

# PETER STAVELEY

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An established, senior Consultant with 37 years of comprehensive experience and expertise in Railway and Public Transport Operations, Business Transformation, Demand Forecasting and Programme Management. A strong leader, able to inspire and motivate in both immediate and multi-disciplinary team environments, with a proven track-record of delivering results. Straightforward and unambiguous, with personal integrity and gravitas. Resilient and able to work under pressure without compromising performance. Excellent analytical and problem solving skills. Collaborative and inclusive. Pragmatic and flexible, and highly intuitive with a well-developed understanding of behavioural motivators.

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## FREELANCE TRANSPORT CONSULTANT

1995-DATE

### *East Midlands Trains (August to October 2018)*

I was a member of the Short Term Planning timetabling team. During my assignment I undertook two roles:

- Assisted the team in providing bespoke depot simplifiers in connection with the 2018 Derby Station Remodelling. This role required interpreting the vehicle diagrams in order to produce simplifiers which would assist the depot staff, particularly at locations where EMT do not normally stable trains.
- Provided analysis and proposals in order to improve the service-offer for the remaining part of the franchise. These analyses included: changing the rolling stock diagrams to reduce overcrowding; providing additional services serving Corby Station; and retiming trains in order to reduce the journey time for 'The Master Cutler' whose journey time had been increased in order to accommodate the Thameslink Programme.

For both roles I made extensive use of VoyagerPlan, particularly for diagramming rolling stock.

### *GoVIA (October 2017 to March 2018)*

I was a member of the team that created the various timetables required to submit the bid by GoVIA for the South Eastern rail franchise. All the timetables were created using Attune using base data supplied by Network Rail. We then created new trains in order to meet the extensive requirements for the Train Services Requirements for future years as set out in the ITT documents as well as the usual Train Planning Rules.

The South Eastern network is a very complicated network consisting mainly of 'flat' junctions upon which the DfT requires the successful operator to run a high number of trains to high performance targets.

Later in the bid I produced many of the timetables in Excel using my knowledge of VBA to put them into the correct sort order when we found that Attune could not directly provide the timetables required for the bid.

### *GoVIA Thameslink Railway - GTR (October 2016 to April 2017)*

In line with the Railway Industry Operator requirements I devised and wrote the Severe Weather timetable for the Great Northern and Thameslink parts of the GTR operation.

The work included timing the trains then writing the rolling stock diagrams and the driver diagrams using VoyagerPlan

### *WSP (March 2013 to November 2017)*

Working with the High Speed Line 2 team to analyse various operational issues that have arisen from the HS2 project.

The assignments have been to time trains on the existing network. The timings were done using Excel, mainly because they needed to be at a high level and because existing timing tools were not available to the project.

I produced a sample timetable on the West Coast Main Line for north of Crewe in order to determine the number of freight paths that will be available following the introduction of HS2 (Phase 1) trains. Once I found suitable paths for the passenger trains I undertook various scenarios for freight trains. The main variables were: power-to-weight ratio, maximum speed, maximum train length and number of paths per day.

I assisted a project to determine a suitable location for a new depot for the High Output Train (which is a machine used to undertake track maintenance). Their existing depot is on land required for HS2 construction which is why the depot needed to be relocated. My role was to confirm that suitable paths existed (on the current network) to get the train between the relocated depot and the potential work sites at the times the possessions are going to be provided. The train has to return to depot each day as a substantial amount of maintenance of the train is undertaken during the day which itself is a constraint.

I am providing the timings for material and spoil trains on the existing network for each phase of the construction of HS2 using the timing program ATTune.

### ***Department for Transport (January to June 2012)***

Worked with the Crossrail team to help integrate the infrastructure and train service projects that were taking place on the Great West Main Line. The projects were: Great Western refranchising, electrification, the introduction of the Intercity Express Programme trains and their depot, Crossrail taking over the Heathrow Connect service, the full Crossrail service and its depot, the possible future for the Heathrow Express service and the construction of the High Speed Line 2 at Old Oak Common. I worked with all the above project teams within the DfT and with the relevant officers at Network Rail in order to ensure that each project is delivered without affecting other projects.

### ***HCT Group (August 2011 to October 2012)***

Provided support to a minimum subsidy bid for the bus network of Jersey and subsequently a separate bid for Guernsey. Assistance provided included creating a bus graph, seeking to reduce the number of buses required by finding vehicle savings and providing a revenue model.

In 2012 I produced the driver's and vehicle duties for several timetables in Guernsey for the new services starting in October 2012 using OmniPlan/OmniTimes.

### ***London Borough of Brent (January 2005 to November 2010)***

The Lead Borough for the North Orbital Rail Partnership (NORP), which was the group of 18 boroughs on the former Silverlink Metro lines, now all London Overground. As Secretary of the Partnership I provided the necessary technical and Officer support for it.

- Co-ordinated the annual budget of £500,000 for the programme on behalf of TfL Borough Partnerships and with each of the NORP London Boroughs.
- Provided rail planning advice to the London Borough of Brent which involved working with the rail industry.
- Project Manager for a study to justify the provision of enhanced public transport between Wembley and Park Royal.
- Allayed the local authorities' fears that not enough provision had been made to increase the North London Line's future capacity by working with the Network Rail signal engineers to prove that provision had been made for longer platforms in the line's signalling layout.

### ***Mott MacDonald (January 2000 to March 2009)***

Worked as a sub-consultant on various assignments intermittently.

- Devised various timetables to meet the Service Level Commitments that bidders were required to provide the DfT with for rail franchise bids.
- Used VoyagerPlan to devise the vehicle diagrams for each of those timetables.
- Wrote various Excel VBA programs to assist the analysing and reporting of responses by members of the public to the proposal 'G2' expansion at Stansted Airport 2007
- Worked with the MOIRA team checking timetables that Arriva were proposing for their East Coast franchise bid 2007.
- Analysed all the relevant planning documents so that an outline business case could be put together to evaluate the options for the Intercity Express Programme (HST2 Project) 2006-2007.
- Worked with a team for the SRA to evaluate the bids for the Integrated Kent Franchise 2005.
- Project Manager for a study to determine the PTAL (Public Transport Accessibility) for a proposed development at Kidbrooke 2004.
- Worked as part of the Lower Lea Valley Regeneration team. Responsible for planning the rail aspects connected to the regeneration zone 2003-2004.
- Developed a draft working timetable for input into MOIRA analysis in connection with developing a business case by the SRA for resignalling of the Trent area 2002-2003.
- Took the outputs from the MOIRA revenue analysis program to examine various future timetable options by changing both the quantum and stopping patterns of various peak period trains then operated by WAGN 2001-2002.

- Analysed line capacity as part of a team acting for the sSRA in connection with various Orbirail proposals. This involved developing algebraic formulae to model real-life line capacity 2000-2001.
- Analysed and assessed the train service proposals by potential franchisees as part of a team acting as the technical advisor to the sSRA. The latter part of this assignment involved liaising with the Chiltern Railways and AEA team on detailed aspects of their Merit modelling in order for them to meet high performance targets.
- Also advised Heathrow Express on operational issues connected with the railway to Terminal 5 2000.

### ***NedRailways (April 2009)***

Worked with the NedRailways bid team for the South Central franchise 2009.

- Helped determine the level of resources required in order to fully cost them into the bid price for the South Central franchise bid by using VoyagerPlan to produce various railway timetables.

### ***Scott Wilson (December 1999 to May 2011)***

Worked as a sub-consultant on this assignment intermittently.

- Produced the bus strategy section of the Transport Assessment that was needed for permission to be granted for the Brent Cross Cricklewood development. This included negotiating the additional bus service routes and frequencies with TfL Buses and the level of Section 106 grant required from the developer 2008.

### ***Wembley National Stadium Limited (May 2007 to July 2009)***

- Produced a Travelplan for each match in order to encourage the teams' supporters to travel to the Stadium by public transport.

### ***London Buses***

- Analysed data to determine the priorities for the introduction of bus priority schemes in Greater London January 2002 to June 2003.
- Updated and revised the roll-out strategy for the Countdown project. This process was then extended to include the project evaluation and business case strategies for the project programme September to December 2001.

### ***Railtrack***

- Analysed various operational risks to the West Coast Main Line Upgrade project December 1998 to October 2001.
- Analysed and assessed the train service proposals by the potential franchisees for the South West franchise on behalf of Railtrack July 2000 to April 2001.

### ***Inter-Modal Transportation***

- Analysed the passenger flows on buses in Chelmsford in connection with a major development, and also analysed the capacity of both rail and road public transport over the next 10 years for the whole of the County of Essex May 2001 to June 2002.

## **FREELANCE COMPUTER CONSULTANT**

**1995-1999**

Worked in the computer industry mainly writing computer programs using Access, MS SQL Server and Visual Basic, in the Banking and Insurance sector.

TECNECON	1992-1994
W S ATKINS	1990-1992
KENNEDY HENDERSON	1989-1990
BRITISH RAIL	1982-1989

## **EDUCATION**

Studied to become a Member of the Institute of Railway Operators	2004-2007
MSc in Transport Planning and Management, Polytechnic of Central London	1989
Chartered Institute of Transport Qualifying Examinations, Polytechnic of North London	1987
OND in Technology (Engineering), Worthing College of Technology	1982
Chartered Member Institute of Logistics and Transport (CMILT)	
Member Institute of Railway Operators (MIRO)	
PCV Operator Licence Holder	