

AGENDA MANAGEMENT SHEET

Name of Committee Cabinet

Date of Committee 9 September 2010

Report Title Kenilworth Rail Station (Leamington – Kenilworth – Coventry Rail Upgrade - NUCKLE Phase 2)

Summary To inform Cabinet of progress on Kenilworth Station and to seek Cabinet support for:-

1. Making a bid for Major Scheme Funding to the Department for Transport;
2. Submitting a planning application for the station scheme.

For further information please contact Daniel Caldecote
Principal Transport Planner
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danielcaldecote@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? No

Background Papers None.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor D Shilton
(With brief comments, if appropriate) Councillor J Whitehouse – I strongly support this proposal
- Other Elected Members Councillor R Sweet - for information
- Cabinet Member Councillor A Cockburn
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott
P Endall – comments incorporated.



- Finance V Barnard – comments incorporated.
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Cabinet – 9 September 2010

Kenilworth Rail Station (Leamington – Kenilworth – Coventry Rail Upgrade - NUCKLE Phase 2)

Report of the Strategic Director for Environment and Economy

Recommendations

1. That Cabinet approves the proposed Kenilworth Station Scheme in the form shown on Drawing 5091203–ATK-SKE-006 at **Appendix B** and bounded by the green line on Drawing '5091203-RLS-030-CPW-00002' **Appendix C**.
2. That Cabinet authorises the submission of a major Scheme Funding bid to the Department for Transport to secure funding for the Kenilworth Station Scheme as detailed in this report.
3. That Cabinet authorises the Strategic Director of Resources to submit a planning application to the County Council in respect of the Kenilworth Station Scheme for determination by Regulatory Committee in accordance with Regulation 3 of the Town and Country Planning Regulations 1992.
4. That the Strategic Directors of Customers Workforce and Governance and Environment and Economy are authorised to make such amendments to the drawings at **Appendices B** and **C** as they agree are minor.

1. Introduction

- 1.1 Cabinet, at its meeting on the 31 July 2008, resolved that tenders be invited for a Joint Promoter and Funder of the proposed Kenilworth Railway Station and that (subject to further approval by Cabinet) the remaining stages of the process required to implement the scheme be progressed.
- 1.2 John Laing was appointed as the Joint Promoter and Funder in September 2009 and this has enabled further development work to be undertaken. Detailed discussions have taken place between John Laing, Network Rail and Train Operating Companies to identify the appropriate services to call at the station and the rail infrastructure required to support these services.
- 1.3 The Kenilworth station scheme has now reached a number of critical milestones. The current position is:

- (i) An 'in principle agreement' with Chiltern Railways and Wrexham & Shropshire for a train service to serve the station;
- (ii) An option agreement with the owners of the land required for the station will be signed shortly; and
- (iii) A robust business case finalised with a predicted 275,000 single trips per year at Kenilworth station;
- (iv) A 'high value for money' Benefit Cost Ratio for the scheme (BCR) of 2.6:1;
- (v) Full engagement with Network Rail; and
- (vi) A potential opening date of Spring 2013.

2. The Scheme

2.1 As a result of the discussions that have taken place between John Laing, Network Rail and Train Operating Companies the preferred scheme is currently:-

- (i) A new rail station at Kenilworth:-
- (ii) Signalling and track infrastructure modifications on the Kenilworth loop (located approximately 550 metres north of the proposed station site); and
- (iii) Track and signalling alterations to allow trains to depart from platform 4 at Leamington Spa towards Kenilworth and Coventry.

2.2 The signal and track works at Kenilworth and Leamington are essential to facilitate new and existing train services that will call at Kenilworth station. The potential service pattern is as follows:-

- (i) AM Peak hour Chiltern Railways services to London Marylebone with calls at Kenilworth and Leamington;
- (ii) PM Peak hour Chiltern Railways services from London Marylebone with calls at Kenilworth and Leamington
- (iii) Four services per day to and from London by introducing Kenilworth calls on the existing Wrexham, Shropshire and Marylebone Railway (WSMR) services, and;
- (iv) Off peak services provided by a shuttle service between Leamington and Coventry with calls at Kenilworth.

There will be a total of 14 northbound trains from Kenilworth and 15 southbound trains from Kenilworth between 0530 and 2200.

2.3 Chiltern Railways has assisted in the development of the proposed service pattern and has expressed 'in principle agreement' to provide the train services to serve the station. The Wrexham, Shropshire and Marylebone Railway company, which like Chiltern Railways is owned by Deutsche Bahn, has also expressed support to stop its existing services at Kenilworth station. A letter of support from Chiltern Railways is attached at **Appendix A**.

2.4 It is proposed that the station at Kenilworth will comprise the following elements:-

- (i) A single 4 car (100 metre) platform equipped with lighting, information systems and shelter;

- (ii) A station ticket office building comprising of a booking office, a public toilet, a retail unit and passenger waiting area;
 - (iii) Covered cycle storage;
 - (iv) A station forecourt area which will provide a pick up and drop off zone and 2 bus stands;
 - (v) A car park providing space for between 80 and 90 cars (inc 5 disabled spaces); and
 - (vi) CCTV facilities.
- 2.5 The station will have only one platform but it will be designed to allow for future expansion to two platforms. Two platforms would be required if the train services were to increase significantly beyond the current proposed timetable. Therefore, in order to future proof the planning application, it is proposed to apply for planning permission for a two platform station and associated station footbridge. If an application for a one platform station was submitted now and negotiations with the rail industry prior to completion of the agreement to construct the new station resulted in a substantial increase in train services, the time taken to submit a new application for a two platform station would delay the opening date of the station.
- 2.6 The provision of a station in Kenilworth has always been a key part of the NUCKLE scheme (Nuneaton-Coventry-Kenilworth-Leamington) which aims to improve rail travel in the North-South corridor. The proposed service improvements to the Leamington - Kenilworth – Coventry corridor and a new station at Kenilworth represent a step change improvement to public transport in the southern part of the corridor and forms Phase 2 of NUCKLE.
- 2.7 The Leamington – Kenilworth – Coventry Rail Upgrade (NUCKLE Phase 2) complements the proposed Coventry – Nuneaton Rail Upgrade (NUCKLE Phase 1) scheme to upgrade rail services and provide new rail stations between Nuneaton and Coventry. In the longer term, there are future phases to NUCKLE. Phase 3 is the extension of the Coventry – Nuneaton service northwards from Nuneaton towards the East Midlands. NUCKLE Phase 4 is the connection of services across Coventry to enable an East Midlands – Nuneaton – Coventry – Kenilworth - Leamington Spa – Thames Valley through service.
- 2.8 It should be noted that the scheme will be referred to as the ‘Leamington – Kenilworth – Coventry Rail Upgrade (NUCKLE Phase 2)’ in the proposed bid for Major Scheme funding in order to emphasise the wider impacts of the scheme and its role in improving public transport within the North-South corridor and within the sub-region.

3. Leamington to Coventry Corridor Benefits

- 3.1 The corridor between Leamington and Coventry is expected to be an area for major growth in the future . There are a number of potential locations along the route that could receive significant additional housing.
- 3.2 The density of the population and the level of activity in the corridor is set to grow substantially and will create increasing demand for transport. The corridor already suffers from traffic congestion and future developments will increase

road traffic and congestion unless there is a good quality public transport alternative, which includes local accessibility to the rail network.

- 3.3 Kenilworth has a population of nearly 24,000 and since the closure of the former station in 1965 the population of the town has increased by 50%. Improved rail service levels between Leamington and Coventry and a new station at Kenilworth would help support sustainable growth within this part of the North-South Corridor, helping to reduce congestion and aiding economic regeneration. It would also provide improved access for residents of the Kenilworth area to jobs, education and leisure opportunities in Coventry, Leamington, Birmingham and London. Access to jobs and leisure opportunities in Kenilworth from the rest of the corridor would also be improved.
- 3.4 Coventry City Council has ambitious plans to redevelop the area adjacent to Coventry station. The Friargate project, which will potentially be the location of 15,000 new jobs, will be located next to Coventry station. There are further regeneration proposals planned throughout the rest of the city centre. All these developments will significantly increase the demand of travel between Coventry City Centre and Kenilworth and Leamington.
- 3.5 Kenilworth station would increase the accessibility to and from the national rail network from the town and provide the following journey opportunities:-
- (i) Direct services to Leamington Spa, Banbury, Bicester North, High Wycombe and London Marylebone;
 - (ii) Direct services to Coventry, Telford, Shrewsbury and Wrexham; and
 - (iii) Access to national rail services by changing trains at Leamington Spa or Coventry.
- 3.6 It should be noted that WSMR services are not currently proposed to stop at Coventry and therefore there would be 10 services per day from Kenilworth to Coventry and 11 from Coventry to Kenilworth. It is anticipated that as part of the development of the scheme or over time the pattern of services will be increased.

4. Kenilworth - Station and Track and Signalling Alterations

- 4.1 The site for Kenilworth station is located on the rail route between Leamington Spa and Coventry and is close to the town centre at the site of the former station on Priory Road which closed in the 1960s. It is proposed to have car parking for around 90 cars and a station forecourt area which will provide a pick up and drop off zone and bus stands. Cycle storage facilities will also be provided. A plan showing the site location is shown below in Figure 1. Around 275,000 trips per year are expected at the station.
- 4.2 The signalling and track alterations at Kenilworth are essential to facilitate the new and existing train services that will call at Kenilworth station. The capacity of the rail line will be increased by allowing more rapid entry and exit from the Kenilworth loop line.

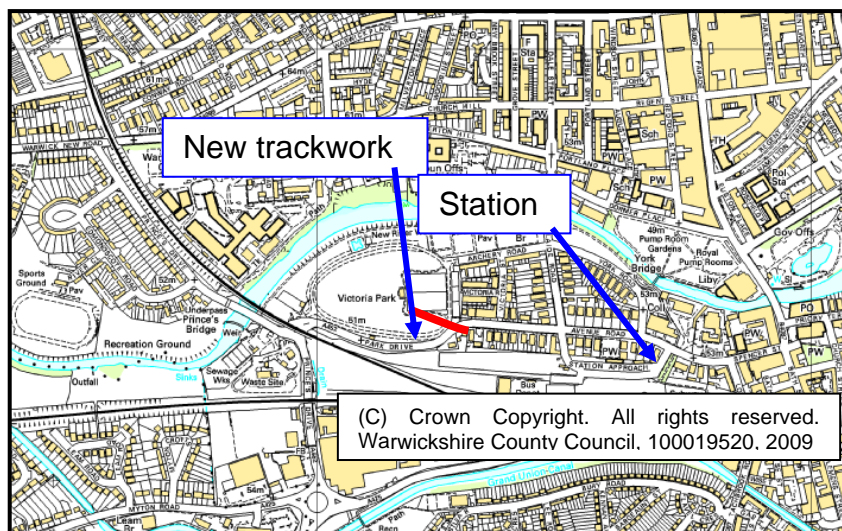
Figure 1: Plan showing the site location of Kenilworth Station



5. Leamington – Track and Signalling Alterations

- 5.1 The works at Leamington station will comprise the provision of new trackwork and associated signalling to allow trains to depart from platform 4 at Leamington Spa towards Kenilworth and Coventry. The location of the new trackwork is shown below in Figure 2.

Figure 2: Plan showing the site location of the trackwork at Leamington Spa



6. Costs and Benefits

- 6.1 John Laing commissioned transport consultants Steer Davis Gleave to produce an economic evaluation of the scheme. The report shows there is a strong case for the scheme which has a Benefit Cost Ratio (BCR) of 2.6:1. In very broad terms this means that for every £1 spent on the scheme there will be at least

£2.60 of benefits. The benefits include journey time savings and less overcrowding for rail travellers and non-user benefits such as reduced pollution and CO2 emissions, reduced highway noise and fewer highway accidents.

- 6.2 John Laing commissioned Atkins to undertake engineering option and feasibility work. Atkins estimated the cost for the preferred infrastructure options. These can be found in Table 1, below.

Table 1: Estimated capital costs (2012/13 Outturn prices) for the scheme

Location	Description	Cost
Kenilworth	New single platform 4 car station.	£6,617k
Kenilworth	Signalling alterations to allow more rapid entry and exit from the Kenilworth loop line.	£483k
Leamington Spa station	Track and signalling alterations to allow trains to leave from platform 4 at Leamington Spa towards Coventry.	£2,434k
Development Costs		£1,919k
Total Capital Cost		£11,453k

7. Submission of a Major Scheme Bid

- 7.1 The £11,453k capital cost (2012/13 outturn prices) of the scheme means that the only realistic means of funding the scheme is through a Major Scheme Bid to the Department for Transport (DfT).
- 7.2 The Secretary of State for Transport, Philip Hammond, recently announced suspension of Major Scheme Funding pending the conclusion of the Government's Spending Review in the Autumn. The short delay caused by the funding review is a useful opportunity to raise the profile of the scheme to ensure that there is a strong case for Major Scheme Funding when it becomes available. Continuing development work whilst the spending review takes place will enable key issues such as planning, land acquisition and train services to be resolved before Major Scheme Funding resumes. This could give the scheme an improved chance of receiving funding since many other local authorities are not now progressing development of schemes as a result of the Government announcement. They will, therefore, not be ready with deliverable schemes once Major Scheme Funding is resumed.
- 7.3 As with any bid for funding there is always a risk that funding will not be granted. Should the bid Major Scheme Funding not be successful it is anticipated that a revised bid for funding would be submitted when funding became available. If the decision was made in the future to abandon the Kenilworth Station scheme

then the capital used to fund development costs to date would have to reverted to revenue.

- 7.4 The cost of the scheme has increased on the previous estimate in 2008 of £3.76m (in 2006 prices). This is due to the increased scope of works needed to accommodate the proposed rail services to serve the station which are different to the services originally proposed. However, the new service pattern offers greater revenue than the original business case. The BCR has also increased slightly from 2.42:1 to 2:6:1 and therefore according to DfT guidance the business case shows the scheme continues to offer 'high value for money'. In addition, the revised scheme still maintains the interest of John Laing, the County Council's Joint Promoter and Funder.
- 7.5 The most recent DfT guidance states that the Major Scheme Funding process has a three stage approval procedure which is outlined in Table 2 below. This may change in the future as the DfT is currently carrying out a major review of the Major Scheme Funding process in advance of the Government's Spending Review announcement in the Autumn.

Table 2: Current Major Scheme Bid stages

Stage	Comments
Stage 1 - Programme Entry	Business case submitted. This includes design, demand forecasting and cost estimates to show the scheme offers good value for money.
Stage 2 - Conditional Approval	All statutory procedures, such as planning, need to be completed. Updated business case submitted.
Stage 3 - Full Approval	Tender process to confirm costs and DfT contribution.

- 7.6 A bid for Major Scheme Funding would be made as soon as possible, subject to the approval of Cabinet as recommended in this report.

8. Financial Implications

- 8.1 The County Council has financed a total of £1,200k of capital and £178k of revenue towards developing the scheme in 2008/09 and 2009/10. Approximately £1m of development costs in 2009/10 relate to land acquisition in connection with the station. The site which has been purchased represents a capital asset to the County Council should the station scheme not proceed.
- 8.2 Cabinet has already approved the funding required for the development of the scheme in 2010/11 and 2011/12. Table 3 shows the cost profile of the scheme by financial and shows the revenue and capital spend to date. It also shows the future expected funding for the scheme should Major Scheme Funding be granted. As stated previously, there is always a risk that funding will not be granted. Should the bid Major Scheme Funding not be successful it is anticipated that a revised bid for funding would be submitted when funding became available. If the decision was made in the future to abandon the

Kenilworth Station scheme then the capital used to fund development costs to date would have to be reverted to revenue.

Table 3: Cost Profile for the scheme by financial year

	Cost Profile – By Financial Year					Total
	2008/09	2009/10	2010/11	2011/12	2012/13	
Development funding required	£44k	£340k	£622k	£913k	£0k	£1,919k
Land Acquisition	N/A	£994k	N/A	N/A	N/A	£994k
Construction and future land funding required	N/A	N/A	N/A	£3,944k	£4,596k	£8,540k
Total Funding Required (Costs)						£11,453k
WCC capital funding	£0k	£1,200k	£600k	£470k**	-£894k*	£1,376k
WCC revenue funding	£44k	£134k	£22k	£0k	£0k	£200k
DfT Major Scheme Funding – Construction costs	N/A	N/A	N/A	£4,162k*	£3,961k*	£8,123k
DfT Major Scheme Funding – 50% contribution to eligible development costs	N/A	N/A	N/A	£364k*	£0k	£364k
Funding from John Laing	N/A	£0k	£0k	£451k*	£155k*	£606k
Payment from John Laing to WCC	N/A	N/A	N/A	N/A	£894k*	£894k
Total Funding						£11,563k***

* Funding dependent on securing Major Scheme Funding

** £470k allocated includes £110k contingency fund

*** Total funding includes £110k contingency in 2011/12

- 8.3 The County Council would be entitled to reclaim back a proportion of the post 'programme entry' development costs from the DfT. The costs are reclaimed at the Conditional Approval and Final Approval stages. The total post 'programme entry' development costs eligible for reimbursement from the DfT are anticipated to be approximately £728k and any claim would be for up to 50% of this figure (£364k) during 2011/12.
- 8.4 As with any 'Major Scheme Funding' bid, the DfT require a local contribution of 10% of the total cost of the scheme. The total scheme cost is currently estimated at £11,453k. A 10% local contribution of £1,145k would be more than met through the costs spent by the County Council and John Laing.
- 8.5 As stated previously, the DfT is currently carrying out a major review of the Major Scheme Funding process in advance of the Government's Spending Review this Autumn. The contributions and reimbursements outlined above may change as a result of the review.
- 8.6 The business case shows that the revenue generated by the new station and improved service levels will cover the costs of any train services and the ongoing

maintenance of the new facilities. Therefore there will not be a requirement for revenue subsidy to support the increase in service frequencies.

9. Timescales

- 9.1 The development work undertaken to date has indicated that the scheme could be open by Spring 2013. A potential programme showing the major milestones is shown below in Table 4.

Table 4: Programme showing the potential dates for major milestones of the scheme

Major Scheme Business Case submitted to DfT	Autumn 2010 (Dependent on DfT)
Programme Entry confirmed	Spring 2010
Design for selected option (GRIP 4) Complete	Spring 2011
Procurement process initiated for GRIP 5 - 8 (Detailed Design and Build) contract	Spring 2011
Conditional Approval	Summer 2011
Final Approval	Autumn 2011
Option agreement to secure station site triggered. Occupier of the station site given notice to vacate	Autumn 2011
Construction commences	Summer 2012
Construction complete	Spring 2013
Station opens and new services commence	Spring 2013

10. Planning Application

- 10.1 In order to keep project momentum and to meet the timescales for Major Scheme funding it is essential that a planning application be submitted in Autumn 2010.
- 10.2 It is therefore recommended that a planning application for the Station be submitted by the County Council in the form shown on Drawing 5091203-ATK-SKE-006 at **Appendix B** and bounded by the green line on Drawing '5091203-RLS-030-CPW-00002' at **Appendix C**. In order to provide for a reasonable degree of flexibility as the Station design evolves it is also recommended that the Strategic Director of Customers Workforce and Governance and Environment and Economy should be authorised to make such amendments to these drawings as they shall agree are minor.
- 10.3 It is proposed that the planning application would be preceded by a public exhibition to provide for the greatest degree of public participation possible.

- 10.4 In this case it is appropriate for the planning application to be determined by the County Council's Regulatory Committee give the significant interest which the County Council will have in the scheme.
- 10.5 The planning application will be funded from the existing allocation for development of Kenilworth Station in 2010/11.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

27 August 2010

Roger Newham
County Transport Planner
Environment and Economy Directorate
Warwickshire County Council
Shire Hall
Warwick
CV34 4SA

28th May 2010

Dear Roger,

Coventry – Kenilworth – Leamington Rail Upgrade

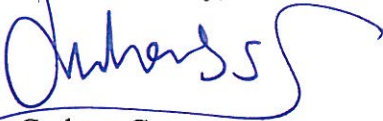
I am pleased to confirm our ongoing involvement in the above project, for which you are about to apply for regional funding allocation.

In particular I would like to express our support for the proposed infrastructure upgrade on this route, as it would allow new local services on the corridor connecting existing Chiltern Railways stations with Coventry and Kenilworth opening up new journey opportunities, as well as providing a direct London service for people using the new station.

Whilst there are a number of issues to resolve – not least of which are developing a service pattern that links into a future Evergreen 3 timetable and developing a resourcing plan that works for us commercially – this is normal for a scheme at this stage of development (GRIP3), and my team and I will remain committed to assisting in this process as it runs its natural course.

I look forward to working closely with you and the project team over the coming weeks to hone the proposals further, and to input into the designs for the station and associated infrastructure as they develop.

Yours sincerely,

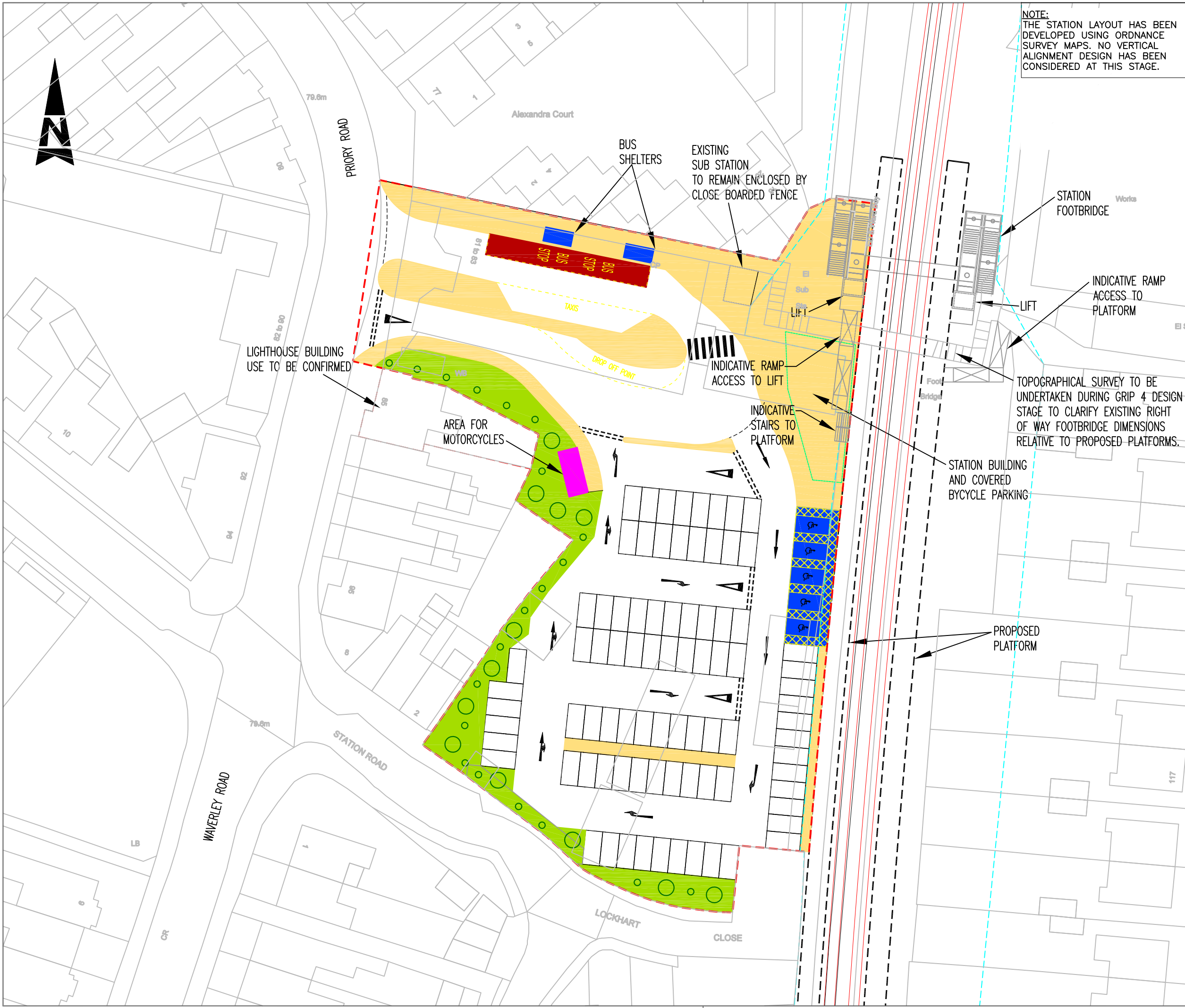


Graham Cross
Business Development Director

ENVIRONMENT AND ECONOMY POST RECEIVED	
01 JUN 2010	
LEADERSHIP TEAM	
GROUP	TPG



DO NOT SCALE



NOTE:
 THE STATION LAYOUT HAS BEEN DEVELOPED USING ORDNANCE SURVEY MAPS. NO VERTICAL ALIGNMENT DESIGN HAS BEEN CONSIDERED AT THIS STAGE.



CAR PARK PROVISION
 83 STANDARD CAR PARKING SPACES (4.8 X 2.4M)
 5 DDA COMPLIANT SPACES (6.0 X 3.6M)
 STAND FOR 2 NO BUSES
 DROP OFF
 LAYOUT HAS BEEN TRACKED WITH THE FOLLOWING VEHICLES:
 10M SINGLE DECKER BUS
 FIRE ENGINE
 LARGE CAR

- SITE BOUNDARY
- AREAS OF HARD LANDSCAPING
- AREAS OF SOFT LANDSCAPING
- MOTORCYCLE PARKING
- - - NETWORK RAIL BOUNDARY

FOR INFORMATION	03/10	JB
Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
C	FOOTBRIDGE MOVED, SUBSTATION SHOWN	GH	04/10	KW	JB
B	BUS STOP SHELTERS AMENDED	GH	03/10	KW	JB
A	ORIGINAL DRAWING	GH	03/10	KW	JB

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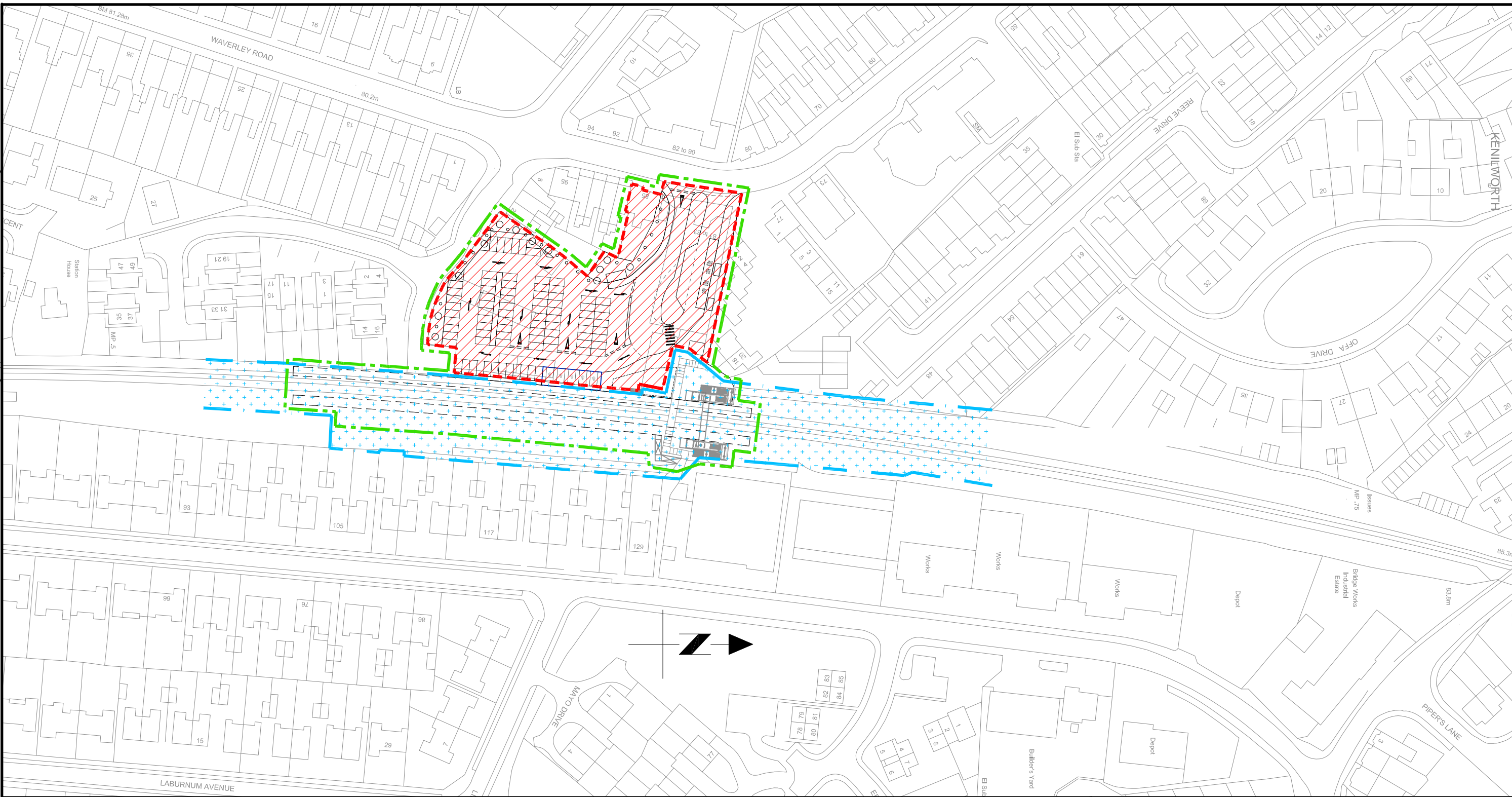
JOHN LAING INVESTMENTS
 FOR WCC

Project
 GRIP 2/3 STUDY
 KENILWORTH STATION
 PROPOSED CAR PARK LAYOUT

Title
 CAR PARK OPTION B
 FOOTBRIDGE OPTION 3
 PLATFORM ACCESS OPTION 1

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:500	GH	KW	
Status	Drawing Number	Date	Date	Date
P	5091203-ATK-SKE-006	03/2010	03/2010	

100
 Millimetres
 10
 0
 Filename: P:\G\B\B\A\Rail\civils\JOBS\5091203_Kenilworth Station\50 - Deliverables\62 Planning Applications\5091203-RLS-030-CPW-00002.dwg
 15:21:44
 Date: 17/6/10
 Username: davi2870



KEY:

- LAND BOUNDARY WR331851
- NETWORK RAIL LAND
- PLANNING APPLICATION BOUNDARY

NOTES:

1. CAR PARK LAYOUT IS AS PER ATKINS GRIP 3 REPORT.
2. THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL UNDER LICENSE NUMBER 100019520
3. NOTE THAT THIS PLAN IS A GRAPHIC ILLUSTRATION ONLY. REFER TO SEPARATE TITLE DEEDS / LAND BOUNDARY RECORDS FOR SPECIFIC DETAILS.

P01	15.06.10	PLANNING APPLICATION	JD	DB	JB
Rev	Date	Issue History	Drawn	Chkd	Appd
Description of Change					
Drawing Status PLANNING APPLICATION					

ATKINS

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 10 Holliday Street
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Project Title KENILWORTH STATION			
Drawing Title GENERAL ARRANGEMENT FOR PLANNING APPLICATION			
Drawn J. DAVIES	Date 15.06.10	Designed VARIOUS	Date 15.06.10
Checked D. BISHOP	Date 15.06.10	Approved J. BALDOCK	Date 15.06.10
A3	Scale 1:1250	Location LSC2 3m 49ch	
Drawing Number 5091203-RLS-030-CPW-00002			Revision P 01