

Briefing Paper to Wyke Area Committee

Wards: Wyke

16 September 2020

Potential of New Rail Halt

Briefing Paper of the Assistant Director, Major Projects & Infrastructure1. Purpose of the Paper and Summary

- 1.1. This paper sets out the current status for the potential introduction and funding for a new rail halt in the Bricknell Avenue Area.

2. Background

- 2.1. The suggestion for the introduction of rail halts at various locations in the City was raised prior to the production of the Council's Local Transport Plan (2011-26).
 - 2.2. In 2009 a preliminary feasibility study (copy attached) was undertaken by consultants into the viability of introducing new rail halts at Priory Park on the main line into the City from the west and in the Bricknell Avenue Area between Hull and Cottingham on the line from the north.
 - 2.3. This very preliminary feasibility study concluded that there were no 'show-stopping' technical reasons why halts could not be provided at these locations. However, it also found that there was no strong business case to provide them in the economic climate at the time.
 - 2.4. The study also identified that there was a lack of interest from train operating companies due to adverse effects on existing timetables which led to a decision to protect future sites but to not actively progress any implementation.
 - 2.5. This position was reinforced in the currently approved Local Transport Plan (2011-2026).
3. Next Steps
 - 3.1. The introduction of a new rail halt would impact on the operation of the trains on the network. This impact would be wider than just on the Wyke Area and therefore approval and funding from Cabinet to progress with this investigation into the introduction of a new rail halt will be required to undertake the initial investigations.

- 3.2. Network Rail's Governance for Railway Investment Projects (GRIP) process would have to be followed for any new schemes. Discussions will be required with Network Rail to confirm a way forward with any new rail halt proposals.
- 3.3. The GRIP process divides a project into eight distinct stages. The overall approach is product, rather than process, driven and, within each stage, an agreed set of products is delivered.
1. Output definition.
 2. Feasibility.
 3. Option selection.
 4. Single option development.
 5. Detailed design.
 6. Construction test and commission.
 7. Scheme hand back.
 8. Project close out.
- 3.4. We have not undertaken a scheme following the GRIP process before but the cost of undertaking steps 1 and 2 is likely to be in the region of 80-120k and it is anticipated that it would take approximately 12 to 18 months to undertake the assessment work required to get a scheme through to GRIP3.
- 3.5. The last round of Network Rail's Restoring your Railways Fund (New Stations Fund3) closed in June 2020. However, if a new round of funding did become available later in the year and it uses the existing guidance then all bids will have to be sufficiently developed to Network Rail's GRIP3 level. It is highly unlikely that we would be in a position to be able to submit a bid because it is likely to take about 18 months to get any proposal up to GRIP level 3 assuming the requirement for a cabinet decision on resources, then procurement of that resource and at best 12 months to run the required GRIP assessments to just below level 3, and to bring partners on board to meet the funding requirements.
- 3.6. It is likely that a local rail partnership would be required to be set up which would include the train operators and Network Rail but this would be confirmed following discussions with Network Rail and their GRIP process.
- 3.7. Any assessment would need to take into account any proposed developments which may have an impact on the demand / viability of the proposals.
- 3.8. Assuming the project demonstrates a positive benefit when progressing through the GRIP stages, discussions with Transport for the North will be required to identify the proposals into their future programme.
- 3.9. There will be a need to be aware of any opportunities / funding streams that may become available which the authority could bid into, to potentially fund the project, assuming the business case is favourable.

Assistant Director for Major Projects & Infrastructure

Contact Officer: Garry Taylor Telephone No. : 61(5115)

Officer Interests: None

Background Documents: - Assessment of New Stations in Hull – Priory Park and Bricknell