

**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**

We believe that the new rail franchises provides the opportunity to create a new Authority 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. A variety of areas are affected:

- Primarily, the route between Bristol Temple Meads, Weston Super Mare and Taunton, servicing Bedminster, Parson St, Long Ashton, Nailsea and Backwell, Yatton for Clevedon, Worle Parkway, Weston Milton, Weston-super-Mare, Highbridge, Burnham, Bridgwater and Taunton.
- The bridge at Bath Road Bristol needs attention: a neutral section would save the expense of raising the bridge.
- Electrification from Weston Super Mare through Bristol to the turn-back utilising the Thornbury branch at Yate.
- Electrification of the Portishead branch permitting stops at Ashton Gate, Pill, Portbury and Portishead.
- Electrification of the Henbury loop (which would be operationally impractical as a proposed Henbury Spur) and Severn Beach line via Clifton Down. When Type 319's are cascaded from Thameslink a new depot will need to be energized at St. Phillips Marsh or East / West Barton Hill.

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

**Swindon to Cardiff Service**

Wooton Bassett, Corsham (new), Chippenham (extra platform), Bath Spa (improve interchange), Oldfield Park, Saltford (new), Keynsham, St. Annes Park (?), Bristol Temple Meads, Lawrence Hill (additional two platforms, DDA compliant), Stapleton Rd. (new interchange for Cardiff / Portsmouth), Horfield / Ashley Down, Filton Abbey Wood, Patchway, Pilning, Severn Tunnel Junction, Newport, Cardiff.

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

- Existing 40 minute service on the Severn Beach Line as a minimum to go in the base specification. If accepted into the franchise it will need the existing local council subsidy until 2015, when DfT will consider taking it into their budget,
- (30 minute) via Henbury loop, Avonmouth, Hallen Marsh, Henbury for Cribbs Causeway, Charlton Hallen, Filton N. Platform, Filton Abbey Wood, Bristol Parkway (peak hours), Ashley Down, Horfield. As explained above, the proposed Henbury Spur would be operationally impractical as well as inconvenient for passengers wishing to travel from Henbury to the Avonmouth area.
- Future electrification of Swindon to Kemble and Stroud, Stonehouse, Gloucester Central, Cheltenham Spa.
- Continue half-hourly services through Cheltenham to Bristol via Stonehouse Bristol Road (new), Cam and Dursley, Charfield / Yate, Bristol Parkway (extra platform) and local stations to Bristol Temple Meads.

**Route Development:** When the Frome – Radstock branch is open, vehicles will 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:**

- To improve the customer experience all stations should be made DDA compliant and Risk Audits undertaken, CCTV installed on all stations and trains
- All ticket offices to remain staffed at present levels and with present opening hours.
- Copy the Merseyrail business model and install kiosks selling newspapers and light refreshments.
- Revenue Protection should be better enforced and security personnel given powers of arrest. Rail support officers and Travel Safe officers controlled jointly with Bristol Transport Police and Franchisee
- Ferry link from Pill to Shirehampton Station should be reinstated.

### **Option of Parry People Mover:**

- Service between Avonmouth and Severn Beach should be evaluated.
- Service between Henbury (on the Henbury Loop) and Cribbs Causeway shopping mall should be evaluated. (or bus service)
- Option should not be ruled out between Parson St, Ashton Gate and Wapping Wharf.

### **Bath City region**

- Rail services should not be terminated at Bathampton Meadows siding but operator to Bathampton new station, Freshford, Avoncliff, Bradford on Avon, Trowbridge, West Wilts Parkway, Westbury, Warminster, Frome

### **Severn Beach line:**

- Need new car park for Park and Ride at Severn Beach as well as at Shirehampton Parkway, with a connecting bus service.
- Double track from Montpelier to Narrowways Junction needs to be specified in the submission, not assumed as a requirement for the 30 minute service.

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

- We are very concerned that there is no Equalities Impact Assessment as part of a franchise submission. We strongly urge the West of England Partnership to carry out this lawful duty and to supply consultees (South West Transport Network, FOSBR, TfGB, West Wilts Rail Users, etc) with this impact assessment.

### **Priced options**

- We request that with the exception of the existing 40 minute Severn Beach Line service (which would need to continue to be subsidized by the Bristol City Council until at least 2015 when new possible ITA arrangements come into place) and an easily implemented service to Parson St and Bedminster (as part of the Weston super Mare route), all of these options should be present in the submission and negotiations as **priced options** between DfT and the transportation authority of the 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