

Barry Docks Transport Interchange

WelTAG Stage 2, Outline Business Case

Site Illustration



Existing Station Layout



The Proposed Scheme

- Provision of a new Bus Interchange;
- Provision of a new Taxi Interchange;
- Provision of electrical vehicle (EV) charging infrastructure (Bus, Taxi & Cars);
- Provision of digital infrastructure;
- Improvements to access routes within station confines, including aesthetic improvements to the pedestrian subway;
- Improvements to Subway Rd, a key external access route to the station, including improvements to the tunnel on Subway Rd;
- Consideration of minor, station infrastructure requirements (ie cycle parking, signage, seating, information, etc);
- Consideration of a link to Barry Island ;
- Provision of additional Park & Ride capacity;
- Consideration of the potential for housing/commercial development on land north of the station;
- Development of a high-level Station Masterplan.

Funding Programme

- Phase 1 of The Metro Plus Regional Transport Authority (RTA) Programme 2019/22, for:
 - The creation of ‘interchanges’ that incorporate all modes
 - Enhanced Park and Ride facilities, inc electric charging points
 - New and extended Metro networks, giving opportunities for all
- Initial outline proposal for Barry Docks Station:

‘A bus and rail interchange at Barry, complete with four to five bus bays, provision for taxis and the potential extension of the existing Park and Ride site’.

Scheme Options

- **Option 1** - Bus Interchange (to be located south of Station on part of Docks Offices Car Park) and Additional Park & Ride Car Park (to be located north of Station platform – access off Subway Rd) i.e. no residential or commercial uses;
- **Option 1a** - As above but with drop-off layby's for bus/taxi/car incorporated into the access road to the car park;
- **Option 2** - Bus Interchange (to be located south of Station on part of Docks Offices Car Park), Additional Park & Ride (to be located north of Station platform – access off Dock View Rd) and Residential Uses possibly with a Commercial Use (to be located north west of station);
- **Option 3** - Bus Interchange (to be located north west of station) and Additional Park & Ride (too be located north of Station platform – access off Subway Rd) i.e. no residential or commercial uses.

Distinguishing Features

<u>Interchange to the North</u>	<u>Interchange to the South</u>
Lowest Cost	Comprehensive interchange
Largest car park capacity	The largest housing/commercial development capacity
Shortest journey time for buses and cars	Most attractive to bus operators
Limited improvements to station access from the south and no active travel links across the site	Improved active travel links north, west and south and across the site
Makes less of an impression as a gateway	Barry Docks clearly presents as a gateway to Barry
Limited scope for future development	Greatest scope for future development

Economic Appraisal

Benefits by Mode	Options 1,1A and 2	Option 3
Car Park Benefits	£1,986,298	£2,241,229
Bus Interchange Benefits	£646,212	£719,949
Pedestrian Facilities Benefits	£263,846	£263,846
Cycling Facilities Benefits	£3,757	£3,757
Present Value Benefits Total	£2,900,112	£3,428,847

Outputs

Output	Option 1	Option 1a	Option 2	Option 3
Car Park Spaces	308	308	308	371
Housing Units	88	56	99	62
Cost	£7.1m	£7.3m	£7.8m	£5.9m
BCR	0.79/0.77	0.76/0.74	0.71/0.69	1.12/1.09
BCR (inc LVU)	0.94/1.12	0.85/0.97	0.87/1.04	1.12/1.40

Options Appraisal

Scheme Objective	Option 1	Option 1a	Option 2	Option 3
A. Accommodate increasing rail demand	Green	Green	Green	Green
B. Improve access to/from rail services	Green	Green	Green	Green
C. Increase access to current and emerging employment	Green	Green	Green	Green
D. Support ongoing and future economic development	Green	Green	Green	Green
E. Placemaking inc. the foundations for further station development	Green	Yellow	Green	Red
F. Equality	Green	Yellow	Green	Yellow
G. Climate Change	Green	Green	Green	Green
H. Cost effective/VfM	Green	Yellow	Yellow	Green
I. Deliverable	Green	Green	Green	Green
J. Affordable	Yellow	Yellow	Yellow	Green
K. Sustainable	Green	Yellow	Green	Yellow
L. Takes account of interdependencies	Green	Green	Green	Yellow
Score	23	19	22	19

Conclusion

Based on the above, it is proposed Options 1 and 2 should be considered indicative of the preferred option for further examination at WelTAG Stage 3, either including housing/commercial development to the north or not, depending on the outcome of further surveys and investigations it has not yet been possible to undertake.

Option 1, Masterplan



Option 2, Masterplan



Bus & Taxi Interchange, Masterplan

