



## Start of Main Works

# Press Pack

28th September 2006



Project Managers:

**CAPITA SYMONDS**

Contractor:



Supported by:



# **EBBW VALLEY RAILWAY MAIN START OF WORKS EVENT (28<sup>TH</sup> September)**

## **Itinerary**

10.45 – 11.00 Registration and Distribution of Press Packs

11.00 – 11.30 Reception and Exhibition Viewing

11.30 – 12.15 Blaenau Gwent and Caerphilly Councillor Leaders' Welcome  
Ministerial Address  
Demonstration of Ballast Cleaner and Photo Opportunity

12:15 – 12:45 Informal Question and Answer Session around Exhibition

## Project Information

The Ebbw Valley Railway Scheme is an exciting project involving the re-opening of an existing freight railway line to passenger services. Passenger services last operated on the line in 1962. The project is a key part of plans to regenerate the Valley following the closure of the Corus Works in Ebbw Vale in 2002.

The project includes the construction of six stations at the following locations;

Rogerstone,

Risca,

Crosskeys,

Newbridge,

Llanhilleth and

Ebbw Vale Parkway



The Welsh Assembly Government is funding the provision of an hourly passenger service from Ebbw Vale to Cardiff, with a connecting bus link at Rogerstone for through journeys to Newport. This service will be operated by Arriva Train Wales and Class 150 two carriage trains will be used.

The project is a vital component of the Five Counties Regeneration Framework developed in response to the closure of the CORUS Ebbw Vale Works and the end of steel production at the CORUS Llanwern site in Newport. The proposed rail link will have significant regeneration benefits enabling viable access to employment, education, health and leisure opportunities. It will also provide an environmentally sustainable alternative to the car.

The objectives of the scheme are:

- To provide public transport services which meet the needs of people living in the Ebbw Valley
- To provide access to work, education, training, health and leisure activities both within the Valley and in the coastal plain of Newport and Cardiff
- To provide a catalyst to stimulate economic regeneration within Blaenau Gwent and Caerphilly County Boroughs
- To provide environmentally sustainable alternatives to the car, particularly for travel

to the M4 corridor and the coastal plain.

The scheme is being funded through a variety of sources including:

- Regeneration Fund (Welsh Assembly Government)
- EU Objective 1 Programme (Welsh European Funding Office)
- Transport Grant (Welsh Assembly Government)

For further information on the scheme please refer to our website at the following address:

<http://www.blaenau-gwent.gov.uk/ebbwvalleyrailway/>

If you wish to speak to someone about the scheme please contact Richard Crook at the following address:

Mr. Richard Crook, Project Director  
Blaenau Gwent County Borough Council  
Project Office  
Steelworks Road  
Ebbw Vale  
Gwent  
NP23 6YL

**Tel No:** 01495 354706

**Or you can e-mail :** [richard.crook@blaenau-gwent.gov.uk](mailto:richard.crook@blaenau-gwent.gov.uk)

This information is available in Welsh upon request.



## **Integration With Other Schemes**

Many of the railway stations contribute towards improvement of the local environment and tie into other regeneration schemes.

### **Ebbw Vale**

Ebbw Vale will be the subject of major regeneration in the forthcoming years as the former steelworks site is cleared and redeveloped. The 80-hectare site will provide a mix of uses including a Learning Campus, Community Hospital, Business and Residential Developments. It is proposed that the railway line will be extended to serve the site in the future, subject to funding.

### **Llanhilleth**

The Llanhilleth Area Regeneration scheme (LARS) has already constructed a new access road off the A467 and a new primary school. LARS will also be providing a village square in the future and this will integrate with the station and provide improved pedestrian access to the platform and car park. The regeneration of Llanhilleth also includes plans to restore the Institute building.

### **Newbridge**

Newbridge also has a comprehensive regeneration scheme based on a Masterplan for the town developed with input from the Newbridge Partnership. The proposals include improvements to the pedestrian infrastructure and local buildings. A Safe Routes To School scheme will improve the access to Newbridge Comprehensive and includes a bridge over the river. A bridge over the railway line to more effectively link the north and south of the town is planned for the future.

### **Crosskeys**

Groundwork Caerphilly has plans for a series of small-scale improvements in the vicinity of the station, most notably aesthetic improvements to 'Crosskeys Corner' opposite the station.

### **Herian**

The Welsh heritage organisation Herian is carrying out feasibility work into several artwork based ideas to enhance the stations and surrounding areas. These would be subject to separate funding being obtained.

## Ebbw Valley Railway Scheme Fact Sheet

- There will be 6 stations with a total of 8 platforms, each 97m long.
- The scheme is the first of its kind to be delivered by a third party and not directly by Network Rail.
- Before the line opens over 35,000 metres of fencing will be erected or repaired.
- As part of the scheme 382 parking spaces will be provided across the station sites including 28 designated for disabled parking.
- 18,500 metres of new track are required before re-opening.
- Extensive new and upgraded signalling will be taking place.
- CCTV is being provided at all new station car parks and platforms.
- Following exhibitions in 2003, 1022 questionnaires were received on the scheme. Questionnaire analysis revealed that 97% of respondents were in favour of the proposals.
- The scheme covers 18 miles of railway.
- There will be a total of 24 cycle lockers and 4 Sheffield stands provided.
- In consulting the public 13 public exhibitions over a total of 15 days have been held.
- A total of 8 passenger help points will be provided.
- 3 miles of double track will provide a passing loop.

## Key Dates

	2006		2007		
	July-September	October-December	January-March	April-June	July-September
Advanced Permanent Way					
Permanent Way					
Signalling & Telecoms					
Structures					
Stations (Ebbw Vale Parkway/ Newbridge/ Rogerstone)					
Stations (Llanhilleth/ Crosskeys/ Risca)					
Testing & Commissioning					
Completion					

## Frequently Asked Questions

### **How much is the scheme costing and how is it being funded?**

The current cost of the scheme is estimated at £30m with £7.5m of European Regional Development Fund (ERDF) Objective 1 funding and £7m from the Corus Steelworks Regeneration Fund, the remainder of the funding is being provided by Welsh Assembly Government Transport Grant.

### **How many stations are there?**

There are six new stations along the route: Ebbw Vale Parkway, Llanhilleth, Newbridge, Crosskeys, Risca & Pontymister and Rogerstone.

### **What facilities are there at the stations?**

The stations have facilities comprising of general car parking (with the exception of Crosskeys which has disabled parking only), cycle lockers, a pick up/set down area, platform shelter with integral seating, poster boards, real time scrolling passenger information screens, lighting, a help point and CCTV coverage of both platform and car park. The stations will be unmanned halts.

### **Who will operate the train services?**

Services will be operated by Arriva Trains Wales as part of their existing franchise agreement. Arriva Trains Wales will be responsible for the everyday maintenance and cleaning of the stations and trains, along with the staffing and running of trains.

### **Who will operate the railway?**

Network Rail is the operator of Britain's rail infrastructure. The railway track itself will effectively be owned and maintained by Network Rail.

### **At what time will trains begin operating and at what time will the final train terminate?**

The exact times have not yet been finalised and will be confirmed following discussions between Arriva and the Welsh Assembly Government.

### **How frequent will train services be and how long will it take to travel from Ebbw Vale to Cardiff?**

There will be one train an hour leaving Cardiff Central and one train an hour leaving Ebbw Vale Parkway. The journey from Ebbw Vale to Cardiff will take approximately 55 minutes.

### **How do you purchase tickets?**

Tickets can be purchased on the train and from Cardiff Central station when the ticket office is open. You will also be able to purchase tickets on the internet.

### **How much will tickets cost and will prices vary with the time of day?**

Ticket costs will be set by Arriva Trains Wales. Prices will be in line with existing 'valley line' services. Prices will be based on their zonal system, which is linked to the distance travelled. Prices will be divided into peak and off-peak fares. Off-peak travel is likely to be between approximately 10am and 4pm. It will also be possible to purchase season tickets in line with the current provision on other Arriva Trains Wales' services

### **From where can timetable information be obtained?**

Timetable information will be available at the station on poster boards and via the real time scrolling information screen. Timetable information will also be available via national rail enquiries telephone and internet facilities and Traveline. Pocket timetables will be available from Cardiff stations and may be distributed to local residents near the time of opening.

**What measures have been put in place to protect vulnerable travellers and discourage antisocial behaviour?**

All platforms and car parks have CCTV and the platforms are equipped with a two-way help point linked to the Arriva CCTV control centre. CCTV will be of a standard to support prosecution of any person caught behaving illegally. The stations have been designed to make maximum use of natural surveillance wherever possible with uniform lighting to limit areas of shadow. Local police and British Transport Police will cooperate to regulate the area.

**What links (e.g. bus, cycle, pedestrian) will there be from station to town centres/housing developments?**

There are dedicated feeder buses to link Ebbw Vale Parkway with Ebbw Vale town centre, from Llanhilleth Station to Abertillery centre and from Rogerstone to Newport. The stations have been located so that existing bus services, footpaths and any cycle paths are easily accessible.

**What interconnecting services are available from Cardiff?**

The Ebbw Valley services will initially run to Cardiff Central Station. Cardiff has train links to various parts of Britain including Rhose (for Cardiff International Airport), Birmingham, London, Manchester, Swansea and Crewe. It will also be possible to connect with the local and national bus services operating from Cardiff.

**Will the stations be accessible by wheelchair and for people with walking difficulties?**

Every effort has been made to make the stations accessible to all people and to comply with the requirements of the Disability Discrimination Act (DDA), within the constraints of the sites. Ramps (6m or 8m long, gradient of 1:20) and alternative steps provide direct access to all of the platforms. Dedicated disabled parking spaces are provided at all of the stations and the information points on the platforms provide audible information about train arrivals and departures. Visual information is also provided for those people with hearing difficulties. CIS and help points provide visual and audible information.

**How many miles of track will be put into use?**

18 miles of freight railway track between Ebbw Vale and the South Wales Mainline will be upgraded for passenger services, including three route miles of double track.

**What mitigation measures are being used to reduce noise impact near the line?**

The line was previously operational and as a result of the valley location much of the line is below the level of adjacent housing, with the embankment providing a natural noise barrier. The passenger trains should be significantly quieter than the heavy, slow freight trains that used to use the line.

**Will the scheme provide any environmental improvements?**

The train services itself will provide a more environmentally sustainable alternative to the car which will generate less pollution per passenger mile and remove car journeys from the roads in the valley. All of the stations are being built on brownfield sites and many will provide visual improvements to the local area.

**How has the public been consulted on the scheme's proposals?**

A public consultation was held in January 2003 to provide an overview of the scheme and station specific information – 9 venues were visited over a two-week period. Subsequent consultations and exhibitions have taken place in Risca, Ebbw Vale Parkway, Newbridge and Llanhilleth.



## Scheme Partners

### **Blaenau Gwent County Borough Council**

Blaenau Gwent is the lead authority for the scheme and acts as treasurer for the scheme funding. The council has also been involved with the planning and approval of the designs.

### **Caerphilly County Borough Council**

Caerphilly forms part of the Responsible Body for the project along with Blaenau Gwent County Borough Council and have been involved in the planning and approval process.

### **Newport City Council**

The council have been involved with integrating the design with existing highway and other facilities.

### **Welsh Assembly Government**

The Welsh Assembly Government are responsible for funding the majority of the scheme and ensuring that it is part of a wider transport strategy.

### **Welsh European Funding Office**

Welsh European Funding Office is providing funding through the Objective 1 Scheme.

### **Sewta (South East Wales Transport Alliance)**

Sewta's core aim is 'to work for better coordinated and more effective transport for the people and businesses in SE Wales'. It is with this overall aim for the region in mind that Sewta have been involved in the scheme.

### **Network Rail**

Network Rail's main role is one of Asset Protection. They also review and approve the various design elements. Network Rail will ultimately own the track, platforms, signalling and associated facilities along the line.

### **Arriva Trains Wales**

Arriva will be responsible for running the new Ebbw Valley train services and the everyday maintenance of the stations.

### **Capita Symonds**

Capita Symonds is responsible for the overall project management, planning and technical development of the Ebbw Valley Railway scheme.

### **Amey**

Amey has been appointed as the main contractor for the scheme under a design and build contract.



## Local Government

### **Blaenau Gwent County Borough Council (Lead Authority)**



Located in south east Wales the borough of Blaenau Gwent covers an area of approximately 10,900 hectares and has a population of 73,000. Blaenau Gwent is divided into 16 political wards, represented by 42 elected members. The Council delivers a wide range of services including education, environmental services, social services, finance, highways, leisure services and consumer protection. The Council's aim is to strive to provide its residents with high quality facilities offering opportunities for each person to improve their quality of life.

### **Caerphilly County Borough Council**

Caerphilly County Borough Council is the 4th largest Local Authority in Wales. The Council delivers a wide range of services to the 171,000 people living in the County Borough area including education, environmental services, social services, finance, highways, leisure services and consumer protection.



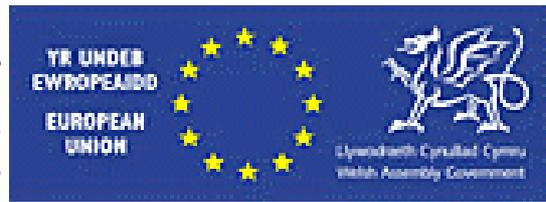
### **Newport City Council**

Newport City Council is a Unitary Authority that was formed in 1996 and is the 8th largest in Wales with a population of 137,011. The Council is represented by 50 councillors and employs approximately 7,500 people with an annual revenue budget of around £300 million. The Council provides all major services such as education, leisure, housing, social services, planning and highways.

## National and Regional Bodies

### Welsh European Funding Office (WEFO)

The Welsh European Funding Office (WEFO) is responsible for administering European Structural Funds in Wales, including Objective One funding. WEFO's aim is to make European Funds work efficiently and effectively for Wales.



WEFO is responsible for encouraging new projects, appraising and making decisions on applications, paying grants and ensuring that proper procedures are in place by those organisations in receipt of funds. It is also responsible for publicising the effect of the Funds in Wales. WEFO is part of the Welsh Assembly Government's Enterprise, Innovation and Networks Department.



### Welsh Assembly Government (WAG)

Within its powers, the Assembly develops and implements policies which reflect the particular needs of the people of Wales. Decisions about these issues are made by politicians who are accountable, through the ballot box, to voters in Wales. The Assembly decides on its priorities and allocates the funds made available to it from the Treasury.

Llywodraeth Cynulliad Cymru The Assembly has powers to develop and implement policy within a range of areas including transport.  
Welsh Assembly Government

### South East Wales Transport Alliance – (Sewta)

The South East Wales Transport Alliance (Sewta) is a consortium established by the 10 Local Authorities in South East Wales to carry out their functions in respect of public transport (bus and rail) and other transport matters. Sewta works in partnership with:

- Arriva Trains Wales (representing train operators);
- Confederation of Passenger Transport (representing bus operators);
- Network Rail;
- Bus Users UK; and
- Rail Passengers Committee Wales.



Sewta's core aim is 'to work for better coordinated and more effective transport for the people and businesses in SE Wales'. Its main functions are to:

- Prepare regional transportation strategies, plans and programmes;
- Seek funding to carry out those programmes;
- Action programmes resourced through that funding;
- Respond to consultations having a regional and transportation dimension; and
- Advise the councils on transportation issues.



When Network Rail took over the railway network in October 2002, the railway was in great need of investment. Over the last four years we have beaten our principal safety targets, reducing delays by 28% since 2002/03. We have also cut costs significantly by taking maintenance in-house, rolling integrated control centres out across the network, continuing our massive programme of re-building the railway and working more closely with train and freight operators

There is still a long way to go but we are determined that the railway will become the outstanding example of how a national asset should be maintained and developed, and - most importantly - deliver an outstanding service to those who use

We want Britain's railway to be world-class – a source of pride for the whole country. It is already a popular service with high passenger satisfaction levels and record levels of passenger and freight demand. We want to continue to meet this demand in the future.

We want to continue to raise the bar on train performance. We aim to transport more passengers, move more freight, improve safety and reduce delays – all at a reduced cost.

Building on our progress, we aim to:

- Improve train punctuality year-on-year
- Reduce broken rails to 280 per year by March 2008
- Reduce the annual running cost of the railway infrastructure to £4.3 billion by 2008/09.

Also, through our Route Utilisation Strategies, we are looking to grow the rail network where passenger and freight demand requires.

### **Facts & Figures**

Network Rail is responsible for operating, maintaining and improving every aspect of the railway infrastructure including track, signalling, bridges, viaducts, tunnels, level crossings and 17 key stations. The company does not run trains or sell tickets but works very closely with its customers, the train operating companies who do.

Bringing maintenance in-house has increased the number of employees to more than 30,000.

The company is one of the country's largest property owners and owns and maintains a large number of listed buildings nationwide.

Network Rail has more sites of special scientific interest in its portfolio than any other UK landowner.

# Our Company



Arriva Trains Wales is part of the Arriva Group, a leading provider of passenger transport in Europe. As one of the 26 rail companies in the UK our commitment is to safety and security, quality, punctuality and cleanliness. We are working constantly to improve the quality of the services we offer you, our customers. We aim to provide you with:

- reliable train services
- clean, attractive stations
- good quality levels of information
- local, effective, caring management
- helpful, friendly employees.



To help us achieve this we have a fleet of 116 trains covering a route of over 1,009 miles, supported by 2,000 employees. We operate 910 services a day on weekdays, resulting in our trains travelling 13.7 million miles each year. On average, our services handle around 60,000 passenger journeys a day, with the ability to carry over 12,000 customers at any one time. We operate 237 stations throughout England and Wales of which 53 are currently staffed.

Visit "ATW fleet" online to find out more about our fleet.

Arriva's vision is to be recognised as the leading transport services organisation in Europe. The successful development of our business is being delivered through better service, innovation and marketing. Our focus is on winning and retaining contracts, organic growth and targeted acquisitions.

We play a vital role in the domestic and commercial lives of the communities we serve. Our actions have important implications for all our stakeholders, customers, employees, investors, suppliers and communities. For our customers, whether they are individuals, public authorities or commercial concerns, our brand represents a commitment to delivering a better service.

We operate by a set of values and ethics that fully support our vision. They include:

- putting the safety of our employees and customers first
- having respect for both individuals and the diverse communities we serve, supported by a culture of integrity and honesty
- managing the environmental impact of our operations and encouraging the sustainable development of public transport
- recognising that working together and maintaining strong local relationships are fundamental to the delivery of high quality services
- anticipating change and identifying better ways to meet customers' needs
- maintaining a strong commercial focus that delivers long-term value for all of our stakeholders.



## Who we are

We believe in mutual success; it's what drives our business

Capita Symonds is one of the UK's largest and most diverse multidisciplinary consultancies operating in the building design, civil engineering, environment, management and transport sectors.

With over 3,500 staff in 45 UK offices we offer an unrivalled scope of services and a unique blend of professional and technical skills to schemes of all types and complexities.

We are a company built around success - your success and ours.

At the heart of everything we do is our belief in being a company that shares mutual success with clients through developing successful people, delivering successful projects and maintaining successful performance year on year.

## What we do

Capita Symonds provides a broad range of professional and technical expertise in the building design, civil engineering, environment, management and transport markets. We work on many of the largest property and infrastructure schemes across the UK and overseas.

We also have a number of ground-breaking strategic partnerships with a number of local authorities across the UK.

# CAPITA SYMONDS

# successful

people, projects and performance

## Our Services

Access Consultancy  
Acoustics  
Architecture  
Aviation

Bridge Design  
Building Services Engineering  
Building Surveying

Construction Management  
Construction & Occupational H&S  
Cost Management  
Countryside Management

Development Infrastructure  
Development Management  
Development Monitoring  
Development Planning  
Earth Science  
Ecology

Electronic Data Management  
Environmental Impact Assessment

Geotechnical Engineering  
GIS & Data Management

Health & Safety Training & Litigation  
Healthcare Planning  
Highway Asset Management  
Highway Design & Maintenance

Insurance Services  
Interior Design

Landscape & Urban Design  
Leisure & Event Safety

PFI/PPP Consultancy  
Project Management  
Property Management

Rail  
Regeneration & Contaminated land  
Road Safety

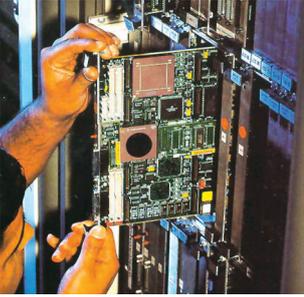
Security  
Software Development  
Sport & Leisure Consultancy  
Structural Engineering

Technology  
Telecoms Engineering  
Town Planning & Master Planning  
Traffic & Transport Surveys  
Transport Planning  
Tunnel Design & Refurbishment

Waste Management  
Water Environment

## Contact Us

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# Amey today. Designed to deliver

Amey is a leader in support services, providing and managing the vital infrastructure and facilities for the local government, strategic highways, rail, education, health, defence and private market sectors.

Ours is a business built on passion for the very best service, delivered through the very best people.

## Amey in Rail

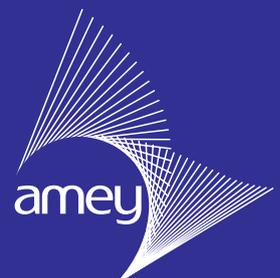
As a leading provider of specialist end-to-end infrastructure services, Amey's experienced professionals manage and deliver innovative and versatile solutions to rail networks, train operating companies and government agencies throughout the UK.

We have a wealth of knowledge, skills and expertise covering all parts of the rail industry skills and expertise developed through strong, long-standing relationships with our customers.

**Amey today. A bright future for rail.**

[www.amey.co.uk](http://www.amey.co.uk)

Service is our passion. People, our strength





## **SECO-RAIL Limited Company Outline**

SECO-RAIL Limited was established in the UK in 1993. Until 1995 we were in joint venture with Pandrol supplying railway services to British Rail. Then in 1997 SECO-RAIL formed a joint venture with Amey plc. The Amey/SECO JV secured Great Western's 1998/2003 Plain-line Track Renewal Contract. This undertaking proved successful and through the integrated management team formed with Network Rail it proceeded to win the recently awarded 2004/9 Western Territory Plain-line Track Renewal Contract.

SECO-RAIL Limited is the UK subsidiary of SECO-RAIL SA of France, where it is a major Track Installation and Renewal contractor. Established in 1931 it built and operated the first mechanised Ballast Cleaner and now undertakes about 30% of SNCF's annual conventional track renewal programme. It is also the only contractor to have participated in the construction of each of France's high speed TGV lines.

In October 2000 SECO-RAIL was acquired by Colas SA, the world's largest road construction and maintenance group, operating on all five continents, employing 55,000 people with an annual turnover of £5 billion. Colas itself is part of the Bouygues Group, a major international contractor engaged in construction, utilities and communications world wide. Bouygues employs 125,000 people and has an annual turnover of £16 billion.

On the Continent, SECO-RAIL has long been recognised as a premier Track Construction and Renewal Contractor.

In the UK, through its Amey/SECO Joint Venture, SECO-RAIL delivers Track Renewal to the highest standards in quality and cost.

Supported by our Parent Group, we are committed to invest heavily in new plant to expand our UK operations and become a major supplier to Network Rail. The RM90NR Ballast Cleaner is the latest part of this programme.



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