and deliver greater performance benefits.

Estimated cost: **Over £1bn**

Coryton to Radyr Extension

This scheme would extend the Coryton line to Radyr, providing a strategic east to west link across Cardiff's northern suburbs, reducing the need to travel via Cardiff Central and serving Longwood Drive Science Park. It would involve re-opening a section of the former railway as well as wholly new construction, including a new bridge over the River Taff. Work would also be needed to further enhance capacity of the Coryton branch.

Estimated cost: **Over £250m**

Conclusion

Welsh railways are at a defining moment. The next steps will better connect the communities we serve, drive economic growth, and enable us to build a sustainable transport network.

Continued investment and industry support are key to turn this ambition into a reality. With targeted funding, TfW and our partners can build a railway that meets the needs of people, businesses and communities across Wales and the borders.

Over the past decade, we've proven our ability to deliver by transforming the Core Valley Lines and rolling out new trains across the network. We have the experience and expertise to lead large-scale infrastructure projects. We're ready to continue our work with the schemes outlined in this vision.

This document sets out a strong blueprint for the future of rail in Wales. It shows what can be achieved, what it will cost and how it will transform the way we travel. Securing the funding needed to drive these projects forward will define the next 15 to 20 years of our work.

Together, we can build the railway that Wales deserves.



Vernon Everitt

Chair, Transport for Wales



