



Westbury Platform 0

Recommissioning & Consequential Works ES2 Report

January 2026

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Introduction

2022 Network Rail pre-PACE study for Devizes Gateway new station and service introduction

- Recommission and extension of Westbury platform 0 is a critical requirement
- Current condition and layout of the station & platform explained
- Changes needed



Platform, Surface & Structure

Access & Inclusion

Platform 0

- Non-operational since 1984
- Uneven surfacing, cracked paving slabs
- Widespread uneven “crossfall” sloping towards track, risk to wheeled vehicles and users
- Crossfall non-compliant with RIS-7016-INS standards (ideally 1:50, nominally 1:40 to 1:80 away)
- Coper edge needs be ideally 915mm above rail edge (without crossfall being too steep)
- Platform edge, crossfall, vertical alignment, building & stairwell thresholds and S&C at the platform ends need to be compatible
- 118-metre platform 0/1 canopy covers 50% of platform and is longer than platform 2/3 canopy



Recommendations

- Resurface entirely & level to reduce trip hazards
- Crossfall ideally 1:50 (from 1:40 to 1:80)
- Install tactile paving
- Ensure platform furniture does not create pinch points



Passenger and Staff Facilities

Lifts & Stairs

The existing 16-person lift and stairs are sufficient

Review for flow and crowding to reduce “overwhelm”

Ticketing Facilities

Two ticket machines

Staffed ticket office

No addition required

Refreshment & Waiting Facilities

Kiosk selling hot & cold drinks & light refreshments within platform 2/3 waiting room. High demand at time of visit.

Vending machine on platform 1 at top of stairs, below train departure screen

No catering change recommended, but platform 0/1 buildings could be converted, subject to additional budget.

Waiting room on platform 1 with 12 seats & heating, demand likely to increase with platform 0.

Benches & external shelter on 2/3, emulate on 0/1 to encourage even passenger distribution in trains

Cycle Racks

32 cycle spaces on disused platform 0, relocate to avoid obstruction.

Replicating platform 2/3 layout may aid wayfinding, but 2/3 has 24 spaces.

Stakeholder study recommended.

Luggage Trolleys

Located near lift & stairs on each island platform.

Passenger increase may create pinch-point.

Consider relocation on each island platform.



Customer Information, Wayfinding & Security

Information & Wayfinding

Customer information screens renewed 2025

Two Next Train Indicators (NTIs) and public address (PA) coverage on Platform 0 required

Departure screen at top of stairs (near vending machine) on platform 1 should be adequate for 0

Induction loop & public address coverage to be extended

Updating wayfinding signage to include Platform 0 throughout the station is essential

Review subway lighting & surface reflections for potential dazzle/lack of contrast & overwhelm

Security

CCTV deployed 2011 with limited coverage.

Platform 0/1 cycle bays not covered by CCTV.

Recommend full review of station CCTV for potential enhancement beyond platform 0

Planting

Relocate planter box beneath “Welcome to Westbury” sign on platform 0/1 to improve passenger flow.



Fire Strategy

GWR Current Station Procedure

Assembly point by Network Rail compound on Station Approach

Basic emergency medical equipment points listed

Evacuation & alternative routes listed

- Stepped access via stairs & subway
- Step-free access suggested via barrow crossing at low-mileage end of platform, or waiting at ends of platforms beyond canopy.

Future Emergency Evacuation Strategy

To consider

- Additional length & increased number of people using platforms 0/1
- Impact of barrow crossing closure, intended as part of this project
- Evaluation of the lifts as part of evacuation strategy
- Refuge areas at platform ends if subway is blocked

Early involvement of a Fire Safety Engineer is crucial for integrated fire strategy.



Platform Alterations

Platform 0 Through Platform

Low-mileage works

- Coper removal (yellow & green)
- Platform widening for approx. 60m
- Replace platform-end ramp with platform surface & steps (retaining ramp for platform 1).
- Extend platform surface (hatched area)
- Install tactiles and resurface with bitumen or paving

Mid-platform works

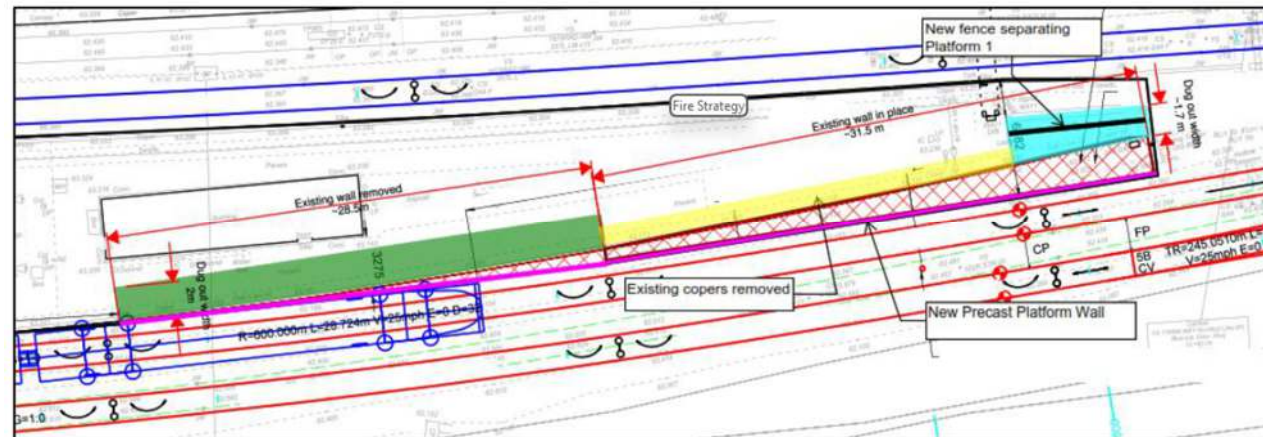
- Local coper adjustment

High-mileage works

- Replace platform-end ramp with level surface.
- Install access steps

Future investigations

- Compliant cross-fall of 1:50 requires coper raising of ~138mm
- Stepping distance relative to track geometry for platform height of 915mm above rail
- Platform adjustment ties into existing platform 1, buildings & staircase thresholds.
- Detailed platform level data to aid surface drainage design for platform gradient direction change
- Locate buried services (mains & foul water, gas, electricity, telecoms, etc)
- Extent of building D cellar on platform 0 and other platforms



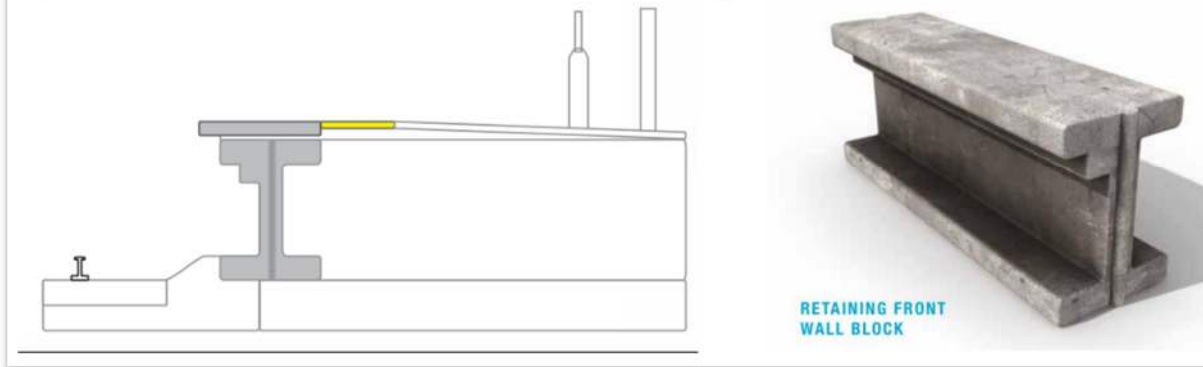
Platform Alterations

Platform 0

Option 1 - Reinforced precast concrete retaining wall

- Quick & economical construction on-site
- Accommodates variable platform width and curved platforms
- Clean elevation free of litter traps
- Minimal maintenance
- Recommended option

Option 1 - Reinforced Precast Concrete Retaining Front Walls



Option 2 – Expanded polystyrene block

- Approved Network Rail Standard design, used frequently

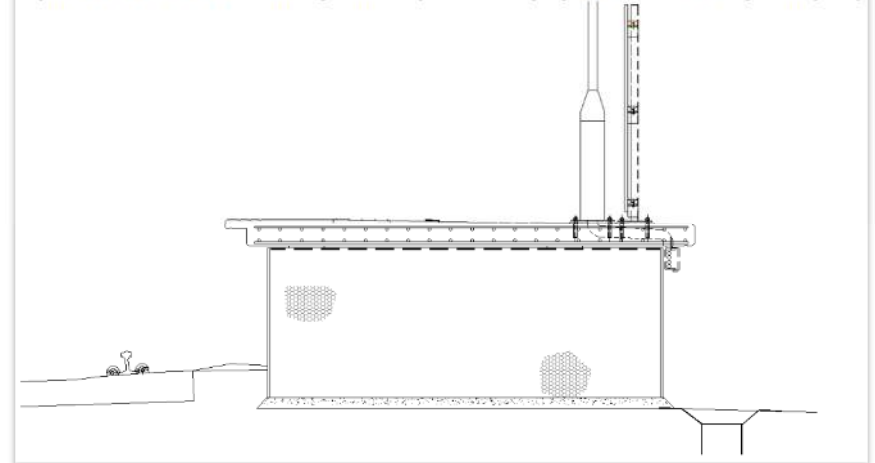
However:

- For Westbury, need to provide an interface between the rear of the excavated platform/fill and the EPS which would be formed of a concrete wedge to alleviate lateral pressures.

Option 3 – Steel modular platform

- Unsuitable for platform 0 due to larger construction area, higher cost, difficult maintenance access underneath.

Option 2 – Modular Platform System: Expanded Polystyrene Block Infill System (EPS)



Subway

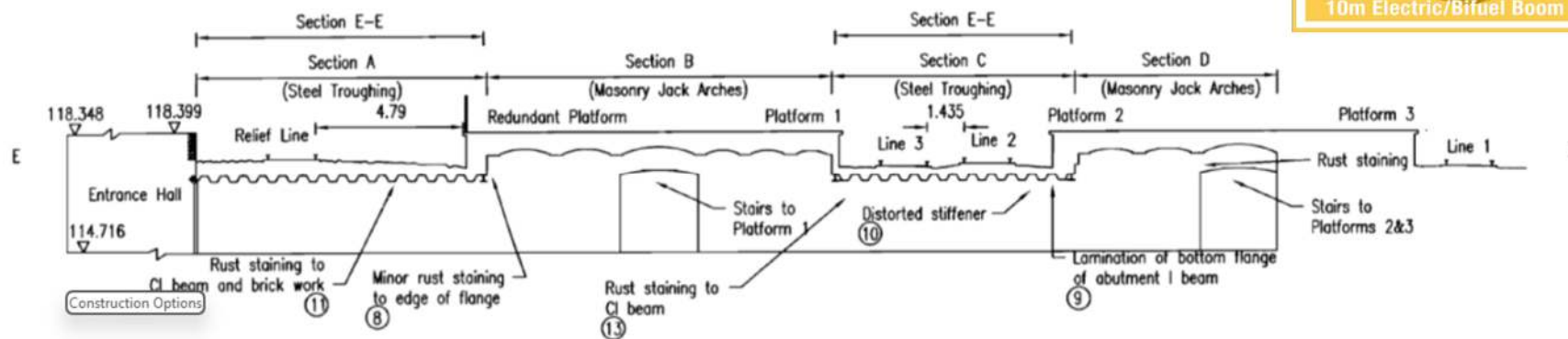
Assessments

Present Day

- Only public access between entrance hall & platforms
- Track formations carried by trough decks
- Platforms supported by concrete jack arches & cast-iron girders
- Previous condition assessments = fair to good
- Corrosion at beam/abutment interface
- Cast iron beams adequate for pedestrian & maintenance vehicle live loading for all platforms
- Jack arches for platform 2/3 adequate for pedestrian & maintenance vehicle live loading combined (full-depth concrete to up to paving slabs).
- Jack arch for platform 1 inadequate for pedestrian live loading or maintenance vehicle live loading (Halouette Star 10) (lesser-depth concrete with loose-fill above to paving slabs)
- Track-bearing trough in satisfactory condition (Sept 2002 assessment), safer than RA10 at 40mph (one track or two?)
- Ballast depth 60mm above trough deck, but may vary following Down Reception line works in 2025.

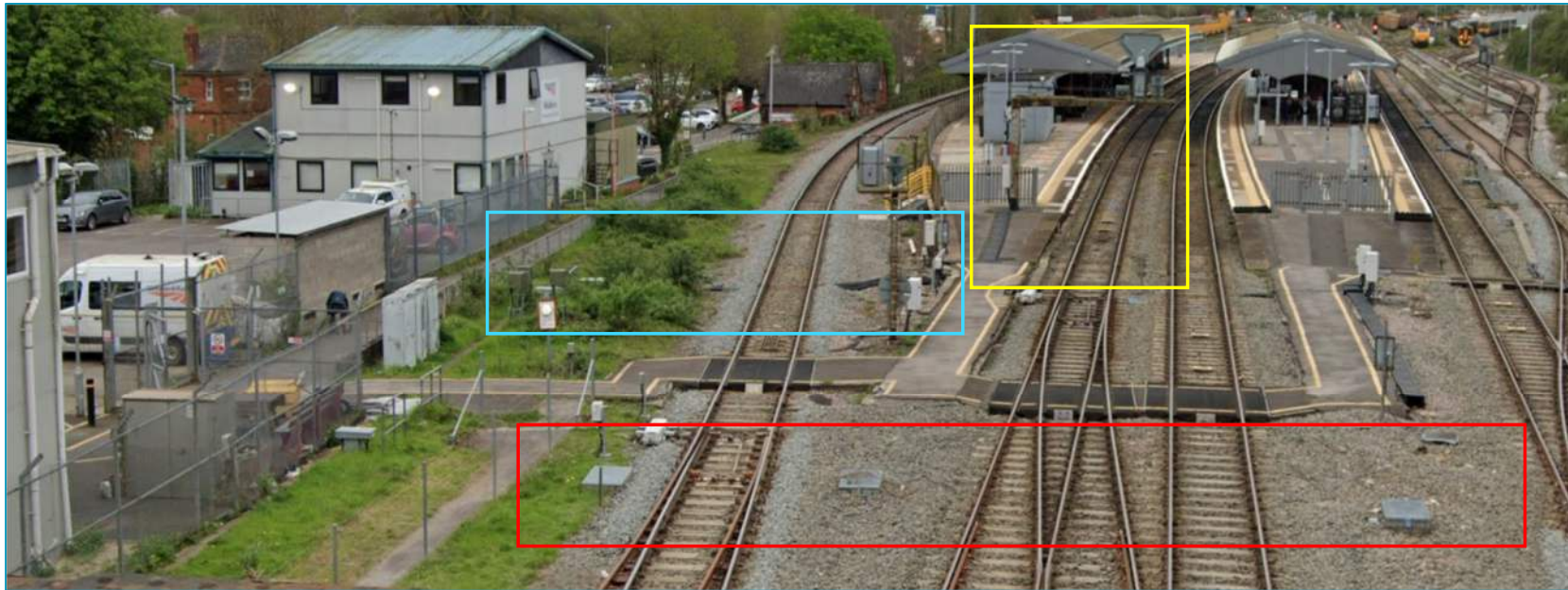
Future

- Undertake level 1 assessment for structure (includes cladding removal) & possible further assessments (discussed with W&W assessment team)
- Ascertain fill depths (including ballast),
- Platform 0 trial hole to establish fill material and possible next steps



Lineside Infrastructure & Compounds

- No intention to affect W411 signal (platform 1 low-mileage end)
- Relocate cable(s) running along platform 0 trackbed
- Relocate or modify electrical assets at low-mileage
- Track drainage survey required to establish implications
- Construction area segregation to allow daytime construction during operational service
- Potential compounds at Westbury North Jn (A) & Hawkeridge Jn (B) and potential stage 2 compounds (1, 2, 3)



Recommendations

Architecture	Recommended Action Minimum Viable Product (MVP)	MVP+
Platform improvement	Widen, resurface, new crossfall, ramp alteration	
Lift & stairs	No change	
Ticket facilities	No change	
Refreshment facilities	No change	Repurpose 0/1 buildings to emulate platform 2/3
Waiting facilities	Supplementary shelter to emulate platform 2/3	
Canopies	No change	
Cycle parking	Relocate platform 0 facility	Stakeholder study & upgrade facilities on both island platforms
Luggage trolleys		Consider relocation for both island platforms
Seating	Additional stainless-steel seats to emulate platform 1	
Bins	Provide as required	
Customer information	2 next train indicators on platform 0 Compliant public address coverage Wayfinding to include platform 0	Induction loops throughout station

Recommendations

Architecture	Recommended Action Minimum Viable Product (MVP)	MVP+
Security	Full review of CCTV for potential enhancement	
Fire strategy	Early involvement of fire safety engineer Review station strategy, evacuation & refuges	
Planting	Relocation of planter & sign to aid flow	
Civils	Recommended Action Minimum Viable Product (MVP)	MVP+
Platform intervention	Widen, resurface, new crossfall,	
Subway	L1 assessments for track and platform 0/1	
Ancillaries, drainage, buried services	PAS 128 buried services survey Water management strategy	
E&P & Signals at low-mileage end	Protect or relocate as required	
Lineside drainage	Surveys & work identification Reception line cross-drain catchpit	

Next Steps

Surveys

- Topographical surveys to be updated/completed for the current layout, including adequate levels on platform 0
- Optimise alignment to tie into the Down Main, whilst trying to achieve a compliant backfall to platform 0
- Inspections for Assessment (IfA) L1 Assessment to be completed for:
 - Subway supporting the tracks
 - Necessary strengthening of the jack arches
- PAS128 accurate utility survey, including platform drainage
- Lux survey for lighting update, to include platforms 0 and 1
- Construction work compounds, including access points
- Landfill and mining Stage 1 referral (the station falls partly within both referral layers)
- Diversity & Impact Assessment
- Signalling, electrification & plant surveys

Design

- Complete a vertical alignment design



Western
Route



Questions?

