

**RE: GREATER BRISTOL METRO**  
**Re: Resignalling 2018 BRISTOL Thames Valley signal area**  
**Priced options for stations and electrification for West of England partnership on Phase II of the Rail Franchise**

As this is a special meeting, I have submitted the main paper as an Appendix and will now present a Summary. Firstly, I must congratulate Dr. Jo Farrar on the new appointment and hope that we can discuss the transport matters mentioned below.

We believe that the new rail franchise provides the opportunity to create a new Authority to cover the Bristol and Bath city region and travel to work area. It should take responsibility for all rail, 'bus, ferry and rapid transit services.

We believe that there is a need for **gap-fill electrification** and infrastructure to provide a full and efficient service. The aim would be to avoid using older, less efficient diesel multiple units when running in electrified areas. A better service can also be provided to the customer.

The following routes will be involved in **enhanced services**:

All stations (including new and enhanced) Swindon to Cardiff, Bristol to Cardiff and Bristol to Taunton via Weston Super Mare.

**Frequent local services (30 min):**

Electrification and the associated signalling will enable an improved service level across the area: we believe that a 30-minute frequency is achievable.

**Route Development:** When the Frome – Radstock branch is open, vehicles will be available to strengthen services to Bath (via Westbury) and Chippenham (via Westbury and Melksham to Swindon). New rail maintenance depot at Westbury. Four tracks Parson St to Filton Abbeywood. Protection must be assured for the route from Shepton Mallet to Wells.

**Environment and Support Services:**

All stations should be made DDA compliant, with Risk Audits and CCTV on all stations and trains. Booking offices staying open as present. Try the Merseyrail business model of kiosks selling newspapers and light refreshments. Revenue protection enforced: ferry service Pill to Shirehampton Station reinstated.

**Option of Parry People Mover:**

Evaluate Avonmouth / Severn Beach, Henbury / Cribbs Causeway, Parson Street / Ashton Gate / Wapping Wharf.

### **Bath City region**

Rail services should not be terminated at Bathampton Meadows siding but operated to Bathampton new station and continued to Westbury and Frome

### **Severn Beach line:**

Park and Ride facilities required at Severn Beach and Shirehampton Parkway

### **Equalities Impact Assessment (2010 act):**

No Equalities Impact Assessment has been carried out.

### **Priced options**

Excepting the Severn Beach line, all of these options should be present in the submission and negotiations as priced options between DfT and West of England Joint Transport Board.

George Bailey

David Redgewell

Jenny Raggett

Ann Lock

With rail union support

On Behalf of South West Transport Network and Greater Bristol Transport Alliance

Following discussion with MPs for Greater Bristol, Wiltshire, Somerset, Gloucestershire and Swindon and meeting with Justine Greening in London