



24 May 2017

Dear ,

Request for Information – ATISN 11255

I wrote to you on 9 May regarding your request for information. You asked for:

1. A copy of a letter sent by the Cabinet Secretary for Economy and Infrastructure to Assembly Members advising that twelve new railway stations have been selected for further analysis.
2. The list of 46 railway station proposals that were considered for development and how these 46 railway station proposals were identified.
3. The report/analysis that was used to shortlist from 46 proposals to 12.
4. Any third parties engaged during the first stage.
5. Whether payment to third parties has been provided for this work and also whether any meetings have been undertaken with third parties for this work.
6. Who will be leading stage 2 of the analysis and when it is expected to be completed.

I confirm that we hold information relating to your request. I have concluded that the information you have requested under question 1 is exempt from disclosure under Section 21 of the Freedom of Information Act, information otherwise available. The information is available at <http://www.assembly.wales/deposited%20papers/dp-1616-16-21.pdf/dp-1616-16-21.pdf>

The information you have requested for questions 2 and 3 is attached as Annex 1 to this letter, which demonstrates how the train stations were shortlisted from 46 to 12.



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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.

For question 4, there were no third parties engaged during the first stage other than them suggesting stations to be added to the list for prioritisation. Similarly for question 5, I can confirm that no payment was made or meetings held with third parties. The work was completed by Welsh Government officials.

For your final question, the Welsh Government will lead on stage 2 of the analysis and it is expected that it will take 6 months to complete.

If you are dissatisfied with the Welsh Government's handling of your request, you can ask for an internal review within 40 working days of the date of this response. Requests for an internal review should be addressed to the Welsh Government's Freedom of Information Officer at:

Information Rights Unit, Welsh Government, Cathays Park, Cardiff, CF10 3NQ or FreedomOfInformationOfficer@wales.gsi.gov.uk.

Please remember to quote the ATISN reference number above.

You also have the right to complain to the Information Commissioner. The Information Commissioner can be contacted at: Information Commissioner's Office,

Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF.

However, please note that the Commissioner will not normally investigate a complaint until it has been through our own internal review process.

Yours sincerely

New Railway Station Prioritisation

Despite the Welsh Government's call for the devolution of funding for rail infrastructure, the responsibility for its funding remains with the UK Government.

From time to time the UK Government makes funding available for new stations through specific funding calls. Stations where there is an existing developed business case are at an advantage in such calls. We have therefore developed a methodology to accelerate the development work that is needed and develop a project pipeline so that, when UK funding opportunities occur, there are Welsh projects at an appropriate stage of development that can be submitted for consideration and stand the best possible chance to secure funding.

Details of the three-stage approach and criteria

A methodology has been developed for assessing early stage proposals for new rail stations to identify which stations should be initially prioritised for further work.

The assessment methodology follows a three-stage approach. This means that the more costly work on producing detailed cost estimates for a new stations and timetable modelling is carried out in a focused manner.

The three stages:

- Stage 1 – An initial sift of the stations identified using the Welsh Transport Appraisal Guidance (WelTAG) criteria and consideration of the Well-being and Future Generations (Wales) Act 2015 goals (see Appendix 1 for criteria used).
- Stage 2 – Application of a standard assessment model to assess the anticipated demand, a preliminary assessment of the strength of the financial and economic case for a new station and advice from Network Rail on deliverability. This stage will be done using in-house resources and some technical assistance may be required.
- Stage 3 – Development and assessment of the highest priorities including a WelTAG Stage One Report, business case and Network Rail's Governance for Railway Investment Projects (GRIP) process.

Station identification

Proposals for new stations have come forward from a range of sources. Following a public consultation exercise, a list of potential locations was published in the National Transport Finance Plan, 2015 along with a commitment to develop assessment criteria (NTEP Reference RI10) and, using those criteria, develop a prioritised list.

The National Transport Finance Plan stated:

RI10 - Develop assessment criteria and using those criteria, a prioritised list of new station proposals for further consideration (in relation to securing funding from the rail industry). The following stations will be assessed as part of this process:

- *South East Wales: Roath Park/Wedal Road, Crwys Road, Gabalfa, Ely Mill/Victoria Park, Caerleon, Llanwern, Newport West (on Ebbw Line), Crumlin, St Mellons, Newport Road/Rover Way, Brackla, St Fagans, Magor.*
- *South West Wales: Templeton, St Clears, Cockett, Landore.*
- *Mid Wales: Bow Street, Carno, Howey, Abermule.*
- *North Wales: Broughton, North Wrexham, Deeside Industrial Park/Northern Gateway (as alternative to upgraded Hawarden Bridge Station), South Wrexham, Llangefni.*

The proposals for new stations were identified by a number of reports and studies including Cardiff Capital Region Metro proposals, SWITCH Rail Strategy (November 2013) and report of the North East Wales Integrated Transport Task Force (June 2013). Some further locations have also been identified through correspondence with the Welsh Government from interested parties and through work on the South East Wales Metro. These were added to the stations identified in the National Transport Finance Plan to give a list of 46 stations for consideration:

- *South-East Wales: Abertillery, Brackla, Bridgend College, Cardiff Airport, Caerleon, Coedkernew, Crumlin, Crwys Road, Cwmbach North, Ely Mill/Victoria Park, Gabalfa, Glyncoch, Herbert Street Bridge, Hirwaun, Llanwern, Loudon Square, Magor, Maindy, Mamhilad, Miskin, M4 J34, Nantgarw, Newport Road/Rover Way, Newport West, Roath Park/Wedal Road, Sarn Park, Sebastopol, Splott, St Athan, St Fagans, St Mellons, Upper Boat, New line through Llantrisant, Talbot Green, Beddau.*
- *South-West Wales: Cockett, Landore, St Clears, Templeton.*
- *Mid Wales: Bow Street, Carno, Howey, Abermule*
- *North Wales: Broughton, Deeside Industrial Park/Northern Gateway, North Wrexham, South Wrexham, Llangefni.*

Appendix 1 – Stage 1 Assessment Criteria

			Criteria
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
			Linking main centres of population and economic activity
			Links areas of high economic inactivity to employment sites
			Benefit to Cost Ratio
	A resilient Wales		Forecast Passenger Numbers
	A healthier Wales		Improved access to services
	A more equal Wales		Reduces cost of public transport services
			Improves access in areas with no bus transport alternative
			Improves access in areas with poor access to services
	A Wales of cohesive communities		Ensuring end to end connectivity
A Wales of vibrant culture and thriving Welsh language	Improved access to tourist sites and cultural attractions		
A globally responsible Wales	Air Quality Improvement		
	Noise Reduction		