

Whittlesey Town Council

22 August 2023

Railways Meeting



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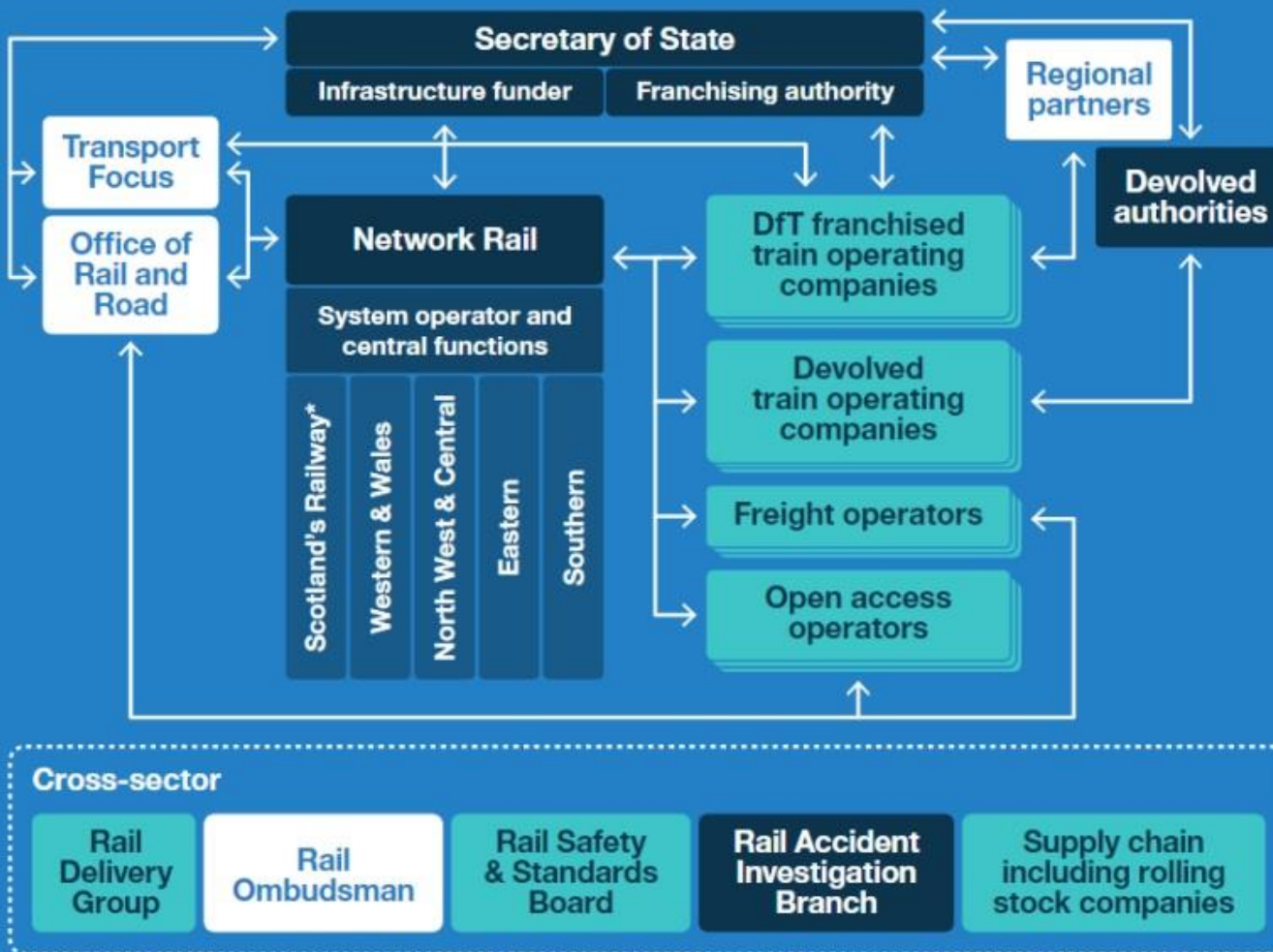
Structure and role of the railways



Structure and Role of the railway Industry (1)



Current Industry Structure



*Funded by the Scottish Government

Structure and Role of the Railway Industry (2)



Structure & Role of the Railway Industry (2)



Responsibility and accountability for the running of the railway is split between different bodies, often operating with different incentives.

- Railway infrastructure - owned, maintained and operated by Network Rail, a publicly-owned company. E.g. track, signals, bridges etc
- Passenger services - run by privately-owned train operating companies (TOCs). Train operators have contracts with Government to operate on specific routes and identified geographical areas



Structure & Role of the Railway Industry (3)



- trains (or rolling stock) – these are owned by private rolling stock leasing companies (ROSCOs) and leased to the TOCs.
- most railway stations - while owned by Network Rail, are leased to train operators, except for the main passenger terminals which Network Rail runs itself.



Structure and Role Time for Change?(1)



Williams Rail Review

- Established September 2018
- Independent Chair to lead the review – Keith Williams
- Purpose - to look at the structure of the whole rail industry and the way passenger rail services are delivered
- Evidence papers were produced between February and May 2019
- Call for Evidence closed May 2019



Structure and Role Time for Change? (2)



Williams-Shapps Rail Review

- May 2021 – Publication of the Williams-Shapps Rail Review White Paper
- Government 30-year plan for the future of the railways
- Bring the railway together through the establishment of Great British Railways (GBR).
- Private sector role - GBR will contract private partners to operate the trains to the timetable it sets. Contracts to run high-quality services and increase passenger demand.



Structure and Role Great British Railways (GBR)



- Deliver the government's priorities for rail
- Develop a 30-year strategy and five-year business plans
- Manage the railway budget
- Be responsible for safe and efficient operations
- Be accountable for the passenger offer
- Own stations and infrastructure
- Plan access in the public interest, consistent with Secretary of State guidance
- Support the growth of rail freight market and cross-regional services
- Empower its regional divisions and their local operational teams to make decisions



Structure and Role

Time for Change? (3)



- October 2021 – Establishment of the Great British Railway Transition Team - responsible for driving forward reforms and setting up GBR. Initial focus on revenue recovery efforts post-pandemic including establishing 'a strategic freight unit' to boost the sector.
- June – August 2022 - Williams Shapps Plan for Rail – Consultation on legislation to implement rail transformation. Seeking views on proposals ahead of introducing legislation that will support delivery of the railway transformation.
- March 2023 – GBR headquarters will be in Derby





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Hereward Community Rail
Partnership



Hereward Community Rail Partnership (HCRP)



Fenland Rail Development Strategy 2011 – 2031
adopted April 2012

3 Priorities:

- More Community Involvement
- Better Stations
- Railway Service Improvements



Hereward Community Rail Partnership



- More Community Involvement – HCRP - established October 2012. Greater involvement of the community in the railways
- Better Stations – investment in stations and plans for improvements. Development of masterplans for each station. HCRP support to ensure buy in to station masterplan proposals



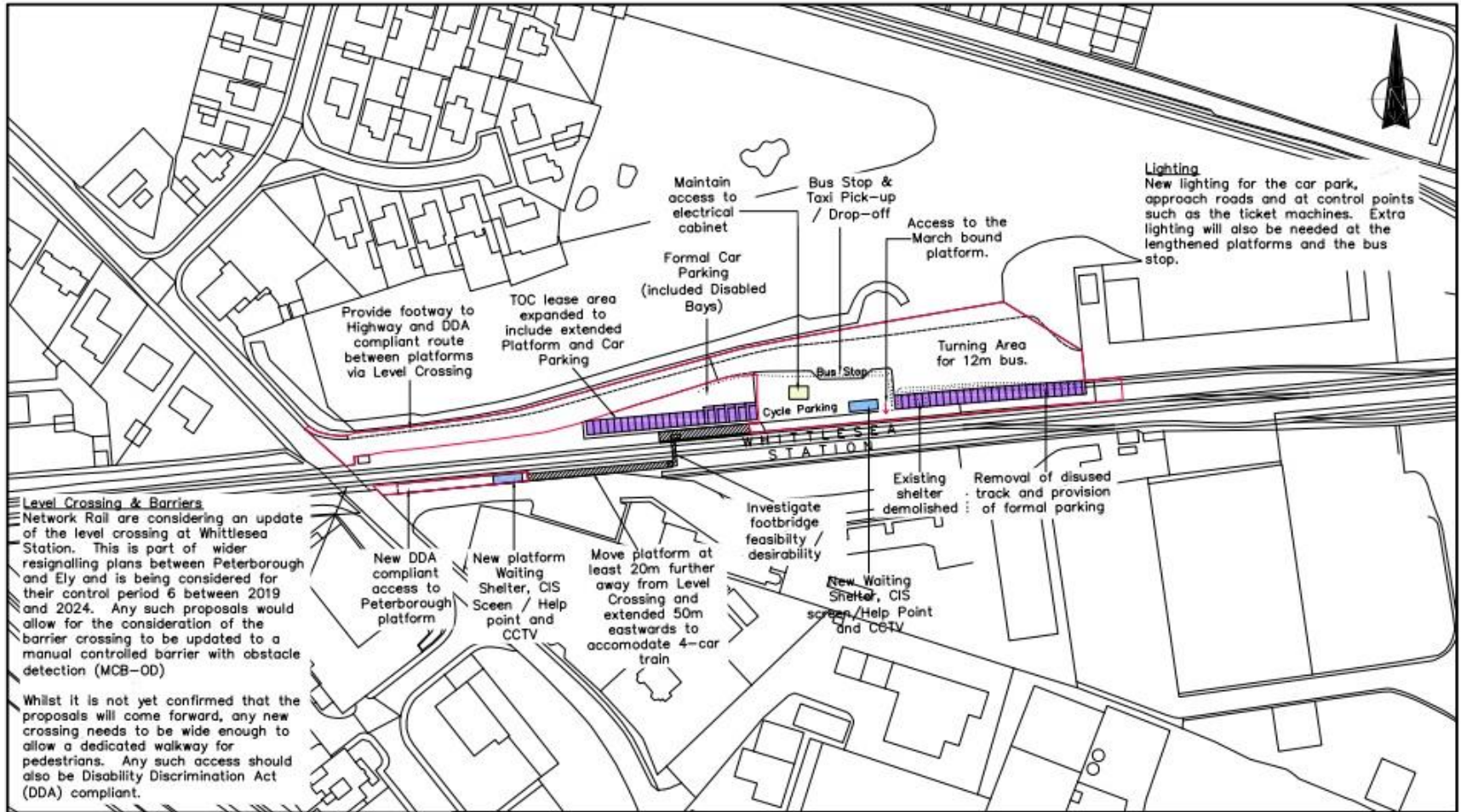
Whittlesea Station Masterplan



- 2011 & 2012 – development work and review of previous public feedback. This led to a list of schemes for a Whittlesea Station Masterplan
- 2012 – Public consultation on the draft masterplan
- 2013 – Masterplan adoption



Whittlesey Station Masterplan



Whittlesea Station Masterplan Progress (1)



- GA Franchise – information screens, ticket machine, help point, cycle parking and ticket machine
- Platform 2 to Station Road – initial solar lighting followed by station electricity upgrade allowing new lighting
- Second ticket machine (platform 1)
- New waiting shelters



Whittlesea Stn Masterplan Progress (2)

Platform Lengthening & Pedestrian Bridge



Pre-feasibility study (2015) - Arup

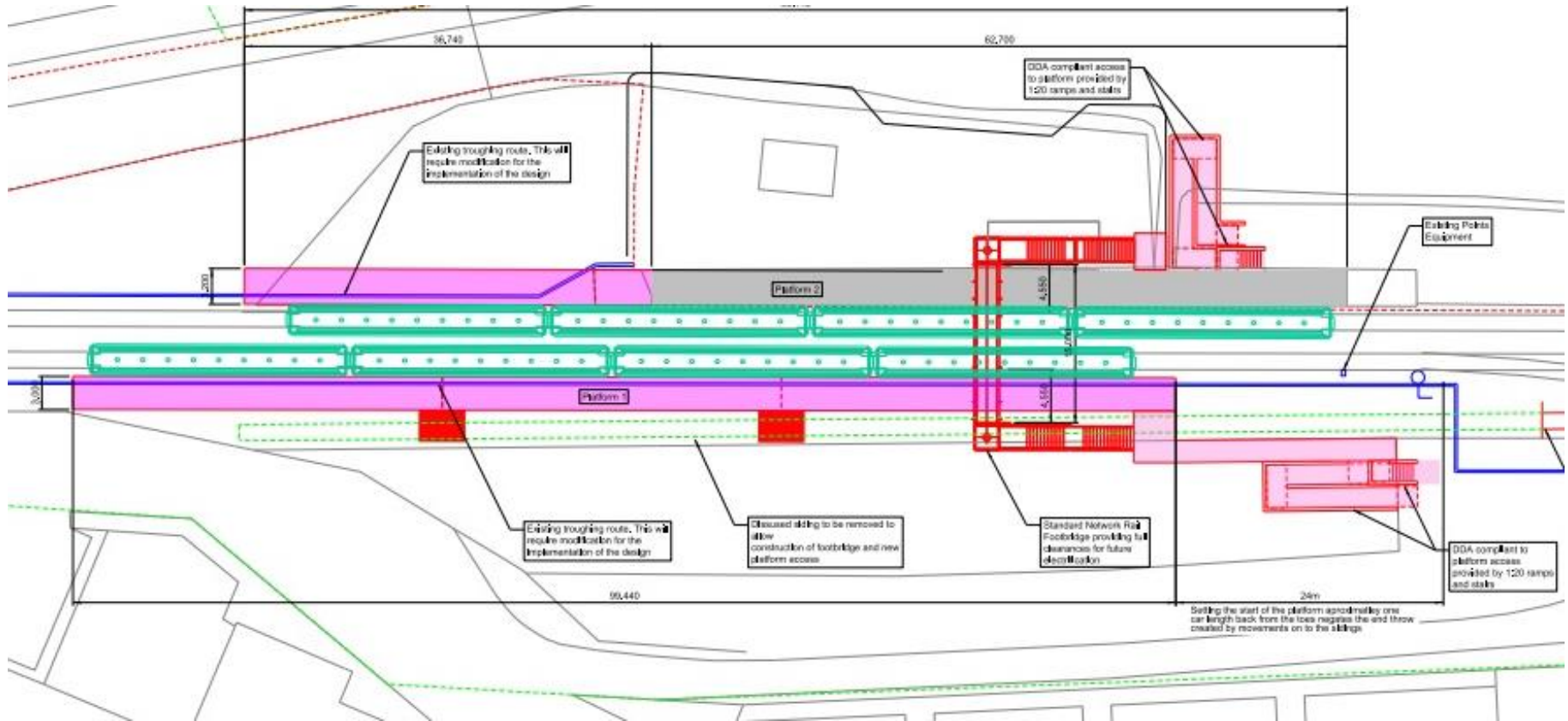
- Initial concepts
- Confirmation that the projects were achievable

Feasibility study (2017) – Network Rail GRIP3A study

- A range of concept designs and technical work
- Key issues with to address for each design
- Public consultation



Whittlesey Station Masterplan Arup Study Option



Whittlesey Station Masterplan GRIP 3A Consultation Option

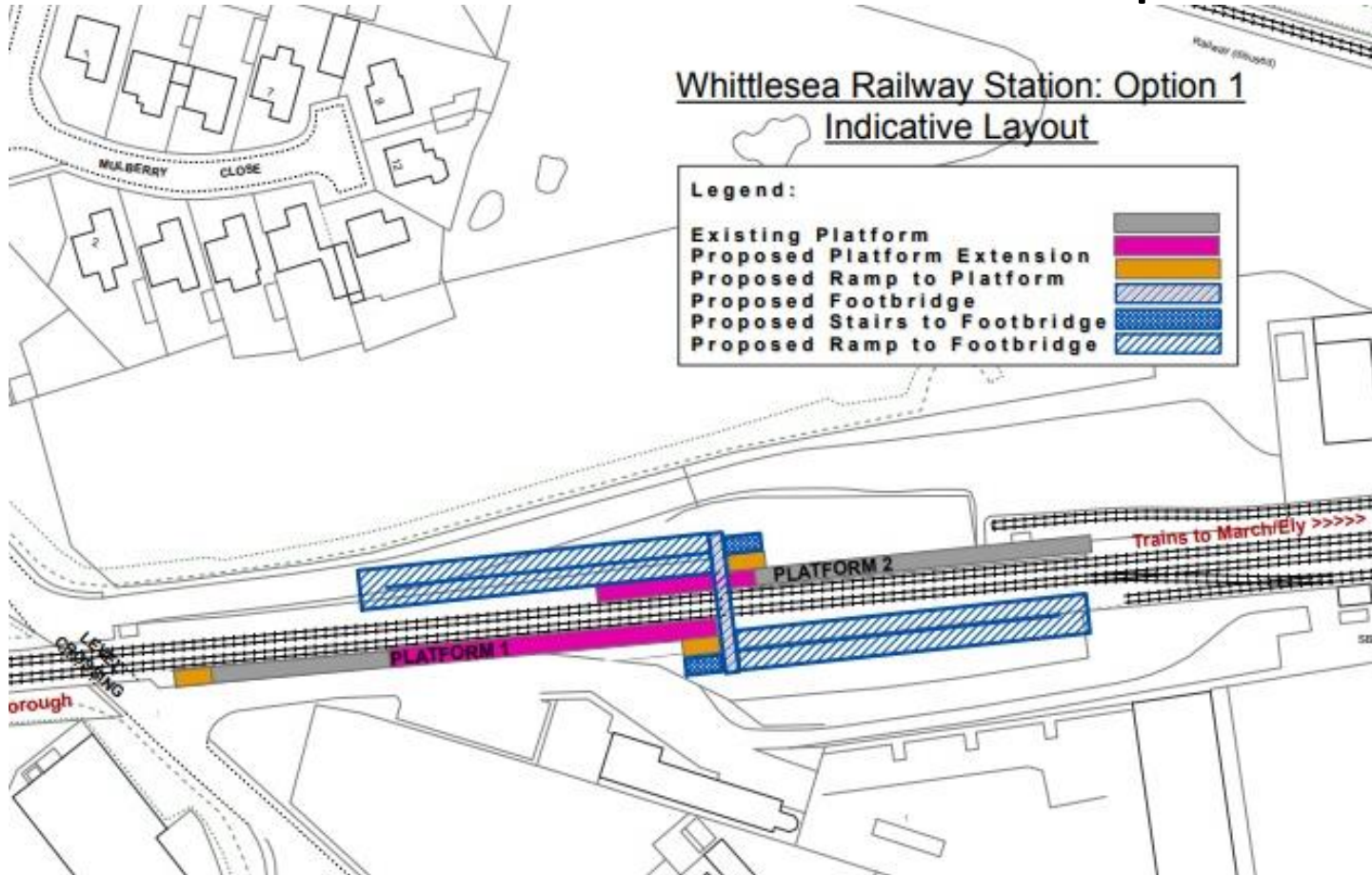


HEREWARD
Community Rail Partnership

Whittlesea Railway Station: Option 1 Indicative Layout

Legend:

- Existing Platform
- Proposed Platform Extension
- Proposed Ramp to Platform
- Proposed Footbridge
- Proposed Stairs to Footbridge
- Proposed Ramp to Footbridge



Whittlesea Station Masterplan Progress (3)



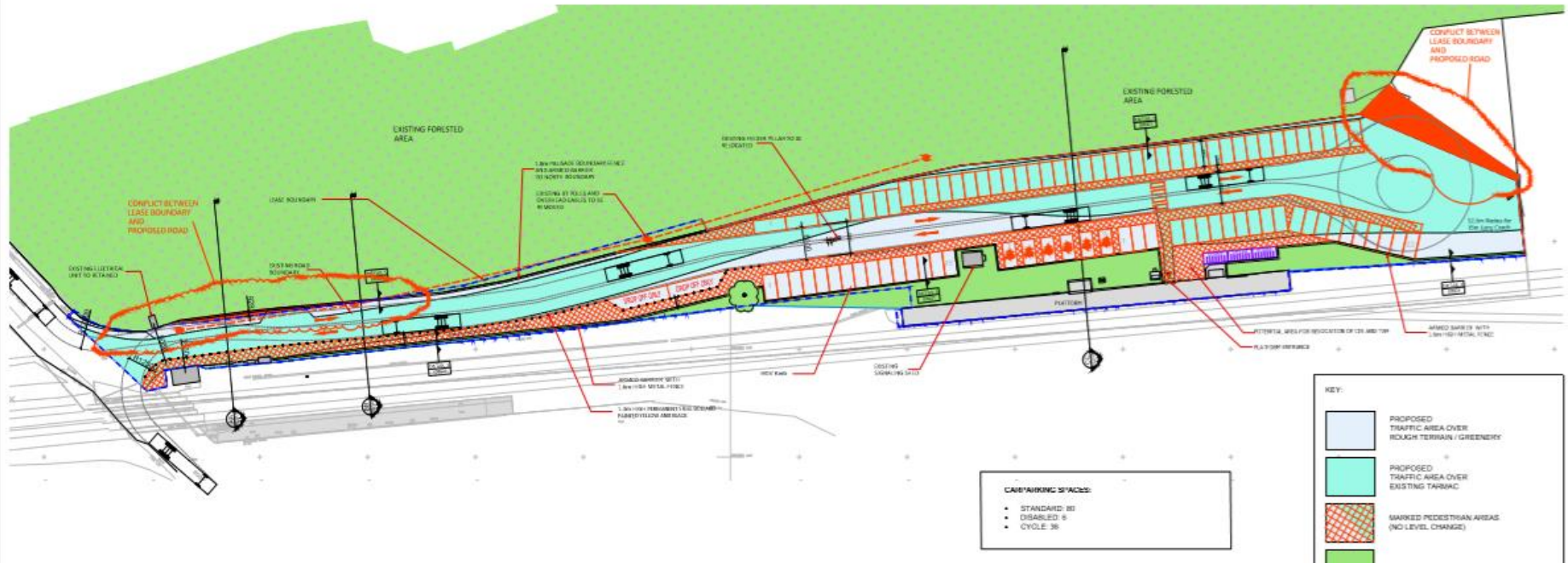
Fenland Stations Regeneration (CPCA) 2018 onwards

- Designs for car parking, bus and taxi facilities (FDC)
- Designs for car parking, bus and taxi facilities (GA)
- Highways & Access – consultation & discussion with the Highway Authority. Designs for the station access and car parking
- Ecology & biodiversity - studies, surveys and assessments
- Planning matters and land ownerships
- HGV access to the business premises



Whittlesea Stn - Options Considered

Existing station footprint



CUSTOMER SERVICE EXCELLENCE

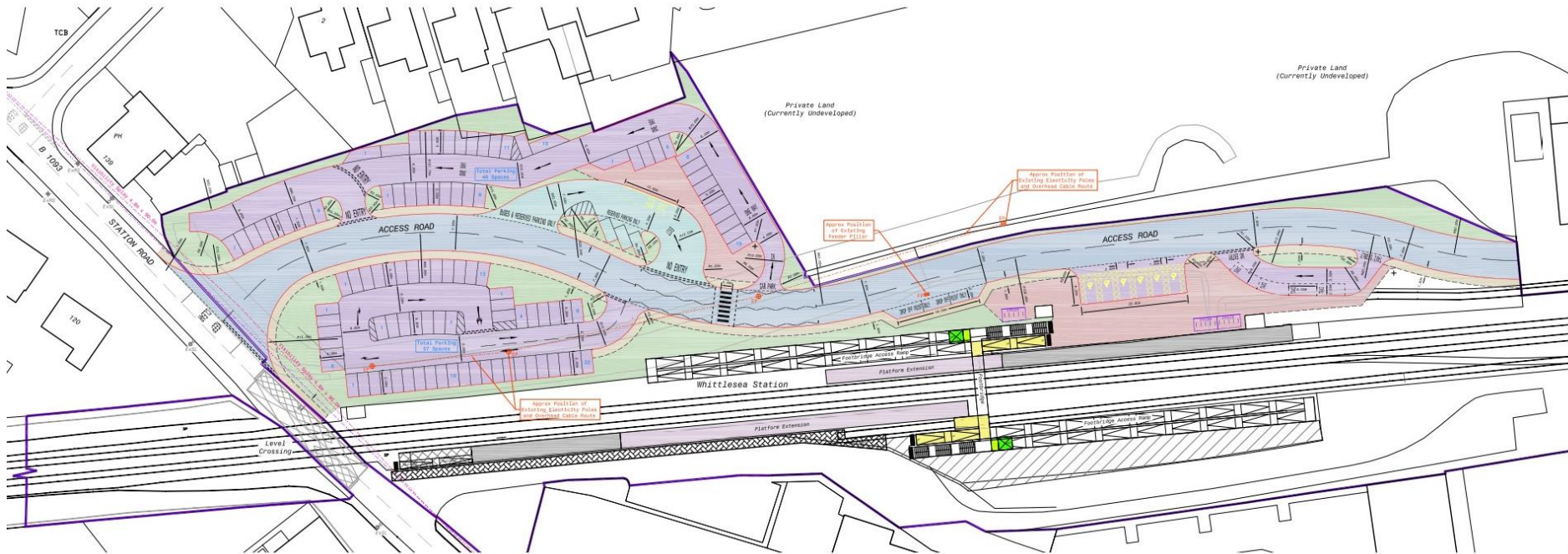
The Government Standard

Fenland CAMBRIDGESHIRE
Fenland District Council

100%
people driven

driven people

Whittlesea Stn - Options Considered



The Government Standard



Whittlesea Station Masterplan Progress (4)



Fenland Stations Regeneration (CPCA) 2018 onwards

- Ongoing discussions to develop the timeline and programme for the platform lengthening and platform bridge
- High level discussions between CPCA Mayor and Network Rail. Advice given that Ely Capacity Improvements are needed to fully realise the benefits of this two schemes



Masterplan Progress

Technical Matters (1)



Designs for car parking, bus and taxi facilities

- Limited space using the station footprint
- Limited optional for additional space
- The shape of the site - linear
- Highway Safety concerns over traffic levels and access onto Station Road
- Proximity of the entrance to the level crossing
- Ability to achieve business case vfm linked to the level of parking spaces and costs of the project



Masterplan Progress

Technical Matters (2)



Biodiversity & Ecology

- Wet woodland area is high quality and would need to be replaced nearby. Difficulties to recreate this habitat – limited options
- Survey work has confirmed that protected species live within the site
- Relocation of protected species
- Cost of the above



Masterplan Progress

Technical Matters (3)



Level Crossing

- Proximity to the station entrance
- Safety issues with visibility
- Barrier down time and congestion
- Customers missing trains due to long barrier downtime
- Future impact of increased freight and barrier downtime



Masterplan Progress Technical Matters (4)



Planning & Business

- Land ownerships
- Limited land availability in and around the existing station site
- Operational access for the factory business during the project build – HGVs. This adds significant cost to the build



Whittlesea Station Masterplan

Progress - Business Case (1)



Fenland Stns Regen (CPCA) – Outline Business Case (2019)

- Cost of station works approx £1million (not platform lengthening and ped bridge)
- Conservative modelling outputs showing 15,000 additional journeys per annum (34,500 to 2036/37)
- Overall BCR for Whittlesea Station 5.18 (not including platform lengthening & ped bridge). Very high value for money
- Net present value of benefits £1.42m



Whittlesea Station Masterplan Progress - Business Case (2)



Fenland Stns Regen (CPCA) - Business Case (2022)

- A review of the work to date
- Development of a refreshed and up to date robust strategic case
- Consideration of different sites for Whittlesea railway station
- Outcome – A strong strategic case for the station to remain in its current location



Whittlesea Station Masterplan Progress – Business Case (3)



Fenland Stns Regen (CPCA) - Business Case (2022)

- Development of a proposal for an Outline Business Case project (OBC)
- Approximate cost of the OBC £500,000
- Project Board approval of the OBC project
- Funding now needs to be secured



CRP Engagement

Working with Stakeholders and the community



- WTC representative on the CRP Management Board
- CRP events across Fenland to meet the public and stakeholders. Seek views and develop evidence base
- Surveys & public consultation to support wider railway work
- Draft responses to railway industry public consultations representing local views





Any Questions?

