
Overview & Scrutiny

3rd November 2014

Cheltenham Spa station

An update

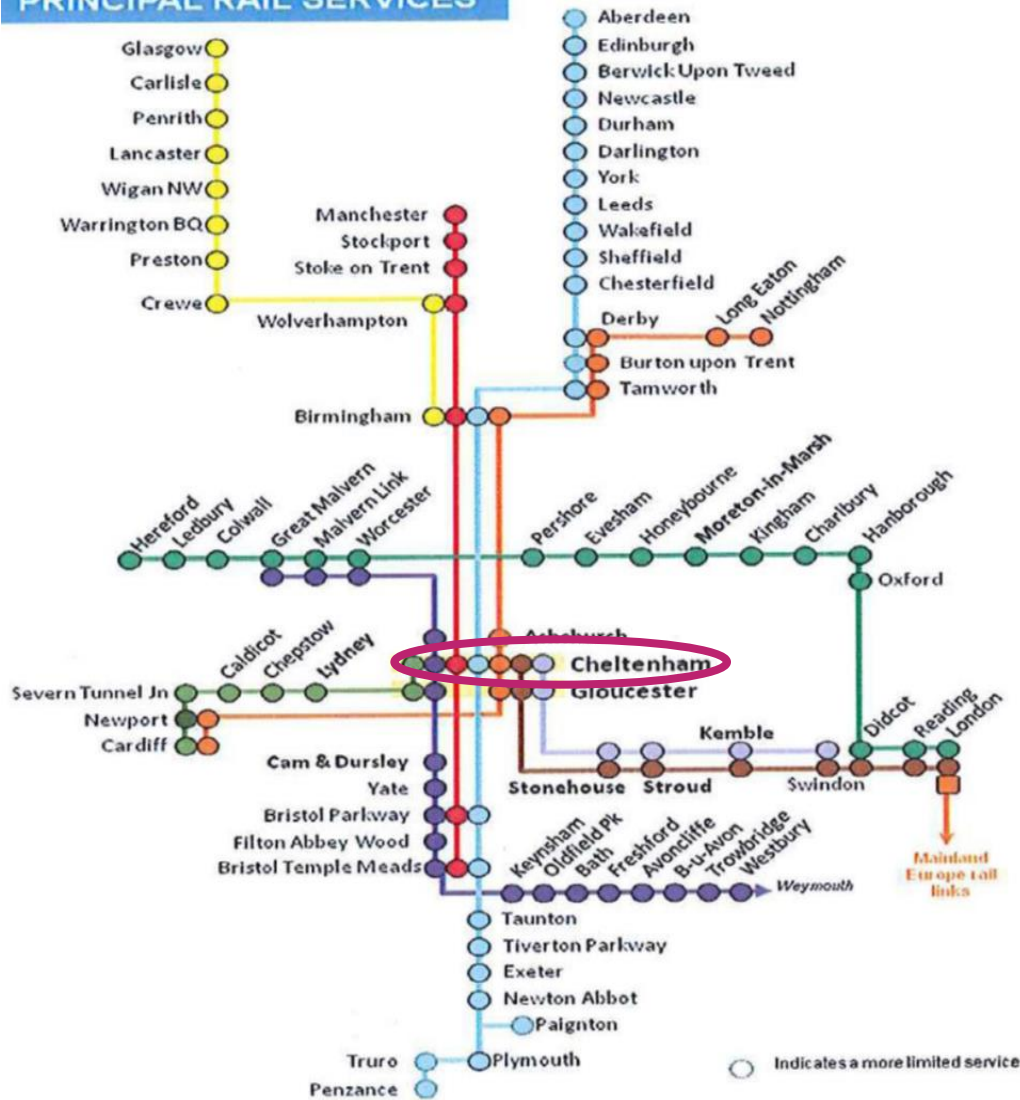


Cheltenham Spa station

- A post Beeching legacy
- Track has a restricted uni-directional two track layout
- Only southbound trains are able to use platform 1 and northbound trains platform 2
- In desperate need of passenger upgrades

Spot the difference since 1954

PRINCIPAL RAIL SERVICES



- Multiple Routes
- Several Train Operators
- Terminating Services
- Through Services
- 247% increase from 1997/98 to 2012/13 : 1,892,000 passengers and 211,535 interchanges

A very busy station ...



Search on First Great Western

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IMPORTANT INFORMATION: Works at Bristol Parkway Car Park Complete



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Cheltenham Spa

Station information at a glance



Queens Road
Cheltenham
Gloucestershire
GL51 8NP



Ticket office



Car park



Accessible station



Self-service machine



Bus service



Toilets



Collect from machine



Taxi rank



Free WiFi access

[View on map](#)

With all conveniences



The reality

- Potential for additional bay platforms to improve performance
- Need for hourly service to London
- Very poor access arrangements
- Desperate need to resolve pedestrian, vehicle, bus, cycle movements
- Need for more & better car parking facilities
- Opportunity for better cycle connectivity
- Better facilities and interchange at Cheltenham could provide a viable alternative to Birmingham New Street

The reality

- The creation of Local Transport Bodies
- Task Force worked with Cheltenham Chamber of Commerce and TravelWatch SW
- Secured lots of support - Crosscountry Trains, FGW, Wales Government, Rail Future, London Midland, Stagecoach, Cheltenham MP
- In pursuit of a comprehensive development aiming to address all of the perceived weaknesses
- Aligns with LEP SEP – planned investment in infrastructure; improved train services



Bid development



The ambition

- Initial GLTB bid secured £3.3m from a target of c£20m
- Network Rail concerned that bay platforms may not be necessary at this stage
- Revised bid submitted – secured £1.1m from target £1.95m towards a £9.8m project
- Various negotiations with GLTB see this rise to £1.5m

- Lobbying by MP results in meetings with Minister



- Parallel negotiations with Network Rail & DfT secure both funding for Access for All (AfA) and National Station Improvement Programme (NSIP)
- Opportunity for franchisee to bid for Commercial Facility Fund – car park, retail facilities
- Cycle-Rail bid developed with Sustrans

At a national level

- Western Route Study published October 2014
- First Great Western given direct award for franchise
- GCC update LTP3 out for consultation
- LEP growth fund round 2

Draft for Consultation

Western Route Study
Long Term Planning Process



First Great Western offered new franchise deal



First Great Western's new high-speed trains will replace a fleet of trains from the 1970s

First Great Western (FGW) is to be offered a new franchise which could last up to four-and-a-half years, the Department for Transport (DfT) says.

The train firm currently has a short-term extension to its franchise which runs out in September 2015.

Related Stories

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[Dutch firm wins](#)

Key factors



- LTP3 update recognises the key role of rail
- Western Route Study consultation document notes
 - capacity constraint at Cheltenham due to terminating trains
 - need to increase in frequency the London Paddington to Cheltenham Spa service from two-hourly to hourly
 - Cheltenham Spa is being considered for station improvements through Access for All & National Stations Improvement Programme funding in CP5
 - Potential for electrification – Swindon to Cheltenham Spa
- LEP growth fund round 2 creates opportunity to bid for extra capacity (bay platforms)

Cheltenham Spa Station - A Transformational Ambition

new integrated bus interchange

new cycle facilities

400 space carpark

new taxi rank

new short-stay parking

21st century passenger facilities

2 additional bay platforms for new IEP electric trains

STORM27

N2SR

Cheltenham
Development Task Force
making things happen

So how do we deliver this?

Cheltenham
Development Task Force
making things happen

If you agree that the train station is

- a vital asset for the town
 - can assist with modal shift
 - needs to be brought into the C21st
- then CBC need to continue to
- lobby for funding
 - support the bidding processes
 - respond to the consultations – Western Route Study & LTP₃

So that we deliver our transformational ambition

What can Councillors do?