

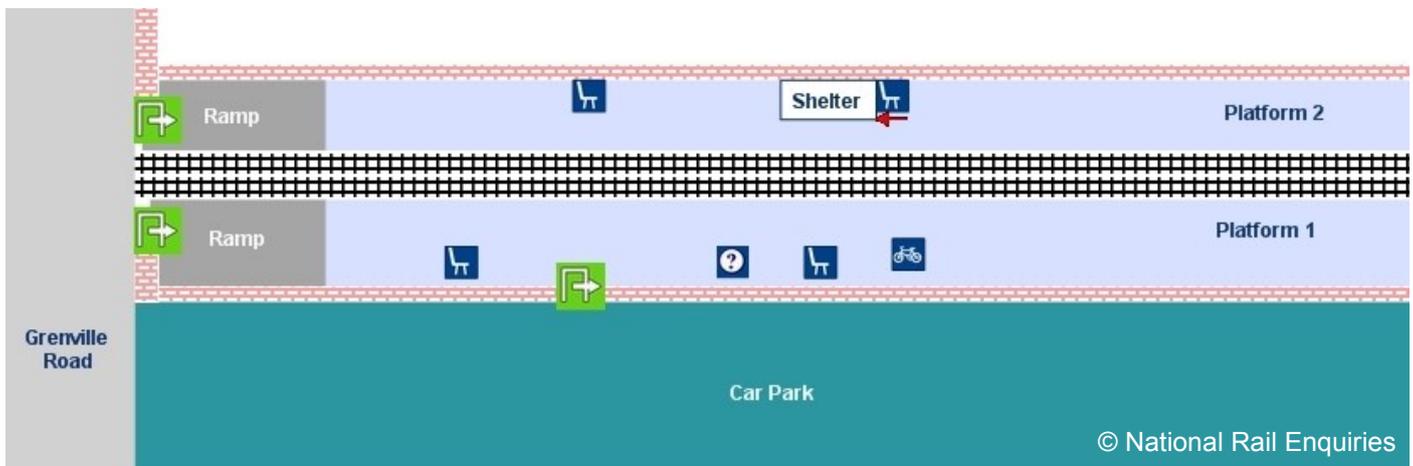
## Lostwithiel Station

Station users: **70,348**      Passenger growth since 1997/98:      **91.24%**

Lostwithiel station is on the Cornish Main Line between Bodmin Parkway and Par; at engineers line reference MLN3 277 miles, 34 chains from London Paddington. The station has two platforms for passenger services, with an adjacent disused freight sidings. Lostwithiel is served by approximately 50 services each day, a mixture of long distance and local services from GWR and CrossCountry Trains. On top of this, there are up to an additional 50 services a day that do not stop at the station, split between passenger and freight trains.

## Previous Station Footbridge

The station had a footbridge until the 1980s, when British Rail removed it as it had reached the end of its design life. Since then, access to the station has been via ramps onto the platforms; with the changing of platforms done by using the Grenville Road level crossing.



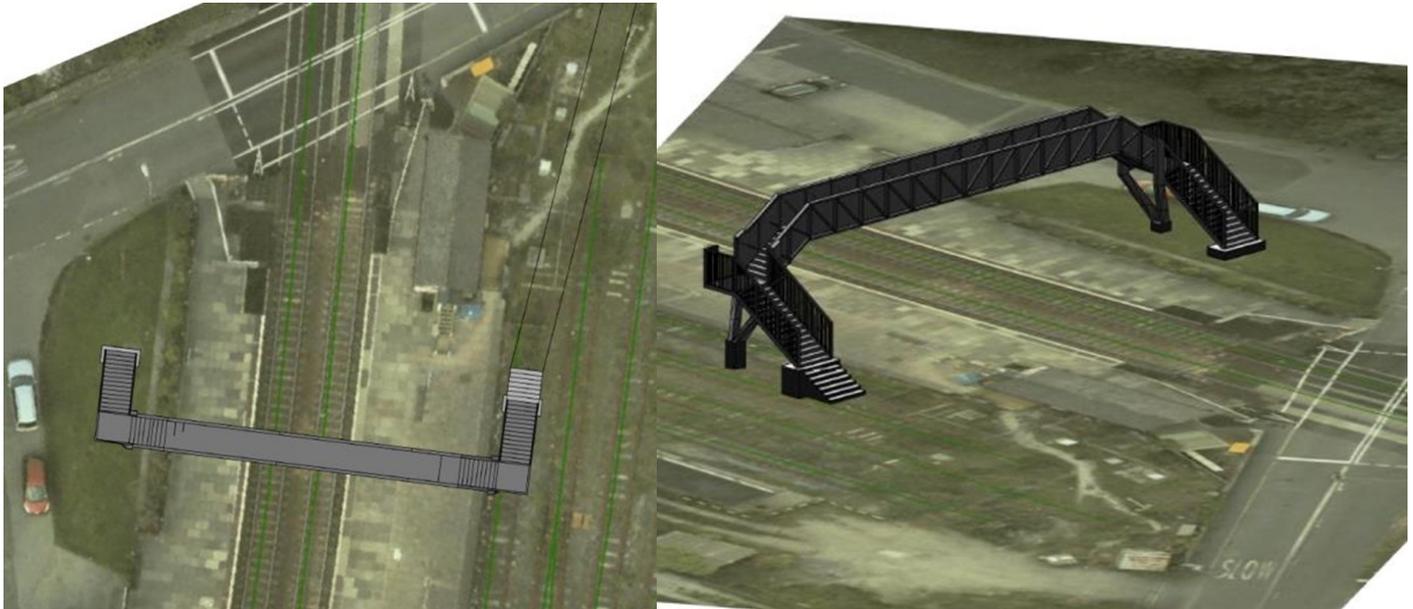
## Cornwall Resignalling Project

In 2018, the signalling on the Cornish Main Line was upgraded to enable a doubling in the number of passenger services between Plymouth and Penzance (funded by Cornwall Council, Cornwall and Isles of Scilly Local Enterprise Partnership, European Regional Development Fund and Network Rail).

This increase in services meant that the level crossing barriers are now down for a significant amount of time every hour. As a consequence, the prospect of a new footbridge was looked into.

**Totnes Access for All**

As part of the Government’s Access for All scheme, a new footbridge with lifts is being built at Totnes station; this left a redundant footbridge which could be reused. Resulting from interest from Cornwall Council, this footbridge has been safeguarded from being relocated elsewhere or disposed of while Network Rail works with Cornwall Council to see if there is a viable scheme for using it at Lostwithiel.



**Lostwithiel Footbridge**

Network Rail’s early evaluation work has suggested that footbridge would go from land either side of the station, rather than directly onto the platform. This is partly due to signalling cables and other utilities being buried within the platform which could reduce the feasibility of being able to complete the project. On the eastern side, the footbridge would start from land that is currently part of railway sidings which have been used by freight in the past. To use this land requires the current leaseholders, DB Cargo, relinquishing part of their site. Discussions continue with them. The early evaluation work has so far cost approximately £30,000.

Work is ongoing at the moment to finalise the programme timeline and the milestones for delivery of the scheme. Contracts for the delivery of this scheme are being finalised by Network Rail and Cornwall Council.