



St Bees Station Travel Hub

Briefing document

Rev 7 19.10.2021

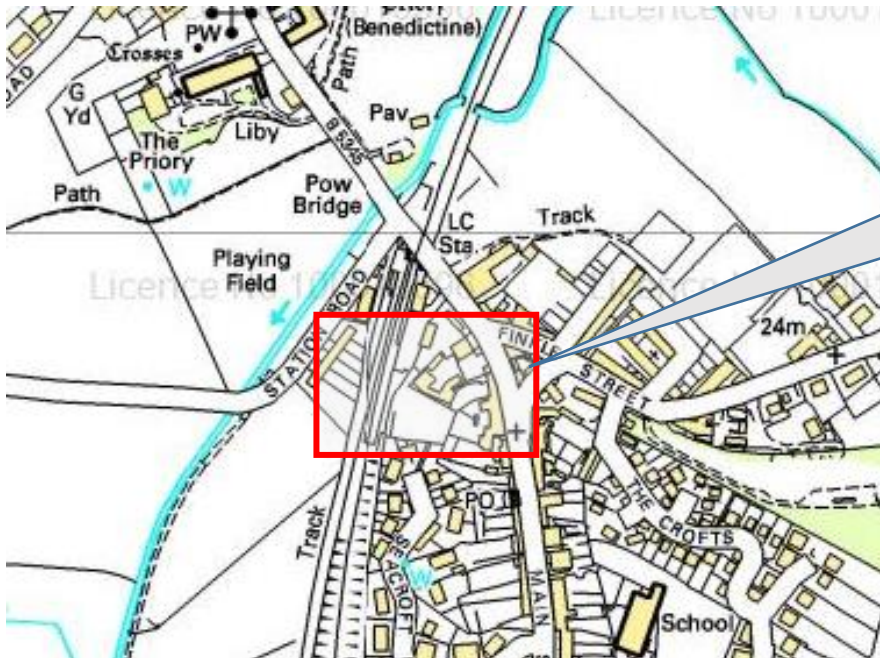
The project outlined



Creation of a transport hub at St Bees Railway station, by:

- Adding about 40 parking spaces to the existing car park using land that Copeland Borough Council owns that they are willing to allow the Parish Council to use for public benefit
- Creating a footpath into the centre of the village to make the station more accessible on foot from the south Main Street and Seacroft Drive
- Using part of the existing car park for disabled parking, creation of better cycle parking and e-bike charging, and space for vehicle charging points.
- Opening direct access to the station platform to make ticketing more accessible for car park users

General Location



Location of car
park
and proposed
extension
(see next page)

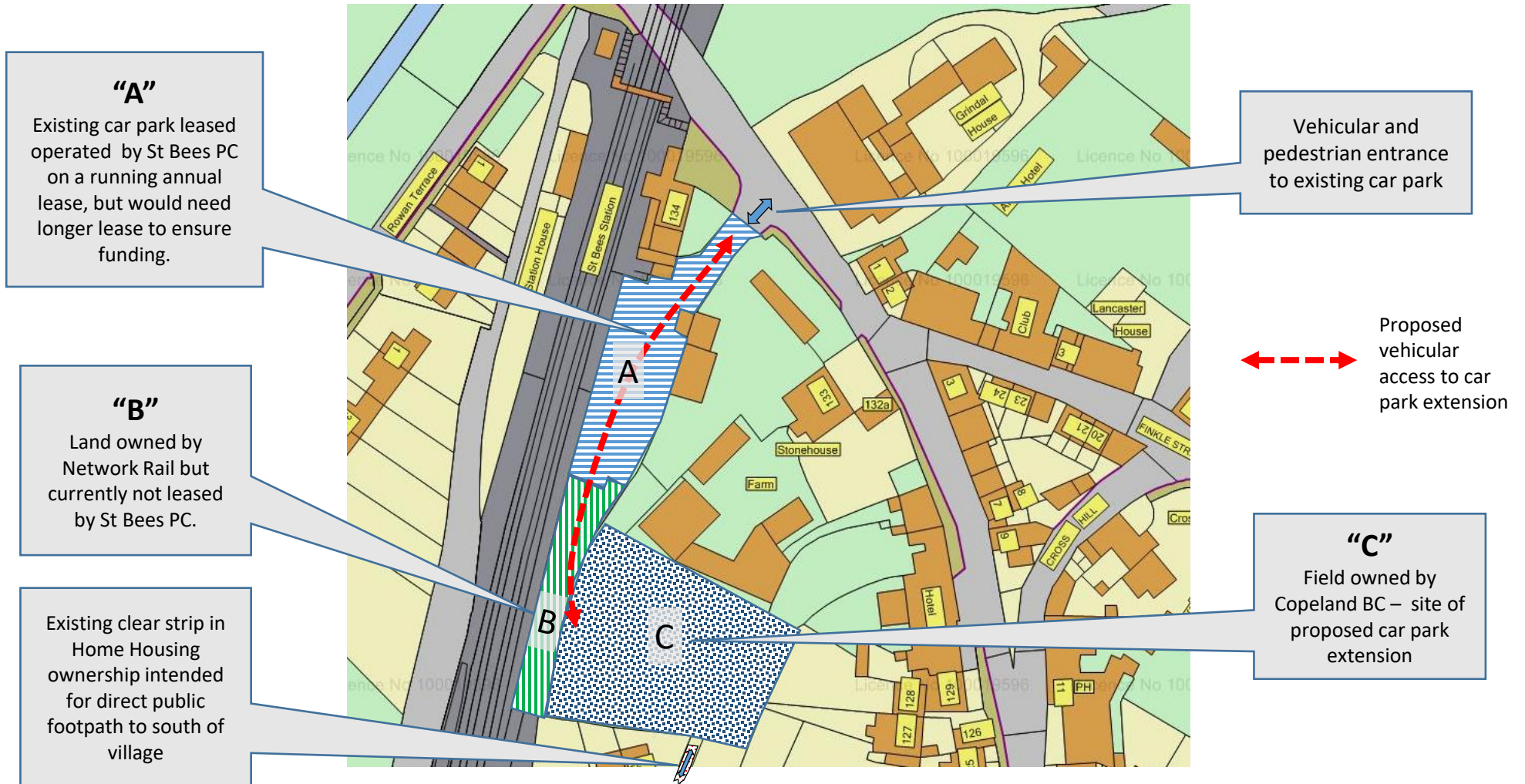


Existing car park



Extension access viewed from
point "X" in existing car park

Detailed Layout



Proposal is that both A and B would be leased by St Bees PC, and C would be transferred to St Bees PC from CBC

Travel evolution



- Since 1849, when the Railway came, the village has been continually changed by evolving road and rail transport, and is set to change further
- The railway removed isolation, broadened villagers horizons, allowed the export of produce such as sandstone from the quarries, and increased the variety and decreased the price of consumer goods.
- In the 1960's the dominance of the motor vehicle meant the station goods yard closed, and became a car park. But we are fortunate to keep our station, which currently has the highest frequency of passenger trains in its 170 year history – 30 per day.
- We have some challenges:
 - Electric cars are coming – but where will they be charged?
 - The use of the station pre-COVID was increasing dramatically
 - Cycling has been a much more widespread commuter and leisure activity, we should make provision at St Bees
 - We need to make St Bees Station more user-friendly for access and ensure adequate parking for those making a composite journey.



Present day station use



- The future of the station looks bright:
 - St Bees railway station (station code *SBS*) had a 2019-20 passenger usage of 77,134 (*office of road and rail statistics*, an increase of 26% over previous year.)
 - The line has been upgraded with civil works to ensure it can handle modern train loadings.
 - The station has ticketing - after a 50 year gap, CCTV and electronic timetables.
 - For the Egremont area, St Bees is the nearest station with a full mandatory stop passenger timetable.
 - Current passenger figures may be helped by the free unlimited parking, as parking at Whitehaven and Corkickle stations is strictly time-limited.



Parking and electric charging



Parking

- Car parking is a major problem in St Bees, which is a residential village with narrow streets and extensive parking restrictions. The station car park provides a valuable facility as is free to use, fully subsidised by the parish council.
- As a result, the current station car park is heavily used both by travelling public and residents, but is at capacity. It performs a valuable function for both rail and village, and we have the opportunity to enhance this.
- There is not felt to be a conflict between rail users and residents, as the highest residential demand is overnight, when there is no rail demand for parking.

Electric Vehicle charging – the future

- The village will have to consider public electric charging points, and the station is the only publicly owned land in the centre of the village which could be used.
- Vehicle charging would be useful for rail travellers on composite journeys (drive and ride).



*Photo credit evgonetwork/ Mariordo
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Sellafield commuting



- Sellafield comprises more than 200 nuclear facilities and more than 1,000 buildings.^[2] It is Europe's largest nuclear site and has the most diverse range of nuclear facilities in the world situated on a single site.^[3] There are approximately 10,000 people on the site.
- It is planned Sellafield site will create new buildings for about the next 70 years, and will not be fully remediated to become uncontrolled land until 2120, so there is a long term strategic requirement for personnel to travel to Sellafield
- In addition there is a target of 2025 for not allowing private vehicles onto Sellafield site, apart from some exceptions such as for disabled workers. There is therefore a healthy Sellafield commuting demand.
- More space in the St Bees car park would encourage rail use and would aid any NDA/Sellafield initiative to reduce car numbers to Sellafield site.



Photo credit: Simon Ledingham, CC BY-SA 2.0, 2005

The opportunity



- The creation of the station hub is a unique opportunity to use one of the few pockets of land in public ownership in the centre of the village the benefit of the community.
- Without this extra land, the station car park will be constricted, there will be no place to put a charging hub, and lack of parking will continue to inhibit use of the village core.
- The development of the hub would be important in keeping the centre of the village healthy and sustainable by reducing parking congestion and supporting rail use.

