

**Date issued:** 27 January 2021

### **Freedom of Information Request**

We are writing in response to your Freedom of Information request. Your request has been considered in accordance with the requirements of the Freedom of Information Act and our information access policy.

#### **You asked for the following information:**

*"[The construction of Bow Street Station] is a scandalous waste of public money. It has caused huge disruption in the area for nearly 12 months during construction. Who is going to use it? There is already a free half hour bus service running through the village for senior citizens. Even the slip roads to the A44 outside the station are far worse than they were? I would also like to know the total construction costs. My bet is that they are considerably more than the quoted £8m and will not be published."*

#### **Having reviewed your questions, we are able to provide the following information:**

- 1. To address your concern that construction of Bow Street Station is a 'scandalous waste of public money' and in answer to 'who will use it?'**

The decision to fund and construct Bow Street Station pre-dates the existence of Transport for Wales (TfW), which was established in 2016. The need for this station was identified as far back as 2010 and as such, TfW became the delivery agent for the works which were already set to go ahead when TfW took ownership.

In their 2010 Rail Utilisation Study, Trfnidiaeth Canolbarth Cymru Regional Transport Consortium (TraCC) first identified the need for the construction of a new station as Bow Street and recommended further work. Of the new stations considered in this study, Bow Street was forecast to generate the highest additional demand for new rail trips – 29,000 new trips per year – and had the highest Benefit Cost Ratio at 1.3. The study can be found here:

**[http://www.tracc.gov.uk/fileadmin/user\\_upload/TraCC\\_Reports/Rail\\_Utilisation\\_Study\\_Final\\_Report\\_April\\_2010\\_main\\_text.pdf](http://www.tracc.gov.uk/fileadmin/user_upload/TraCC_Reports/Rail_Utilisation_Study_Final_Report_April_2010_main_text.pdf)**

A WelTAG community consultation for the work was also completed in 2010. WelTAG is the name given to the Welsh Transport Appraisal Guidance produced by the Welsh Government for use in the development, appraisal and evaluation of any proposed transport intervention. The results of the consultation can be found here:

**<http://www.tracc.gov.uk/index.php?id=114&L=0>**

In 2011, a business case for Bow Street station was included in the WelTAG transport appraisal. Paragraph 4.2.2 states:

*'It is estimated that approximately 30,800 annual 'new' trips (at 2009/10 equivalent passenger levels) will be generated by the construction of a new station in Bow Street. The total use of the station is expected to be around 37,800, however approximately 5900 trips are expected to divert from Borth and 600 from Aberystwyth. A total of approximately 743,000 vehicle kilometres are expected to be removed from the road network...'*

Appendix D contains details of the demand forecasting methodology. The Benefit Cost Ratio was also revised upward to approximately 2 in this study, demonstrating increased confidence in value for money. Again, the methods for making this assessment are set out in the appendices to this document.

The full report can be found here:

**[http://www.tracc.gov.uk/uploads/media/Carno\\_Bow\\_St\\_May\\_2011\\_Revision\\_D\\_01.pdf](http://www.tracc.gov.uk/uploads/media/Carno_Bow_St_May_2011_Revision_D_01.pdf)**

The construction of Bow Street Station was subsequently identified as an action (see p34 and p52) in the Mid Wales Joint Local Transport Plan 2015-2020, produced jointly by Ceredigion County Council, Powys County Council and Gwynedd Council and published on 30 Jan 2015. On p52 it confirms that *'The Local Authority will work with Welsh Government on the business case for a new station proposal.'*

The full report can be found here:

**[http://www.tracc.gov.uk/fileadmin/user\\_upload/LTP-FINAL-2015/Final\\_Joint\\_LTP\\_for\\_Mid\\_Wales\\_30-01-15.pdf](http://www.tracc.gov.uk/fileadmin/user_upload/LTP-FINAL-2015/Final_Joint_LTP_for_Mid_Wales_30-01-15.pdf)**

Bow Street station is being part funded by the UK Department for Transport (DfT) via the New Stations Fund and is therefore considered by the DfT to offer value for money. A later statement in Feb 2020 confirmed the DfT's ongoing support for this investment:

**<https://www.gov.uk/government/news/20m-could-provide-welsh-communities-with-new-railway-station>**

The Option Selection Report, submitted as part of the planning application states:

*"The proposed scheme will specifically enable the interception of journeys made by private motor cars (particularly single occupancy) from the North (A487) and East (A44/ A4159) by providing much needed 'out of town' longer stay parking to enable easy interchange between the car....and either train or local/ longer distance bus services. This will provide new and greater opportunities for a positive modal shift in favour of passenger transport with greater opportunities for part of the journey to be made by forms of Active Travel (walking and cycling)."*

The full application can be found here:

**[Ceredigion | Council Direct \(tascomi.com\)](http://www.ceredigion.gov.uk/council-direct)**

**2. Is the construction work responsible for impacting on the slip roads to the A44 outside of the station?**

Construction of Bow Street Station has impacted upon these slip roads. Whilst every effort has been made to complete the works as quickly and safely as possible, and to reduce the impact on local residents and users of the route; there have been significant constraints throughout 2020 and 2021 as a result of COVID-19.

In addition to the construction of the station itself, the project has also completed the realignment to the highway between the A487 and A4159 in line with the approved planning application (following the consultation process) to improve the safety of the highway and for future users to have full integration of the Active Travel Route (i.e. walking/cycling).

**3. What are the total construction costs to date?**

The total construction costs to date are outlined in the table below:

<b>Item</b>	<b>Spend</b>
1. Design & Assurance	£1,201,805
2. Construction	£6,948,465
3. Engagement, Compensation and Training	£190,013
4. Project Management	£852,300
<b>Total (excluding VAT)</b>	<b>£9,192,583</b>

We hope this information is of use to you.

Yours sincerely,

**Transport for Wales**

**Appeal Rights**

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at either [Transport for Wales, 3 Llys Cdwyn, Pontypridd, CF37 4TH](mailto:freedomofinformation@tfw.wales) or [freedomofinformation@tfw.wales](mailto:freedomofinformation@tfw.wales). Your request must be submitted within 40 working days of receipt of this letter. If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".