

GENERAL INFORMATION

PETUS description of tool in use						
Name of the case	Ebbw Valley Railway					
Name of the tool	<ul style="list-style-type: none"> • Environmental Impact Assessment & Environmental Statement; • Feasibility study; • Roadside questionnaires; • Public consultation exercise; • Demand forecasts. 					
Country	South East Wales, UK					
City / region Total area (km ²) Population Density (people/km ²)	The total population for the three municipalities in the area is approximately 377,000.					
Tool user's profile a. Organization name (municipality, NGO, national or regional department, company, etc.) b. Field of activity c. Detailed contact/feedback (project website, e-mail, address, tel., fax)	<p>The Ebbw Valley Railway scheme is being promoted and developed by Blaenau Gwent County Borough Council and Caerphilly County Borough Council. Key Stakeholders in the scheme include the Welsh Assembly Government, National Rail, Strategic Rail Authority, Arriva Trains Wales and Newport City Council. Capita Symonds are responsible for managing the project.</p> <p>The scheme is also supported by South East Wales Transport Alliance (SEWTA) which was established to oversee all regional transport developments within the area, which includes half the population of Wales.</p> <p>Details about SEWTA and Ebbw Valley Railway Scheme can be obtained from Capita Symonds, Ty Gwent, Lake View, Llantarnam Park, Cwmbran, S. Wales, NP44 3HR. Tel +44 (0)1633 463333.</p>					
Reviewer, date	AL/JP visit date: 19 th December 2003					
Short Description of the case						
<p>This transportation scheme will re-introduce an 18 mile passenger railway in the Ebbw Valley, South East Wales. The original passenger services stopped operating in 1962, and the railway was then used for freight traffic until 2002 when demand ceased. The new line will include six stations with direct passenger services to Cardiff and later to Newport for the residents of Blaenau Gwent County Borough Council, Caerphilly County Borough Council and Newport City Council. These areas are experiencing particularly high levels of unemployment and economic inactivity associated with the decline of the coal, steel and related industries over the past three decades. It is anticipated that the re-opening of the railway for passengers will assist with the process of encouraging economic regeneration and reducing social exclusion for a large area of South East Wales.</p> <p>The project is being developed in two stages with the route from Ebbw Vale to Cardiff, due for completion in 2006 and stage two, a link to Newport, due for completion in 2009. A number of tools including Environmental Statement, Environmental Impact Assessment, Feasibility study, Road side questionnaires, a Public consultation exercise and demand forecasts were used during the development of the proposal and assessment of the scheme, as well as ensuring the consultation and input of the local communities.</p> <p>This case study is connected to the PETUS transport key issues : Overall impact of a new transport connection or the improvement of the capacity of an existing one.</p>						
Sector	Waste	Energy	Water	Transport	Green/blue	Building & Land Use
				X		
Scale of project	Component	Building	Neighbourhood	City	Region	
					X 3 municipalities	
Status of project	Starting up	Ongoing	Finished	Start date	End date (exp.)	

		X Phase 1 due for completion 2006. Phase 2 2009.			
Key words <i>Transport, Railway, reopening, economic regeneration, Demand forecasts, integrated public transport solution,</i>					
Project a. Object (building, city park, wind farm, etc.) b. Type of activity (regeneration, renovation, new development, etc.) c. Type of product (plan, scheme, design project, etc.)		a. Reopening of a passenger railway line. b/c. This is a renovation scheme of a previous rail line.			
Tool a. Character (according to WP3final0704.doc) b. Benchmarks (qualitative or quantitative) c. Availability (paid/ free)		<p><i>Environmental Statement & Environmental Impact Assessment;</i> a. This is a generic assessment tool, implemented as a statutory requirement for certain projects within the European Union. b. The report from this tool provided measures to improve possible adverse effects, these identified effects and possible mitigation measures act as benchmarks/guidelines for the project. c. Directive 85/337/EEC can be obtained from the European Union website http://europa.eu.int/comm/environment/eia/full-legal-text/85337.htm for free, but most EIA are completed by consultants.</p> <p><i>Feasibility study;</i> a. Assessment tool. b. Both qualitative and quantitative data were collated. c. Unavailable.</p> <p><i>Road side questionnaires;</i> a. This is an indicator and monitoring tool. b. The tool identified the maximum time people were willing to travel – which indicated the number of stops that could exist on the line i.e. more stops the longer the journey. c. Unavailable.</p> <p><i>Public consultation exercise;</i> a. This is a monitoring tool. b. The comments and criticisms could be seen as providing further goals for the project. c. Unavailable.</p> <p><i>Demand forecasts.</i> a. this is an assessment and simulation tool. b. Mainly quantitative with some qualitative data collected. c. Unavailable.</p>			
Decision-making process a. Stage of the tool implementation (preliminary, midterm, etc.) b. Level (political, technical, etc.) c. Public participation		<p>a. The <i>Environmental Statement & Environmental Impact Assessment</i> was completed by consultants after the funding had been awarded but prior to the submission of planning applications for the station sites. The <i>feasibility study</i> occurred at the very beginning of the project, to identify whether the project could be economically and socially beneficial. The <i>Road side questionnaires</i> were completed prior to the decision on the station locations. This <i>Public consultation exercise</i> was completed over a couple of months after the acceptance of the formal bid for the project. <i>Demand forecasts</i> were conducted in spring 2002, consultants from Capita Symonds implemented the demand forecasts.</p>			

	<p>b. The project is managed by a consortium of five local authorities, three of which the railway will run through.</p> <p>c. Public participation and consultation was ensured by the use of the public consultation exercise – one of the tools used in this project.</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DETAILED INFORMATION

A. Detailed description of project and tool	
<p>1. Description of context (existing strategies, laws, policy, action plans, etc.): EU, national, regional, municipal</p>	<ul style="list-style-type: none"> • The National Assembly for Wales has a legal duty to pursue sustainable development in all it does. This is built into its constitution through section 121 of the Government of Wales Act. • The Wales Spatial Plan: People, Places, Future (November 2004) – sets an agenda for Wales for the next twenty years, which includes improved transport links to strengthen and reintegrate the existing system of cities and towns within South East Wales, create a coherent urban network to compete internationally. • Planning Policy Wales (March 2002) states that “<i>Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion</i>”. It suggests that Local Authorities could investigate the opening or reopening of railway lines, the provision of new stations and increased passenger services on existing lines, as a way of regenerating areas and creating new development. • Planning Policy Wales (March 2002) also identified Blaenau Gwent, one of the local authorities within the area as part of an area for economic growth and regeneration. • Blaenau Gwent is within the West Wales and Valleys area which is eligible for funds from the European Fund Objective 1 status. • Blaenau Gwent Unitary Development Plan (long term local development plan) includes the Ebbw Valley Railway service, and outlines land to be safeguarded for station developments. • The Transport Framework for Wales (March 2001) specifies how the National Assembly for Wales aims to lead and support the delivery of the transport infrastructure and services that are needed in Wales internally and to connect Wales to the rest of the world.
<p>2. Description of project</p> <p>a. Background (What caused the initiation of the project?; What was the problem? Who initiated the project?);</p> <p>b. Objectives/aims (sustainability statement – what issues of sustainability were attacked);</p> <p>c. Time interval and stages of project realization;</p> <p>d. Financing – amount, sources, institutions involved, partnerships, levels.</p> <p>e. Other sectors involved</p>	<p>a. The Ebbw Valley links the town of Ebbw Vale with the coastal plain in South East Wales. Ebbw Vale was once a thriving town based around an iron and steel works. However, during the late twentieth century steel production transferred to Newport, resulting in a economic and social decline of the Ebbw Valley. The original Ebbw Valley passenger service ceased in 1962, when many branch railway lines were shut around Britain. Since then the railway was used for freight transportation until the closure of the steel works in 2002. A very limited freight traffic continued to use the line to transport the scrap material from the steel works site.</p> <p>The Ebbw Valley Railway project is promoted by the councils of Blaenau Gwent, Caerphilly and Newport through which the rail line runs and is supported by the South East Wales Transport Alliance. In addition the passenger service is a key component of the Five Counties Regeneration Framework, which was developed in response to the closure of Ebbw Vale steelworks and the termination of steel production in Newport.</p>

in the particular project/problem (conflicts and/or links)



Figure 1 – Passenger Railway in Ebbw Valley

The Ebbw Valley Railway will run along the former freight line between Ebbw Vale and the South Wales Main Line to provide direct passenger services to the cities of Cardiff and Newport. Six new stations, Rogerstone, Risca & Pontymister, Crosskeys, Newbridge, Llanhilleth and Ebbw Vale Parkway, will serve local communities. Housing developments are taking place in these areas as a result of rising house prices in Newport and Cardiff, and an overall increase in the demand for housing, this will result in increased transportation requirements. If a reliable service can be provided it is likely to be successful. Considerable engineering work is required to the line in order for the proposed 54 minute passenger service to run efficiently. Construction of new stations, together with road and pedestrian access, interchange facilities and parking is also required.



Figure 2 – Locations of the new passenger stations along the Ebbw Valley

The stations have been located to provide good accessibility for communities along the valley. Considerations when deciding the station locations included:

- Engineering feasibility – Track Gradients, Track Curvature,
- General feasibility - Land availability, Sufficiency of land for parking, passenger drop-off etc.,
- Accessibility - Proximity to population centre and key demand

- destinations, proximity of bus services, site access arrangements,
- Operational Impact,
 - Traffic Impact,
 - Cost.

The stations will be unmanned halts with tickets available on the trains. Platforms will accommodate trains of up to 4 coaches. Trains are proposed to run every 30 minutes while allowing one freight train per day. Passenger facilities include platform canopies and seating. The station design has incorporated:

- passenger and railway industry standards, DDA regulations, guidance and best practice requirements,
- minimisation of impacts on the surrounding area,
- car and bicycle parking areas (multi-modal journeys),
- provision for setting down/picking up,
- interchange opportunities with local bus services.

In addition to the construction of the 6 new stations other development includes upgrading the existing freight track to passenger standards, re-instatement of double track over approximately 3 miles from the new station at Risca to Crosskeys to form a passing loop, new colour light signalling, and upgrading of existing signalling at Park Junction. A second phase will extend the second track from Crosskeys to the former Aberbeeg junction.

It is believed that railway users will comprise 1/3 ex-bus passengers, 1/3 ex-car users and 1/3 new travellers. Careful consideration has been made for passenger safety and personal security by avoiding hidden spaces and promoting natural surveillance and the inclusion of high quality lighting, closed circuit television and two way help points.

Later development stages propose additional intermediate stations, and extended lines to Ebbw Vale Town Centre and Abertillery, replacing the feeder bus service.



Figure 3 – Ebbw Valley Railway line – single track area

b. The projects overall objectives are to:

- provide public transport services to meet the needs of people living in the Ebbw Valley and to assist with the process of encouraging economic regeneration and reducing social exclusion;
- provide access to work, education, training, health and leisure activities within the valley and in the coastal plain of Newport and Cardiff, for

residents of Blaenau Gwent County Borough Council, Caerphilly County Borough Council and Newport City Council. These are areas with particularly high levels of unemployment and economic inactivity associated with the decline of the coal, steel and related industries over the past three decades;

- provide a catalyst to stimulate economic regeneration within Blaenau Gwent and Caerphilly County Boroughs;
- contribute to the wider aims of the national government, the Welsh Assembly Government and the local authorities in the SEWTA consortium in providing sustainable alternatives to the car, particularly for travel to the M4 corridor and the south Wales coastal plain.

c. Time interval and stages of project realisation are illustrated in the table below.

1998	Initial start of project
June 1999	Ebbw Valley Rail Study Feasibility Report
Sept 2001	Ebbw Vale Rail study, Phase II
Oct 2001	TIGER Rail Strategy, Final Report
2002	Closure of steel works
May 2002	Topographical survey of Ebbw Valley Railway Survey Report
summer 2002	Geotechnical and Environmental Desk Study Reports of stations
July 2002	Rail Passenger Partnership formal bid submission
2003	Ebbw Valley Structure Survey
18 Jan-1 Feb 2003	Presentation of proposals to the public
March 2003	Ebbw Valley Railway Junction Assessment
April/may 2003	Ebbw Vale Railway – Biodiversity surveys
June 2003	Ebbw Valley Public Consultation Report (Draft)
Aug 2003	ERDF Objective 1 (Welsh Euro Funding Office) awarded grant of 7.5 million
-	Ebbw Valley Railway Feasibility Design and Costing Final Report
Sept 2003	Environmental statement – station sites General statement
Nov 2003	Planning application for first station .
Dec 2003	Contractors invited to tender for the project
Jul 2004	Station site spraying of Japanese Knotweed.
Sept 2004	Track spraying of Japanese Knotweed.
Nov 2004	Route topographical survey
Nov 2004	Start of GI at station sites and P Way
Jan 2005	Vegetation clearance of track begins
Spring 2005	Tenders for design and build
Oct 2005	Contracts awarded for design and build

d. The capital cost of the project was estimated at £27.2 million in 2002. The Welsh Assembly Government awarded £7 million from the Corus Re-development fund in 2002. Funding totalling £7.5 million was awarded by ERDF Objective 1 (Welsh European Funding Office) in August 2003. The balance of the funding is being sought from the Transport Grant. The service is being underwritten for the first three years by the Welsh Assembly Government, together with £4 million of capital funding obtained from Rail Passenger Partnership Fund of the Strategic Rail Authority.

3. Description of tool
a. Character (according *Environmental Statement & Environmental Impact Assessment (EIA);*
a. The EIA is a generic assessment tool implemented as a statutory

<p>to WP3final0704.doc) - calculation tools, process tools, assessment methods, generic tools, simulation tools, guidelines, framework tools, schemes, indicators and monitoring, checklists, case-specific tools;</p> <p>b. Availability of the tool (web-based / paper, paid / free, etc.)</p> <p>c. Based on existing tool or newly elaborated;</p> <p>d. Adaptation of the tool to the local context (are there local experts involved in tool's development?)</p> <p>e. Other tools implemented to support the project development</p>	<p>requirement within Europe as a result of Directive 85/337/EEC introduced in 1985 and since reinforced by amendments in 1997 and 2003 to assist with transparency, public participation and scope. EIAs are carried out on public and private projects which are likely to have significant effects on the environment. The key elements of an EIA are: Scoping (identifying key issues and concerns of interested parties); screening (decide whether an EIA is required based on information collected); Identifying and evaluating alternatives (list alternative sites and techniques and the impacts of each); Mitigating measures dealing with uncertainty (review proposed action to prevent or minimise the potential adverse effects of the project) and Issuing environmental statements (report the findings of the EIA).</p> <p>EIAs were carried out on each of the six proposed Ebbw Valley railway stations prepared in accordance with The Town and County Planning (Environmental Impact Assessment) (England and Wales) Regulation 1999. The findings were incorporated into the Environmental Statement. The assessment was based on the guidelines from the Design Manual for Roads and Bridges (DMRB) Volume 11 and Environmental Assessment. Although completed as part of the planning process, the assessment was not submitted with the planning applications for the stations (later assessments will be required for any further stations opened), but served as an Executive Summary for each station and these documents will accompany the Planning Applications. The Executive Summaries are free-standing documents and are not included in this Environmental Statement.</p> <p>The Environmental Statement which reports findings of the EIA covered issues such as air quality, cultural heritage, ecology and nature conservation, landscape and land use, traffic and vehicle travellers, noise and vibration, pedestrians, cyclists and community effects, watercourses and drainage, geology and soils, disruption due to construction etc.. This was undertaken internally in consultation with the Environment Agency and Countryside Commission for Wales. The statement contains information from external consultants on specialist areas such as bat conservation and Architectural heritage. The local authority environment/ biodiversity officers were also consulted for their local knowledge.</p> <p>b. This generic tool is a statutory process in Europe that is the result of Directive 85/337/EEC introduced in 1985, and amended by Directive 97/11/EC and as applied by the Town and Country Planning Act 1990. Directive 85/337/EEC can be obtained from the European Union website http://europa.eu.int/comm/environment/eia/full-legal-text/85337.htm for free, but most EIA are completed by consultants.</p> <p>c. As a generic tool this is an original tool.</p> <p>d. The EIA tool is not a rigid format and therefore can be adapted to the local context.</p> <p><i>Feasibility study;</i></p> <p>a. The feasibility study, an assessment tool, is designed to establish whether there is a need for the scheme. The initial feasibility study 'Phase One study' was completed in 1999, looking mainly at the projects engineering. The second 'Phase Two study' was completed in 2001. This was an assessment of forecast demand for the railway and investigated the cost and potential use of options such as bus, light rail and heavy rail. This reported positively for heavy rail as it incorporated the existing transport system. This work included a trip matrix looking at how much traffic would be taken off the road as a result of the development. This work was undertaken by external transportation consultants.</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

- b. The tool is project specific and therefore no standard template is available.
- c. This is a standard tool used in this type of project.
- d. The tool is adapted to reflect local context.

Road side questionnaires;

- a. This indicator and monitoring tool involved the administration of approximately 1,000 roadside questionnaires in order to find peoples sensitivity to cost and time in terms of the maximum journey time people are willing to travel. This indicated the number of stations/stops that the journey should consist of.
- b. The tool is project specific and therefore no standard template is available
- c. This was based upon standard questionnaire design.
- d. Questions were designed to reflect local context.

Public consultation exercise;

- a. The public consultation exercise, a monitoring tool, that involved stakeholders and the general public, was considered key in the formulation of the final proposals (for example station design).

A Members Preview exhibition was held to inform Welsh Assembly Government officers, the Unitary Authorities (municipalities), Assembly Members and Municipality Councillors of the plans. The media were also invited. Press release notes and an exhibition advertisement were prepared following agreement with Blaenau Gwent County Council Borough Council. The advertisement was placed in the key local and national Welsh newspapers.

In order to complete the exercise a series of nine exhibitions were held from Saturday 18th January – 1st February 2003 along the route of the railway and in key feeder areas. This involved an exhibition showing the preferred scheme for the railway and outline designs for the six railway stations. A bilingual brochure published by TIGER and approved by the three local authorities was produced to accompany the exhibitions. The brochure, which contained a questionnaire for members of the public, was also posted to various stakeholders, placed at deposit points along the route such as at Post Offices and council offices and delivered to people living adjacent to the proposed station sites. The main aim of the exhibition was to make the general public and other interested stakeholders aware of the scheme and specific design proposals at the six station sites. It was felt that this mandate was met by virtue of the fact that a total of 1678 people attended the exhibitions.

- b. The tool is project specific and therefore no standard template is available
- c. This is a standard tool used in this type of project.
- d. Local consultants from Capita Symonds designed to consultation around the local context.

Demand forecasts.

- a. This is a forecasting tool used to assess potential demand for the reopened railway. Demand forecasting was completed on 15 stations, followed by a disqualification process of the possible station location one by one. All modelling was done using a computer program. Some stations are on old sites, other stations can't be reused due to changes, e.g. land has been sold or new regulations have come in making a location unsuitable.
- b. A number of computer packages are available for transport modelling.
- c. This is a standard tool used in this type of project.
- d. Consultants at Capita Symonds used modelling packages to reflect local demand.

	<p>e. Other tools/assessments came from:</p> <ul style="list-style-type: none"> • Design Manual for Roads and Bridges 11, which included biodiversity issues. • GRIP (The Guide to Railway Investment Projects) a Network Rail document. • Noise and pollution assessments were undertaken. <p>The impact of the scheme on the environment has been limited where possible for example, protected species surveys have been conducted etc.</p>
B. Tool implementation	
<p>1. Argumentation for choosing the tool</p> <p>a. What were the reasons for the implementation of the tool? (voluntary or requested by what local, national, etc regulation)</p> <p>b. Who took the initiative for choosing /elaboration the tool?</p> <p>c. What were the criteria for choosing the tool?</p> <p>d. Was there knowledge of other tools and were they considered?</p>	<p><i>Environmental Statement & Environmental Impact Assessment;</i> An EIA is a statutory requirement for projects of a certain size and scale and therefore had to be implemented within the project. Prepared in accordance with The Town and County Planning (Environmental Impact Assessment) (England and Wales) Regulation 1999 no alternative tools fulfil the requirements.</p> <p><i>Feasibility study;</i> a. A feasibility study was used to forecast demand for the railway and investigated the cost and potential use of options such as bus, light rail and heavy rail. b. Consultants from Capita Symonds chose the tool. c. Standard tool used to establish feasibility of a proposed project. d. Other tools were considered but this tool was selected as it was considered the most suitable.</p> <p><i>Road side questionnaires;</i> a. This tool was used in order to find peoples sensitivity to cost and time in terms of the maximum journey time people are willing to travel. This indicated the number of stations/stops that the journey should consist of. b. The tool was selected by consultants from Capita Symonds. c. Tool was selected based upon the information that was required to be collated. d. Other tools were considered but this tool was selected as it was considered the most suitable.</p> <p><i>Public consultation exercise;</i> a. The exercise was completed in order to gauge the opinion of the local stakeholders and in particular the public. b. Consultants from Capita Symonds selected the tool. c. Tool was selected to ensure the public were adequately consulted about the proposed scheme. d. Other tools were considered but this tool was selected as it was considered the most suitable.</p> <p><i>Demand forecasts.</i> a. Demand forecasting was used as a tool as a method of eliminating a number of station sites, to reduce the numbers to those that would be most practical and appropriately sited. b. Consultants from Capita Symonds chose demand forecast models. c. Tool was required to accurately reflect potential demand forecasts for the scheme. d. Other tools typically considered include framework analysis and trial and error evaluation but demand forecasting was selected as it was considered the most suitable.</p> <p>These tools were used as the project was in conjunction with a third party</p>

	and not just undertaken on behalf of network rail. This therefore would not be common practice for a new rail development.
2. Barriers for the tool implementation What were the main problems in the tool implementation? (Regulation, information available, public awareness, lack of clear SD definitions and benchmarks, communication etc.)	<p><i>Public Consultation</i> – needed to ensure the public were aware of the proposed consultation.</p> <p><i>Demand Forecasts</i> – the model makes assumptions which may not always be accurate. Model was based upon results of questionnaire. Can be viewed as time consuming and expensive to produce.</p> <p><i>Road Side Questionnaire</i> – results are limited by the number of respondents as not everyone can be approached.</p> <p>All tools were successfully implemented.</p>
C. Influence of the tool on the decision-making process	
1. Description of the decision-making process/ procedures a. Stages b. Levels (political, technical, etc.) c. Sources of information used during the dmp; d. Who are the decision-makers? e. Who made the final decision for the project implementation? Was it political or technical decision?	<p>The Ebbw Valley Railway project was promoted by the TIGER (Transport Integration in the Gwent Economic Region) consortium of five local authorities in South East Wales. The TIGER consortium was founded in 1998 to develop a high quality public transport system for the Greater Gwent area. This was superseded by SEWTA in April 2003 (South East Wales Transport Alliance) which is composed of ten local authorities in South East Wales.</p> <p>Capita Symonds is undertaking the schemes project management on behalf of the three local authorities through which the railway passes, Blaenau Gwent, Caerphilly County Borough Council and Newport City Council.</p> <p>The key stakeholders in the project are three local authorities, National Assembly for Wales, Network Rail, Strategic Rail Authority and Arriva Trains Wales. Stakeholder meetings have been held every six weeks throughout the project.</p> <p>Blaenau Gwent County Borough Council initially proposed to regenerate the rail line. Decisions about the project can be made at both the technical and political level depending upon the issue. Information is provided by all Stakeholders within the scheme. Decisions are typically made by the client, Blaenau Gwent County Borough Council and Caerphilly County Borough Council.</p>
2. Tool in decision-making process a. At what stage was the tool implemented? By whom? (experts, politicians, etc.) b. How did the tool output influence the process (added or skipped levels/stages in the existing decision-making process, etc.)? c. Quantitative goals or benchmarks defined? (If YES, which – and what were they compared to?) d. Was the tool used to support	<p><i>Environmental Statement & Environmental Impact Assessment;</i></p> <p>a. The Environmental study was completed by consultants after funding had been awarded but prior to the submission of planning applications for the station sites.</p> <p>b. The assessment identified issues that would be impacted upon by the development of the stations, as well as providing measures to mitigate against adverse effects resulting from each station. This informed the decision on whether individual station developments should be allowed to proceed.</p> <p>c. The report expressed mitigation measures for possible adverse effects.</p> <p>d. The tool helped in the discussion over which stations should be constructed.</p> <p><i>Feasibility study;</i></p> <p>The feasibility study occurred at the very beginning of the project, to identify whether the project could be economically and socially beneficial. The use of the tool, resulted in the project continuing. The tool provided support for the scheme.</p> <p><i>Road side questionnaires;</i></p>

<p>argumentations?</p>	<p>a. The questionnaires were completed prior to the decision on the station locations.</p> <p>b. The questionnaires were completed in order to identify peoples maximum time and costs in terms of train travel.</p> <p>c. The tool identified the maximum time people were willing to travel – which indicated the number of stops that could exist on the line i.e. more stops the longer the journey.</p> <p>d. The road side questionnaires were fundamental to the demand forecasts.</p> <p><i>Public consultation exercise;</i></p> <p>a. This exercise was completed over a couple of months after the acceptance of the formal bid for the project.</p> <p>b. The exercise resulted in a number of suggested amendments to the proposals, as well as gathering a high level of positive support (97% of those who responded to the exercise) for the proposal.</p> <p>c. The comments and criticisms could be seen as providing further goals for the project.</p> <p>d. The high level of public support received for the project was very encouraging.</p> <p><i>Demand forecasts.</i></p> <p>The tool was implemented near the beginning of the scheme to establish whether the scheme should proceed and was implemented by consultants from Capita Symonds. The tool analysed whether the scheme would be supported. The tool has been used to justify decision throughout the schemes development.</p> <p>The tools were used to establish whether the project was sustainable, otherwise it would not be practical to reopen the line.</p>
<p>3. Transparency of decision-making process</p> <p>a. How was the information of the dmp disseminated? - directly (decision makers – public) or indirectly (decision makers - NGO, PR company, etc. - public); sources of dissemination used (mass media, internet, brochure, etc.)</p> <p>b. How was the public involved?</p> <p>c. Was there a public discussion over the project and at what stage of the project development?</p>	<p>a. Information dissemination on the project has been through the public consultation exercises and through press releases from the three local authorities.</p> <p>b/c. The thorough public consultation exercise occurred in January and February 2003 after the acceptance of the formal bid for the project. A Member’s preview (Municipality Councillors, Welsh Assembly Government officers, Unitary Authorities and Assembly Members) took place, to which the media were invited.</p> <p>In order to make the general public aware of the proposals a number of steps were taken to ensure people had knowledge of the exhibitions and proposals. These involved posters at key locations, a brochure delivered to selected households and various organisations (which contained a questionnaire), press notes and an advertisement. The exercise involved nine public exhibitions which displayed the proposed siting for six stations. Prior to the public view, 1678 people attended the exhibitions, which was considered a successful turn out.</p> <p>The consultation period lasted until three weeks after the final exhibition date, and at the end of this time 1,022 questionnaires were returned to Capita Gwent Consultancy. Of the questionnaires 97% of the respondents were in favour of the proposals, in addition there were comments made on a variety of subjects including general station design queries, trains/fares/timetabling, feeder bus provision and integration, and finance and compensation.</p>
<p>D. Expert assessment/analysis/comment of the tool effectiveness</p>	
<p>1. Assessment by tool</p>	<p>a. The tools were used to identify constraints and solutions were then</p>

<p>users</p> <p>a. Were there measurable improvements as a result of the tool implementation? If YES, what? If no: why not?</p> <p>b. Were there any spin-off's or unintended consequences?</p> <p>c. General view on the tool? Lessons learned?</p> <p>d. Potentials for further use of the tool?</p> <p>e. Will the actors recommend it or use it in other cases - why / why not?</p>	<p>proposed.</p> <p>b. Public Consultation – the public were aware of the proposals and were ready to object when planning application was made</p> <p>c. Tools are standard tools which are suitable for intended use.</p> <p>d. Tools can be adapted to reflect local context.</p> <p>e. Tools are recognised tools and would be used in future cases.</p>
<p>2. Reviewer's assessment of the tool (usefulness, sustainability relevance, who are the actors excluded? etc.) Suggestions and needs for further development of the tool</p>	<p><i>Environmental Impact Assessments</i></p> <p>While EIAs are completed in an attempt to:</p> <ul style="list-style-type: none"> • improve the quality of a final decision regarding a project, • the transparency and quality of the whole decision-making procedure, • more effective public participation and • better public acceptance of the final decision, <p>the results consist of collected “objective” information regarding potential impacts (quantitative or qualitative) .</p> <p>Additionally for a large assessment the EIA covers only environmental issues, and does not consider the other pillars of sustainability (social and economic impacts), this requires further impact assessments to be completed which are not required under legislation.</p> <p><i>Public consultation exercise</i></p> <p>This tool was used thoroughly and effectively. Widespread public support for the scheme was a positive outcome of the informative approach. On a critical note, the public consultation exercise was a late in the time scale of the project as the choice of station siting had already been made, with consultation exercise presenting six chosen stations.</p>
<p>E. Additional information on the case study available</p>	
<p>Websites</p>	<p>Blaenau Gwent County Borough Council (21st November 2003), <i>Planning Application for new Rail Link Station</i>, Press Release, http://www.blaenau-gwent.gov.uk/News/Older%20Press%20Releases/2003/nov%2003/rail.htm</p> <p>Blaenau Gwent County Borough Council (9th December 2003) <i>New Rail Project – European Tender</i>, Press Release, http://www.blaenau-gwent.gov.uk/News/Older%20Press%20Releases/2003/dec2003/rail_contract.htm</p> <p>Blaenau Gwent County Borough Council (12th January 2004) <i>Topographical Survey for the Ebbw Valley Passenger Railway</i>, Press Release. http://www.blaenau-gwent.gov.uk/News/Older%20Press%20Releases/2004/Jan2004/rail.htm</p> <p>This is Gwent: South Wales Argus, <i>Ebbw Vale</i></p>

<p>References concerning the case but also the key words or problem (papers, articles, reports, laws, etc.)</p>	<p>http://www.thisisgwent.co.uk/gwent/info/history/ebbw.html</p> <p>TIGER (Transport Integration in the Gwent Economic Region), 2002, <i>Ebbw Valley Railway: Rail Passenger Partnership Formal Bid, Vol 1</i>. Prepared for the Strategic Rail Authority by Steer Davies Gleave.</p> <p>TIGER, 2002, <i>Ebbw Valley Railway: Rail Passenger Partnership Formal Bid, Vol 2</i>. Prepared for the Strategic Rail Authority by Steer Davies Gleave.</p> <p>TIGER, Blaenau Gwent County Borough Council, Caerphilly County Borough Council and Newport City Council, with support from the Welsh Assembly Government, (2003) <i>Ebbw Valley Railway – Public Exhibition leaflet</i>.</p> <p>TIGER, 2003, <i>Environmental Statement – Station Sites Volume 1</i>, General Statement.</p> <p>TIGER, 2003, <i>Environmental Statement – Station Sites Volume 2</i>, Appendices and Drawings.</p> <p>TIGER, 2003, <i>Public Consultation Report</i>, 18th January – 1st February 2003, Volume 1.</p>
<p>Other sources (Interviews, conferences, discussions, etc.)</p>	<p>Meeting between Welsh School of Architecture staff, Joanne Patterson and Anna Leron and Capita Gwent Consultancy staff, David McCallum and Catriona Amey on the 19th December 2003 at Capita Gwent Consultancy offices in Cwmbran.</p>