Restoring Your Railway – Devizes & Corsham Stations

Ideas, Infrastructure & Ideas Subgroup

18 Jan 2022



DfT's Restoring Your Railway (RYR) Fund

- The Department for Transport (DfT) launched a £500 million Restoring Your Railway Fund in January 2020.
- Invited MPs, local councils and community groups to propose how they could use funding to reinstate axed local services and restore stations.
- Funding is split in 3 ways to support projects at different stages of development:
 - Ideas Fund
 - Advanced proposals
 - Proposals for new and restored stations



Restoring Your Railway – Ideas Fund Bids

Round 1:

- Devizes Gateway Station: successful bid. SOC submitted in November.
- Melksham Single Track Improvement: unsuccessful bid.
- Westbury Station Hub: unsuccessful bid.

Round 2:

- Restoring secondary services on the GWML: unsuccessful bid.
- Round 3:
 - Corsham Station: successful bid.
 - Wilton Junction Station: unsuccessful bid.



Devizes Gateway Station

- Development of SOC involved close working with local partners including Danny Kruger MP, Devizes Development Partnership, SWLEP, Great Western Railway and Network Rail.
- Overall the SOC puts forward a strong strategic case.
- Station is viable from an operational (train service) perspective.
- However, estimated BCR is poor (with associated infrastructure) to low (without associated infrastructure) although this is sensitive to key assumptions.





Challenges



Inputs



Outputs



Outcomes



Impacts

No rail access in Devizes

Poor public transport options to key destinations

Highway network experiences delays

Planned growth will place further strain on the network

The existing transport network constrains economic growth and the town's tourism offer Further development of the scheme's Transport Business Case

Funding to develop the scheme's Outline Business Case

Establishing a detailed programme to manage the delivery of the scheme Improved infrastructure and station facilities

Train route serving key locations

Rail network integrated with other public transport and cycle routes

Improved safety and personal security Reduced public transport journey times

Improved reliability and punctuality

Increased public transport patronage

Modal shift away from private car

Improved access to jobs and facilities – locally and regionally

Improved access to the town's tourism economy

> Improved accessibility for those without access to a car

Improved connectivity to increase access to employment and education, supporting levelling up of rural communities

Positive contribution to the Climate Emergency and air quality

Increased capacity of Devizes's transport network to deliver planned growth and support economic regeneration under the levelling up agenda

Delivery of an efficient, economically viable rail service that maximises Value for Money

Improved public transport connectivity to and from Devizes to ensure communities are connected

Devizes can flourish as an economic, cultural and tourism centre by providing efficient access to the town and attracting inward investment



Estimated Scheme Costs

- The estimated scheme costs (2021 prices and with 56% optimism bias) are:
 - Devizes Gateway Station: £29.7m
 - Bedwyn Loop: £9.8m
 - Westbury Additional Platform: £8.6m.
- The respective CAPEX costs are: £19.1m; £6.3m; and £5.5m.
- A high level benchmarking exercise was undertaken against costs for 6 new stations in the West Midlands CA – these ranged from £15.8m to £22.4m.
- Annual operating costs for both the station and the extended train services have been estimated by GWR to be £1.7m per annum.



Funding

- DfT will fund up to 100% of further development costs up to FBC/Final Investment Decision. Devizes Town Council has committed £34,000 to the development of the OBC.
- In terms of scheme delivery, the DfT will consider the level of local contribution when assessing whether a scheme should proceed to delivery.
- The DfT states that 15-25% of the costs of transport infrastructure projects are routinely sourced from local contributions although it is appreciated that this may not be possible in all areas.
- Funding sources that will be explored include Wiltshire Council's ITB, S106s / CIL and the Levelling Up Fund. Potential to also investigate land value uplift / land value capture (e.g. E-Rail model).



Outline Programme

Milestone	Date
Further business case development: scheme development, modelling, construction methodology, finance and funding options	2022-2023
Planning, design, approval and procurement	2023-2025
Construction and testing	2025-2027
Operation	2027



Corsham Station

- DfT feedback:
 - A strong bid with well described benefits.
 - Potential catchment for the station is significant.
 - Main challenge is the development of a suitable train service.
 - Further investigation into heavy rail alternatives is recommended.
- SOC scope required by Feb 22 and SOC document by Sept 22.
- Atkins to be commissioned.
- To work with Corsham Town Team which includes Michelle Donelan MP SWLEP involvement?
- To liaise with Great Western Railway and Network Rail.



Provisional Objectives

- Improve connectivity to and from Corsham.
- Respond to popular demand for a station to meet local needs and accommodating housing and population growth.
- Improve local business efficiency and sustainability by providing more attractive rail
 access to local businesses.
- Reduce public transport journey times to nearby key employment centres.
- **Provide an affordable travel option** particularly for those households without cars, students and young people.
- Reduce car modal share for journeys to and from Corsham, thereby reducing peak period congestion and contributing to meeting targets on greenhouse gas reduction.
- Contribute to rebalancing and growing the economy in line with SWLEP and WGSTB strategies.
- Improve sustainable transport access for international and national visitors to Corsham through marketing of the Great West Way and Cotswolds AONB.



Questions / Comments?