



Assembly Members

21 November 2019

Dear Member,

I am writing to you further to a question raised in Plenary by Nick Ramsay on 2 October, to update you on the progress of the Access for All (AfA) programme.

Barry

Currently in outline design through work previously undertaken, Network Rail are progressing with the procurement of a design review and detailed design and delivery of this station. It is anticipated to start on site in autumn 2020, with completion in the second quarter of 2021. Unless the procurement exercise identifies a number of design changes that can be efficiently incorporated, the design will largely reflect the footbridge and lifts installed recently at Cadoxton.

Llanelli

Also currently in outline design through work previously undertaken, the AfA programme is progressing an opportunity to utilise a new and enhanced footbridge and lift design at stations in Wales and it is hoped that Llanelli will be the first such installation. This will result in a change to the design previously developed that will extend the development and therefore overall programme (relative to Barry) as the project works through the design features and consultations. This will be for the benefit of an improved passenger facility, not only at Llanelli, but at other stations in Wales. Subject to these consultations, it is anticipated to start on site in late Spring 2021 with completion in Spring 2022.

Abergavenny

Previously developed to outline design and Listed Building Consent around 2013, the project was paused as a consequence of the impact the design would have on the signalling at the station; specifically the sighting of the semaphore signal on platform 2 for southbound services. Network Rail are currently reviewing the options to mitigate the sighting of the semaphore signal. Network rail anticipates that a signalling solution can be progressed that will maintain the principal aspects of the previous footbridge and design, however this is subject to the determination of the signal sighting options. Once the signalling option is agreed, it will be the project's intention to evaluate the previous footbridge design against the new enhanced designs they are seeking to roll out to establish the likelihood of the new designs achieving planning permission and Listed Building Consent. If there is a high probability of the new designs being accepted, these will be progressed in lieu of the original design at Abergavenny.

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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.

Cwmbran, Tenby and Ludlow

Network Rail are currently procuring services to progress the option selection and outline design phases for Cwmbran, Ludlow and Tenby as a package of work. The option selection is due to be complete by May 2020. Whilst subject to the option selection process that will include a review of station constraints and consultations with representatives of people with disabilities and other user groups, Network Rail anticipates at this stage that the new footbridge and lift designs will be progressed at Cwmbran and Tenby, while a less disruptive solution than an entirely new structure at Ludlow could be progressed by way of a lift or ramp connecting the existing footbridge. A start on site at these stations could be achieved by early 2022, with completion late 2022.

Flint

Previously funded design and development by Welsh Government (outside of the AfA programme) has progressed the option selection for this station. The preferred option of a new footbridge and lifts in the location of the existing footbridge will require consultation and engagement with the local Conservation Officer and CADW. Network Rail has begun that engagement and the outcome will determine the type and extent of the development that will be taken forward.

Shotton

Under funding from Welsh Government, Network Rail are currently progressing development of options for a Shotton High and Shotton Low level station integration proposal. The options evaluation will also include provision for a step-free access element to be funded under the AfA programme. The option selection phase is due to be complete by April 2020, at which point an appraisal will be made with funders and stakeholders of the next stages of the project to take forward. This could comprise an initial Access for All scheme to provide step-free access to the high and low level stations with provision for future works, through to a full station integration scheme. Project timescales and scope will therefore be further defined in through spring 2020.

Treforest, Cathays and Cwmbran

These three stations are being progressed by Transport for Wales through their Core Valley Lines delivery teams. While Treforest had previously been developed to outline design, this is currently under consideration by Transport for Wales to ensure the proposals meet their investment policy and are aligned with further investment proposals at the station. The outcome of this review will determine if the existing design will be progressed in similar timescales as Barry (i.e. outline and detailed design completion over the next 12 months prior to a late 2020 start on site), or whether the scheme design will be revisited.

Cathays is subject to options development prior to discussions with local stakeholders around the concept to be taken forward. Caerphilly is essentially at the same stage and expected to follow the same timescales for design and implementation as the Cwmbran, Tenby and Ludlow package.

Yours sincerely,



Ken Skates AC/AM

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Minister for Economy and Transport