

ENVIRONMENT AND HIGHWAYS CABINET BOARD
JOINT REPORT OF THE HEAD OF ENGINEERING AND
TRANSPORT
– D. W. GRIFFITHS AND THE HEAD OF STREETCARE
– M. ROBERTS

23RD JULY 2015

SECTION A – MATTER FOR DECISION

WARD(S) AFFECTED: ALL

NETWORK RAIL ELECTRIFICATION WORK ON LONDON TO
SWANSEA RAILWAY MAIN LINE AND ITS AFFECT ON NEATH
PORT TALBOT STRUCTURES AND HIGHWAY NETWORK

Purpose of Report

To obtain Members approval to enter into agreement/negotiations with Network Rail (NR) concerning electrification work to the main railway line between London and Swansea.

Background

Central Government funded Network Rail propose to electrify the main railway line between London and Swansea to reduce journey times, increase capacity and improve reliability. The project is of national significance and will assist economic growth in the region. The electrification work will affect all Network Rail, Welsh Government and NPT owned bridges over the railway line and details of bridges affected within Neath Port Talbot are set out in Appendix A.

Supporting Network Rail's project will necessitate an extraordinary quantity of work for the Council's structural and network teams within the Engineering and Streetcare sections. All works to the Council's asset will need to be checked and managed, along with management of impacts on the highway network during construction. The current timetable indicates that work will commence in Neath Port Talbot around November 2015 and continue through to May 2017.

Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing

the assessment it has been determined that this proposal does not require an Equality Impact Assessment.

Financial Implications

The main works will be funded by Network Rail. However, if unfunded, there will be considerable cost to the Council as a result of providing the support required by Network Rail to deliver this national project given the quantity of work and required timescales. It is therefore proposed Officers enter into negotiations with Network Rail to secure funding to pay for the level of support required to ensure successful project delivery. Without funding support Network Rail's requirements and needs will not be able to be met.

Consultation Outcome

There is no requirement for external consultation on this item and negotiations will be undertaken with Network Rail and/or their representatives.

Sustainability Appraisal

The proposals are in line with the central government policy to increase the economic growth in the region and to capitalise on the rail network, reducing travel time and transport impacts on the Environment.

Appendices

Appendix A – Assets affected and potential consequences of the Electrification programme.

Recommendation

It is recommended that:-

1. The Director of Environment be authorised to enter into negotiations with Network Rail to secure reimbursement for reasonable costs incurred in supporting Network rail to deliver its electrification project.
2. Approval to be given for the alteration of bridges affected by the electrification work to facilitate the Electrification Programme.

Reasons for Proposed Decision

To help ensure delivery of Network Rail's scheme of national importance and protect the Council's financial position.

List of Background Papers

EIA Screening Form.

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COMPLIANCE STATEMENT

NETWORK RAIL ELECTRIFICATION WORK ON LONDON TO SWANSEA RAILWAY MAIN LINE AND ITS AFFECT ON NEATH PORT TALBOT STRUCTURES AND HIGHWAY NETWORK

a) **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

b) **Sustainability Appraisal**

Community Plan Impacts

Economic Prosperity	-	Positive
Education and Lifelong Learning	-	No impact
Better Health and Well Being	-	No impact
Environment and Transport	-	Positive
Crime and Disorder	-	No impact

Other Impacts

Welsh Language	-	No impact
Sustainable Development	-	No impact
Equalities	-	No impact
Social Inclusion	-	No impact

c) **Consultation**

There is no requirement for external consultation on this item and negotiations will be undertaken with Network Rail and/or their representatives.

APPENDIX A

The assets affected and potential consequences of the Electrification Programme are as follows;

1. Margam Station Footbridge (NWR Bridge)
 - a. The proposal for this bridge is to be demolished. The work will not affect the highway network.
2. Port Talbot Parkway Station Footbridge (NWR Bridge), Level crossing issues.
 - a. The proposal for this structure is to close the level crossing. This work will have minor disruption to the highway network.
3. Swansea to London new railway (NPTCBC Bridge).
Minor Work will be carried out. The work will have partial disruption to the Highway network.
4. St Marys Viaduct (NPTCBC Bridge). Raised parapet. The work will have major disruption to the Highway network.
5. Seaway Parade new railway bridge (NPTCBC). Raised parapet. The work will have major disruption to the Highway network.
6. Seaway Parade old railway bridge (NPTCBC). Raised parapet. The work will have major disruption to the Highway network.
7. Duport Road Bridge (NPTCBC Bridge). Raised parapet. The work will have major disruption to the Highway network.
8. A48 Briton Ferry Dock Viaduct (WG Bridge). Track Lowering. The work will have major disruption to the Highway network.
9. Shelone Road (NWR Bridge). Full Replacement Bridge. The work will have major disruption to the Highway network.
10. Collins Street Footbridge (NWR Bridge). Demolition. The work will not affect the highway network.
11. Mariners Arms Crossing Footbridge (NWR Bridge). Engineering options being considered for this structure.
12. Merlin Footbridge (NWR Bridge). Engineering options being considered for this structure.
13. Ropewalk Footbridge (NWR Bridge). Engineering options being considered for this structure.
14. Neath Station Footbridge (NPTCBC Bridge). Engineering options being considered for this structure.

15. Skewen Station Road Bridge (NWR Bridge). Engineering options being considered for this structure.

16. New Road Bridge (NPTCBC Bridge). Engineering options being considered for this structure.

There are a number of Level Crossings that NWR are proposing to close as follows;

17. Heol-y-Deliaid FP Level Crossing

18. Heol-y-Deliaid Level Crossing

19. Port Talbot LC

20. Penrhiwtyn LC

21. Neath LC