Department for Transport

NetworkRail

Restoring Your Railway: Ideas Fund Application Form

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Confidentiality and data protection

This application, and the processing of personal data that it entails, is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the Controller for this information.

As part of this application process we are asking for your name and email address. This is in case we need to ask you follow-up questions about your application. You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions.

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to Data Protection Officer, Department for Transport, Ashdown House, Sedlescombe Road North, St Leonards-on-Sea, TN37 7GA.

Your information will be kept securely by the Restoring Your Railway team and destroyed within 12 months after the deadline has expired.

1. Explanatory notes

The Ideas Fund (IF) is part of the Restoring your Railway (RYR) Programme. The Department for Transport (DfT) will fund 75% of costs, up to £50,000, of successful bids to help fund transport and economic studies and create a business case. Bids to expand access to the rail network can include the reopening of closed lines as well as the restoration of passenger services on routes which are currently freight-only.

This application form includes questions designed to help you provide the relevant information so we can assess your bid, but it is not exhaustive. Please make sure you include detailed information about the socio-economic benefits of the bid, the services that would be provided, and details of any known anticipated infrastructure and operating costs.

We ask that you do not use other formats. We recommend the response be between 15 - 20 pages in total. All key information should be included through responding to the questions below, however supporting evidence can be referenced and submitted as supplementary documentation. Please do not enter personal information within these boxes which would make an individual identifiable.

If you are submitting more than one bid, please indicate the priority order for your proposals.

If you have any queries, please contact the Restoring Your Railway team at restoringyourrailway@dft.gov.uk.

2. Key details

Please provide the following information:

Lead promoter (name, organisation and email address)	Wiltshire Council Robert Murphy (Principal Transport and Development Manager) Robert.murphy@wiltshire.gov.uk
Sponsoring MP(s) (name, constituency and email address)	Michelle Donelan MP Email: michelle.donelan.mp@parliament.uk Member of Parliament for Chippenham Robert Buckland MP Email: robert.buckland.mp@parliament.uk Member of Parliament for South Swindon James Gray MP Email: james.gray.mp@parliament.uk Member of Parliament for North Wiltshire Wera Hobhouse MP Email: wera.hobhouse.mp@parliament.uk Member of Parliament for Bath Danny Kruger MP Email: danny.kruger.mp@parliament.uk Member of Parliament for Devizes Jacob Rees-Mogg MP Email: jacob.reesmogg.mp@parliament.uk Member of Parliament for North East Somerset David Warburton MP Email: david.warburton.mp@parliament.uk Member of Parliament for Somerton and Frome
*Impacted line/ Location	Great Western Main Line (between Bath and Chippenham)
Amount of track reopened to passenger rail services, if applicable (to the nearest mile)	N/A
Number of new stations proposed, if applicable (include site postcodes where possible)	One: Corsham Station: SN13 9HA

*to be used in the publication of Ideas Fund bid detail on gov.uk

3. Bid summary

Provide a description of the proposed project; defining the intervention, service levels and/or infrastructure requirements. Where details (such as service frequencies) form part of the feasibility work required, please identifiy this in your response.

Description of scheme

Corsham Station would be a two-platform station on the Great Western Main Line (GWML) between Bath and Chippenham. Its primary objectives would be to serve the Corsham Community Area (population 21,260[1]) and the town of Corsham (see Map 8.1 in Section 8), providing better access to the rail network for local residents and facilitating business travel to the high-tech industries located in the area. Demand forecasting by Atkins in 2014 suggested around 300,000 to 400,000 journeys per annum would use the station, the range encompassing the various service options tested. Comparison with similarly situated stations nearby indicates this range is realistic.

Opening of the station would fulfil long-standing popular aspirations while supporting the Swindon and Wiltshire Local Enterprise Partnership's (SWLEP's) Rail Strategy and the objectives of the Western Gateway Sub-national Transport Body's (WGSTB's) emerging Rail Strategy. It is one component of wider development of rail in Wiltshire that seeks better-connected places and builds on earlier successes.

The train service for this station is being progressed through a mechanism separate from RYR. Previous feasibility work has considered four options of differing scale, ranging from a local service Bristol-Chippenham up to a regional Bristol-Oxford service.

Some twenty years ago the Rail Passenger Partnership (RPP) bid demonstrated a good business case for the station including a high BCR. This RYR bid seeks initial funding to elaborate and update the business case for the station, accounting for changing circumstances. In addition to initiating this work, the SOBC would inform strategic studies considering passenger rail services on the GWML. A key element would be to review the footprint of the proposed station, in recognition of changes to standards and requirements, so that it dovetails correctly with anticipated electrification of the route.

New rail infrastructure required

- A two-platform station on the active Bath-Chippenham section of the GWML, together with a modest quantity of parking and intermodal interchange.
- Provision of a train service is part of a separate development thread; this is covered in the section on dependencies.

Is the project already within the remit of Network Rail's management and control process for enhancements? If so, what stage is the project at? Has there been any other previous assessments of this proposal? What was the outcome? What has changed since previous reviews?

The proposed station is not within Network Rail's formal processes.

[1] Mid-Year Population Estimates, ONS, 2018

Corsham Station was at an advanced design phase around 2001 when its viability was undermined by the withdrawal of the Bristol-Oxford passenger services that were operating at the time.

A 2015 study by Atkins looked at both operational feasibility and demand forecasting for Corsham and Royal Wootton Bassett stations within the context of four options for secondary services, ranging from an extension of the MetroWest network Bristol-Chippenham, up to a Bristol-Oxford service. The study identified potential paths for the trains within the context of the prevailing timetable, but the full IET timetable was not available at the time for analysis.

As part of the refresh of the SWLEP's Strategic Economic Plan in 2016, Wiltshire Council commissioned Atkins to produce a 'Major Scheme Initial Assessment Table – Corsham Railway Station' which provided initial information on each of the five business cases.

The SWLEP Rail Strategy completed in 2019 analysed various options using a model to estimate wider economic benefits. It recommended introduction of a Bristol-Oxford hourly service and stations at Corsham, Royal Wootton Bassett and Swindon East as elements of a package estimated to yield GVA uplift of over £80m.

Since the foregoing work, changes have occurred that demand a new look at the business case:

- An increase in Corsham Town urban population from ca. 11,000 to ca. 13,000.
- Continued expansion of activities at MoD Corsham, currently employing 3,000 staff, and growth of high-tech business in the area.
- (Partial) electrification and the introduction of the IET service, changing the context of service options.
- Changing priorities, including net zero carbon commitments, the levelling-up agenda and a proposed Clean Air Zone (CAZ) in Bath.
- Anticipated changes to travel patterns catalysed by Covid-19 and technology.
- Planned and proposed development growth around Chippenham adding to pressure on access to Chippenham Station.

4. Financial overview of the proposal

Please provide details of the potential third party contribution for the work you are seeking to fund through the Ideas Fund. This should include the amount, the terms and percentage of the total costs. Please include any other relevant financial considerations, for example information on potential third party funding for the delivery of the project as a whole.

Funding is requested to undertake a SOBC in accordance with the DfT's relevant guidance. Based on the work being progressed in relation to Devizes Gateway (RYR B41) and other previous work commissioned, the estimated cost of the proposed study is £65,000.

As per the guidance, it is anticipated that the DfT will fund 75% this estimated cost (£48,750). The remaining 25% (£16,250) would be funded by Wiltshire Council and Corsham Town Council.

In the event that the proposal progresses beyond the SOBC stage, Wiltshire Council will liaise with relevant partners such as the SWLEP, train operating companies, Corsham Town Council, community rail partnerships and others to explore funding opportunities and a range of commercial models. Corsham Station is included in Wiltshire Council's 'Wiltshire Infrastructure Delivery Plan 3 2011-2026'. In line with the Major Road Network / Large Local Majors process, the Council's ambition would be to secure at least a 15% local contribution.

There has already been a significant local authority contribution in the form of land purchase for the station development.

What will the funding will pay for? For example, to support further research to investigate potential benefits for local tourism or carry out a feasibility study on infrastructure changes to help support a subsequent SOBC.

This RYR proposal aims to produce an SOBC for Corsham Station itself, to complement and inform separate development work on train services on the Great Western Main Line, including Network Rail studies for the Bristol Area and routes radiating from Swindon.

Wiltshire Council would commission its term consultant Atkins to undertake the SOBC liaising with relevant partners (Network Rail, Great Western Railway (GWR), etc) as required. In line with the Devizes Gateway (RYR B41) proposal, the SOBC would be based on the following key tasks:

1. Baseline context setting and identification of issues and opportunities
2. Option identification and sifting, including alternative public transport and 'do-minimum' position.
3. Station operational feasibility assessment, including access and parking considerations.
4. High level demand forecasting (potentially an update of the fairly sophisticated 2014 forecasts).
5. Cost estimation, including scoping changes required to the existing station plans as a result of regulatory changes, train lengths and other demands.
6. Economic case.
7. Financial, commercial and management cases.

Are there any financial dependencies or risks in delivery of the work proposed to be funded through the Ideas Fund?

There are not considered to be any insurmountable financial dependencies or significant risks in the delivery of the study work proposed. However, the impact and uncertainty of the ongoing Covid-19 emergency may affect the availability of Wiltshire Council and third-party funding. The emergency may also affect the availability or efficiency of staff resources to progress the work as proposed. If these issues do arise, relevant mitigation measures will be considered.

5. Strategic overview of the proposal

Rationale for Intervention

Provide a high-level explanation of what your project aims to achieve, including a summary of the problems/opportunities the project looks to address, providing supporting evidence where appropriate. This should include consideration of how the project aligns with local

and national policy. What is the transport problem? Have you considered other transport modes to deliver the outcomes and if so, why is rail the appropriate solution?

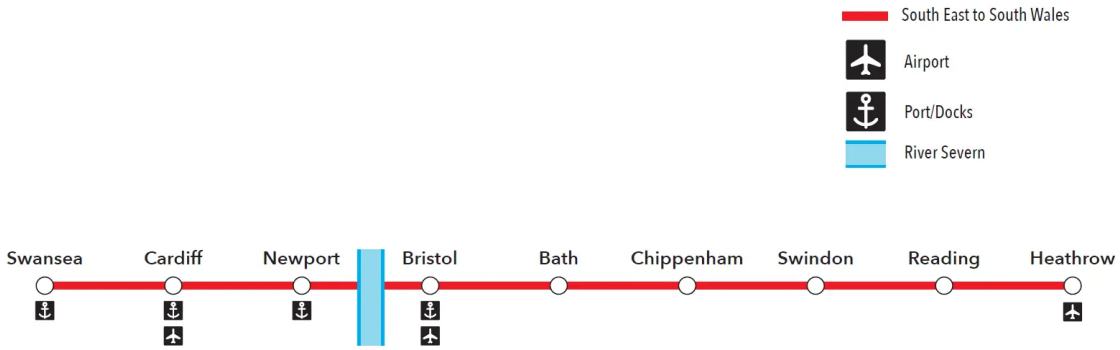
(As per an email dated 12 February 2021 from Mr Stephen Shuster (Correspondence & Engagement Manager, RYR, DfT), this section is over 500 words).

<u>Strategic Policy Context</u>

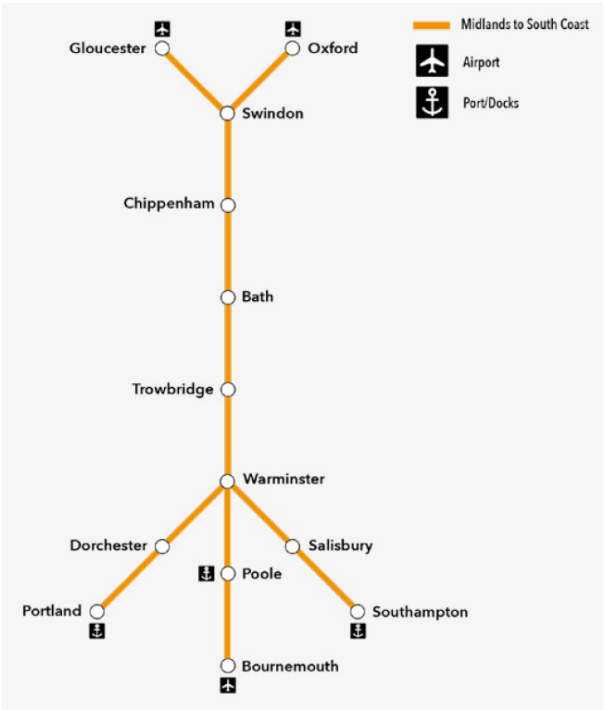
The following is a brief summary of Appendix 1.

Two of the WGSTB's strategic travel corridors are:

- The South East to South Wales Corridor:



- The Missing Link Strategic Corridor (Midlands to South Coast):



In its Rail Strategy, the WGSTB has identified the following routes for new direct journey opportunities:

- Bristol Temple Meads – Chippenham - Swindon – Oxford
- Weston Super Mare – Bath Spa – Westbury/Chippenham.

In the **SWLEP's Rail Strategy**, one of the priorities is:

- New GWML stations – Corsham, Royal Wootton Bassett / Swindon West and Swindon East.

The Strategy also highlights the limited access to rail in the SWLEP's M4 Growth Zone (see Map 8.2 in Section 8).

In February 2019, **Wiltshire Council** resolved to acknowledge a **climate emergency** and to seek to make the county carbon neutral by 2030

The **Wiltshire Core Strategy** sets out that:

- The transport network in the Corsham area is generally poor.
- The bus network lacks connectivity and creates a reliance on the car, yet highway capacity is poor.
- Reopening the railway station could be a significant business boost.

Core Policy 66 identifies that Corsham Station will be "…*promoted and encouraged*".

Fits closely with priorities identified in **Wiltshire and Swindon's Destination Management and Development Plan** and with **VisitWiltshire's** aspirations and plans

The **Corsham Neighbourhood Plan** safeguards land for the station and fully supports its reinstatement.

The **Corsham Community Area Framework** identifies Corsham Station has one of five projects to substantially address identified local issues and opportunities.

Bath and North East Somerset Council is to introduce a **Clean Air Zone** (CAZ) in Bath on the 15 March 2021.

<u>Problems and Opportunities</u>

Drawing on the information in this document, the key problems and opportunities are considered to be as follows:

- **Access to the rail network from Corsham is slow and via congested routes**, for example access is via Chippenham (15 minutes by car; 25 by bus) or Bath (30 minutes by car; 41 by bus).
- **A high percentage of Corsham's residents travel to work by car,** specifically 50%, which is above the South West average of 45%.
- **High levels of out-commuting**, with more than 1,000 commuting journeys across all modes of transport made each day from Corsham to Bath, Bristol and Swindon, all towns located along the Great Western Mainline.
- **Car+Rail is uncompetitive for many of these communing journeys and other typical journeys,** due to the access time and the uncompetitive journey costs arising from high car parking charges;
- **High levels of in-commuting** to Corsham, including to the MoD Corsham. Some 500 commuting journeys are made each day from Bath, Bristol and Swindon into Corsham

- **Increasing travel demand** associated with planned residential and employment development in the town, and in Chippenham.
- **Car trips to and from the town are contributing to peak period congestion** on the local highway network in Bath and Chippenham (A4). This also contributes to local air quality issues particularly in Bath which is introducing a CAZ.
- **The pause in electrification of the GWML provides an opportunity to ensure station design, construction and electrification is dovetailed**, thereby avoiding significant costs in the future.
- **Improving sustainable transport access to Corsham for tourism**, which can be marketed as part of the Great West Way and Cotswolds AONB.

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 business, particularly MoD Corsham (which is classed as a strategic MoD site and has 'Greening Government' commitments) and high-tech industries that are clustered in Corsham.
- **Reduce public transport journey times** between Corsham and nearby key employment centres (including Chippenham, Bath, Bristol and Swindon).
- **Provide an affordable travel option** particularly for households without cars, students and young people. The station is well-placed to serve students, with Bath and Filton (for University of the West of England) being the top destinations for higher education for the Chippenham parliamentary constituency (of which Corsham is part).
- **Reduce car modal share for journeys to and from Corsham**, thereby reducing peak period congestion where the A4 feeds into urban areas and contributing to meeting targets on greenhouse gas reduction.
- **Contribute to rebalancing and growing the economy** in line with SWLEP and WGSTB strategy (see next section).
- **Improve sustainable transport access for international and national visitors** to Corsham through marketing of the Great West Way and Cotswolds AONB.

What impact might the project have on levelling up outcomes?

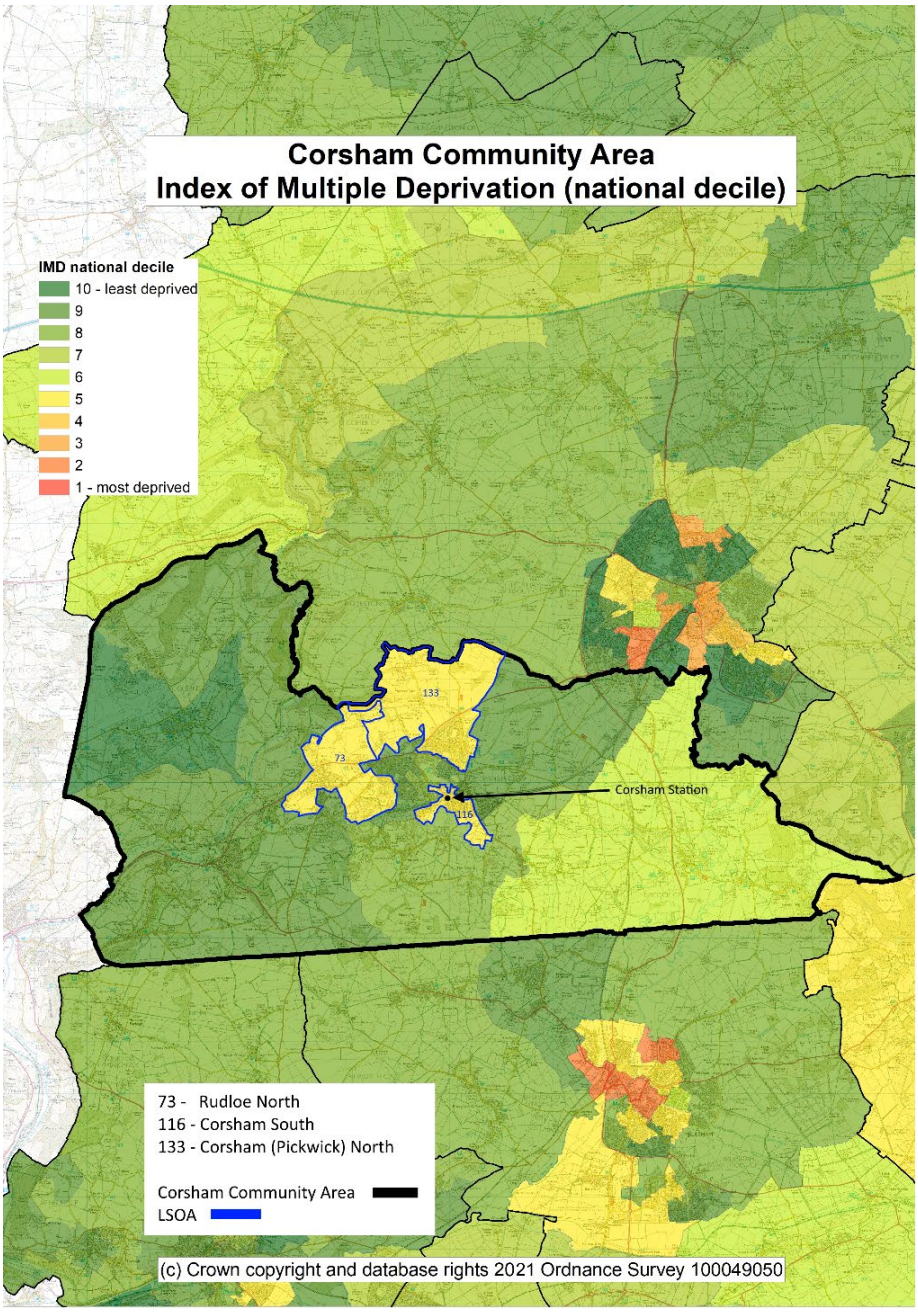
- Statistics strongly suggest that the Western Gateway area is much less productive in comparison to most regions outside of London and the South East, which is in part driven by poor transport connectivity.
- The *Social Mobility* theme focusses specifically on addressing the needs of the remote, less connected and/or deprived parts of the Western Gateway, with the priorities set to unlock access to rail in its widest sense – physical, social and financial. Successful delivery of this objective will lead to a rebalancing of the regional economy, providing equal opportunities to all Western Gateway residents.

  (Source: Western Gateway STB Strategy / Rail Strategy)

Corsham Station's contribution to dealing with these issues is covered in Section 6.

Locally, the Index of Multiple Deprivation (2019) identifies that a number of the Lower-layer Super Output Areas (LSOAs) in and around Corsham are in the top 2 quintiles (see map and table below). Improving access to the rail network would help widen the employment,

training and education opportunities for residents in these LSOAs. For example, all the main Further Education courses/institutions are in Chippenham, Bath, Swindon and Bristol and a reopened Corsham Station would help local young people to access these educational opportunities.



LSOA	WC 2019 IMD Rank	WC 2019 IMD Quintile	WC 2019 Income Rank	WC 2019 Income Quintile	WC 2019 Employment Rank	WC 2019 Employment Quintile	WC 2019 Education, Skills & Training Rank	WC 2019 Education, Skills & Training Quintile
Rudloe North	40	1	53	1	71	2	77	2
Corsham South	47	1	26	1	32	1	48	1
Corsham (Pickwick) North	61	2	34	1	38	1	51	1

Source: 'English Indices of Deprivation 2019: Wiltshire Report' (Department of Public Health, Wiltshire Council)

What would be the impact if this project was not taken forward?

A significant impact of not progressing this project at the current time would be the lost opportunity to deliver Corsham Station prior to or in conjunction with the further electrification of the GWML. Missing this opportunity would inevitably lead to higher construction costs and may result in it not being economical to deliver Corsham Station in the future.

Corsham has been waiting a long time for a station (bearing in mind that there was an approved scheme back in 2000). The inability to deliver new stations such as Corsham will impact on the credibility of rail as a component of long-term planning for sustainable communities.

Corsham Station is part of a wider set of aspirations, including TransWilts service enhancements and Royal Wootton Bassett Station. In addition to the loss of its own benefits, failure to pursue Corsham Station may impact upon the business cases for these other schemes and the benefits they bring.

Project Dependencies & Risks

Confirm project constraints and/or dependencies. These could include planning restrictions, stakeholder support, construction and capacity constraints.

The station scheme has wide local support from both individuals and organisations (see support letters in Appendix 2). Discussions with GWR have, naturally, highlighted concerns about the provision of a suitable service; this will be progressed as part of a wider-scoped discussion recently started with GWR, Network Rail and the DfT.

Preliminary discussions with the planning authority at the time of the 2000 RPP scheme (North Wilts District Council) indicated that a planning application for the station would be favourably received. Preliminary discussions would be repeated with the current planning authority (Wiltshire Council) as part of the SOBC development. One area to be considered is the physically constrained site that limits the amount of car parking that can be provided immediately adjacent to the station and how this interacts with station access and demand forecasts.

Since Tony Gee and Partners produced a feasibility report in 1999, there have been changes in design standards, but the most significant feature is the prospect of electrification of the railway through the site. Although a date for the resumption of electrification of the GWML is not known, there are compelling reasons to achieve Corsham Station construction (at least the groundworks and platforms) before electrification is completed, and preferably making use of track possessions granted for electrification. Coordination of the electrification and station designs would facilitate design of steelwork and cable rerouting, achieving savings.

The key dependency is the provision of a train service. The railway through Corsham is used, typically, by only two passenger trains per hour in each direction, plus the occasional freight train. The capacity constraints potentially hampering provision of a service for Corsham are:

- Line capacity between Bristol and Bathampton Junction.
- Differential speed of IET services and stopping services.

- Limited free paths at Royal Wootton Bassett Junction (some service options).
- Capacity between Swindon and Didcot (some service options).

Feedback from the round 2 'Restoring Secondary Services on the GWML' RYR bid has resulted in the service being progressed through a mechanism outside RYR, and information presented here is purely to support the station bid. Notably, there are several possible options for providing a train service. The possibility of changed circumstances after the Covid-19 recovery suggests that further possibilities may be explored for economically providing a train service. Depending upon the emerging post-Covid travel patterns this might arise from one of:

- Spare paths if 'super-fast' services are not reinstated.
- Changed loadings economically favouring Corsham calls in some IET services.
- Changed loadings and priorities allowing a 'flex' of IET timings that would permit additional paths with reduced or nil infrastructure enhancement.

What are the key risks and issues faced by the proposed project and how can these be mitigated?

Risk	Mitigation
Timetable and capacity constraints being too expensive / difficult to solve	Corsham may be served by a wide range of service options; to be considered as a separate project in conjunction with Network Rail and train operators.
Land and planning permission uncertainties	Nearly all the required land is in Network Rail/Wiltshire Council ownership. Early engagement with relevant parties including Wiltshire Council's property and planning teams. Consider how the station's access requirements can be planned to reduce impact on nearby properties.
Construction adjacent to an operational railway	Design to consider and reduce construction impacts; plan to work within other possessions as far as possible
Interface with other Network Rail projects; especially electrification	Plan and design in conjunction with Network Rail electrification project
Ecological constraints / protected species	Early engagement with Wiltshire Council's ecologist
Impact upon existing bus services	Existing bus services run close to proposed station; maximise use of bus for multi-modal journeys to offset abstraction.

Stakeholder Management

Please Identify the key stakeholders for your bid, their interest in the bid and how you plan to work with them. What train operator(s) might be involved in delivering the proposed services? Have you engaged with them at this stage? Do you have their support?

The Corsham Railway Station Town Team is a longstanding group convened to support the station project. Its members include Michelle Donelan MP, councillors and officers from Corsham Town Council and Wiltshire Council, local residents, business and MoD representatives and community volunteers. This, together with rail industry

representatives, is likely to form the wider steering group for the project, with a sub-group to provide project management.

Given the longstanding aspiration for a Corsham Station, both Network Rail and the relevant train operator (currently GWR) have been involved at various times. The principal reservation has been caused by the train service / route capacity problem. This is a wider issue and is being progressed as a separate project with Network Rail and train operators; it involves other services through Wiltshire including the TransWilts (Swindon-Westbury) service and various proposals including the SWLEP's rail strategy proposals. Some of this will be addressed by Network Rail's forthcoming strategic studies, but early engagement with the West of England Combined Authority, Oxfordshire County Council and others has taken place.

What other support is there for the bid and how do you plan to maintain this? Are local communities supportive of the bid and can you provide any evidence of this support?

As highlighted elsewhere in this bid application, Corsham Station features strongly in the Corsham Neighbourhood Plan and Corsham Community Area Framework – one of the outcomes of the consultation process on the Framework was a "*General support for the reopening of Corsham Station*".

Letters of support for this bid application from the organisations below are presented in Appendix 2:

- Bath and North East Somerset Council
- Bath Spa University
- Chippenham Town Council
- Corsham Area Board
- Corsham Chamber of Commerce
- Corsham Civic Societies
- MoD Corsham
- Royal Wootton Bassett Town Council
- Swindon and Wiltshire Local Enterprise Partnership
- VisitBath and Destination Bristol
- Visit Wiltshire
- West of England Combined Authority

Letters of support from several sponsoring MPs have also been included with this bid application.

What opposition is there to the bid (if any)? How do you plan to overcome this?

There is no known opposition to the proposal. It is recognised, however, that Network Rail and the relevant train operating companies may have concerns regarding the details of the proposal and its potential impact on existing services and/or planned industry proposals. To address these concerns, Network Rail and the relevant TOC(s) will be closely involved in the progression of the proposal and the related (but separate project) examining train services.

Apart from the rail industry service reservations, the most likely (albeit not currently known) objections may come from neighbours to the projected station and from the local bus operator. Impacts on the former will be considered as part of the access planning for the

station and its design (considering both operational and construction impacts). Impact on the current bus operation will be understood better as the business case develops. The buses already run close to the station site and part of the operational design will be to maximise the use of bus-rail connections, mitigating any abstraction of existing bus passengers (experience with the enhanced TransWilts service introduced in 2013 has shown significant numbers of bus-rail journeys as the route is fulfilling its role in enabling journeys by people who cannot make the journey by car).

6. Socio-economic benefits of the project

In presenting the socio-economic benefits of the project please provide information on the population, employment and gross weekly earnings statistics for the local authority district(s) impacted by the project and the geographic area of the project's origin and destination to help make the case for your bid, where available.

Population and socio-economic data

As Wiltshire Council is a unitary authority with no district councils, the following labour market information (source: www.nomisweb.co.uk) is for the Chippenham Parliamentary Constituency which includes Corsham.

Population aged 16-64 (2019)

	Chippenham constituency (Numbers)
Male	29,300
Female	30,000
Total	59,200

Employment (Oct 2019-Sep 2020)

All People	Chippenham (Numbers)	Chippenham (%)
Economically Active	42,100	81.4
In Employment	41,500	80.2
Employees	32,200	64.9
Self Employed	9,300	15.3

Employment by occupation (Oct 2019-Sep 2020)

	Chippenham (Numbers)	Chippenham (%)
Soc 2010 Major Group 1-3	24,000	57.8
1 Managers, Directors and Senior Officials	6,700	16.1
2 Professional Occupations	11,200	26.9
3 Associate Professional & Technical	6,100	14.6
Soc 2010 Major Group 4-5	9,900	23.7
4 Administrative & Secretarial	4,300	10.4
5 Skilled Trades Occupations	5,500	13.3
Soc 2010 Major Group 6-7	5,100	12.2
6 Caring, Leisure and Other Service Occupations	N/A	N/A
7 Sales and Customer Service Occs	N/A	N/A
Soc 2010 Major Group 8-9	N/A	N/A
8 Process Plant & Machine Operatives	N/A	N/A
9 Elementary Occupations	N/A	N/A

Gross Weekly Pay

	Chippenham constituency (Pounds)
Full-Time Workers	578.6
Male Full-Time Workers	583.5
Female Full-Time Workers	546.0

Development growth

The current Wiltshire Core Strategy 2006-2026 identifies a requirement for 1,220 homes and 6ha of new employment land in Corsham. The emerging Wiltshire Local Plan proposes a requirement of 815 homes for the plan period 2016-2036. The proposed station would help accommodate the additional travel demand generated from planned and proposed development in Corsham and help improve the efficiency of the transport network by providing increased travel choices, which would help reduce the number of car trips on the congested A4 corridor.

Please provide an overview of the transport benefits that the project could deliver, with consideration of expected levels of demand (including assessments of population catchment areas), journey time savings and new journey opportunities created by the project. Please also outline how your project will integrate with other modes of transport such as cycle routes, local bus services and adequate station car parking facilities. (Note: at this stage the expected transport benefits may only be qualitative, and if development of this is part of the feasibility/ideas work needed, please state this).

Social issues

The 2011 Census reported that 977 households (15.4%) in the Corsham built-up area did not have access to a car or van.

Corsham Community Area has a rate of 63 apprenticeships per 10,000 people age 16+. This is significantly lower than the Wiltshire rate of 139 per 10,000, suggesting that access to opportunities could be a factor affecting Corsham.

Transport benefits

The following table provides the best available information of transport benefits. Refining these would form part of the business case development.

Measure	Estimate	Source
Passenger demand	300,000-400,000 journeys per annum	Atkins 2014. Range covers various service options at 1 train per hour frequency
Car journeys removed from road network	>1.2 million vehicle-miles per annum	Extrapolation from outcome estimates made for TransWilts service introduced 2013
Congestion relief	Contributes to congestion relief; particularly in Bath / Chippenham	See note following this table
Improving access to the rail network for Corsham residents / business (baseline position)	Current AM journey times from Corsham to main rail stations by car are: 15min (Chippenham) 30min (Bath) By bus: 25min (Chippenham) 41min (Bath) Parking / interchange time is excluded	Trafficmaster data 2019 Bus timetables
Improving access for Corsham residents, particularly those without a car	Majority of Corsham residents within active travel distance of the proposed station – see section below on integration with other modes	GIS mapping of residence/business locations – see Map 8.1.
	Existing bus services pass the station site, facilitating interchange	Faresaver bus service map – see Map 8.7.
Improving access to higher education	UWE (Filton Abbey Wood) and Bath/Bath Spa are the top two destinations for HE students from the Chippenham parliamentary constituency, in which Corsham is located. Both are conveniently accessible by rail from Corsham; over 600	Bespoke analysis from Higher Education Statistics Agency

Measure	Estimate	Source
	students from the area in 2015/16	
Improved business links	Example: MoD is the largest employer in Corsham, expanding and significant operational links with Bristol, London, Portsmouth and Cheltenham – all accessible from Corsham either direct or with one change	Communication from MoD Corsham
Policy gaps addressed	Connectivity from Wiltshire to Oxford (+Cambridge arc)	SWLEP Rail Strategy (C4)
	Poor access to the rail network in North Wiltshire especially in the M4 Growth Zone	SWLEP Rail Strategy (AI1)
Transport user benefits (economic)	£5.5m NPV in 2000 values.	Corsham RPP bid (scenario E)

Congestion relief

The highway network impact of Local Plan growth scenarios has been assessed using the Wiltshire strategic model. As shown in Map 8.2 in Section 8, even in the Do-Something scenario (which includes various transport mitigation measures), capacity issues remain on the A4 from Corsham to Chippenham, on the A350 north to the M4 and on the M4 itself.

Maps 8.2 and 8.3 in Section 8 show existing commuter journey distribution to and from Corsham including a significant number of journeys to/from Bristol, Bath, Chippenham, Swindon and London (all on the GWML). Many other journeys such as leisure would follow a similar pattern.

A new railway station at Corsham would be well-suited to shifting some of these journeys onto rail. This would help tackle congestion on the M4, A4 and A350, and within key urban areas such as Bath, Chippenham and Swindon. The scheme therefore would help deliver a more efficient transport network, supporting economic competitiveness and growth, and helping to reduce greenhouse gas emissions.

Integration with other modes

The Corsham Community Area Framework (see Appendix 3) sets-out how the proposed station would be integrated into a comprehensive approach to promoting sustainable and active travel within the greater Corsham area – see map below:

The above will build on the existing Corsham Cycle Network (see Map 8.5 in Section 8) and Corsham bus network (see Map 8.6 in Section 8).

Wider benefits

Please provide an overview of the wider economic benefits that the project could deliver, with consideration of additional job opportunities, improving access to key services and facilitating new development. Please also outline the anticipated environmental impact and/or benefits of the project. For example, does the project serve an area covered by an Air Quality Management Area.

(Note: at this stage the expected wider economic benefits may only be qualitative, and if development of these forms part of the feasibility/ideas work needed please state this).

Economic Criteria	Estimated Impact	Source
Wider economic benefits	£2.3m p.a. GVA uplift	SWLEP Rail Strategy; Systra agglomeration benefits model
Address the regional in-balance of the Western Gateway area in comparison to most regions which is in part driven by poor transport connectivity	Contributes to targets for access to stations within 15 minute travel time	WGSTB Rail Strategy
Improve access to a wider range of employment, training and educational opportunities.	Significant improvement in access to Bath, Bristol and Swindon which are regionally significant centres.	Various strategy documents

As part the Major Scheme Initial Assessment Table produced in 2016, Atkins produced an initial assessment of potential environmental and social impacts:

Environmental Criteria	Estimated Impact
Noise	Moderate Adverse
Air quality	Neutral
Greenhouse gases	Slight Beneficial
Landscape	Moderate Adverse
Townscape	Slight Adverse
Heritage	Slight Adverse
Biodiversity	Moderate Adverse
Water resources	Sight Adverse

Social Criteria	Estimated Impact
Access to services	Large Beneficial
Change in severance	Slight Beneficial
Provision of transport options	Large Beneficial
Accident / Safety impacts	Neutral
Impacts on vulnerable groups	Moderate Beneficial

In addition, in removing trips from the highway network, the proposed scheme would help address the Bath CAZ (see Appendix 4).

Facilitation of other schemes

Corsham Station would form part of the case for new connectivity and stations on the GWML, delivering further benefits. In particular, the SWLEP Rail Strategy also identified the additional benefits of a Royal Wootton Bassett station at two broad location options:

Option	GVA Impact	Trips
Royal Wootton Bassett Station	£3.72m	150,000
Swindon West / Royal Wootton Bassett Station	£18m	380,000

7. Project deliverability

What will be the impact of the project on the existing railway infrastructure and operations? Please set out the impact both during the construction phase and 'business as usual' once the work is completed.

The infrastructure for Corsham Station is deliverable. The land for this purpose is within ownership of Network Rail or Wiltshire Council. Changes to standards and various infrastructure changes since 2000 necessitate new surveys, but the feasibility work and surveys undertaken by Tony Gee and Partners in 1999 significantly reduce the likelihood of surprise setbacks.

The expectation that the electrification of the GWML to Bristol will be completed provides a strong incentive to parallel construction of the station; both to minimise disruption to existing users of the route and to avoid the higher costs that would result from attempting construction once electrification was in place.

Provision of a suitable train service remains the largest obstacle, but one where a range of options are possible. The simplest and cheapest, a Bristol-Chippenham service, would be likely to require further infrastructure at Chippenham to facilitate turnback. Options for this

are rightly considered as part of a wider infrastructure study that would also involve aspirations for the TransWilts service (Westbury-Swindon). Increased flexibility at Chippenham could be a benefit for existing services, particularly given train regulation problems over the single line through Melksham and the current shortage of options to recess slower services. The other larger-scale options have more challenges fitting with high-speed services, but economic benefits are higher: a phased delivery could be considered.

Given the uncertainy surrounding the direction of rail business recovery from Covid-19, it is not unreasonable to suggest that there might be more flexibility to tweak high-speed services to accommodate other trains than hithero assumed.

Please provide an estimate of the proposed capital costs to deliver and operate this project?

An indicative capital cost estimate associated with constructing a new station was included in the Atkins 2015 study report (see table below). This estimated the cost to be in the region of £10.8m in 2014/15 prices, or £13.7m with 30% optimism bias applied.

Capital Cost Items	Corsham Station Capital Costs – Indicative Only (£000s, 2014/15 prices)
General site clearance	£57
Ticket machines	£40
Station platforms (2 x 200m platforms assumed)	£2,321
Footbridge	£1,294
External works (inc. access road & car park)	£1,144
Telecommunications (inc. CCTV, PA & Customer Information System)	£969
Railway systems (inc. signalling, power upgrades & permanent way)	£910
Allowance for unmeasurable items	£602
Preliminaries	£1,324
Contractor's overhead profit	£794
Design	£437
Project management	£437
CAPEX (Exc. Optimism Bias)	**£10,758**
Optimism Bias (30%)	£2,934
Total CAPEX	**£13,692**

Note: this does not include land acquisition costs as the land is in Network Rail or local authority ownership.

It is realistic to consider that value-engineering can yield a lower cost that indicated above. A Corsham Station Pre-Feasbility Report carried out by SLC Rail in 2016, suggested a base cost of £5.07m based on two platforms of 150m, a new footbridge with lifts and ticket machines with barriers. This estimate used a revised initial QS assessment and was based on SLC Rail's delivery of two new stations between Nuneaton and Coventry in 2016, and contractor prices for Kenilworth Station and Worcestershire Parkway.

Although it is outside the scope ot this Corsham Station project bid, as an indication of infrastructure costs associated with the train service, the cost of a bay platform at Chippenham was estimated at £13.2m by the GW RUS (2010). Other options for providing a turnback are available, with higher or lower costs. Corsham Station would not bear the

full cost of this infrastructure as its business case would include the benefit accruing to other services.

Please provide an outline programme for the delivery of the SOBC, including estimated timescale from start to delivery. If the development of an outline programme is an aspect of the proposed feasibility work, please state this.

The following is based on the SOBC being developed for Devizes Gateway and would be considered a reasonable assumption for the development of a Wilton Junction SOBC:

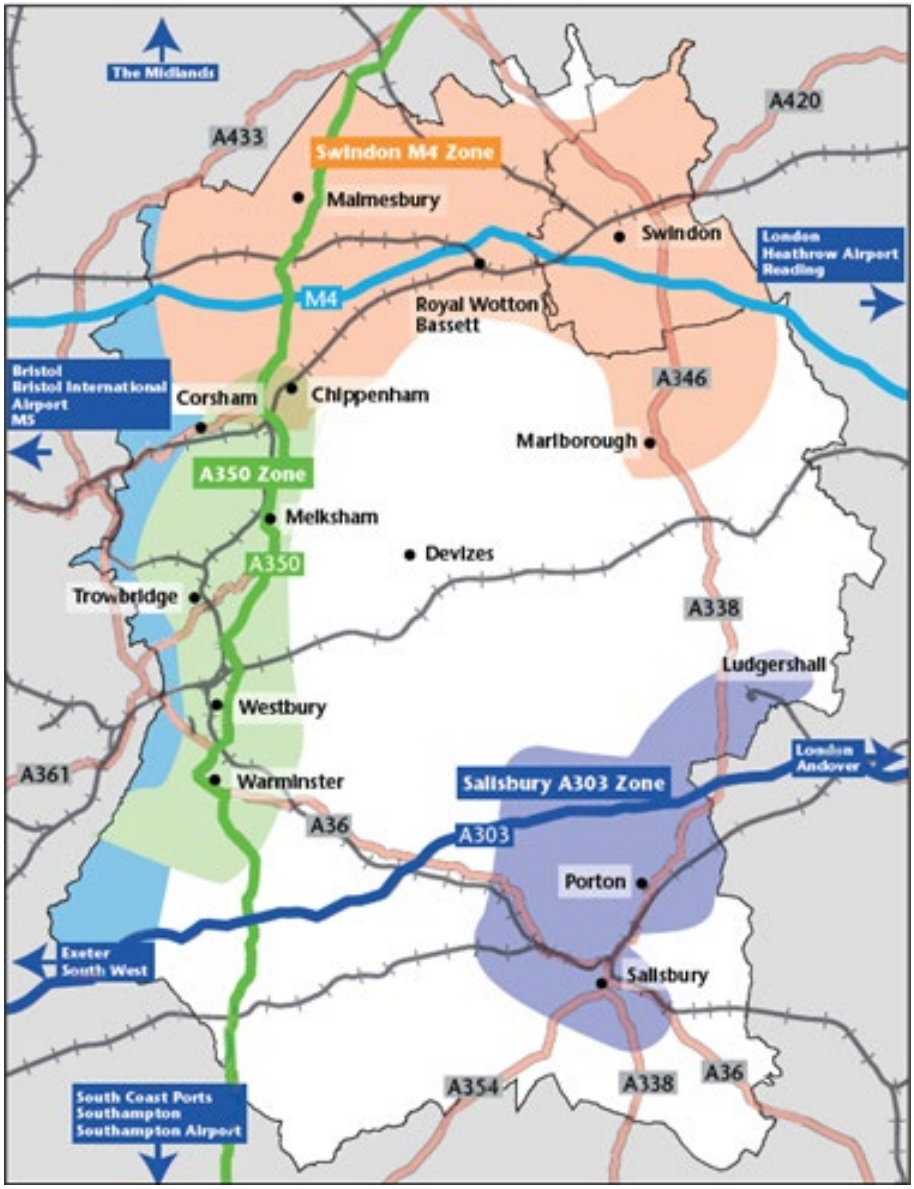
Task	wk 1	wk 2	wk 3	wk 4	wk 5	wk 6	wk 7	wk 8	wk 9
Task 1: Baseline context setting and identification of issues and opportunities	■	■	■						
Task 2: Option identification and sifting		■	■	■					
Task 3: Station operational feasibility assessment	■	■	■	■					
Task 4: High level demand forecasting	■	■	■	■					
Task 5: Cost estimation		■	■	■	■				
Task 6: Economic case				■	■	■			
Task 7: Financial, commercial and management cases						■	■		
Project milestones									
Issue draft strategic case chapter				■					
Issue draft economic case chapter						■			
Issue draft financial, commercial, management cases (full SOBC report)							■		
Final SOBC report issue post-review									■

8. Maps of your proposed project

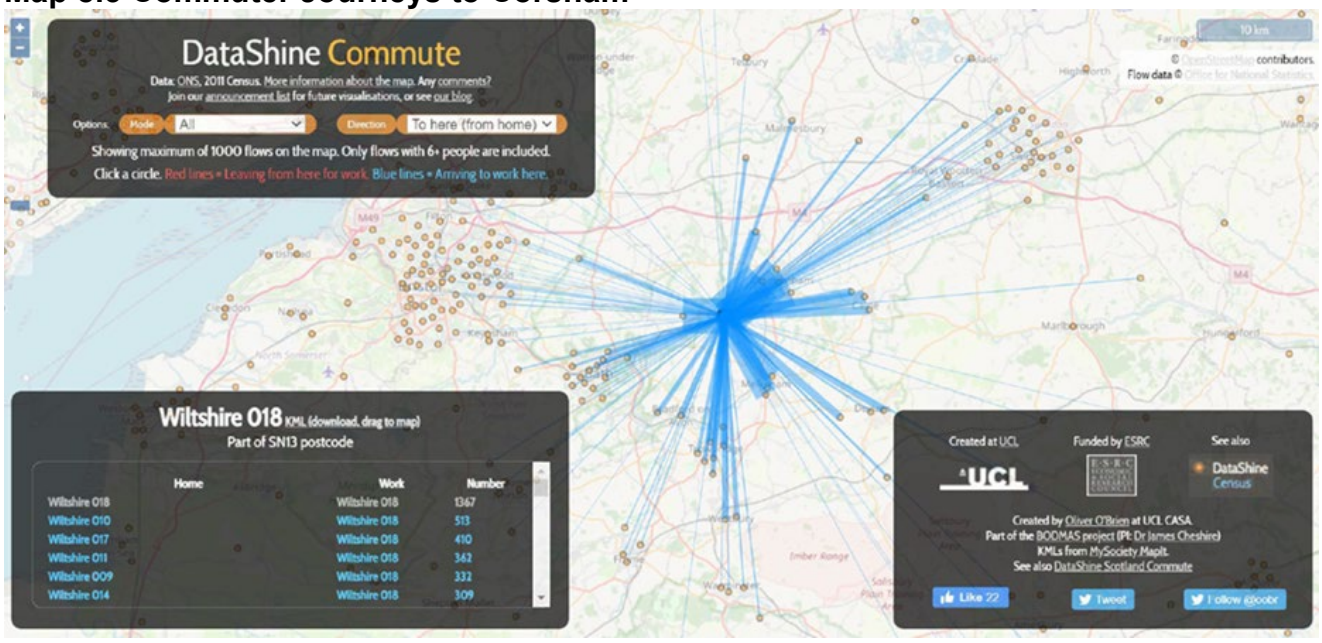
Map 8.1: Local Context (population distribution related to distance from station)

Note: distance is banded 400/800/1200/1600/2000 metres from the station site.

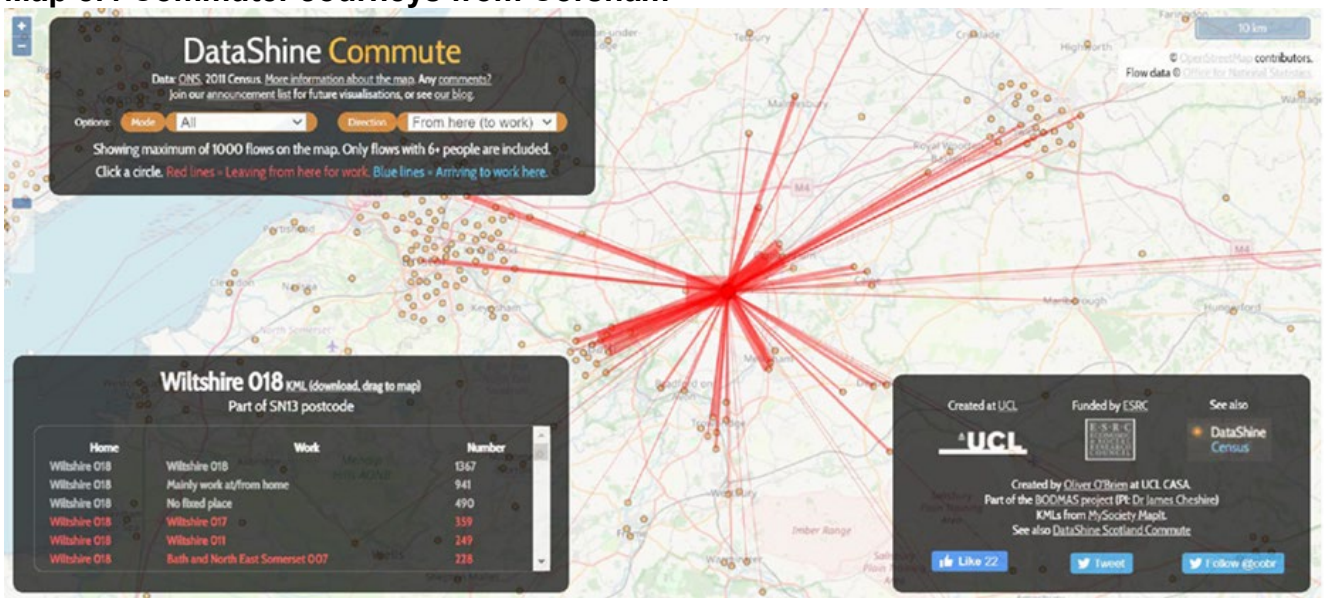
Map 8.2 SWLEP Growth Zones



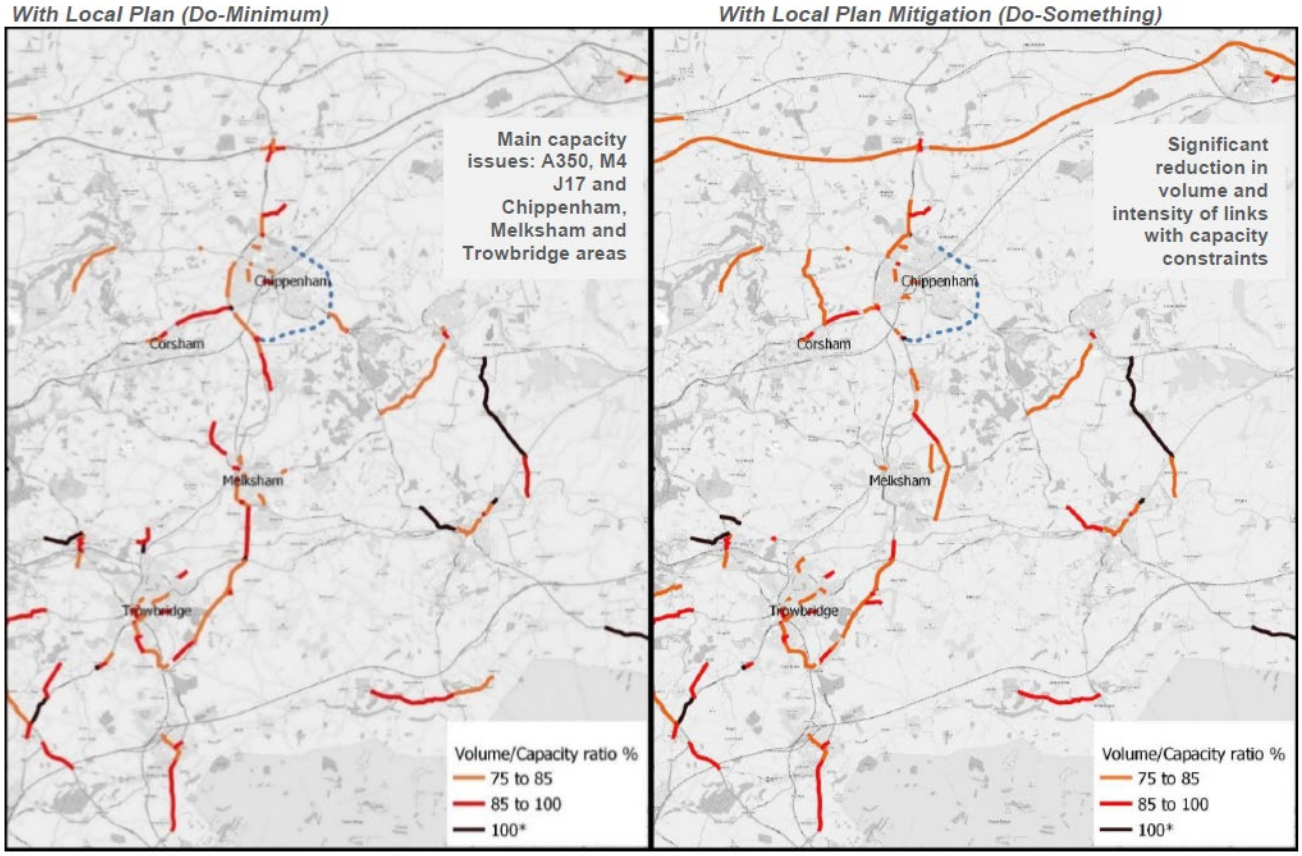
Map 8.3 Commuter Journeys to Corsham



Map 8.4 Commuter Journeys from Corsham

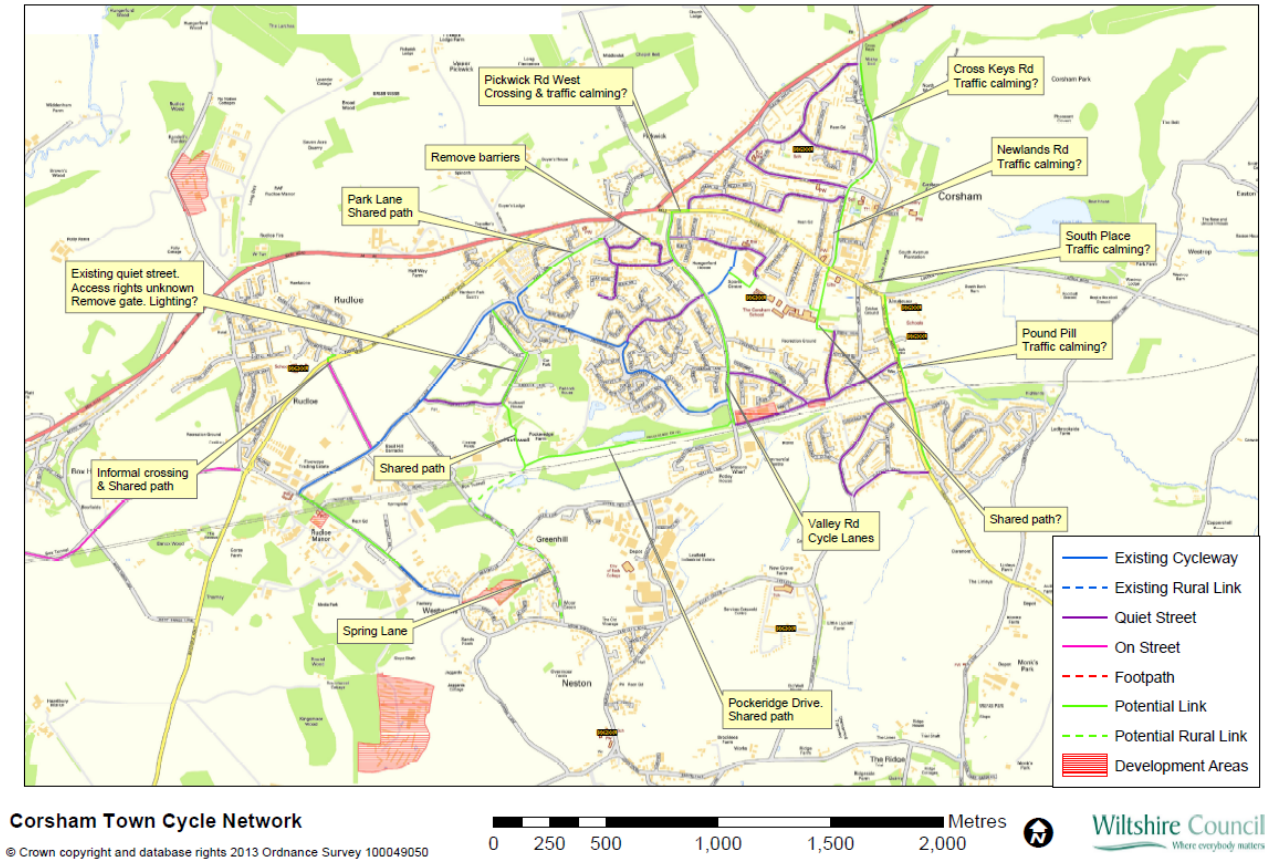


Map 8.5 Highway capacity forecasts under Local Plan growth



Impacts forecast by traffic volume to road capacity ratio (V/C%), AM peak period (08:00-09:00)

Map 8.6 Corsham Cycle Network



Corsham Town Cycle Network

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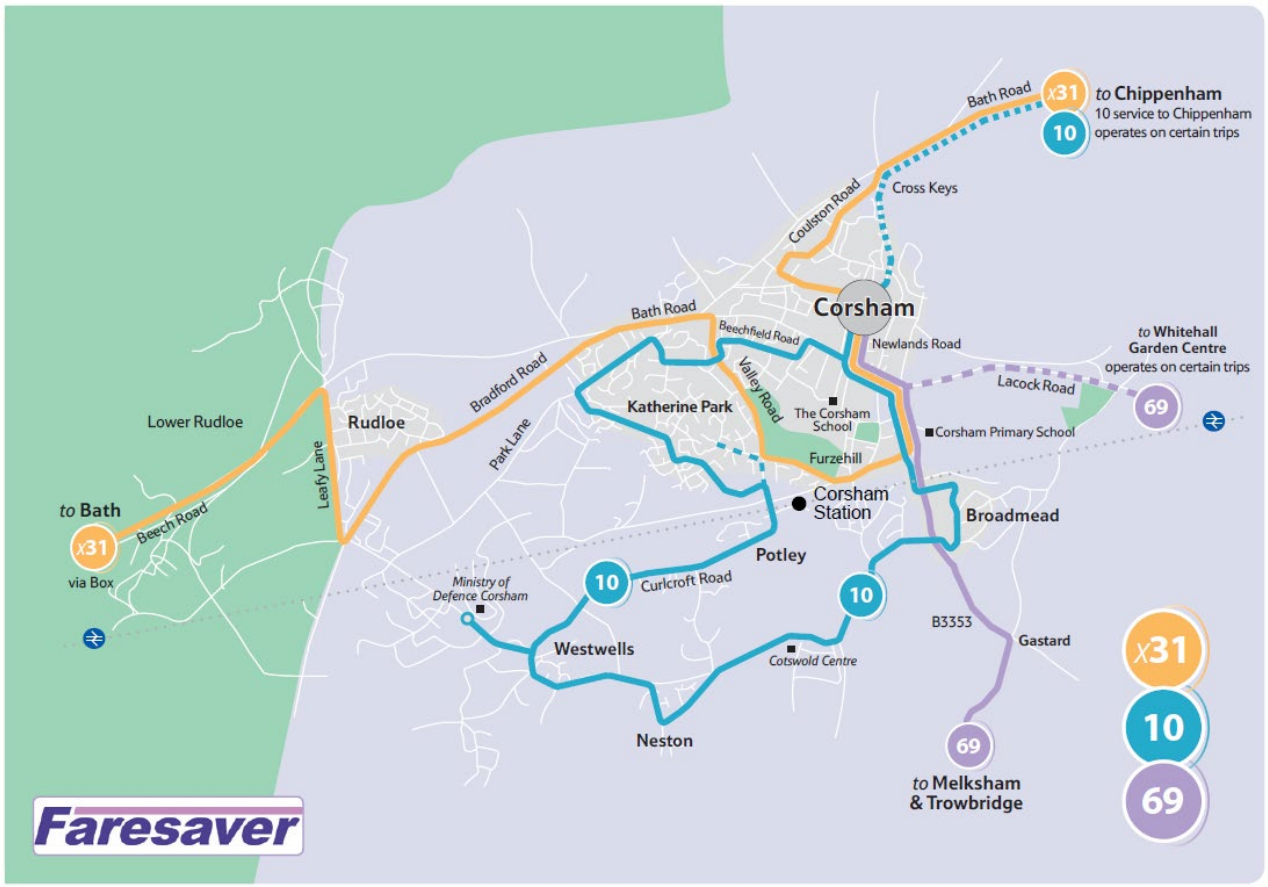
0 250 500 1,000 1,500 2,000 Metres

Wiltshire Council
Where everybody matters

Map 8.7 Corsham Bus Network



9. Additional information request

Are you happy for DfT and its advisers to use the attached contact details to request further information regarding the application if necessary?	Yes
Do you consent to your contact details being added to a communications distribution list that would mean you are kept up to date on new developments related to this subject area?	Yes
Do you consent to the outline details of this proposal being published as part of communicating about the Restoring Your Railway Fund to stakeholders and the wider public?	Yes
Do you consent to the details of this proposal being shared internally and with approved third parties to facilitate the review and assessment of the proposal?	Yes

10. Checklist

Please ensure that all submissions to the Ideas Fund contain;

- ✓ A completed Ideas Fund application form
- ✓ A completed 'Additional information request' (Section 9)
- ✓ An email or letter from the MP(s) confirming bid sponsorship