

Design Review Report

Cogan Interchange

DCFW Ref: N349

Meeting of 25 February 2026



Review Status

Meeting date
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Scheme description
Scheme location
Scheme reference number
Planning status
Planning status of DCFW comment

Public

25 February 2026
10 March 2026
Transport Infrastructure
Cogan, Vale of Glamorgan
N349
Pre-planning
Material consideration

Key Points

- The Design Commission supports the ambition of the project, including the accessibility improvements. The proposed new platform on the Penarth line could establish an important transport interchange for Cogan and strengthen the wider transport network. Within the hierarchy of Welsh stations this is a significant and well used asset.
- The current station environment requires urgent improvement. The condition of the station and its surrounding public realm is unsatisfactory and should be treated as a priority. In particular, measures which specifically address the user feedback around safety and accessibility.
- The proposals would benefit from a clearer delivery strategy structured around short, medium and longer-term phases, and clearer communication on the delivery challenges.
- The longer-term ambitions involving private land assembly and associated development should not delay improvements to the core functionality and passenger experience of the station. Transport for Wales and other public sector partners should prioritise delivering meaningful improvements within publicly controlled land.
- Early improvements should focus on achievable quick wins. Meanwhile interventions can play a useful role but should not become a substitute for permanent improvements.
- More substantial infrastructure interventions, including highway improvements and signalised crossings, are important but are likely to require funding and approvals and should be considered as part of a medium-term phase.
- Deliverability and partnership working will be critical. A clear delivery pathway should be established, including how public sector landownership and collaboration between key stakeholders will support implementation.

Consultations to Date

The Design Commission has been engaged in the development of the proposals through two workshops exploring the longer-term masterplan ambitions for Cogan Railway Station. These sessions considered the potential to transform the station into a public transport interchange and support transit-oriented development.

Public engagement has also been undertaken on the proposals. This has included an online survey, a series of public engagement events and a feedback session.

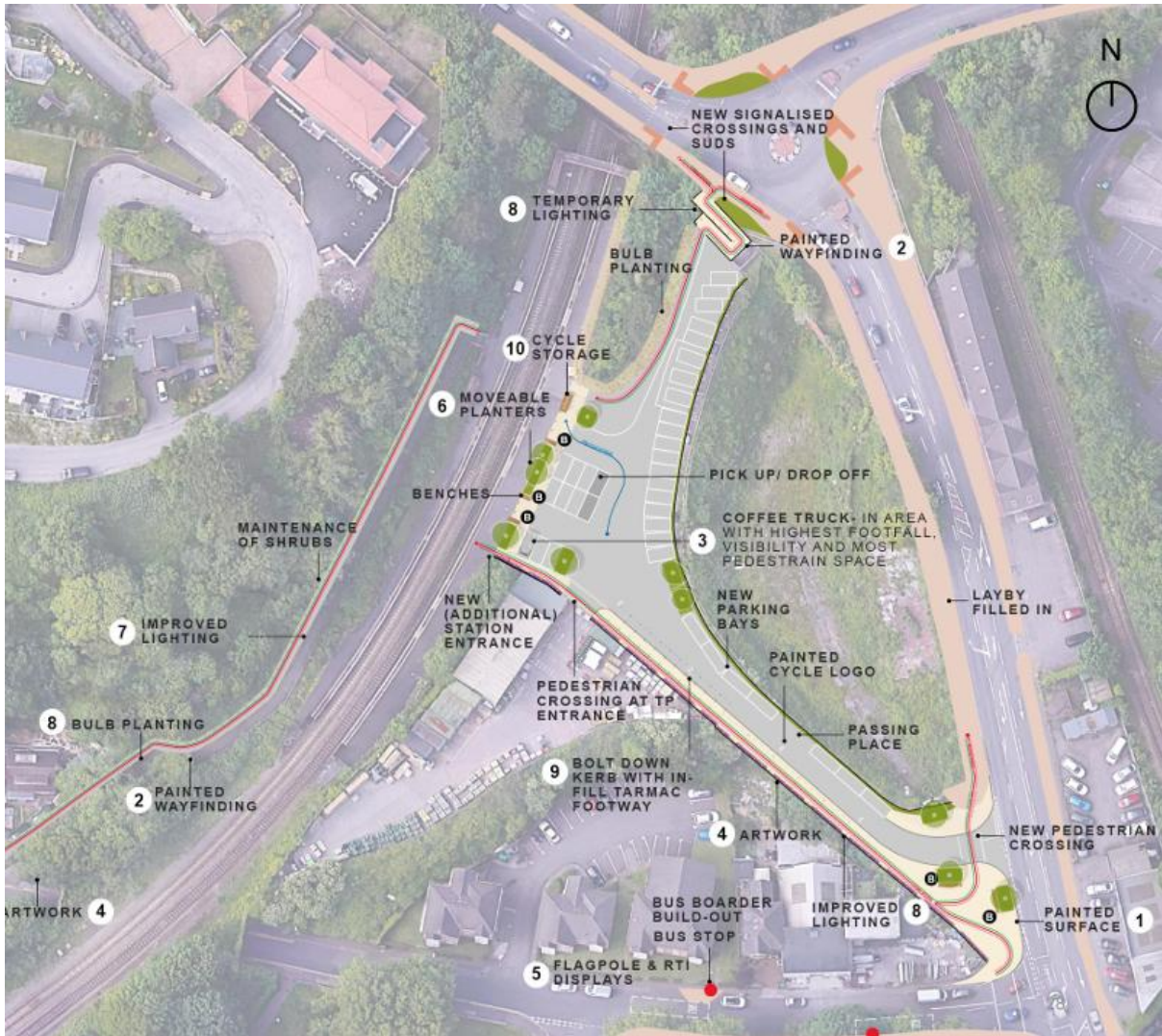
Engagement has additionally taken place with the local authority's transport department.

The Proposal

The project has a long-term ambition to transform Cogan Railway Station into a public transport interchange. A masterplan has been developed to illustrate this vision, including a new platform on the Penarth line, improvements to the existing station, enhancements to the surrounding public realm and the potential for transit-oriented development.

The focus of this review was on shorter-term measures intended to improve the safety, accessibility and overall experience of using the station. The proposals include a combination of meanwhile interventions in the area immediately outside the station and more significant improvements to pavements and crossings along the main road.

The review did not consider the station upgrades or the wider development ambitions set out in the longer-term masterplan.



Short-Term Proposals (Image Credit: Arup)

Context

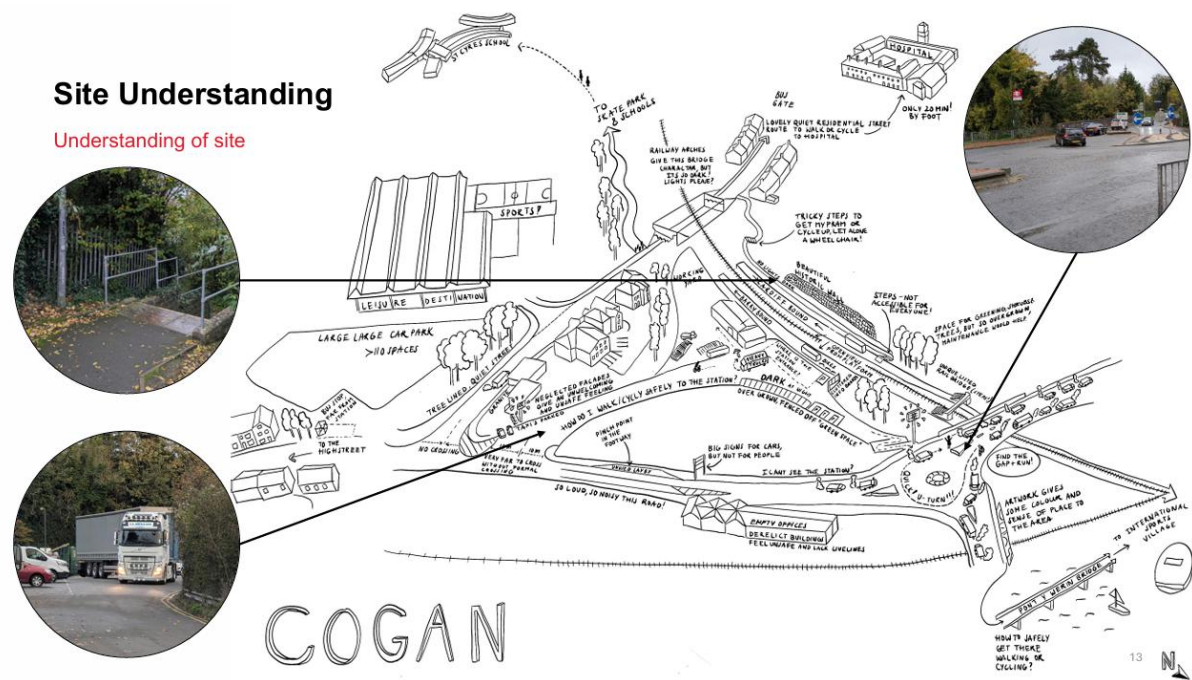
Cogan is located on the edge of Penarth in the Vale of Glamorgan.

The review focused on Cogan Railway Station and its immediate surroundings. The station currently comprises two platforms connected by a pedestrian bridge, which is a Listed structure. Facilities include covered seating and ticket machines. The main station entrance is accessed via a car park from the main road, where there is limited pedestrian priority. A secondary entrance is located to the rear of the station but is accessed via a longer and less direct route.

The main road forms an important route in and out of Penarth and is heavily dominated by vehicular traffic. As a result, the environment for walking and cycling is poor, and crossing the road is particularly challenging at the nearby roundabout.

The station serves the surrounding residential area and a nearby primary school and leisure centre in Cogan, as well as destinations including Penarth Marina and the Cardiff Sports Village. It is also used as an alternative to Penarth and Dingle Road railway stations, which are located more centrally within the town and serve a different rail line. Llandough Hospital is approximately a 20-minute walk from the station.

Given its location and connectivity, the station has the potential to play a more significant role as a local transport interchange serving the surrounding area.



Site and Context (Image Credit: Arup)

Main Points

The Design Commission supports the ambition and overall direction of the proposals. The addition of a new platform on the Penarth line, and the wider ambition to establish a public transport interchange could represent a significant improvement for Cogan and the wider transport network.

The current condition of the station and surrounding environment is extremely poor and requires priority attention, particularly safety for the large percentage of passengers arriving and leaving on foot. The proposals demonstrate a positive intention to improve safety, lighting, connectivity, accessibility and the overall passenger experience. However, greater clarity is required on how the proposed interventions will be delivered over time and how early improvements will support the longer-term strategic vision.

Delivery Strategy

The proposals currently combine a range of interventions that vary significantly in scale, complexity and deliverability. We encourage the team to clearly structure the proposals around short, medium and longer-term phases of delivery. This would help set realistic expectations and ensure that early interventions contribute to the delivery of the longer-term ambition.

Short-term improvements should focus on interventions that can be delivered quickly using existing or likely funding. These should prioritise visible improvements to the passenger experience (responding directly to concerns raised in the public engagement) and the immediate station environment. This could include:

- improvements that can be implemented immediately or in the short term, particularly lighting, wayfinding and access
- measures with confirmed or likely funding
- interventions focused on improving rail passenger experience and convenience
- works primarily on Transport for Wales leased land, particularly along the station entrance corridor and key access routes
- improvements that enhance accessibility, safety and ease of use for passengers

Low-cost meanwhile interventions in the station forecourt area may provide an opportunity to test ideas and improve the environment in the short term. However, the intended lifespan of these interventions should be clearly defined to ensure that temporary measures do not become a long-term substitute for permanent improvements.

Some of the proposed interventions, including signalised crossings and pavement improvements along the main road, represent more substantial infrastructure changes. These are important interventions but are unlikely to be deliverable as immediate quick wins. They are likely to require significant funding, statutory approvals and coordination with the highway authority. These elements would therefore be more appropriately considered as part of a medium-term phase of delivery, bridging the gap between early improvements and the longer-term masterplan. It was noted in the review that further south of the roundabout along Windsor Road may represent the more deliverable location for a new signalised pedestrian crossing (see below).

The longer-term masterplan should establish the strategic vision required to capture projected ridership growth and strengthen the station's relationship with the surrounding area. This could include:

- all interventions required to achieve the projected ridership uplift
- proposals across the wider site, including connections to surrounding destinations

- station infrastructure improvements, including resolving access to the western Cardiff-bound platform and provision of a potential new bridge

The masterplan should also test development scenarios reflecting land ownership constraints. These could include:

- Option A – Development limited to land currently leased by Transport for Wales
- Option B – Development incorporating the Transport for Wales leased land together with adjacent Welsh Government land
- Option C – A comprehensive development scenario across the entire site, assuming that land parcels can be assembled to form a single development site

The longer-term ambitions represented by Option C, which involve complex private land assembly and associated development such as residential or commercial buildings, should not delay progress in improving the core functionality and passenger experience of the station. Transport for Wales and other public sector partners, including Network Rail, should prioritise delivering meaningful improvements within land already under public control, as reflected in Options A and B.

Design Development

The space between the existing entrance and the proposed entrance to the southern platform presents a significant opportunity to create a more active and welcoming destination space. Stronger design interventions in this area would help create a clearer and more attractive station environment. The proposed second station entrance is an important element as it will influence pedestrian movement and desire lines.

We support the principle of reducing car parking provision. However, proposals should be supported by evidence of existing parking demand. A study of current car park usage would help inform decisions about appropriate levels of parking provision. Operational requirements, including access to the builder's yard, will also need to be addressed.

The introduction of signalised crossings would represent a significant improvement, helping to address the currently poor conditions for pedestrians crossing the main road. Improving the ability to cross the road safely will be critical to supporting access to the station and enabling it to function effectively as a transport hub. This intervention is therefore strongly supported, although it may require significant funding. An interim crossing further south along the main road could provide a safer short-term solution while longer-term improvements are pursued. Improving the pedestrian and cycling environment along the main road will also be important in supporting the station's role as a transport interchange.

Priority improvements to support the passenger experience include:

- improved lighting and wayfinding, particularly to the Cardiff-bound platform
- stronger links between the station and bus services
- opportunities to establish a clear station identity or branding
- reviewing the use of existing cycle parking to inform improved provision
- considering more robust physical interventions rather than relying solely on painted surfaces

Green infrastructure proposals should also be developed further, drawing on relevant precedents such as Pontypool and New Inn railway station.

Land Ownership and Deliverability

Further clarity is required regarding the masterplan and its deliverability. We encourage the team to demonstrate that the proposals represent a realistic and developable proposition and to identify the key priorities that must be delivered.

Greater consideration should be given to how public sector landowners can work together to deliver improvements using land already within public ownership. For example, Welsh Government land could potentially accommodate short-term car parking, enabling improvements to the public realm immediately outside the station that prioritise pedestrians and cyclists.

Engagement

Stronger links should be demonstrated between the proposed interventions and feedback received through public engagement. The use of user profiles or personas could help illustrate how the proposals respond to the needs of different users.

Next Steps

Delivering the longer-term vision will require collaboration between multiple organisations. While this review involved Vale of Glamorgan Council, future discussions would benefit from the involvement of additional key partners.

In particular, it will be important to engage Welsh Government, both in its role as a landowner and as a key transport funding partner, as well as Network Rail as the rail infrastructure owner. Ensuring that these organisations are involved in future discussions will be important in supporting the delivery of both short-term improvements and the longer-term masterplan.

Consideration should also be given to which organisation or organisations will lead and coordinate delivery of station improvements and the wider masterplan.

The Design Commission for Wales could facilitate a workshop bringing together Transport for Wales, Vale of Glamorgan Council, Welsh Government and Network Rail to help align ambitions, clarify delivery priorities and support the development of a shared long-term strategy.

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A Welsh language copy of this report is available upon request.

Attendees

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Local Authority:	Michael Clogg, Vale of Glamorgan Council Stephen Butler, Vale of Glamorgan Council

DCFW Design Review Panel

Chair:	Simon Power
Panel:	Steve Smith Chris Jefford Jen Heal, DCFW Chief Executive Max Hampton, DCFW Design Advisor
Observer:	Yancy Sun, Transport for Wales Molly Green, Transport for Wales

Declarations of Interest

Panel members, observers and other relevant parties are required to declare ***in advance*** any interests they may have in relation to the Design Review and meeting Agenda items. Any such declarations are recorded here and in DCFW's central records.

There were no declarations of interest.