

DESIGN CIRCLE  
RSAW SOUTH

# METRO URBAN DENSITY

A collaborative exploration into future  
Cardiff Capital Region Metro sites

## REPORT

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
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# FOREWORD

On a sunny Saturday in September, more than 70 professionals and practitioners came together in Cardiff Bay at the invitation of the Design Circle RSAW South, to work collaboratively and to think creatively about the development of the future Metro proposed for the Cardiff Capital Region. The context set by the Design Circle was to: "Show that the Metro could be a huge opportunity for making the whole City Region a more vibrant, diverse, pleasant and interconnected set of unique and enjoyable places."



The particular focus for the day was six potential locations for Metro stations, and the participants were assigned to separate groups to work on each location. Those taking part had a range of backgrounds and included architects, planners, surveyors, transport planners and engineers, landscape architects, artists, urban designers, journalists and a local councillor, all of whom had an interest in places and people.

The day started with a visit to the sites to enable familiarisation. This was followed by a creative afternoon session where group members discussed and put together their ideas and proposals. Following this, all of the groups displayed and described their scheme proposals to all of those attending the event. Site Champions supported the whole process for each group; and Laura Sorvala provided an artistic interpretation of the creative process associated with the preparation of the proposals. Most of the participants met each other for the first time, or had not worked together in this way before.

What emerged from this one working day was quite remarkable. The dynamism and creativity of the working groups produced inspirational ideas. From this, the schemes produced were imaginative and transformative, but all had strong threads of practicability underpinning the proposals. The essential message from the day was that the Metro stations must not be seen as the product of utilitarian, minimalist construction. Nor should they be considered without reference to the wider context. They can have an impact in changing land uses, buildings and the spaces between them, way beyond the station sites. Each station must have as its focus the transformation of the locality, to link people and places, to give identity and to provoke interest, but above all to give new and innovative opportunities for local communities.

Integrated transportation systems and their stations will last for generations, being used by thousands of people for innumerable years. This report is intended to start us all thinking about how we can get the very best from this unique opportunity.

A handwritten signature in black ink that reads "Sue Essex".

Sue Essex  
Former Welsh Government Minister



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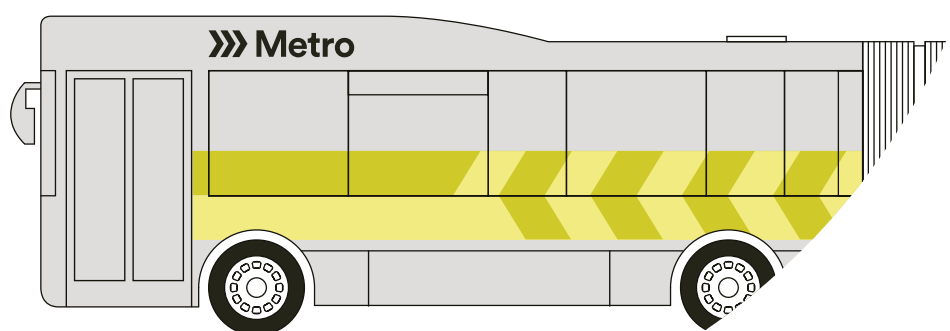
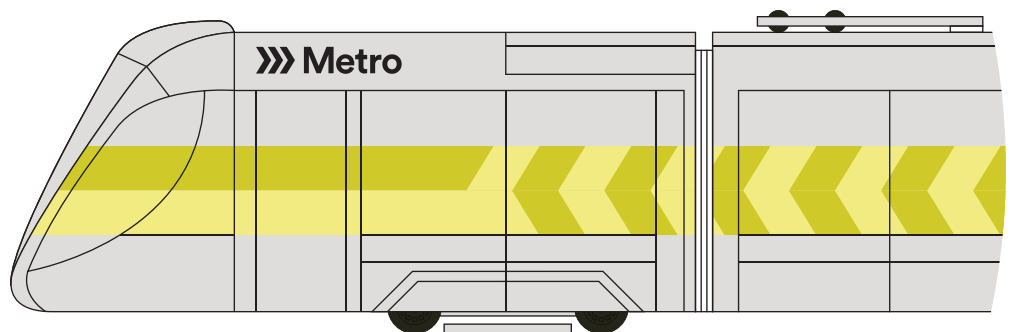
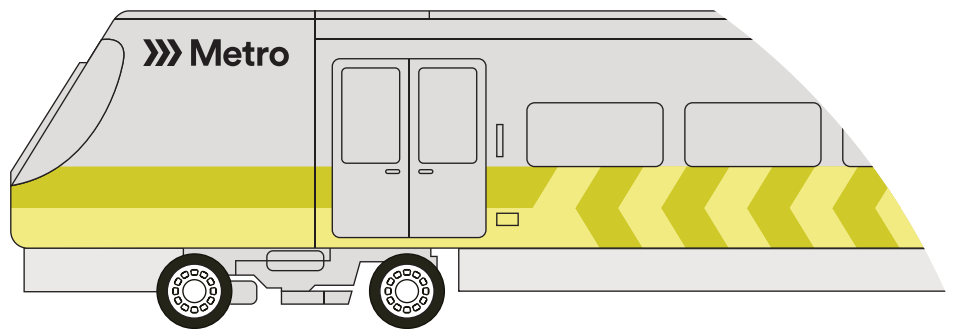
## **7 ACKNOWLEDGEMENTS AND SPONSORS**

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*"This is a game-changing project and it cannot be done in a half-hearted way. It's got to be done properly... We fully understand this is a once-in-a-lifetime opportunity that could transform the economic prospects of up to one million people in Wales."*

# EXECUTIVE SUMMARY

## THIS REPORT

This report captures the conclusions reached at a workshop event on Saturday 24th September 2016, organised by the Design Circle. The event was held to promote creative thinking about the benefits that new Metro stations could bring. This report is presented to be considered by those making decisions linked to the Metro, to encourage them to imagine the biggest and best potential outcomes. The Metro is envisaged as a transport system that will transform the way people travel. It will be the largest transport infrastructure project in the City Region in a lifetime.

## THE EVENT

Participants were divided into six teams, each allocated a different station site. The task was to visualise a future for the area immediately around the station. Each team spent the morning visiting and analysing their site, its surroundings and its potential. In the afternoon, each team worked together to conceive what could be possible. The event concluded with a feedback session from each team.

## THE SITES

The individual sites were as follows:

- Caerleon, Newport, on the Marches Line to North Wales and Manchester;
- Cogan, Vale of Glamorgan, on the Barry Line;
- Nelson, Caerphilly, on a freight line off the Rhymney Line;
- Pontypridd Goods Yard, Rhondda Cynon Taff, on the Merthyr and Aberdare Lines;
- Tredegar Park, Newport, on the Ebbw Valley Line;
- Wedal Road, Cardiff, on the Rhymney Line.

Opposite: Proposed Metro integrated transport modes, courtesy of Welsh Government

A group of people are gathered around a table in a workshop or meeting. A large white circle is superimposed over the center of the image, containing text. The background shows people looking at documents and working with various tools like pens and sticky notes. One person in the foreground is wearing a dark sweater, and another on the right is wearing glasses. The table has a yellow book titled 'METRO' and several pens and sticky notes on it.

A NUMBER OF **COMMON THEMES**  
EMERGED FROM THE TEAMS:

- HAVE A BIG **LONG-TERM VISION** FOR EACH STATION'S AREA
- DESIGN FOR THE **COMMUNITY**, AND FOR **MOVEMENT** THAT WE WANT TO ACHIEVE
- USE **ALL AVAILABLE MEANS** TO SUPPORT THE METRO'S SUCCESS
- EACH STATION SHOULD HAVE A **UNIQUE IDENTITY**

## **POLICY, PRACTICAL AND OTHER FACTORS**

The common themes will require a number of agencies and mechanisms to be involved in order to realise the potential of the station sites, including local authorities and communities across the region. Key factors identified are set out below.

### **TRANSPORT PLANS**

The Metro is much more than a transport programme. Nonetheless, major roles will rest with the Welsh Government through Transport for Wales, with rail and bus operators, and with local authorities. Engagement with political leaders and officials will be needed to deliver wider objectives for the Metro.

Transport for Wales are procuring the transport infrastructure and services, which will represent the “pebble thrown in the pond”. The local councils have responsibility for planning decisions over the areas around the stations and are able to influence “the ripples”. With procurement proceeding on the ‘pebble’, it is important that planning for the ‘ripples’ is progressed with urgency.

### **SPATIAL PLANNING POLICY**

New stations, and development around them, will need to fit into the Local Development Plan (LDP). LDPs currently give scant recognition to the Metro programme. With an urgent need for their review, the themes identified through this event need to be taken into account. The proposed Strategic Development Plan for the City Region can establish a common approach to station sites. With planning decisions needing also to take account of the Welsh Government’s Planning Policy Wales and Technical Advice Notes, a review of these documents is needed. There is a strong case for a Technical Advice Note specifically for the Metro stations immediate areas.

## **DEVELOPMENT BRIEFS, PLACE PLANS AND LAND**

With new station proposals, and opportunities for change around them, there will be a need for more detailed planning to supplement the LDP. This could take the form of a Development Brief or Place Plan. Engaging communities in their preparation could also enable designers and other professionals to develop a dialogue with local stakeholders. Mechanisms of this sort can also involve landowners, and can enable local councils to consider land assembly.

## **THE PUBLIC REALM**

In Wales, stations and the land around them are generally owned by Network Rail, and currently managed by Arriva Trains Wales (this will change with the Metro franchise). Much of the public realm around station sites is managed by local councils as adopted highway. Upgrading the public realm, and tackling the severance due to major highways, will require co-ordination between these organisations.

## **INTEGRATING TRANSPORT**

Bus services, in places in the form of Bus Rapid Transit, will be one of the options that will form the backbone of the Metro. Integration with bus services, and pedestrian and cycle routes will be critical to the success of new stations. Within denser urban areas, much of the patronage will come on foot. However, in locations with a broader catchment area, park and ride facilities will also have a role in the short and medium term.

## **MANAGING CAR TRAVEL AND TRAFFIC CONGESTION: TRAVEL PLANS**

With growing passenger numbers, the rail industry has been working to improve access to stations without generating extra road traffic. A number of stations around the UK now have Station Travel Plans. There is a strong case for the Metro programme to include travel plans for new stations, and for councils to require travel plans to cover development around them, in order to manage car travel.

## **THE METRO PROPOSALS: PRIORITISING FURTHER WORK**

With Metro Phase One already underway, attention needs to shift to design and development work for Phases Two and Three. Some of the projects under consideration were recently publicised by the Welsh Government. There is now a need for public consultation and community engagement.

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Opposite: Workshops on the day - Tredegar Park presentation



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*"The local councils have responsibility for planning decisions over the areas around the stations and are able to influence 'the ripples'. With procurement proceeding on the 'pebble', it is important that planning for the 'ripples' is progressed with urgency."*

## **LOCAL COUNCILS AS LOCAL PLANNING AND HIGHWAY AUTHORITIES, AND AS LANDOWNERS**

- Ensure that the themes identified through this event are taken into account in reviewing Local Development Plans;
- In preparing the Strategic Development Plan, establish common principles and a consistent approach to developing new stations and the land around them;
- As a matter of urgency, and before significant decisions need to be taken, prepare Supplementary Planning Guidance documents to guide change around new station proposals, in the form of a Development Brief or Place Plan;
- Engage with communities around new station sites so that councillors and officers can develop a dialogue with local residents, business people, tourism attractions, landowners, and officials at public service facilities;
- Consider the careful use of land assembly powers to secure a comprehensive approach to land around stations;
- Engage with the rail industry, landowners and local communities to secure an integrated approach to the public realm;
- Engage with Transport for Wales, rail and bus operators, and Sustrans to ensure that transport integration is achieved;
- Engage with developers, rail operators and passenger groups to ensure that travel plans are prepared to accompany proposals for new stations and developments around them;
- Engage with major public service providers, such as hospitals, and employers, to ensure that their staff travel plans and visitor guidance is reviewed to reflect new travel options.

# RECOMMENDATIONS

## WELSH GOVERNMENT PLANNING DIVISION

Review Planning Policy Wales and Technical Advice Notes (TANs) in the context of the themes identified in Section 4, and consider the need for a dedicated Metro TAN offering guidance for the stations themselves and the areas around them.

## WELSH GOVERNMENT TRANSPORT FOR WALES

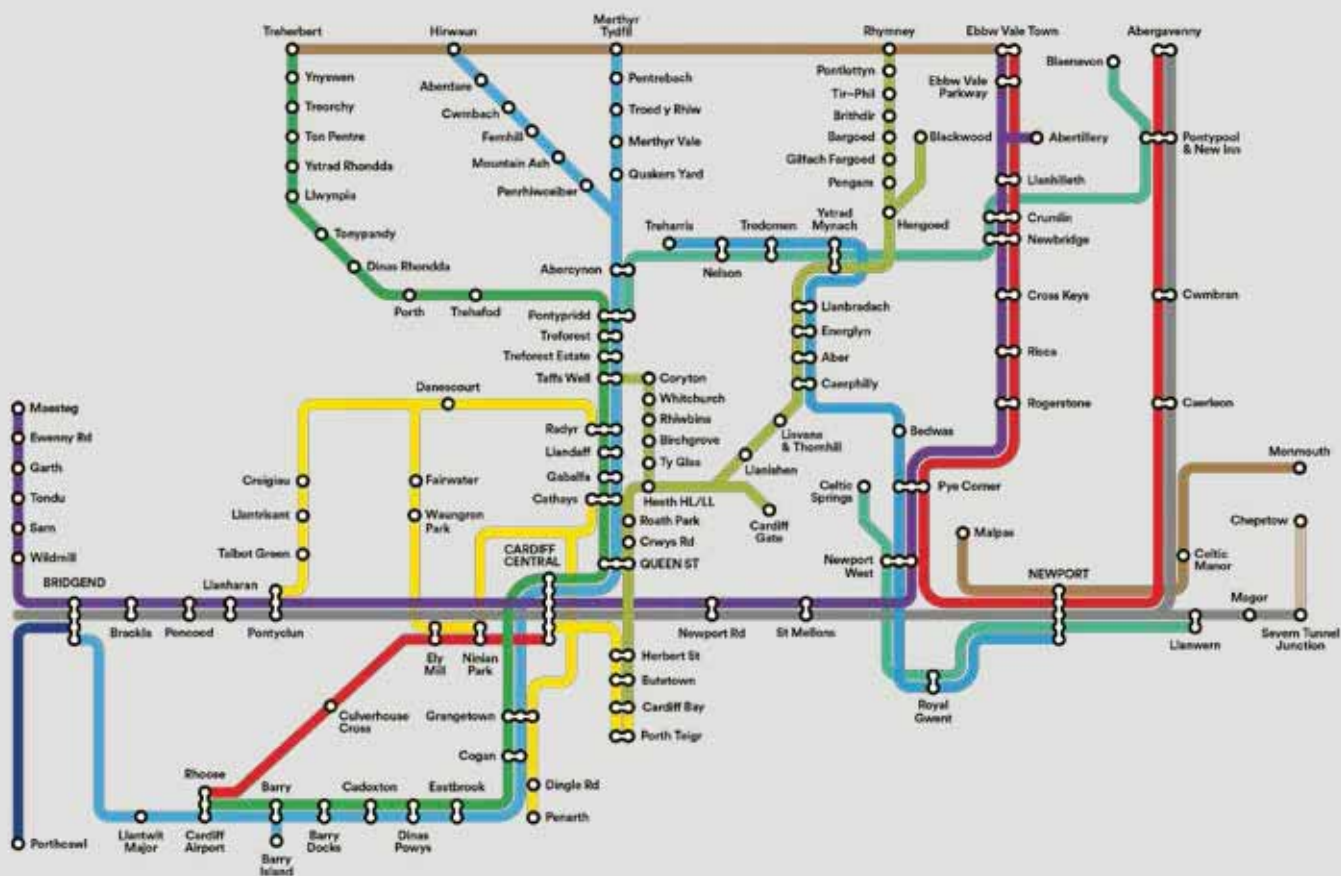
In firming up the programme for Phases Two & Three of the Metro, carefully consider the respective roles of bus and rail services.

Liaise with all parties to agree a work programme for new station sites as proposed in this report, including a programme of community engagement.

## DESIGN CIRCLE

Building on the momentum of the MUD Event, work with colleague professions to open a dialogue with relevant agencies, in order to:

- Compile a comprehensive agenda for realising the potential of new station sites; a “Metro Manifesto” for the impact of new stations;
  - Raise the level of aspiration for the Metro;
  - To encourage people to “dare to dream”;
  - Engage with local authorities across the region;
- Work with relevant organisations (DCfW, PAW) to develop an approach to community engagement that can enable a dialogue with local residents, business people, councillors and officials at public service facilities;
- Engage with political leaders and officials to ensure that wider objectives for the Metro can be achieved;
  - Engage with town and community councils.



# INTRODUCTION

## THIS REPORT

This report captures and shares the ideas that were generated in the Metro Urban Density Workshop on Saturday 24th September 2016. It will be made available to those making decisions linked to the Metro, to encourage them to imagine the biggest and best potential outcomes.

## THE METRO

The Metro proposal will be the largest transport infrastructure project in the City Region in a lifetime. The First Minister, Carwyn Jones, described it in a statement in March 2015:

*"This is a game-changing project and it cannot be done in a half-hearted way. It's got to be done properly... we fully understand this is a once-in-a-lifetime opportunity that could transform the economic prospects of up to one million people in Wales."*

The Metro<sup>1</sup> is envisaged as a transport system that will transform the way people travel across the whole City Region. It aims to provide faster integrated services using trains, buses, light rail and active travel (walking and cycling). Frequencies will be high, with "turn up and go" services. Development and regeneration will be guided towards Metro transport corridors and interchanges. The first phase of the programme is underway, with a second phase from 2017 to 2023 being at the planning stage. A long-term incremental programme of expansion is proposed thereafter.

## THE GOAL OF THE EVENT

The "MUD: Metro Urban Density" event was held to promote creative thinking about the benefits that new Metro stations could bring to the areas immediately around the sites selected. The event provided a chance to show collaboratively that the Metro could be a huge benefit for the whole City Region to become a more vibrant set of interconnected places, if the opportunity is seized.

Opposite: The proposed Metro Map, courtesy of Welsh Government

<sup>1</sup> <http://gov.wales/topics/transport/public/metro>



## THE EVENT

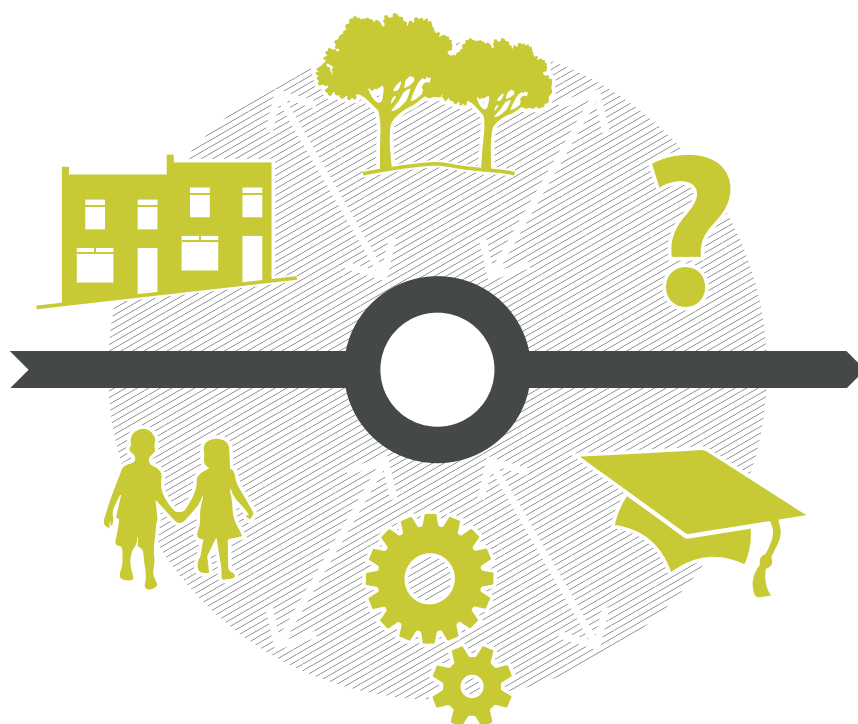
Organised by the Design Circle with support from many partners and sponsors, the event operated out of a base in Bute Street, in Cardiff Bay. More than 70 participants from a wide range of professions and expertise (see Appendix) were asked to consider how future stations might enable positive outcomes to happen in the area immediately around them. Divided into six teams, each allocated a different station site, the task was to visualise an optimistic future for the area, based on the opportunities that the new connectivity could bring.

After an initial briefing, each team spent the morning visiting their site and its surroundings. In the afternoon, the teams focused on the potential of their site, working together to conceive what could be possible, and to capture this in a vision for the area. In particular, teams were asked to identify:

- The biggest benefit that their vision could deliver for local people, land owners, the local council, and the Welsh Government;
- Actions the local council or the Welsh Government could take with land they own (or other routes they control) to support the outcomes proposed;
- The biggest barrier to their vision and how it might be overcome.

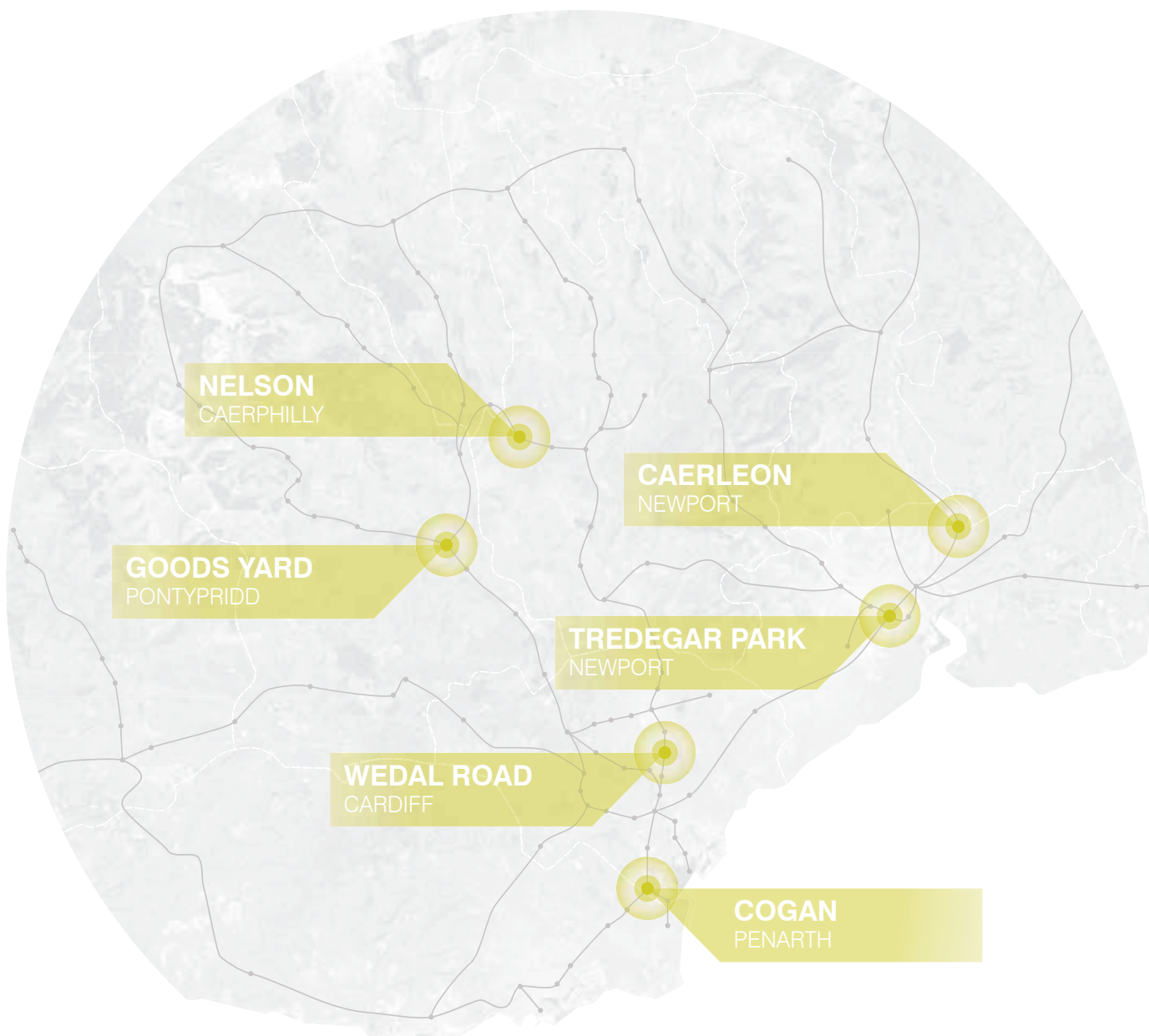
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*“The task was to visualise an optimistic future for the area, based on the opportunities that the new connectivity could bring.”*



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Opposite: Workshops on the day - mapping ideas



# SELECTED SITES

Each of the sites was selected to be the subject of a detailed analysis in its own right. However, the sites, and their specific boundaries, were not to be definitive, but rather to be illustrative and representative of the issues that will arise in the development of the network as a whole. A key purpose of the exercise was to establish common issues and principles that could be applied widely. The individual sites were as follows:

- Caerleon, Newport, on the Marches Line to North Wales and Manchester;
- Cogan, Vale of Glamorgan, on the Barry Line;
- Nelson, Caerphilly, on a freight line off the Rhymney Line;
- Pontypridd Goods Yard, Rhondda Cynon Taff, on the Merthyr and Aberdare Lines;
- Tredegar Park, Newport, on the Ebbw Valley Line;
- Wedal Road, Cardiff, on the Rhymney Line.

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Opposite: Overview  
map of the selected  
station sites



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*“Caerleon Metro could provide the catalyst to break down physical barriers with increased permeability for visitors and residents alike. Appreciation of Caerleon’s history and future potential for wider networks (NHS and University) could lead to economic prosperity within the area.”*

# CAERLEON

## NEWPORT

### THE SITE

The Marches Line passes through a cutting to the north of Caerleon town centre, where the proposed station site is located, incorporating the site of the former station. This is currently a mix of industrial buildings with a variety of small-scale enterprises.

Caerleon is divided by the railway line. This acts as a physical barrier between the conservation area (old town) to the south and the housing estate, St Cadoc's Hospital and the University of South Wales campus to the north. The topography of the site emphasizes the disconnection with significant level changes north / south of the railway line. Both the hospital and university sites are likely to become available for redevelopment, as their uses are phased out.

The line is crossed by the busy B4236 to Cwmbran to the east, and a pedestrian / cycle bridge to the west, with Lodge Road in between. All of these routes link to the town centre, which is adjoined by historic Roman remains.

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Opposite: Map of Caerleon centre with the indicative boundary of the Metro in green



## THE PROPOSALS

With major heritage assets close by, the role of the station as a destination as well as an origin of journeys was seen as important, helping to celebrate the town's historical significance. The station could become the primary arrival point for visitors, and the focus for visitor information. It could relieve the pressure of road traffic around the town, where congestion undermines its distinctive quality. The station could become a focus for local cycle and pedestrian networks, taking advantage of the existing foot and cycleway bridge to the west, which could provide an alternative station location. The station's role as a focal point could be reinforced with the use of public art. With the railway perceived as a barrier, routes through the station could contribute to local permeability, stitching communities together. Given the potential for a wide catchment, interchange with the bus network would be important, and secondary car travel would need to be considered.

Caerleon was perceived as a town with considerable potential that is underperforming. The station could be a key catalyst. Redevelopment opportunities should aim to build on the distinctive character of the town, with lots of green spaces already adding to its heritage value. New links from the station should aim to reinforce this green character. Festivals and markets could be attracted to make use of the open spaces.

New development needs to be more than just family housing. There should be a mixture of uses, including business and commercial uses, to generate vitality. With enhanced accessibility, there would be a basis for reviewing the case for retaining the higher education and hospital uses. As a visitor destination, there could be potential for hotel development. The impact of growing visitor numbers will need to be carefully managed.

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Opposite: Photos of the areas focused on in Caerleon on the day



*"Caerleon was perceived as a town with considerable potential that is underperforming. The station could be a key catalyst."*

*Redevelopment opportunities should aim to build on the distinctive character of the town, with lots of green spaces already adding to its heritage value.*

*New links from the station should aim to reinforce this green character. Festivals and markets could be attracted to make use of the open spaces."*

## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

The public sector was seen to have an important role. There will be a need to secure buy-in from hospital and university authorities into a broader vision for Caerleon, which might include retaining those activities in the town. Similarly, there would be a need to ensure local councillor and community engagement, as without this, resistance to change could be a barrier. The vision should encompass Caerleon as a great place to live and a great place to visit.

## **SITE'S PLANNING AND METRO STATUS**

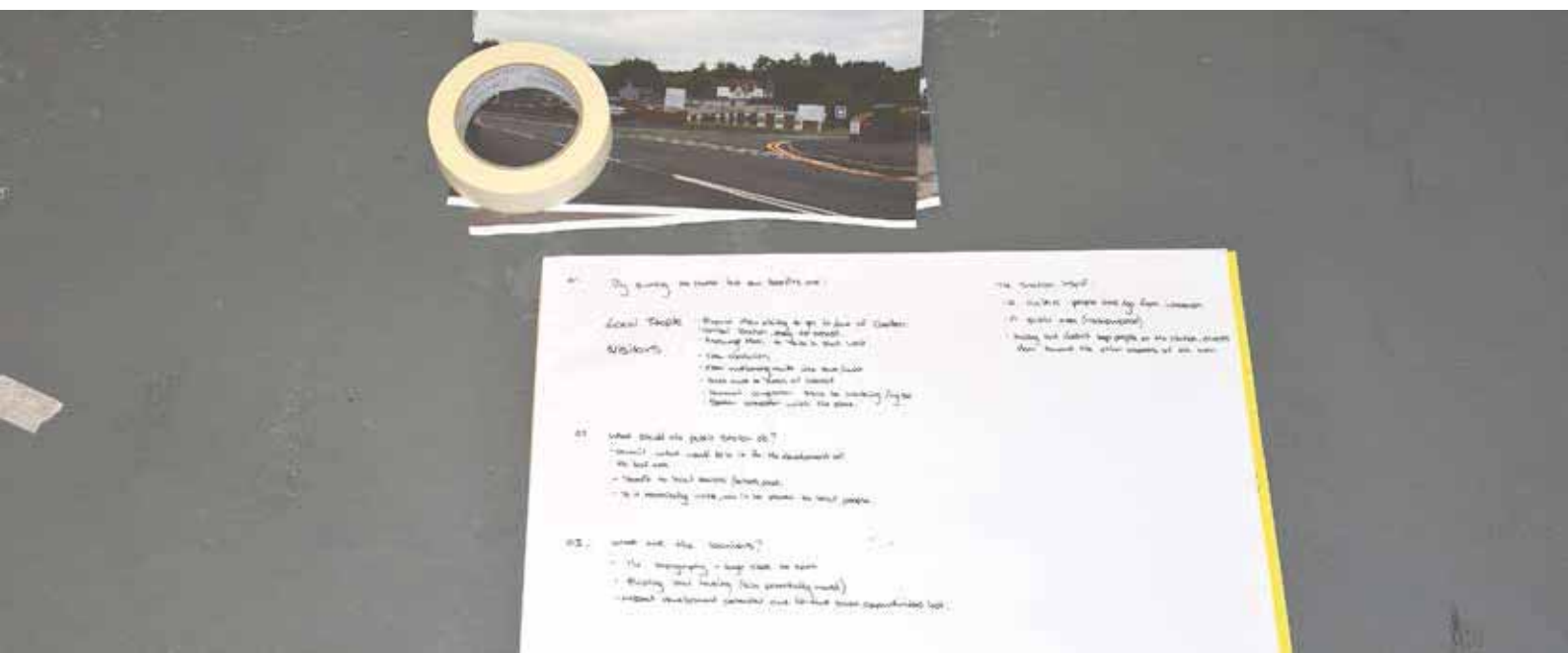
The Newport Local Development Plan (LDP)<sup>2</sup>, which looks forward to 2026, was adopted in January 2015. The Plan includes the provision of a new railway station as part of the redevelopment of the St Cadoc's hospital site, reflecting the Gwent Healthcare Trust's intention to phase out its hospital use in the long term. The station site is within the Caerleon Conservation Area. The LDP indicates that Supplementary Planning Guidance will be prepared for Caerleon. There are currently no proposals for a full or partial review of the LDP.

A new station at Caerleon is included in the Welsh Government's Metro Phase 3 proposals.<sup>3</sup>

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2 <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/LDP-Adopted-Plan-January-2015.pdf>

3 <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>







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*“Utilising the existing topography in challenging both heavy and light rail solutions could provide Cogan an opportunity to connect people on various levels in an area currently dominated by the car. A network of sustainable modes of travel can promote healthier streets providing a more attractive community and leisure destination for all.”*

# COGAN

## VALE OF GLAMORGAN

### THE SITE

The proposed station site extends north from the existing Cogan station site to include land adjoining the railway line to Penarth, which joins the Barry Line just to the north. The land rises steeply from the bank of the River Ely, which is close to the site to the north-east, to the housing and major hospital of Llandough to the west. The station car park lies to the east of the existing station, and is adjoined by some derelict former railway land. Cogan Leisure Centre is close to the site to the south, and a major Tesco store lies alongside the Penarth railway line to the east. The major highway junction of the A4055 and A4160 is close to the site to the north-west. Both roads cross the railway here, and heavy road traffic congestion acts as a barrier to pedestrians and cyclists, with no link to nearby segregated routes.

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Opposite: Map of Cogan centre with the indicative boundary of the Metro in green



## THE PROPOSALS


The proposal to extend the station to give access to the Penarth Line could give the station a key rail interchange role, introducing new opportunities for travel between the Barry and Penarth Lines. This could help to ease the road traffic congestion. The interchange role could also be strengthened by better integration with bus networks, and by taking advantage of the Pont-y-werin foot and cycle bridge over the River Ely nearby, to become a permeable focal point for foot and cycle networks. These need to be given some priority over road traffic. Accessibility for all would need to be prioritised. Changes in levels could facilitate grade-separated crossings of the busy highway network. There would also be potential to expand the station's park and ride role.

With major leisure assets close by, the station could be promoted as one of those serving the Cardiff Bay area, becoming a destination as well as an origin of journeys, but with the area having a role distinctive from that of the Inner Harbour. An interchange with water taxi services could be introduced. The south bank of the river north-west of the station could be opened up for access, and possibly some development, with potential for a further river crossing. Shuttle services and better pedestrian links to the nearby major Llandough Hospital site could also reinforce this destination role, linking into wider "health and well-being" networks.

There was a sense that Cogan had lost some of its identity as a community. A new/remodelled station could become a new focus, not only for Cogan, but also for Llandough, Penarth Marina and the Sports Village. With a mixture of uses already in the vicinity, there is potential to widen this, perhaps attracting hotel, evening economy and small-scale retail uses.

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Opposite: Photos of the areas focused on in Cogan on the day

A person with glasses is looking at a wall covered with various posters and drawings. The posters include one titled 'URBAN DENSITY' and another with a landscape drawing. The person is partially visible on the left side of the frame.

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*“There was a sense that Cogan had lost some of its identity as a community. A new / remodelled station could become a new focus, not only for Cogan, but also for Llandough, Penarth Marina and the Sports Village.*

*With a mixture of uses already in the vicinity, there is potential to widen this, perhaps attracting hotel, evening economy and small-scale retail uses.”*

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## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

The public sector was seen as important in strengthening the interchange role of the station, and in adjusting highway activity to tackle the unfriendly pedestrian and cycling environment. There is also a role in promoting community facilities and links with Cardiff Bay-related leisure activities. The use of compulsory purchase powers could be valuable for land assembly. Engagement with the hospital authorities would also be important. The proposals would require significant funding, and would need to be phased. Securing and sustaining political support beyond the short term would be essential.

## **SITE'S PLANNING & METRO STATUS**

The Vale of Glamorgan LDP<sup>4</sup> has yet to be adopted. Hearings took place between January and March 2016. The Plan looks forward to 2026. The Plan indicates that the Vale of Glamorgan Council is committed to developing a network of walking and Cycling routes that lead to Pont-y-werin, including completion of National Cycle Route 88.

An enhanced interchange at Cogan is included in the Welsh Government's Metro Phase 2 proposals.<sup>5</sup>

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Next Page: Proposal  
presented for Cogan

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4 [http://www.valeofglamorgan.gov.uk/en/living/planning\\_and\\_building\\_control/planning\\_policy/local\\_development\\_plan/local\\_development\\_plan.aspx](http://www.valeofglamorgan.gov.uk/en/living/planning_and_building_control/planning_policy/local_development_plan/local_development_plan.aspx)

5 <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>

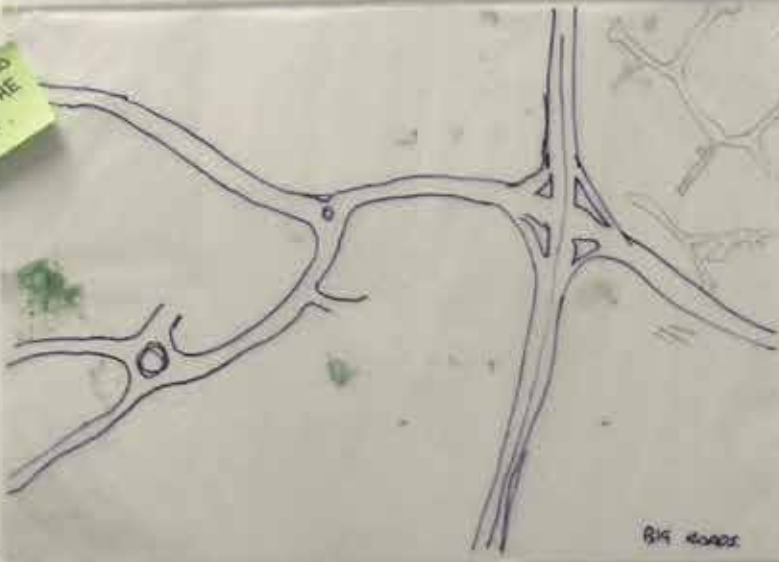
COGAN -  
CARDIFF'S  
ACTIVE HUB

- REDUCING EMPHASIS ON ROAD LINKS
- IMPROVE STATION POSITION FOR LOCAL COMMUNITIES AND THOSE VISITING

COGAN  
CARDIFF



YOUR METRO  
LINK TO THE  
WATER



SAUTINGS

BIG ROADS

COGA/STAD

DITCH YOUR  
CAR IN THE  
WATER



MOVE COGAN STATION TO BETTER  
SCAPE LANDSCAPE, CHANGING ON  
AND REINVENTING AREA

• CREATE TRANSPORT INTERCHANGE  
AT BROADS COURT

- BUS STOP
- LIGHT RAIL STATION PLATFORM
- PARKING

LANDSCAPE USES - WOOD, GRASS,  
SPRING, SOFT, RIVER,  
MEADOWS

• SECONDARY BRIDGE OVERLOOKING  
ROAD BRIDGE AND STATION

• BRIDGE OF OVER HIDE BEHIND  
EXISTING SIGNAGE

• UTILITY WALKING/CYCLE LANE

• INCLUDE WATERWAY STOP

• REDUCE LIFT EXISTING STATION  
FOR HIGH DENSITY BUT NOT HIGH RISE  
- WOOD THROUGH - OPEN BE REVEAL

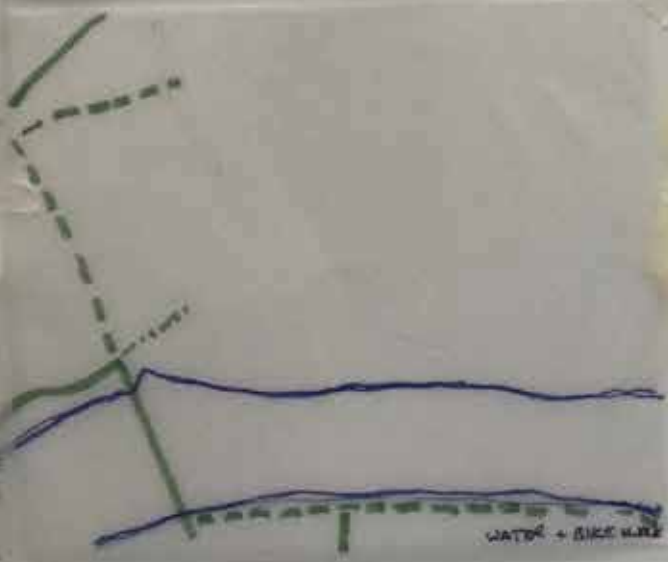
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LANE BRIDGE LANE FREE WITH  
SPILL HIGH BEHIND - CHANGING  
COGAN - FIGHT 11 LANE

• BRIDGE LANE END TO ALLOW  
DISCONTINUITY IN OTHER SIDE  
WATERWAY OVER THE BRIDGE  
TO LAND BEHIND BEHIND LANE TO  
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• BRIDGE LANE END TO ALLOW  
DISCONTINUITY IN OTHER SIDE  
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• BRIDGE LANE END TO ALLOW  
DISCONTINUITY IN OTHER SIDE  
WATERWAY OVER THE BRIDGE  
TO LAND BEHIND BEHIND LANE TO  
LOFT FOR



WATER + BIKE LANE



PERMEABILITY  
 SENSE OF IDENTITY  
 EMPLOYMENT  
 SALE OF LAND WITH DESIGN BRIEF  
 EXPANDED LEISURE CENTRE  
 POLITICAL WILL  
 PHASED DEVELOPMENT  
 INTERCHANGE  
 HIGHWAY ALTERATIONS  
 NETWORK RAIL (LIGHT RAIL)  
 CHALLENGES OF CPO  
 CONGESTION  
 BIGGEST BENEFITS  
 PUBLIC SECTOR  
 BIGGEST BARRIERS



NEW  
 PROPOSED  
 STATION



CAR  
 DOMINATED



ONLY  
 PEDESTRIAN  
 LINK



---

*"The Nelson Metro station offers the opportunity to experience the beauty and heritage of our landscape and one that looks to providing environmental tourism, sociability and connectivity for communities and visitors alike."*

# NELSON

## CAERPHILLY

### THE SITE

The proposed station site is on a freight line that is proposed to be partly re-opened for passengers. The line links the Cwmbargoed opencast disposal point to the Rhymney Line. The site adjoins the residential area of Tawelfan, to the north of the small town centre in Nelson, from which it is separated by an area of open land, including former railway land. The site is bordered by farmland to the north, which can be accessed by a public right of way that crosses the line at grade at the site.

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Opposite: Map of Nelson centre with the indicative boundary of the Metro in green



## THE PROPOSALS

The station site is inaccessible by road. There would be a need to create a road link from the town centre, with bus interchange and drop off / pick up capabilities. With the potential for a wider catchment, there is also a case for park and ride facilities.

The general perception of Nelson was of a settlement that lacks cohesion. The abandonment of the use of the former railway land has never been comprehensively addressed to tackle the severance it caused. The new station would provide the opportunity to do so, allowing Nelson to undergo some re-assessment, improving its image and connectedness. There could be potential for raising its position in the retail hierarchy. As a small town, it needs an approach involving lots of small-scale improvements. Engagement with the local residential and business communities would be important. Being on the edge of the town, the station could become a destination for countryside recreation.

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Opposite: Photos of the areas focused on in Nelson on the day



*"As a small town, it needs an approach involving lots of small-scale improvements. Engagement with the local residential and business communities would be important."*

*"Being on the edge of the town, the station could become a destination for countryside recreation."*

## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

There would be an important role for public authorities in land assembly and tackling dereliction. Being close to the local authority boundary, consultation with the adjoining authority would be needed.

## **SITE'S PLANNING & METRO STATUS**

The Caerphilly LDP<sup>6</sup> was adopted in November 2010. It looks ahead to 2021. The Plan indicates that land will be identified and safeguarded at Nelson for a new rail station. The Council had agreed in 2013 that the LDP should be reviewed in its entirety to cover the period to 2031. The review was commenced and Preferred Strategy and Deposit Replacement LDP documents were published and consulted on. However, in July 2016 the Council resolved to seek further discussions with the Welsh Government and local authorities within the Cardiff Capital Region regarding the possible development of a Strategic Development Plan, and resolved to withdraw the Deposit Replacement Plan.

A new station at Nelson, as part of a potential Metro extension, is included in the Welsh Government's Metro Phase 3 proposals.<sup>7</sup>

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Next Page: Proposals  
presented for Nelson

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6 [http://www.caerffili.gov.uk/Business/Planning-and-building-control-for-business/Local-Development-Plan/Local-Development-Plan-2010-\(Adopted\)/The-Adopted-LDP](http://www.caerffili.gov.uk/Business/Planning-and-building-control-for-business/Local-Development-Plan/Local-Development-Plan-2010-(Adopted)/The-Adopted-LDP)

7 <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>







*"Pontypridd is a historical town that connects the Valleys communities, not only geographically, but historically and economically. The town craves progress to feed back into the socio-economically deprived areas to the North and the development of the goods yard site into a Metro Hub servicing Pontypridd and subsequently, the wider Valleys district which will help embrace growth, employment and diverse education opportunities."*

# PONTYPRIDD

## RHONDDA CYNON TAF

### THE SITE

The proposed station site lies on the lines to Aberdare and Merthyr Tydfil. It sits at the northern end of Pontypridd town centre, at the opposite end of the centre from the existing Pontypridd station. The site is adjoined by commercial uses to the south and a bus station to the east. The busy Gelliwasted Road separates the site from the core of the town centre. The railway separates the centre from residential areas to the west, linked by a road over bridge to the south of the site, and a pedestrian subway to the north.

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Opposite: Map of Pontypridd Goods Yard with the indicative boundary of the Metro in green



## THE PROPOSALS

There is potential for the Metro to strengthen Pontypridd's role as a focal point, and for a new station to act as a catalyst for remodelling the town centre. Despite its townscape quality and heritage, the centre was perceived as underperforming. With the nearby university campus served by the Treforest station to the south, student housing was seen as a key driver for the development of vacant or underused sites and temporary car parks nearby, bringing new vitality to the centre.

The heavy traffic on Gelliwasted Road was seen as a constraint on pedestrian movement linking the proposed station, the existing bus station, and the core of the town centre. Re-routing much of this traffic to the south of the town was seen as a critical factor for improving perceptions of the centre. This could provide the opportunity for raising its environmental quality, taking advantage of its rivers and of the proximity of Ynysangharad Park. New pedestrian routes from the station to the town centre could be extended to include a new crossing over the River Taff.

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Opposite: Photos of the areas focused on in Pontypridd on the day

A person's arm, wearing a black and white striped long-sleeved shirt, is pointing towards a map on a wall. The map is partially obscured by a large white circle that contains text. The background is a light-colored wall with a map of a city or region.

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*"There is potential for the Metro to strengthen Pontypridd's role as a focal point, and for a new station to act as a catalyst for remodelling the town centre.*

*Despite its townscape quality and heritage, the centre was perceived as underperforming."*

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## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

The public sector was seen as having a key role in revitalising the town centre, through securing a consensus for a new vision, improving traffic management and helping to stimulate business investment. Measures such as extending business rate relief and introducing a business improvement district were proposed. Engagement with the business community would be essential.

## **SITE'S PLANNING & METRO STATUS**

The Rhondda Cynon Taff LDP<sup>8</sup> was adopted in March 2011. It looks ahead to 2021. The Goods Yard site sits within the area covered by the Plan's town centre enabling policies for Pontypridd. The policies encourage development that promotes accessibility to services by a range of sustainable modes of transport.

There are no proposals for an additional station in Pontypridd within the Welsh Government's Metro programme.

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8 <http://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/RelateddocumentsLDP20062021/AdoptedLocalDevelopmentPlan.pdf>

Llanwrnog Forest \*

Forest

BUS STATION

Students

Students

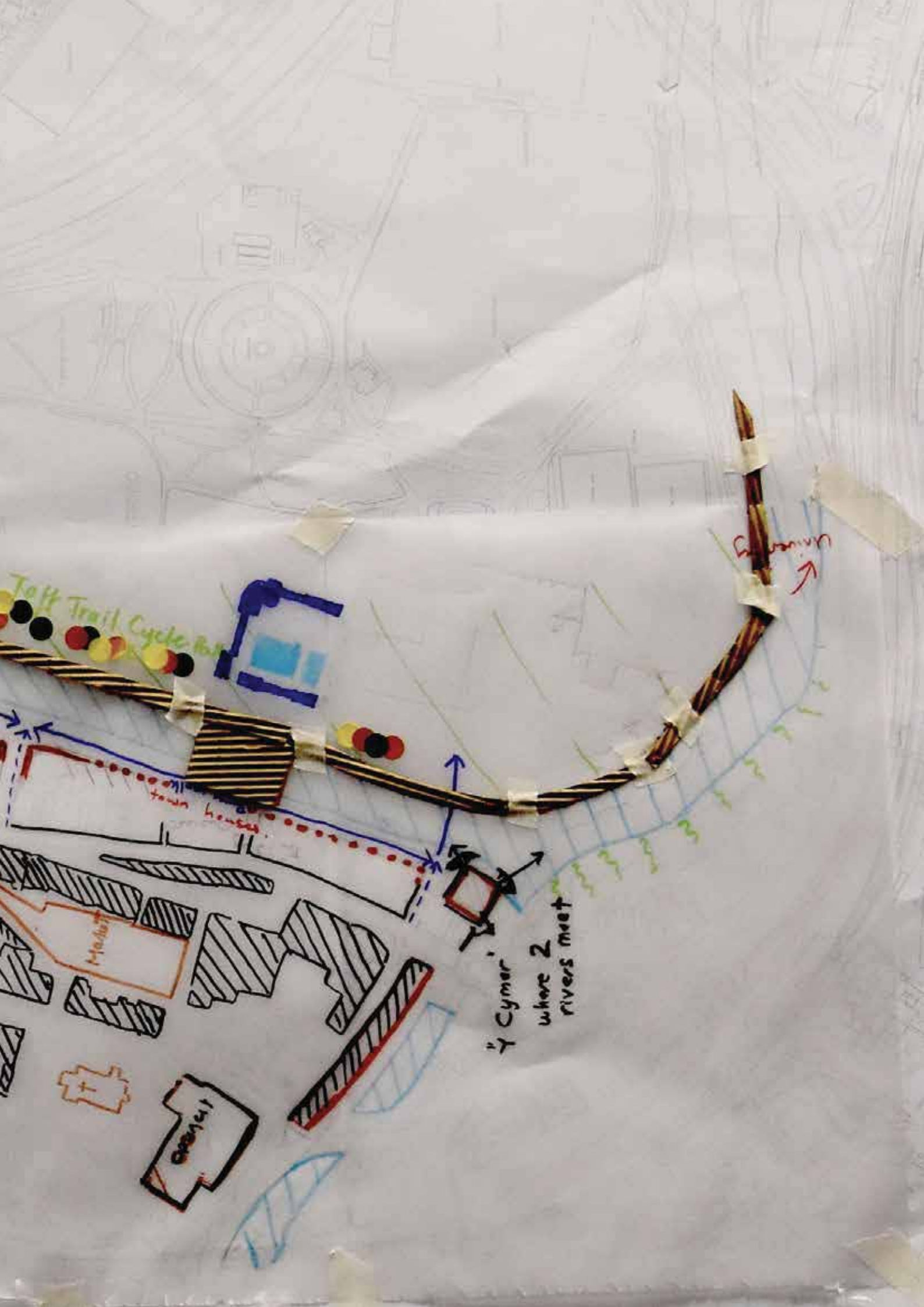
MICA

map

MEET PO  
point of arrival

Bridge





Taff Trail Cycle Route

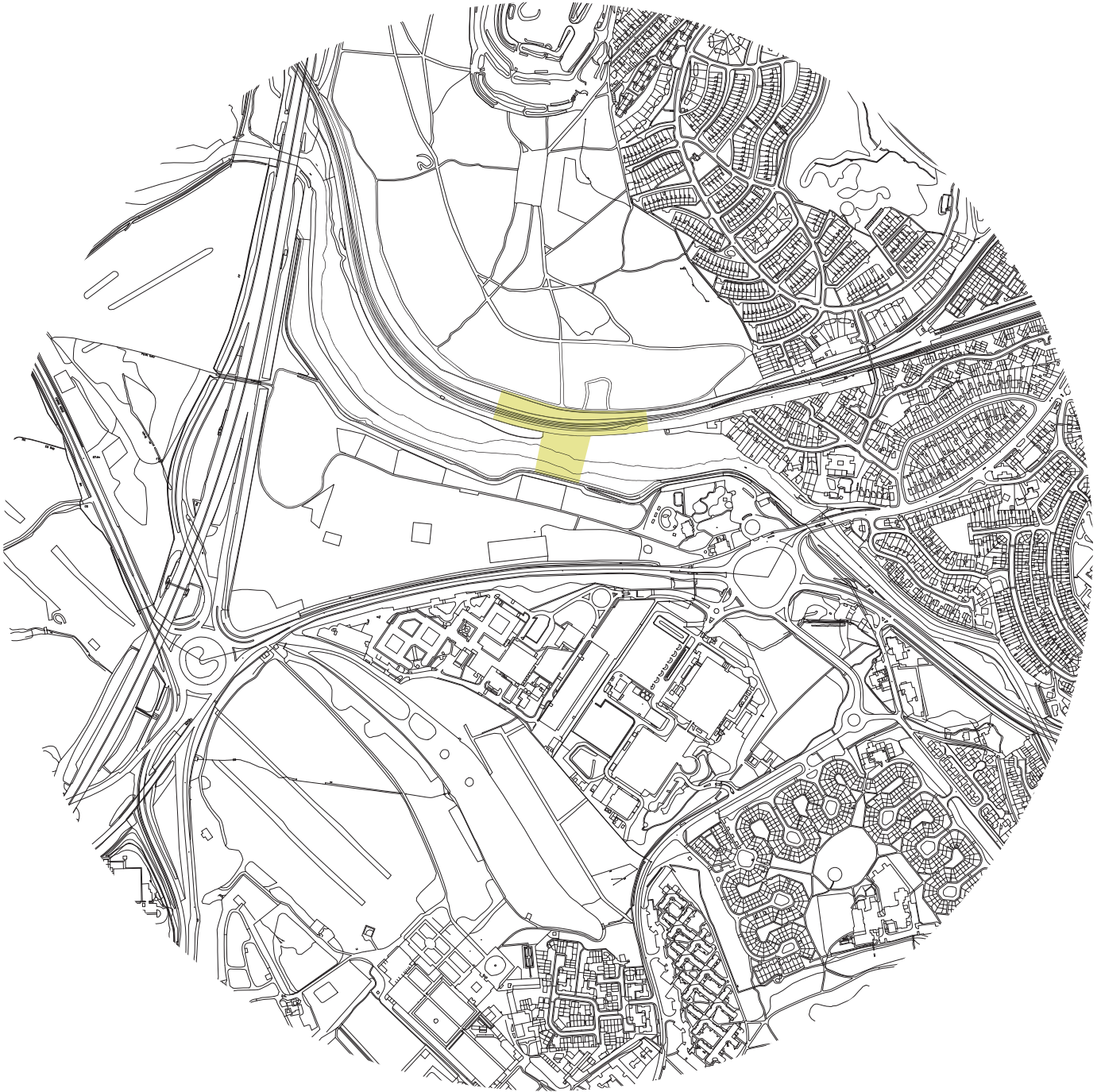
town houses

Market

Cymru

Y Cymer  
where 2  
rivers meet

University



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*“Tredegar Park is strategically in a promising location. Whilst the Metro can encourage the erosion of barriers between communities and amenities locally, by creating links to important heritage, leisure and employment opportunities in the area, it also connects it to the wider economy of the region. ”*

# TREDEGAR PARK

## NEWPORT

### THE SITE

The site occupies a strategic location on the rail network, being above the junction of the lines from Newport and Cardiff, and below the junction of the Ebbw Vale Line with the freight line from Machen, which could be reopened to Caerphilly for passenger services. The site adjoins the north bank of the River Ebbw. Open land to the north rises steeply to the ancient Gaer hill fort. The Tredegar Park sports ground lies to the south of the river, with Cardiff Road (A48) and business parks beyond. To the east lie the residential areas of Gaer and Maes-glas. There is currently no crossing point over the railway at the site.

---

Opposite: Map of Tredegar Park with the indicative boundary of the Metro in green



## THE PROPOSALS

Tredeggar Park station can trigger the linking-up of the green spaces in the surrounding area. The station building itself could become the first link, with a bridge crossing the river and the railway, connecting Gaer Hill to Tredeggar Park Recreation Ground. As one of the premises of the Metro is also to reduce dependence on cars, it would then enable further connections across the A48 to adjoining businesses and Tredeggar House.

Eroding the physical barriers in the area will provide an opportunity for the various local communities (Duffryn, Maes Glas, Gaer) to come together and enjoy the recreational opportunities that a new green link can provide. The severance and environmental effects of traffic on the A48 are such that it was suggested that it should be lowered to enable high-quality at-grade pedestrian access for employees, visitors and local residents.


The area could also attract visitors from other places. Tredeggar Park station is located strategically between two important heritage assets – Tredeggar House and Gaer hill fort. As access to both is improved, the station could become a wider leisure destination. Linkages to cycleway networks would be important.

The Tredeggar Park site has the potential to become an important node. Thanks to its location on the border of city and country, it could become the interface between road and rail traffic. As the site is also conveniently on a railway junction, it would enable good connections to Cardiff, Ebbw Vale, Central Newport and beyond. Given the sensitivity of the site from environmental and road traffic perspectives, there were reservations about introducing park and ride facilities.

Better links will maximise the economic potential of the area. The station would provide comfortable links for the local population to job opportunities along the railway corridors, and the numerous businesses and organisations in the Tredeggar Park area would become accessible for workers from further away.

---

Opposite: Photos of the areas focused on in Tredeggar Park on the day

The background image shows a meeting in progress. A large whiteboard is visible with several diagrams and photographs pinned to it. One photo shows a landscape with a river or stream. Another shows a building. There are also some hand-drawn sketches. In the foreground, the backs of several people's heads are visible as they look towards the whiteboard. The overall scene suggests a collaborative planning or discussion session.

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*"Better links will maximise the economic potential of the area. The station would provide comfortable links for the local population to job opportunities along the railway corridors, and the numerous businesses and organisations in the Tredegar Park area would become accessible for workers from further away."*

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## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

The proposals would need an integrated planning framework for delivery, and the costs involved would require a consensus to be built around the level of ambition envisaged. Effective and continuing stakeholder engagement would be needed.

## **SITE'S PLANNING & METRO STATUS**

The Newport LDP<sup>9</sup>, which looks forward to 2026, was adopted in January 2015. The Plan does not include any proposals for a new railway station at Tredegar Park. There are currently no proposals for a full or partial review of the LDP.

A new station at Newport West is included in the Welsh Government's Metro Phase 3 proposals.<sup>10</sup>

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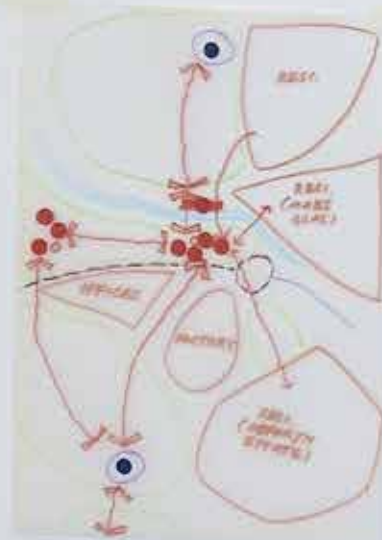
Next Page: Proposal  
presented for  
Tredegar Park

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9 <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/LDP-Adopted-Plan-January-2015.pdf>



TREDEGAR SPORTS GROUNDS



INDUSTRY/EMPLOYMENT



TREDEGAR HOUSE



PARK

LYLE RIVER



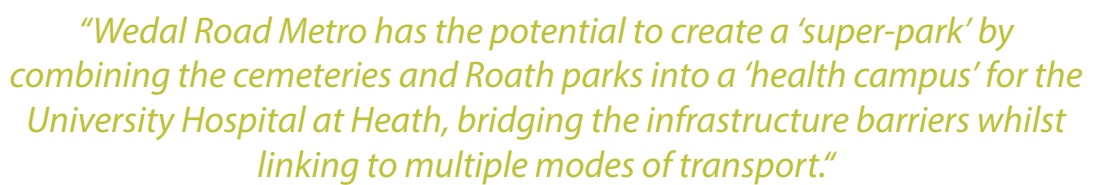
NEAR STATION SITE



A+B - ECH!



DUFFLYN ESTATE



# WEDAL ROAD

## CARDIFF

### THE SITE

The site lies on the Rhymney Line to the south of the junction with the Coryton Line. At this point, the line crosses Eastern Avenue (A48) and Wedal Road. A Parks depot adjoins the site to the south west. Cathays Cemetery adjoins the site to the north-west, sitting between the site and Heath Hospital. Housing areas to the east separate the site from Roath Park.

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Opposite: Map of Wedal Road with the indicative boundary of the Metro in green



## THE PROPOSALS

The nature of the site and its opportunities places a particular emphasis on having a big vision, even if it takes years to achieve it through little steps.

The site presents the potential for a multi-level station extending across the A48 and Wedal Road, emphasising permeability across road & rail lines as much as accessing the Metro. A large raised public space could be used for pedestrians and cyclists to link Roath Park north and south of the A48, and both elements of the cemetery into a larger network of green traffic-free routes, providing a unique identity as the “Health & Wellbeing” Metro stop.

A strong link to Heath Hospital is proposed, with lighting to enable use around the clock. The potential of some form of public transport shuttle was raised. There were also ideas around linking in to healthcare provision physically, and more widely supporting uptake of advice on healthy lifestyles (prescribe a walk around the enlarged park?). Heath Hospital and other employers could be encouraged to provide schemes for staff uptake of Metro usage (season ticket loans, facilities, etc.).

The station is envisaged as a linkage to A48 / M4 coach routes, as well as local roads to try and create a local transport interchange with bus services. Bus interchange could be provided on Wedal Road and Lake Road West. With facilities for cyclists, the station could also become a focus for cycleway networks. Given the nature and location of the site, car parking was not thought appropriate.

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Opposite: Photos of the areas focused on around Wedal Road on the day



*"The site presents the potential for a multi-level station extending across the A48 and Wedal Road, emphasising permeability across road & rail lines as much as accessing the Metro."*

*A large raised public space could be used for pedestrians and cyclists to link Roath Park north and south of the A48, and both elements of the cemetery into a larger network of green traffic-free routes, providing a unique identity as the "Health & Wellbeing" Metro stop."*

## **BIGGEST BENEFIT, CHALLENGE AND PUBLIC SECTOR OPPORTUNITY**

Redevelopment of the adjoining Parks depot was seen as a key catalyst for providing facilities for travellers, including pick up / drop off, taxi, catering and retail facilities. There would be a need for Cardiff Council to play a key role, given its ownership of the Parks depot and Roath Park. Hospital authorities would also need to be fully engaged, with links into the Hospital Travel Plan.

## **SITE'S PLANNING & METRO STATUS**

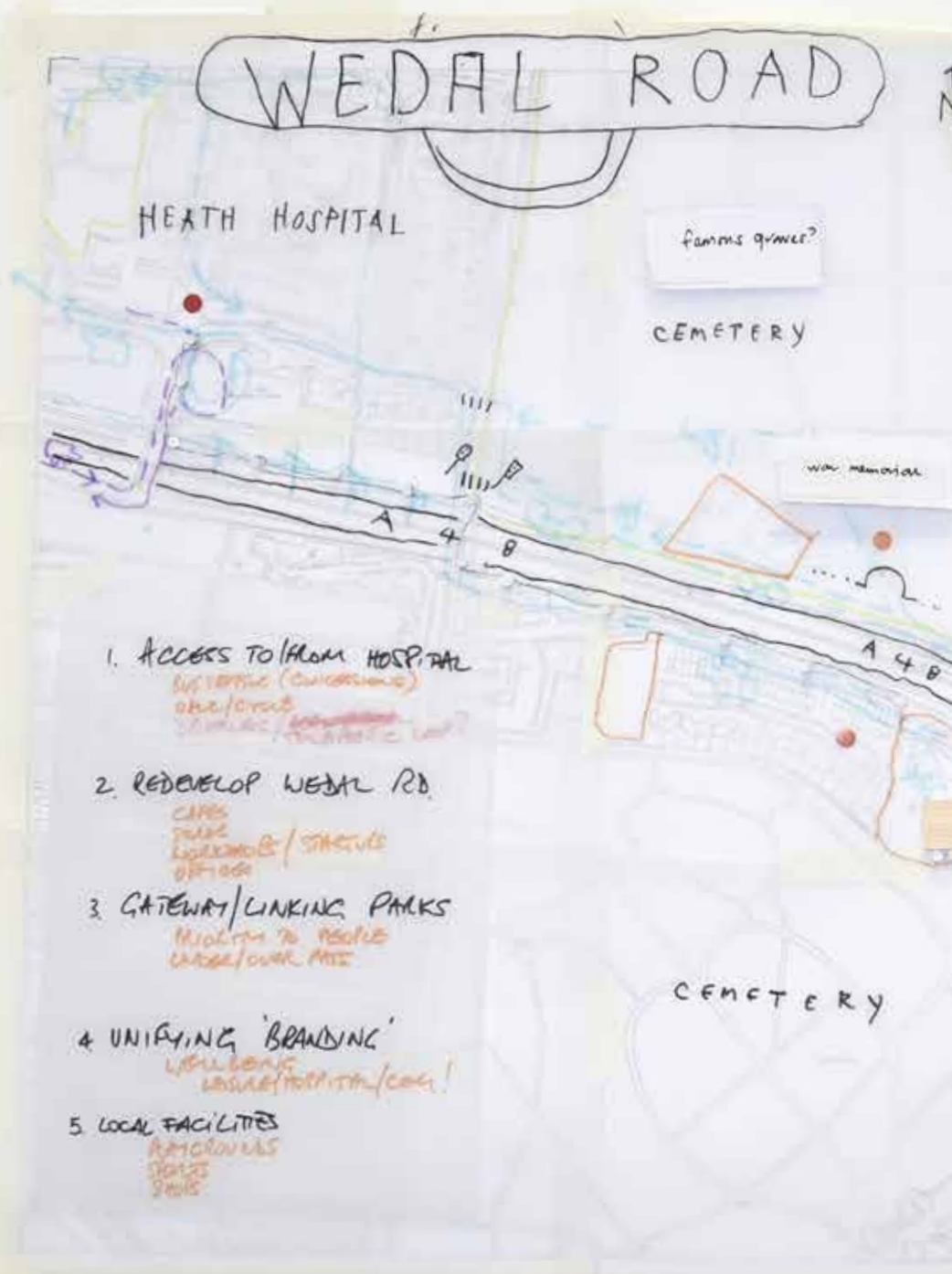
The Cardiff LDP<sup>11</sup> was adopted in January 2016 . The Plan looks forward to 2026. The Plan does not include any proposals specific to the Wedal Road station site.

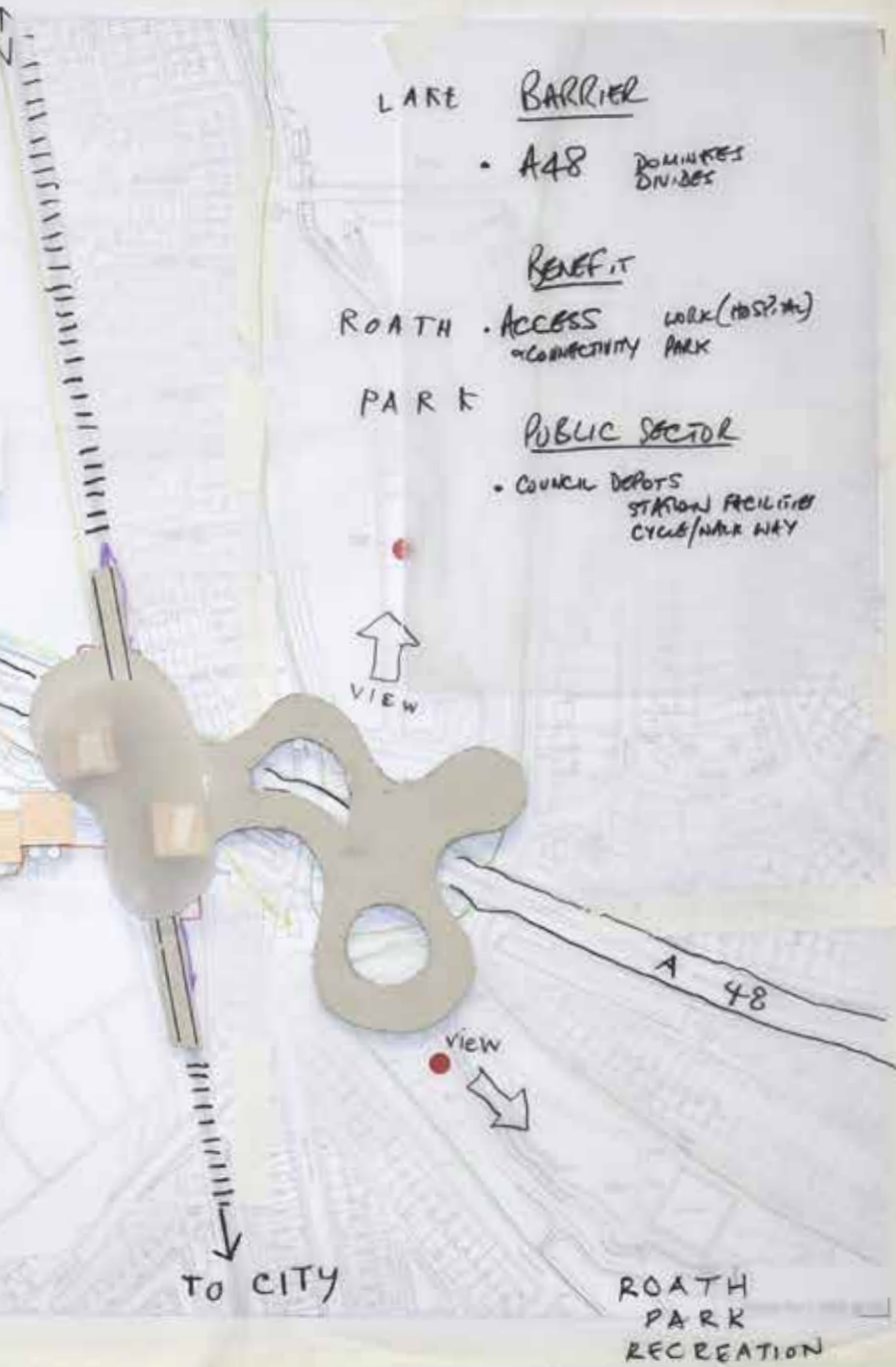
A new station at Wedal Road is included in the Welsh Government's Metro proposals.<sup>12</sup>

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11 <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Examination/Documents/Approval/LDP%20Written%20Statement.pdf>

12 <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>







# COMMON THEMES

## HAVE A BIG LONG-TERM VISION FOR EACH STATION'S AREA

- New or remodelled stations will provide a basis for fundamental change, and should be a strong stimulus for regeneration and improvement;
- Achieving this requires a strategic, long-term vision for each of the areas around station sites which cannot be 'retrofitted', and which would underpin all decisions affecting these areas, from planning to business to service provision;
- Do not be afraid of an ambitious vision: all things can be achieved over time, and big visions can in themselves draw funding and support that render them more achievable;
- Accessible locations like stations can support a higher density of development and a vibrant mix of uses;
- While actions will inevitably need to be phased and occur over many years, this vision must remain to provide the essence for successful, popular and good quality places around the station sites.

## DESIGN FOR THE COMMUNITY AND MOVEMENT THAT WE WANT TO ACHIEVE

- The public realm around stations should recognise critical links from stations to key facilities and deliver high quality, safe and secure pedestrian and cycle links for these and other local desire lines;
- Ways need to be found to overcome the barriers that major highways commonly represent in gaining access to stations;
- The public realm around individual stations should be planned for as part of the Big Vision, even if this takes time to deliver;
- Public realm designs should embed comprehensive accessibility for all with barrier-free public spaces;
- Station locations have great potential for contributing to wider community well-being, integration and productivity; realising this potential requires continuing collaborative engagement with local communities across organisational and professional boundaries, as well as ambition and imagination.



## USE ALL AVAILABLE MEANS TO SUPPORT METRO'S SUCCESS

- Adapt public facilities close to station sites to favour access via the Metro: discounted ticket/service prices, relocated main entrances and prioritised Metro signage, could all support the success of the Metro and that of the surrounding area;
- Encourage employers or councils to offer preferential loans to buy Metro season tickets. Consider how business rates, council tax and other public sector mechanisms might favour Metro usage;
- Drive the links between walking, cycling (and associated Metro usage) and health, perhaps even 'social prescribing' of Metro passes for appropriate overweight car-users;
- Look to encourage suitable facilities in businesses, leisure and retail service providers to support pedestrian and cyclist Metro usage, such as storage lockers, changing facilities and solutions for heavy/awkward luggage or shopping (perhaps encourage 'free local home delivery' from businesses for such items).

## EACH STATION SHOULD HAVE A UNIQUE IDENTITY

- Stations need to be thought of as journey destinations as well as origins, both as focal points and gateways to the local area. Each should have its own identity, with linkages to heritage, history and relevant art;
- Each station can be a catalyst for place-making, for refocusing localities and their identity, and the "Big Vision" for each surrounding area should reflect this unique identity and character;
- Stations should also act to overcome the natural barrier of railway lines, with physical and visual permeability to enable local foot and cycle traffic to shortcut through stations as well as to use the Metro;
- Station sites must be pedestrian and cycle friendly, and integration with as many other transport modes as possible will be important. This includes the car, but not in priority to pedestrian, cycle or public transport (including buses, coaches, taxis and private hire vehicles), and not forgetting the potential of rivers.

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Opposite: Presenting  
one of the proposals



WEDAL ROAD

HEALTH HOSPITAL

CENETERY

LAKE Barlow  
A48

ROATH PARK  
ACCESS  
PUBLIC SPACE

VIEW  
TO CITY

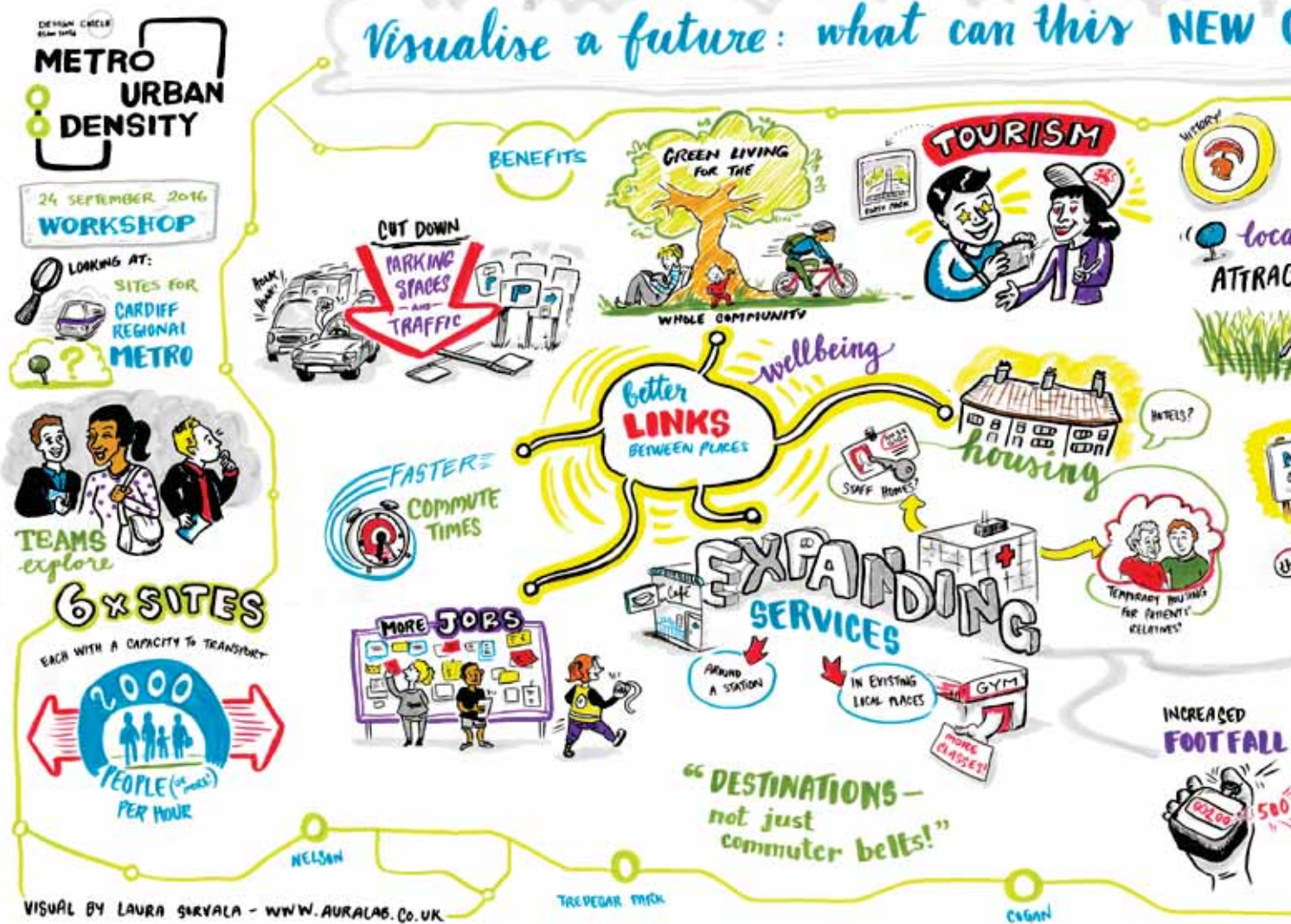
CENETERY

UNIBANK

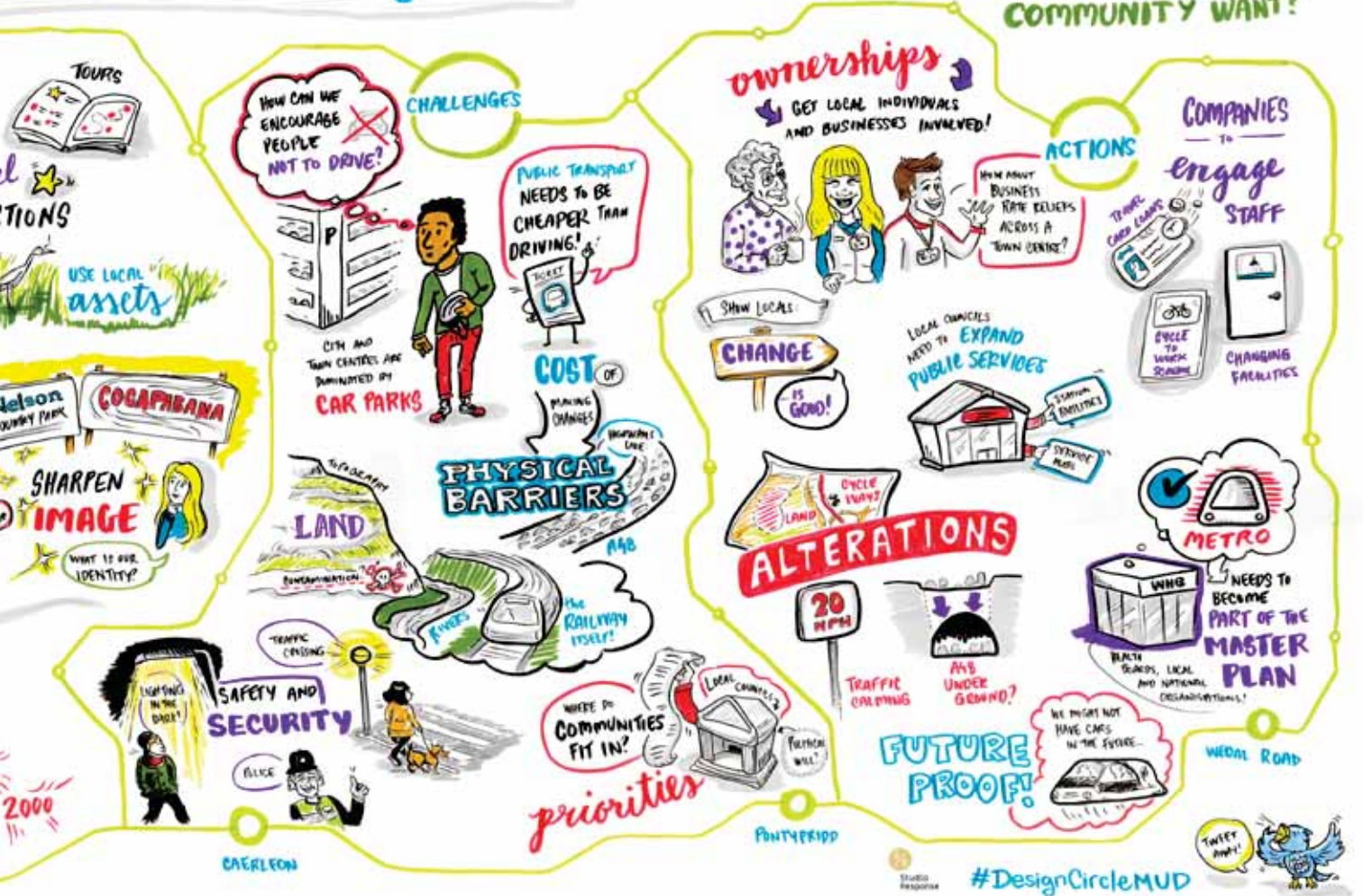
VIEW

ROATH PARK  
RECORD





# CONNECTIVITY bring?



Above: Laura Sorvala, an artist, attended the workshop and captured her response to the discussion and themes.



# POLICY, PRACTICAL AND OTHER FACTORS

Ultimately, the themes set out in Section 4 (Common Themes) will require the involvement of a number of agencies and mechanisms if the comprehensive agenda for realising the potential of the station sites is to be delivered.

While the analysis has focused on six sites for illustrative purposes, the Metro proposals extend across the whole of South East Wales, and there will be a need to engage with local authorities and communities across the region.

## TRANSPORT PLANS

It is evident that the Metro needs to be viewed as much more than a transport infrastructure programme. Nonetheless, a major delivery role will rest with the Welsh Government through its transport planning and funding responsibilities, working with rail and bus operators and local authorities. A Welsh Government transport company called Transport for Wales has been established to help deliver the next phase of the Metro project. The National Transport Plan and Local Transport Plans, with their spending programmes, can provide mechanisms for delivering the transport infrastructure and services required. Engagement with political leaders and officials will be needed to ensure that wider objectives for the Metro can be achieved. Transport for Wales are procuring the transport infrastructure and services, which will represent the 'pebble thrown in the pond'. The local councils have responsibility for planning decisions over the areas around the stations and are able to influence 'the ripples'. With procurement proceeding on the 'pebble', it is important that planning for the 'ripples' is progressed with urgency.

## SPATIAL PLANNING POLICY - LOCAL DEVELOPMENT PLANS

New stations, new development and changes in land uses and densities will need planning permission from the relevant council. In considering applications, the council will give considerable weight to its Local Development Plan (LDP). At this stage, LDPs give scant recognition to the Metro programme, and few of the Metro proposals are reflected in LDPs. There is an urgent need for them to be reviewed and updated if the Metro programme is to be delivered as proposed. As LDPs are updated, and local communities consulted in the process, it will be important that the themes identified through this event are taken into account.

## REGIONAL PRINCIPLES AND PRIORITIES

In establishing a common approach to station sites across the ten authorities, there will be an opportunity, with the proposed preparation of a Strategic Development Plan for the South East Wales region, to establish common principles and priorities, and a consistent approach to developing new stations and the land around them.

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Opposite: On site,  
gaining a better  
understanding of the  
context

## WELSH GOVERNMENT PLANNING POLICIES

All planning decisions, including development plans, need to have regard to the Welsh Government's planning policies and guidance, set out in Planning Policy Wales<sup>13</sup> and Technical Advice Notes. A review of these documents would be helpful in the context of the themes identified in Section 4 (Common Themes). With the process of LDP reviews likely to take a number of years, there is a strong case in the shorter term for the preparation of a Metro Technical Advice Note.

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*"A greater emphasis is being placed on community engagement in planning"*

## DEVELOPMENT BRIEFS

With the new station proposals, and the opportunities for change around them, there will be a need for a more detailed planning framework capturing these proposals, and supplementing the LDP. This could take the form of a Development Brief, which could be adopted by the local council as Supplementary Planning Guidance.

## PLACE PLANS

In some of the smaller settlements with new station proposals, the detailed planning framework could be in the form of a Place Plan. Following Welsh Assembly approval of The Planning (Wales) Act 2015, a greater emphasis is being placed on community engagement in planning. This includes encouragement for councils and their local communities to work together on new Place Plans. Given weight in planning decisions as Supplementary Planning Guidance, these can reflect local community views whilst making synergies with LDP reviews and the emerging Wellbeing Plans. Councils could prioritise these locations for Place Plan preparation. Organisations such as the Design Commission for Wales (DCfW)<sup>14</sup>, with its "Shape my Town" toolkit, and Planning Aid Wales (PAW)<sup>15</sup>, with its community engagement network events, could help to facilitate these processes.

## DEVELOPING A DIALOGUE

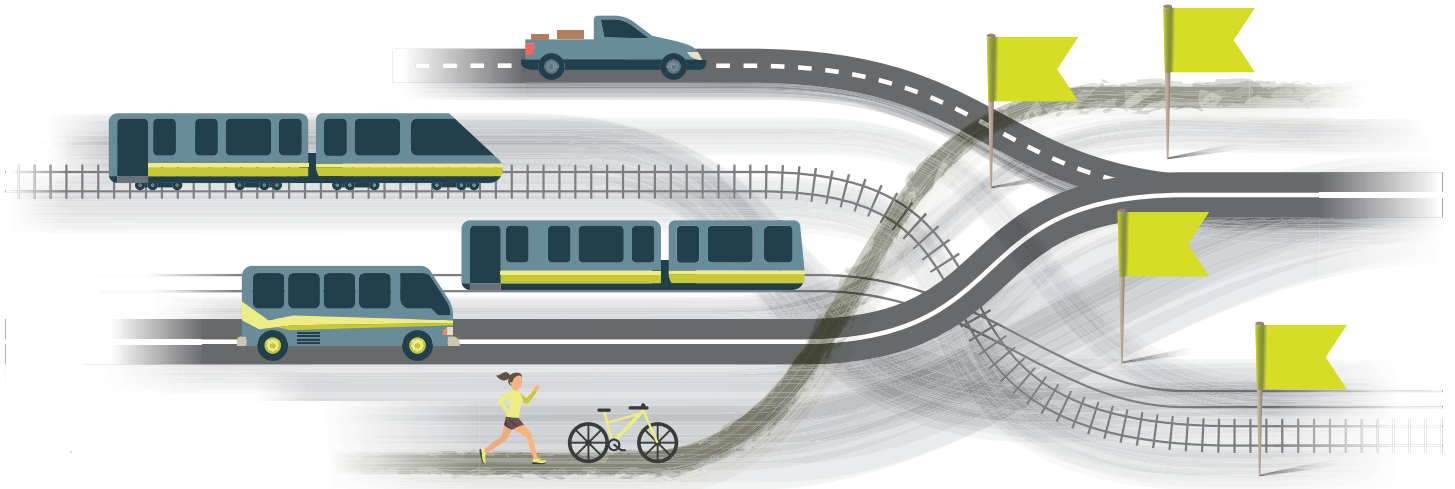
Engaging communities in this way could also provide opportunities for designers and associated professionals to develop a dialogue with local residents, business people, councillors and officials at public service facilities. Developing the role of new stations as destinations will in particular require a dialogue with tourism operators and town centre business communities. Town and community councils can also play an important role. Within larger settlements it is not yet clear how Place Plans will be taken forward. There would be a strong case for Place Plans to be drawn up for new Metro stations and their surroundings.

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13 <http://gov.wales/topics/planning/policy/ppw/>

14 <http://dcfw.org/>

15 <http://www.planningaidwales.org.uk/>



## LAND

Mechanisms such as those above can also be used to open a dialogue with landowners. Local councils may in some instances wish to use their land assembly powers to secure a comprehensive approach to land around stations. Given the compulsory nature of these powers, they are not used lightly. However, given the transformational power of the Metro proposals, the use of these powers as a last resort needs to be considered.

## THE PUBLIC REALM

Land immediately adjoining stations is often, as with the stations themselves, owned by Network Rail, and managed by the relevant train operating company, in most cases Arriva Trains Wales under the current rail franchise. Much of the public realm around station sites forms part of the adopted highway, and is managed by councils in their role as local highway authorities. Upgrading pedestrian and cycle routes, and the quality of the public realm around stations, and tackling the severance of major highways, will require a co-ordinated approach encompassing these organisations. Sustrans, with their specialist cycling expertise, would also be a valuable participant. Proposals for the public realm will need to be linked with those for transport infrastructure and development through the planning framework.

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*"It is evident that the Metro needs to be viewed as much more than a transport infrastructure programme"*



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*"There is now a need, in taking the Metro forward, to move beyond public information, and embrace consultation and community engagement."*

## INTEGRATING TRANSPORT

The Welsh Government<sup>16</sup> recognises that bus services, in places in the form of Bus Rapid Transit, will be one of the options that will form the backbone of the Metro. Metro Phase One includes improved bus stations and bus priority lanes. Achieving a good level of integration between bus and rail services, as well as with pedestrian and cycle routes, will be critical to the success of new stations. Critical to the success of the Metro will be tackling the differing social perceptions of bus services in comparison with rail, so that the public view is of an overall Metro offer. The relationship with the private car will also be important. Within denser urban areas, much of the patronage will come on foot. However, in locations with a broader catchment area, park and ride facilities (or perhaps in future autonomous vehicle 'pick-up/drop off' points) will also have a role.

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*“Critical to the success of the Metro will be tackling the differing social perceptions of bus services in comparison with rail, so that the public view is of an overall Metro offer.”*

## MANAGING CAR TRAVEL AND TRAFFIC CONGESTION - TRAVEL PLANS

With many station locations already under heavy road traffic pressure, managing the travel generated by new stations and surrounding development will be particularly important. As one of a suite of “smarter transport choices” measures, councils frequently require a travel plan to be produced as part of a planning application for a large or expanded site. Developers must commit to managing car travel to the site to avoid increased traffic congestion. Many hospitals already have such plans in place. Councils will need to strengthen their travel plan policies and practice to ensure that the benefits of the Metro programme are maximised, making use of sustainable travel choices from associated developments.

With growing passenger numbers, the rail industry has increasingly been working with government, local councils and passenger groups to improve access to stations. A number of stations around the UK now have Station Travel Plans<sup>27</sup>, and a number of pilots have been undertaken to develop best practice. Actions taken through Station Travel Plans can include:

- Bus – Rail Integration: with improved bus access to stations forecourts, linked in with the PLUSBUS national bus-rail ticketing system;
- Cycle Facilities: with better cycle parking provision and links to cycleways;
- Pedestrian routes: providing new links and improving the wider public realm.

While the initiatives sketched out above are all extremely valuable, they tend to be led by different actors, on different timescales with different objectives. A Station Travel Plan can bring together all the stakeholders with an interest in rail stations (rail industry, local authorities, passenger groups, bus and taxi operators, cyclists and others) to agree common objectives and a coordinated approach to delivering them. There is a strong case for Station Travel Plans to be an integral element of the Metro programme.

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Opposite: Workshops on the day - people from diverse backgrounds discussing their ideas

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<sup>16</sup> <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>  
<sup>27</sup> <http://www.stationtravelplans.com/>

## THE METRO PROPOSALS - PRIORITISING FURTHER WORK

The Welsh Government in March 2016 undertook a public information exercise to publicise its proposals for the Metro<sup>18</sup>. This included a phasing programme for the early stages. With Phase One (£77m) already underway, attention needs to shift to design and development work for Phases Two and Three (beyond 2017). There will be a focus on modernising the rail network, integrated with the procurement of the next Wales and Borders franchise. The aim will be to provide four high-quality services per hour across the entire network when needed. Some of the projects under consideration are listed below, and can provide a focus for targeting activity.

## COMMUNITY ENGAGEMENT

There is now a need, in taking the Metro forward, to move beyond public information, and embrace consultation and community engagement. This need exists for the infrastructure and services themselves, but also for the areas around the new infrastructure, which house the social, economic and environmental activities of the local communities, and are, at heart, the reason for the creation of the Metro.



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18 <http://gov.wales/docs/det/publications/160224-metro-summary-brochure-en.pdf>



## **PHASE TWO**

Infrastructure enhancements on the core Valley Lines north of Cardiff, to allow more frequent and faster services

Extra stations and network extensions – for example Gabalfa and Crwys Road

Ebbw Vale Line improvements and a new Abertillery spur

Newport Rapid Transit to provide enhanced public transport services, linking with the rail network and key locations such as Celtic Manor and Celtic Springs

Further enhancements on the Maesteg Line and to services on the Vale of Glamorgan Line to Rhoose / Cardiff Airport

## **PHASE THREE**

New stations at St Mellons, Newport Road, Llanwern, Newport West, Magor, Caerleon, Ely Mill and Crumlin

Extending the core network to places like Nelson and Blackwood

A direct link between Caerphilly and Newport

Bus rapid transit for cross-valley connectivity

New routes from Cardiff city centre to the north-west of the city and into Rhondda Cynon Taf

A direct link from Cardiff Central to Cardiff Bay

Extending the Bay branch further into Cardiff Bay



# METRO URBAN DENSITY

MUD  
future  
CARDIFF  
DIGITAL

analyse

SITES

# ABOUT DESIGN CIRCLE AND PARTNERS

## DESIGN CIRCLE RSAW SOUTH

Design Circle is a voluntary group of creative and construction professionals engaged in the built environment, with active participants ranging from architects and artists to planners and project managers. Design Circle promotes excellence in the spaces and places formed in and around our built environment, and delivers exhibitions, competitions, charrettes, seminars and wider social activities to support this outcome.

Design Circle was established in 2007, and is formally constituted as the southern branch of the Royal Society of Architects in Wales, itself part of the Royal Institute of British Architects. In this regard Design Circle also represents the majority of Chartered Architects living and working in Wales, and works in close conjunction with RSAW and RIBA with aligned aspirations.



## THE ROYAL SOCIETY OF ARCHITECTS IN WALES

## THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

The Royal Society of Architects in Wales (RSAW) represents and supports around 700 Chartered Members of the Royal Institute of British Architects (RIBA) throughout Wales. Through our members' expertise and our advocacy work in government, public and private sectors, we champion well-designed buildings and places across Wales.

From a base in the Creative Quarter in Cardiff, the RSAW team publishes Touchstone - an annual review of architecture and directory of Welsh practices - and runs awards schemes, professional development courses and two major annual conferences (an autumn conference in Cardiff and the Spring School in Portmeirion).

RSAW's membership structure is based on a Council of elected members, drawn from four Branches run by volunteer members in Mid, North, West and South Wales (Design Circle).

Both RSAW and RIBA were pleased to support the Design Circle's MUD charrette through the RIBA Local Initiative Fund, with separate grants from the UK national fund and the RSAW fund.

The LIF scheme works as a catalyst to help projects achieve inspirational and practical outcomes for the benefit of society and civic life. Design Circle's MUD report is an exemplar of strong professional commitment and productive collaboration.





## THE LANDSCAPE INSTITUTE

The Landscape Institute (LI) is the Royal Chartered body for landscape architects. It also provides a professional home for all landscape practitioners. The LI accredits university courses, promotes professional development and works with governments to improve the planning, design and management of urban and rural landscapes. It champions landscape, and the landscape profession, in order to inspire great places where people want to live, work and visit. The Landscape Institute Wales (LIW) represents local members, and Wales as a devolved nation.



## CIAT ASPIRATION GROUP

CIAT AspirATion Group is a national network for young Architectural Technology professionals. Members are provided with opportunities for development and exposure, as well as engagement with the construction industry. The Group works closely with other young professional groups nationally to disseminate knowledge and form an energetic network of likeminded professionals.



## CARDIFF CIVIC SOCIETY

Cardiff Civic Society is a charitable organisation committed to protecting and enhancing the built and natural environment in the city. The Society seeks to improve the quality of new build, to protect the historic landscape, and to help make the city cleaner and greener.



## DESIGN COMMISSION FOR WALES/HATCH

The vision of the Design Commission is for a Wales that is simply a better place. The Commission was established by the National Assembly for Wales to promote good design. It supports local planning authorities, developers and clients to capture the value of high quality design for better outcomes and a better return on investment. It nurtures design talent for a skilled workforce, necessary for growth and innovation. Hatch is the Design Commission for Wales' network for fresh-thinking shapers of the built environment in Wales.



## CARDIFF STORY MUSEUM

Cardiff Story Museum is an inclusive, inspirational resource, bringing people together to discover more about themselves, each other and Cardiff. It is the only venue in the city that tells and celebrates Cardiff's history – how the city has been created, what makes it unique, and how important the 'ordinary' person is to that story. The Museum collects, saves and preserves Cardiff's heritage for future generations, encouraging Cardiffians to value, explore and represent their past, present and future. It equips people to learn from, and to take pride and enthusiasm in, Cardiff and its heritage.



## RTPI YOUNG PLANNERS CYMRU

Young Planners Cymru (YPC) is part of the Royal Town Planning Institute Young Planners Network. YPC represents young planners in university and within the first ten years of practice, providing a forum for informal networking and events, and a user-friendly interface with the RTPI.





# ACKNOWLEDGEMENTS

## AND SPONSORS

### THE ROYAL SOCIETY OF ARCHITECTS IN WALES

In addition to partnering with us, The Royal Society of Architects in Wales also generously provided sponsorship to support the event.



### THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

In addition to partnering with us, The Royal Institute of British Architects also generously provided sponsorship to support the event.



### THE LANDSCAPE INSTITUTE

In addition to partnering with us, The Landscape Institute also generously provided sponsorship to support the event.



### ALUMASC EXTERIOR BUILDING PRODUCTS LTD

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### CARDIFF SCHOOL OF ART & DESIGN

In essence a traditional Art & Design School, what we also do is STEAMD – Science, Technology, Engineering and Maths - but with the crucial creative ingredients of Art and Design. Our curriculum is innovative. It allows for transformative trans-disciplinary opportunities. Our graduates are practitioners, entrepreneurs, leaders, the employers of the future. Our teaching is research-led; our research is world class. It bridges art & science, design & well-being. 60% of graduates will, in 10 years, be working in jobs that don't exist yet.



### STUDIO RESPONSE - ART, PEOPLE, PLACE

Studio Response is a Wales-based practice offering diverse expertise in commissioning art and design in the public realm. Our projects aim to transform public spaces through imaginative and creative commissions by leading artists, designers, and architects. Consultation and community engagement are key to the success of our projects.





## SCOTT BROWNRIGG



Scott Brownrigg is an award-winning international design practice providing architecture, masterplanning, urban design, interior design and town planning services. Proud of our 100 year history, we undertake projects across sectors that include business space, education, residential, hospitality, defence, industrial and regeneration.

## WRW



WRW is a construction company with a track record of successfully delivering innovative and award winning projects since its formation. The company has grown organically, playing an instrumental role in three decades worth of development in the education, commercial, civil, leisure and residential areas of the construction industry. WRW is focused on delivering quality projects to exceptional standards, providing progressive and integrated construction solutions that represent the very best value for our clients.



## FORBO FLOORING SYSTEMS

At Forbo, we're passionate about flooring. We produce the largest range of sustainable floor coverings in the world, and supply total solutions for every area in every type of building. This single source solution overcomes the need for multiple supplier visits, and ensures total accountability across the project. Also, as Forbo Flooring Systems has been awarded a place on a Crown Commercial Services framework agreement for floor coverings, you can be confident that we can also save you valuable time and money.



## ECOPHON

Ecophon is part of the Saint-Gobain Group. The company is a global supplier of acoustic ceiling, wall panel systems and screens that contribute to good room acoustics and support a healthy indoor environment. Our efforts are guided by a vision of earning global leadership in room acoustic comfort, through sound-absorbing systems that enhance end users' performance. Ecophon maintains an on-going dialogue with government in formulating national standards for room acoustics.



## EPT PARTNERSHIP

Established in 1992, EPT Partnership is an award-winning architectural practice based in Cardiff. We promote a culture of excellence in design, construction technology and project delivery, ensuring high quality, sustainable and cost-effective building solutions. In addition, EPT also provide Principal Designer services under CDM 2015 and have extensive experience in Conservation Architecture. EPT is committed to creating buildings that minimise the impact on the environment. The reduction of carbon dioxide emissions is a key driver in the design process. EPT are at the forefront of implementing Building Information Modelling (BIM) technologies, to enable shorter project timescales, reduced costs and reduced uncertainty on site



# APPENDIX

## MUD WORKSHOP PARTICIPANTS

Design Circle would like to extend our sincere thanks to each and every one of the participants, who freely and enthusiastically gave up their Saturday to help generate a vision of a better Wales.

Tamara Allia  
Katie Allister  
Lorena Axinte  
Ken Barker  
Epameinondas Boumpo  
Gordon Brown  
Lindsey Brown  
Martin Buckle  
Rob Chiat  
Chris Clarke  
Katharine Collyer  
Joseph Dare  
Angharad Davies  
Sian Davies  
Lee Delahay  
Mark Drane  
Ann Dumhill  
Emma Dyson  
David Eggleton  
Susan Elsmore  
Richard Essex  
Sue Essex  
Stephen George  
Ilaria Geronzi

Michael Gooch  
Balint Halasz  
Stephen Hanks  
Christopher Howe  
Jenny Hulme  
Stephanie Irvine  
Joss Jacob  
Ifan Jones  
Kelvin Jones  
Oliver Jones  
Priit Jürimäe  
Louise Kane  
Shradda Karkar  
Zubin Kuruvilla  
Sophie Lawrie  
Mark Lawton  
Daniel Lewis  
David Llewellyn  
Fei Luo  
Amber Luscombe  
Elizabeth Miller  
Claire McKenna  
Ma Myint  
Emma Parsons

Nilushi Perera  
Richard Powell  
Shaun Prichard  
Emma Price  
Christine Rees-Davies  
James Rex  
David Rossington  
Daniel Rossiter  
Christian Schmidt  
Eleanor Shelley  
Laura Sorvala  
Justin Spinney  
Ryan Stuckey  
Andrew Sutton  
Mathew Talfan  
Gavin Traylor  
Paul Treweeks  
Jessica Venn  
John Wallbank  
Nicola Watkins  
Yvonne Wilday  
Lewis Williams

Our apologies to any participants whose name we did not capture but who did attend the day.

All participants paid £5 to book on the event which, once online booking fees were deducted, raised £217.35. This money is being donated to Architects Benevolent Society by Design Circle.

Our thanks to:  
Martin Buckle, for writing this report  
Tantrwm, for filming the event  
Laura Sorvala, for capturing the event with her art

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MUD was organised by Design Circle members Angharad  
Davies, Priit Jurimae, Dan Lewis (DC Chair), Amber  
Luscombe, Emma Parsons, Emma Price, Ryan Stuckey,  
Gavin Traylor (DC Secretary), Eleanor Shelley and Andy  
Sutton (DC Treasurer).