



All Assembly Members

17 July 2017

Dear Assembly Members

I am writing to give you further information on the prioritisation process for new stations. I have received a number of requests for information on the scoring and weightings applied as well as scores against individual stations. These are attached at Appendix 1.

I would like to reiterate that the Stage One Assessment was an initial sift of stations using the Welsh Transport Appraisal Guidance (WelTAG) toolkit. The criteria were developed to align with the Well-being and Future Generations (Wales) Act 2015 goals. The regional stations identified for further assessment were the ones that scored the highest across all the criteria tested.

The stage two assessments will look in more detail at the strength of the financial and economic case for a new railway station, including advice from Network Rail on deliverability. This is an on-going and iterative process and once the assessment of the priority list is completed there will be an opportunity to then consider the next group of regional stations.

Yours sincerely

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

New Station Schemes List

STRATEGIC CASE - the case for change and the fit with other policies																	
<div style="display: flex; justify-content: space-between;"> A prosperous Wales A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh language A globally responsible Wales </div>																	
Station Proposed	South East Wales Metro Proposal	Previous studies (e.g. Business Case)	GRIP Stage	Accessing major ports, airports and rail terminals	Linking main centres of population and economic activity	Links areas of high economic inactivity to employment sites	Benefit to Cost Ratio	Forecast Passenger Numbers	Improved access to services	Reduces cost of public transport services	Improves access in areas with no bus transport alternative	Improves access in areas with poor access to services	Ensuring end to end connectivity	Improved access to tourist sites and cultural attractions	Air Quality Improvement	Noise Reduction	TRANSPORT SCORE
Scoring Range				1,2,3	1,2,3	1,0	0,1,2	2,1,0	1,0	1,0	1,0	2,1,0	1,0	1,0	0,1,2	0,1,2	
Weighting				4	5	5	5	7	4	4	5	5	3	3	5	5	
South-East Wales New Station Proposals																	
Abertillery				1	1	1	0	1	1	0	0	1	0	0	0	0	30
Brackla	HR station @ Brackla (Maesteg line)	Sewta Rail Strategy 2013		4	5	5	0	7	4	0	0	5	0	0	0	0	35
Bridgend College	HR station @ Bridgend College (VoG line)			1	1	0	0	2	1	0	0	1	0	0	0	1	37
Cardiff Airport	HR station @ Cardiff Airport (VoG line)			4	5	0	0	14	4	0	0	5	0	0	0	5	37
Carleon	HR station @ Carleon (Marches line)	Sewta Rail Strategy 2013	3 (October 2014)	3	1	0	2	2	1	1	0	0	0	1	0	0	52
Coedkernew	HR electric station @Coedkernew (main line alignment)			12	5	0	10	14	4	4	0	0	0	3	0	0	31
Crumlin	HR station @ Crumlin (Ebbw Valley line)	Sewta Rail Strategy 2013		3	1	0	0	0	1	0	0	1	0	0	0	1	45
Crwys Road	Yes - LR station @ Crwys Road (Rhymney line HR alignment)	Sewta Rail Strategy 2013		4	5	5	5	7	4	0	0	5	0	0	5	5	41
Cwmbach North	LR station @ Cwmbach north (MTA line HR alignment on Aberdare branch) & HR electric station @ Cwmbach north (MTA line HR alignment on Aberdare branch).			3	1	0	1	2	0	0	0	0	0	0	0	1	18
Ely Mill/Victoria Park	LR station @ Victoria Park (City Line HR alignment adjacent to Lansdowne Road crossing)			4	5	0	0	0	4	0	0	0	0	0	0	5	60
Gabalfa	LR station @ Gabalfa (MTA line HR alignment) & HR electric station @ Gabalfa (MTA line HR alignment).	Mynachdy & Talybont (letter from Mike Hedges AM August 2016 - KS/06331/16) [Use Gabalfa analysis]		12	5	5	5	14	4	0	0	0	0	0	5	10	50
Glyncoch	LR station @ Glyncoch (MTA line HR alignment just north of Pontypridd) & HR electric station @ Glyncoch (MTA line HR alignment just north of Pontypridd).			3	1	1	1	2	1	0	0	0	0	0	0	1	38
				4	5	5	0	0	4	0	0	10	0	0	5	5	

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																TRANSPORT SCORE	
Station Proposed	South East Wales Metro Proposal	Previous studies (e.g. Business Case)	GRIP Stage	Accessing major ports, airports and rail terminals	Linking main centres of population and economic activity	Links areas of high economic inactivity to employment sites	Benefit to Cost Ratio	Forecast Passenger Numbers	Improved access to services	Reduces cost of public transport services	Improves access in areas with no bus transport alternative	Improves access in areas with poor access to services	Ensuring end to end connectivity	Improved access to tourist sites and cultural attractions	Air Quality Improvement	Noise Reduction	
Scoring Range				1,2,3	1,2,3	1,0	0,1,2	2,1,0	1,0	1,0	1,0	2,1,0	1,0	1,0	0,1,2	0,1,2	
Weighting				4	5	5	5	7	4	4	5	5	3	3	5	5	
Sarn Park	HR station @ Sarn Park (Maesteg line)			1	1	0	0	0	1	0	0	1	0	0	0	0	18
				4	5	0	0	0	4	0	0	5	0	0	0	0	
Sebastopol	HR station @ Sebastopol (Marches line)			1	1	1	0	1	1	0	0	0	0	0	0	0	25
				4	5	5	0	7	4	0	0	0	0	0	0	0	
Splott	HR electric station @ Splott (main line alignment)			3	1	1	0	2	1	0	0	0	0	0	1	1	50
				12	5	5	0	14	4	0	0	0	0	0	5	5	
St Athan	HR station @ St Athan (VoG line)	(letter from Alun Cairns July 2015 - EH/03288/15)		2	1	0	1	1	1	0	0	0	0	0	0	0	29
				8	5	0	5	7	4	0	0	0	0	0	0	0	
St Fagans	HR station @ St Fagans	Sewta Rail Strategy 2013		3	1	0	1	1	1	0	0	0	0	1	0	0	36
				12	5	0	5	7	4	0	0	0	0	3	0	0	
St Mellons	HR electric station @ St Mellons	Sewta Rail Strategy 2013		2	1	1	2	2	1	1	0	0	0	0	0	1	55
				8	5	5	10	14	4	4	0	0	0	0	0	5	
Upper Boat	LR station @ Upper Boat (MTA line HR alignment) & HR electric station @ Upper Boat (MTA line HR alignment)			1	1	1	1	1	1	0	0	0	0	0	0	0	30
				4	5	5	5	7	4	0	0	0	0	0	0	0	
New line through Llantrisant, Talbot Green, Beddau		(letter from TSSA November 2015 - EH/04775/15)		1	1	1	0	1	1	0	0	0	0	0	1	0	30
				4	5	5	0	7	4	0	0	0	0	0	5	0	
South-West Wales New Station Proposals																	
Cockett				3	1	1	0	1	1	0	0	0	0	0	1	1	43
				12	5	5	0	7	4	0	0	0	0	0	5	5	
Landore				3	1	1	0	0	1	0	0	0	0	1	1	1	39
				12	5	5	0	0	4	0	0	0	0	3	5	5	
St Clears				1	1	0	1	2	1	0	0	1	0	1	0	1	45
				4	5	0	5	14	4	0	0	5	0	3	0	5	
Templeton				1	1	0	0	0	1	0	0	1	0	1	0	0	21
				4	5	0	0	0	4	0	0	5	0	3	0	0	
North Wales New Station Proposals																	

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Scoring Range				1,2,3	1,2,3	1,0	0,1,2	2,1,0	1,0	1,0	1,0	2,1,0	1,0	1,0	0,1,2	0,1,2	
Weighting				4	5	5	5	7	4	4	5	5	3	3	5	5	
Broughton		Initial feasibility study identifying possible options by NR (December 2013). Included in Sustainable Access to Deaside Feasibility Study (ongoing)		2	1	0	1	1	1	0	0	1	0	0	0	0	34
				8	5	0	5	7	4	0	0	5	0	0	0	0	
Deeside Industrial Park/Northern Gateway		Merseytravel/WG Borderlands Frequency Enhancement Study (2015)	2 (2009)	2	1	1	1	0	1	0	0	1	0	0	0	1	37
				8	5	5	5	0	4	0	0	5	0	0	0	5	
North Wrexham		Study for Wrexham CBC (June 2015)		3	1	0	1	1	1	0	0	1	0	0	0	1	43
				12	5	0	5	7	4	0	0	5	0	0	0	5	
South Wrexham				3	1	0	1	1	1	0	0	1	0	0	0	0	38
				12	5	0	5	7	4	0	0	5	0	0	0	0	
Llangefni			3	1	1	1	0	2	1	0	0	1	0	0	0	0	37
				4	5	5	0	14	4	0	0	5	0	0	0	0	
Mid Wales New Station Proposals																	
Bow Street				0	1	0	1	1	1	0	0	0	0	0	0	0	21
				0	5	0	5	7	4	0	0	0	0	0	0	0	
Carno				0	1	0	0	0	1	0	0	1	0	0	0	0	14
				0	5	0	0	0	4	0	0	5	0	0	0	0	
Howey				0	1	0	0	0	1	0	0	1	0	0	0	0	14
				0	5	0	0	0	4	0	0	5	0	0	0	0	
Abermule				0	1	0	0	0	1	0	0	1	0	0	0	0	14
				0	5	0	0	0	4	0	0	5	0	0	0	0	

		Criteria	Scoring Methodology	Scoring Range	Weighting	Comments	
STRATEGIC CASE - the case for change and the fit with other policies	A prosperous Wales	TRANSPORT CASE - the social, environmental and economic impacts of the change	Accessing major ports, airports and rail terminals	Score based on scheme proximity to major port, airport or rail terminal. Over 10 miles = score as 1 (some benefit to access) Between 5 to 10 miles= score as 2 (benefit to access) Within 5 miles = score as 3 (major benefit to access)	1, 2, 3	4	
			Linking main centres of population and economic activity	National Routes = 3, Regional Routes =2, Local Routes = 1	1, 2, 3	5	
			Links areas of high economic inactivity to employment sites	Subjective score: If perceived scheme benefit to link then score 1, if not then score 0.	1,0	5	
			Benefit to Cost Ratio	If the scheme has had a BCR study then for a high benefit to cost ratio score is 2, and for medium score is 1, where BCR is negative or 0 it would be 0. If a study has not been completed than an estimate of the ratio can be made.	0, 1, 2	5	
	A resilient Wales		Forecast Passenger Numbers	High - 2 (over 100,000pa), Medium - 1 (over 50,000pa)	2,1,0	7	
	A healthier Wales		Improved access to services	Perceived improvement scores 1, no perceived improvement scores 0	1,0	4	
	A more equal Wales		Reduces cost of public transport services	Subjective score: If reduces cost then score 1, if not then score 0	1,0	4	
			Improves access in areas with no bus transport alternative	If there is no bus transport alternative then score 1, if there is then score 0.	1, 0	5	
			Improves access in areas with poor access to services	Poor (2), Medium (1), Good (0). See Welsh Index of Multiple Deprivation.	2,1,0	5	
	A Wales of cohesive communities		Ensuring end to end connectivity	Subjective score: If perceived scheme benefit to link then score 1, if not then score 0.	1,0	3	
	A Wales of vibrant culture and thriving Welsh language		Improved access to tourist sites and cultural attractions	Subjective score: If perceived scheme benefit then score 1, if not then score 0.	0, 1, 2	3	
	A globally responsible Wales		Air Quality Improvement	WG MyCarto Map shows Air Quality Management Areas 2014. If scheme falls within area and congestion will reduce, improving air quality then score as 2, next to AQM area score 1, if not 0.	0, 1, 2	5	
Noise Reduction		WG MyCarto Map shows Noise Action Plan Priority areas 2014. If scheme falls within area and noise will reduce then score as 2, next to AQM score 1, if not 0	0, 1, 2	5			

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		Criteria	Scoring Methodology	Scoring Range	Weighting	Comments
FINANCIAL CASE - is the proposed spend affordable?		Scheme Cost	Construction cost > £15M score is 1 > £10M score is 2 > £5M score is 3	1, 2, 3	7	
		Match Funding	If match funding available then score is 1, if not then score is 0	1,0	4	
DELIVERY CASE - Can the scheme be delivered?		Land Ownership	If scheme falls within NR/WG ownership the Score 1, if not, or land purchase required then score 0	1,0	4	
		Environmentally sensitive area	If scheme lies within a SSSI or SAC then score 0, if not then score 1.	1,0	5	
		Physical geometry/topography	Subjective score: If perceived scheme challenging topography/geometry then score 0, if not then score 1	1,0	5	
		Design/Build Complexity	Subjective score based on scheme details. Complex score 0, straightforward score 1.	1,0	4	
		Network Rail/TOC Support	If scheme has support then score 0, if not then score 1.	1,0	7	
		Delivery Stage	On the shelf, shovel ready schemes scores. Relate to GRIP Stages.	0, 1, 2, 3, 4, 5, 6	4	

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Consider constraints e.g. Environmental (SSSI, SAC), Physical (Geometry of scheme), Technical (see complexity - approvals required, specialisms)