

WE HAVE A BRIGHT FUTURE

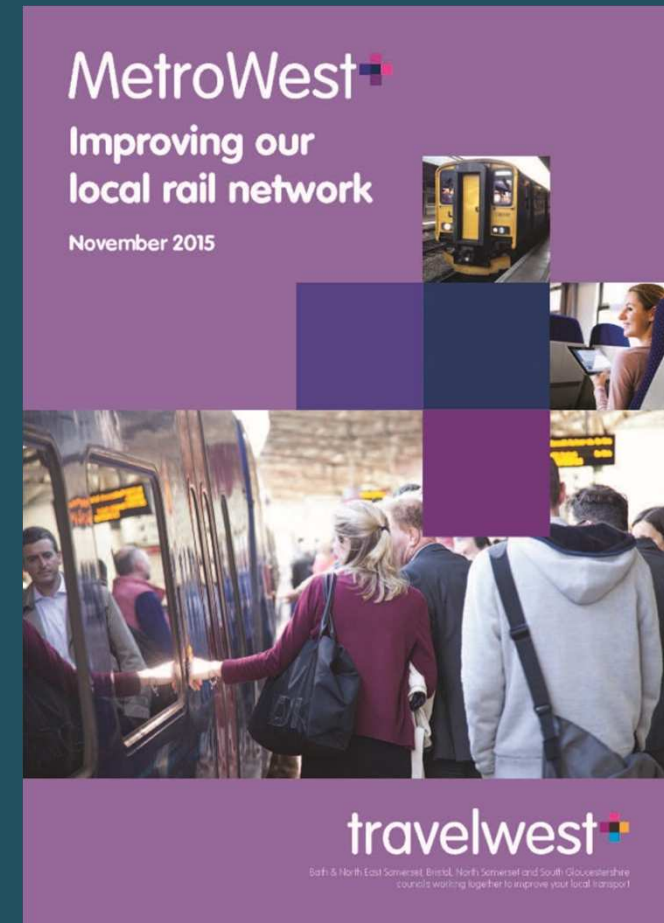
MetroWest

Scrutiny Inquiry Day 22 March 2016

James White
Transport and Rail Co-ordinator

WE ARE A PRIVATE/PUBLIC PARTNERSHIP
THAT IS GROWING THE ECONOMY OF THE
BRISTOL & BATH CITY REGION.

- SKILLS
- MANAGING FUNDS
- INWARD INVESTMENT
- PLACE & INFRASTRUCTURE
- MARKETING



Rail

- Only 2.1% modal share (1.5% in 2001)
- 93% last ten years, 248% Severn Beach Line
- Frequency, reliability, capacity and rolling stock issues
- Electrification of Great Western Main Line
- Filton Bank four tracking
- So many aspirations....



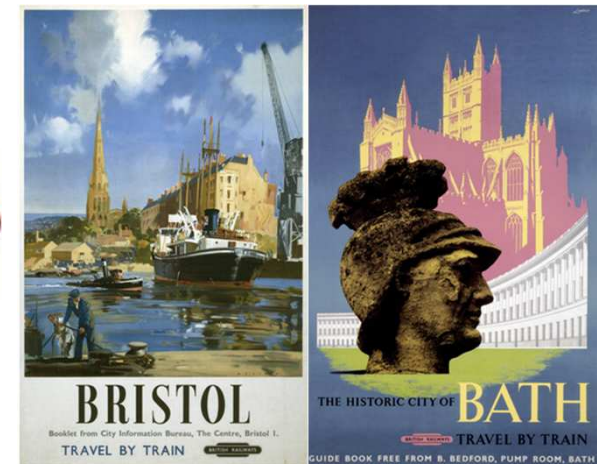
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Bath & North East Somerset Council



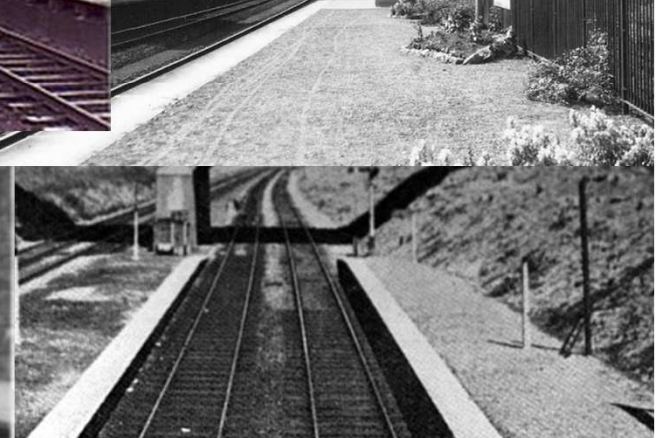
North Somerset Council

South Gloucestershire Council





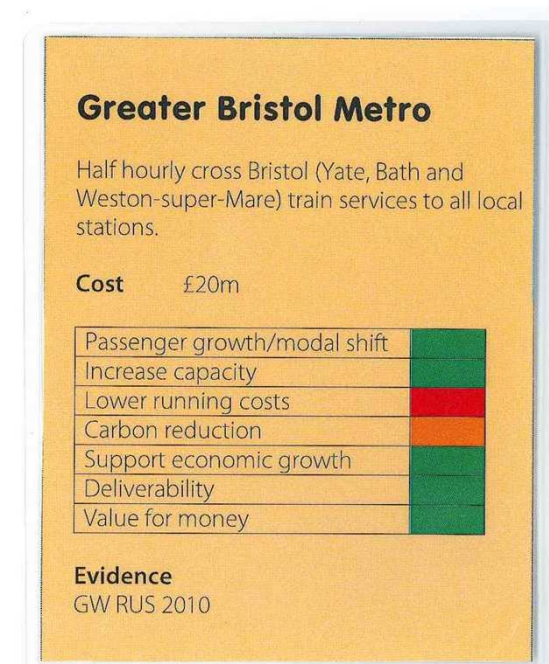
What to do?



Rail Conference 2011 – Priorities!

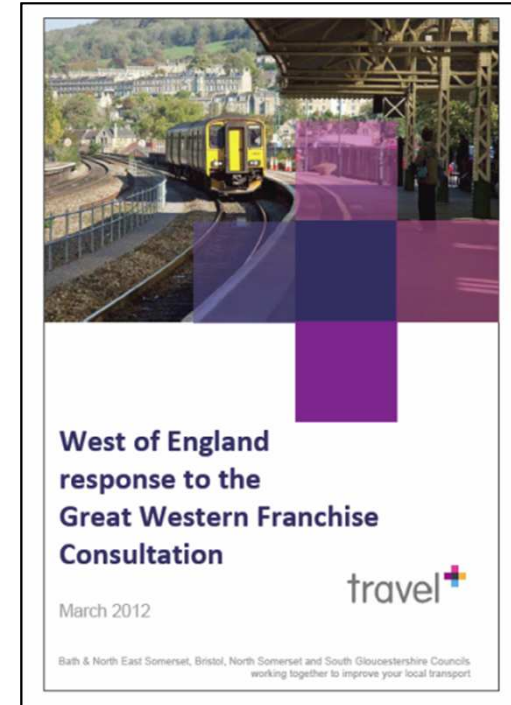
1. Greater Bristol Metro – half hourly cross Bristol services to all stations
2. Portishead line reopened
3. Additional rolling stock

Thin, even spread for 25 other schemes.



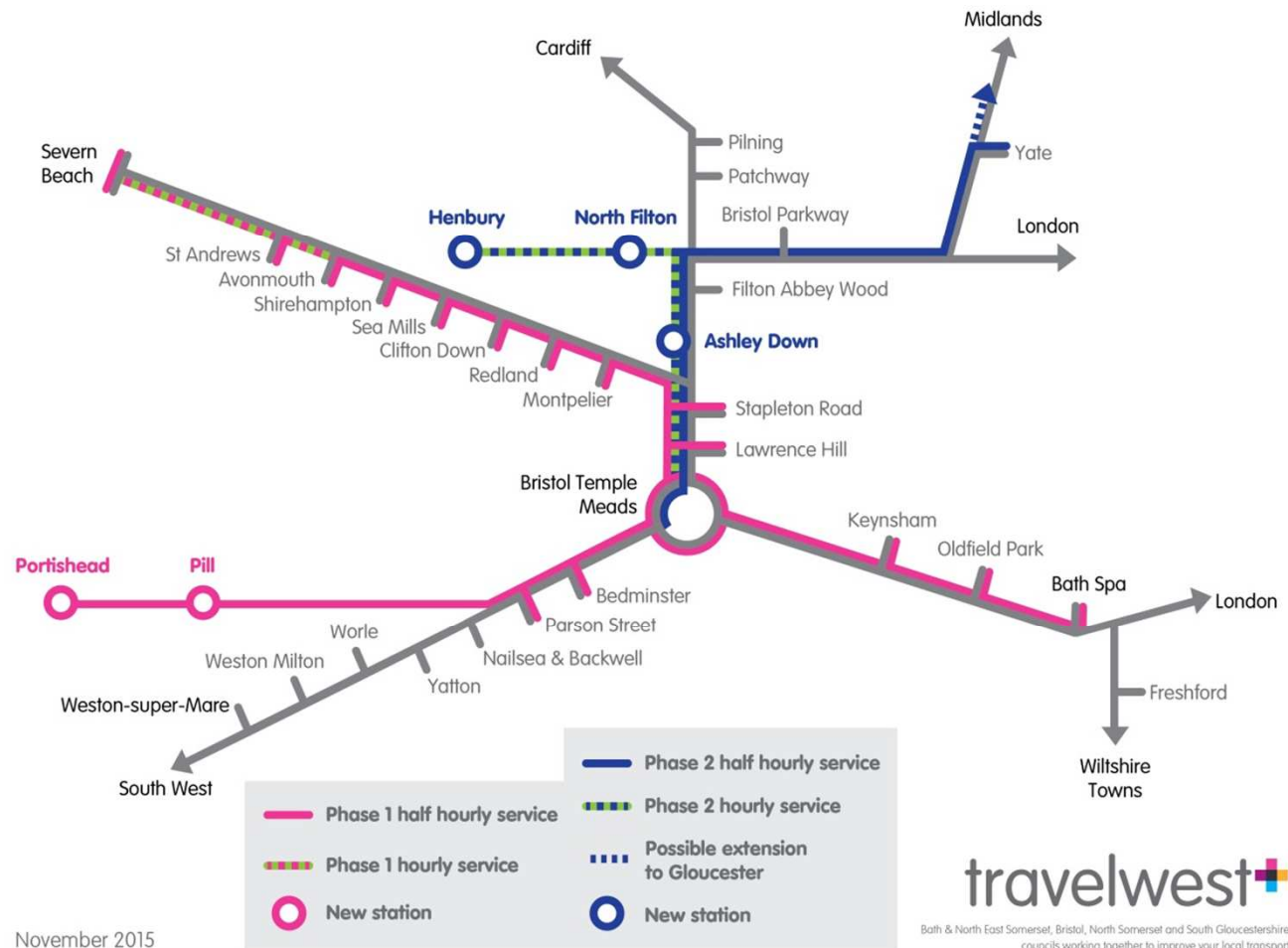
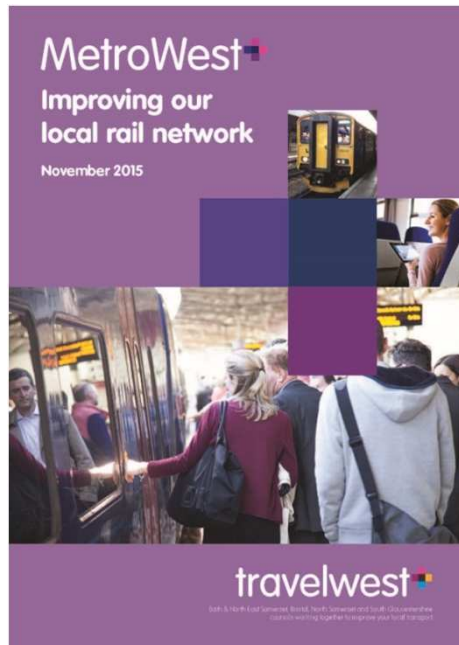
Rail studies 2012 -15

- First study – conference plus 68 other schemes led to **MetroWest**.
- Detailed MetroWest Phase 1 and 2 studies.
- North Fringe Stations, Frome to Radstock, Saltford, Ashton Gate, Bristol New Stations and Portway studies.
- Extending electrification study.
- GRIP Stage 2 and Preliminary Business Cases for MetroWest Phase 1 and 2.
- Now working on GRIP 3 – 4 and Outline Business Case for Phase 1 and 2.



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MetroWest Phase 1 and 2



November 2015

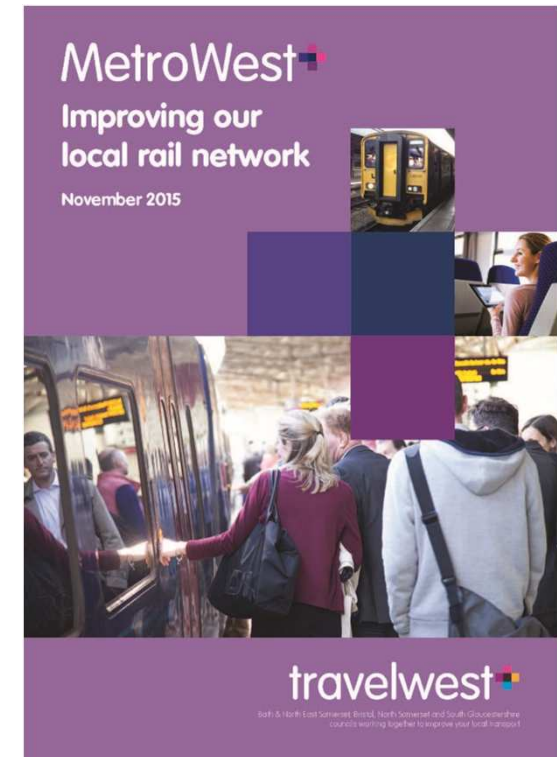
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Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

West of England

MetroWest

- £100m investment to reopen two passenger lines, five new stations and increase frequencies.
- Significant increase in local rail capacity.
- Transport priority for four councils and LEP's Strategic Economic Plan.
- Funded through the Local Growth Fund, local authority and developer contributions.



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Somerset Council



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Council

South Gloucestershire
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MetroWest Phase 1 and 2

Phase 1

- **£58m** scheme (2019 prices)
- Benefit Cost Ratio (BCR) = 2.28 to 5.99
- 1m passengers a year
- Annual subsidy £1.14m to £1.77m
- Construction starts 2018, opening late 2019

Phase 2

- **£43m** scheme (2021 prices)
- BCR = 3.21.
- 600,000 passengers a year.
- Annual subsidy £1.3m
- Opening 2021.



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Portishead now



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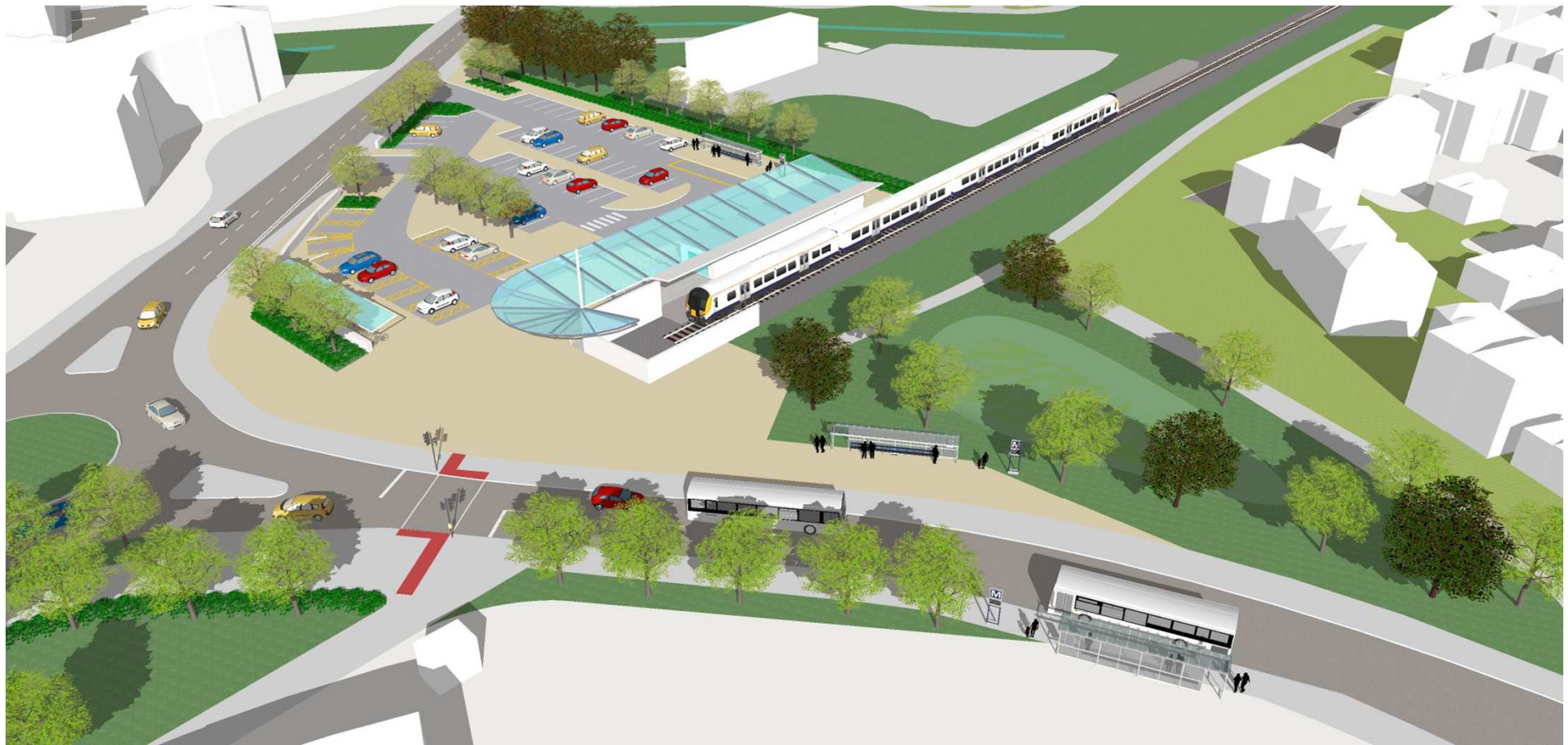
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Portishead in 2019



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Pill now



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Pill in 2019



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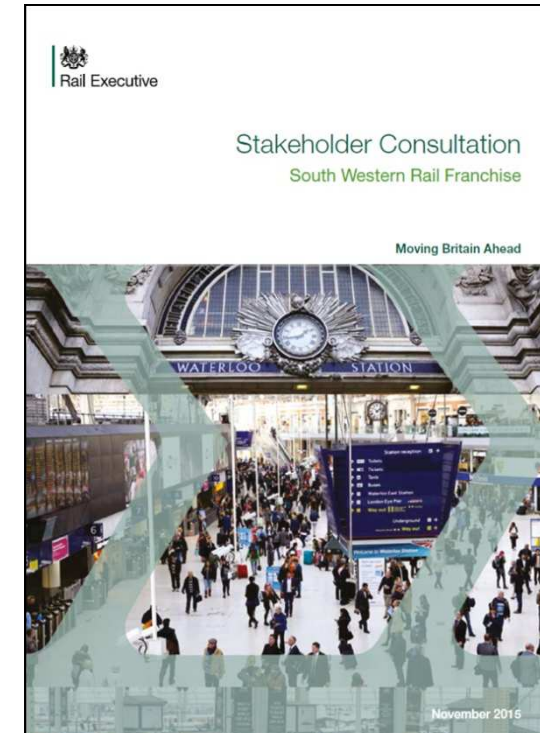
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Cross boundary and wider issues

- Bristol to Westbury £0.5m subsidy pa.
- Bristol to Taunton £0.3m subsidy pa.
- Bristol to Gloucester £0.67m subsidy pa but new study work.
- Corsham station **but** no existing service.
- Support for new Bristol to Oxford and increased Waterloo to Bristol services and links to Wales.
- Funding is key e.g. Gloucestershire County Council funding study work.

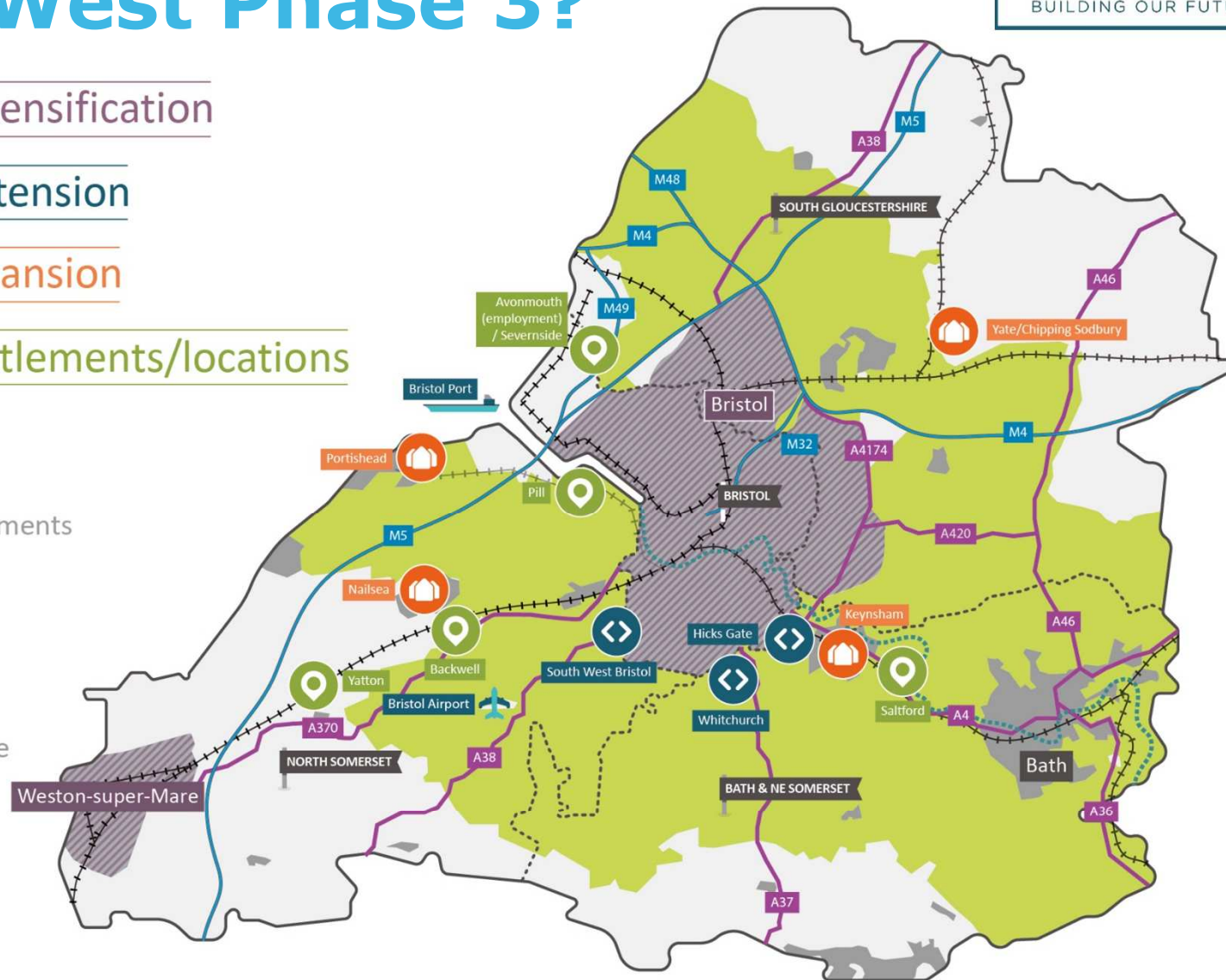


MetroWest Phase 3?

WEST OF ENGLAND



BUILDING OUR FUTURE



Note: Locations are illustrative only and must not be taken to imply any specific development site or a preference for identified options

Key points

- Building a modern local railway.
- Realistic, pragmatic, affordable.
- LA, City Deal/Local Growth Fund funding is key.
- Need lots of passengers!
- £8m+ a station (10,000 catchment).
- Need network capacity.
- Revenue support and rolling stock.
- Long trip, long way to go.
- **But** £100m, 2 new lines, 5 new stations and 1/2 hourly services.

MetroWest Phase 1

Reopening of the Portishead line

Half hourly train services for the Severn Beach line

More trains serving Keynsham, Oldfield Park, Bedminster and Parson Street

Services are expected to be operating in 2019

MetroWest Phase 2

Half hourly train services to Yate

Hourly services on a reopened Henbury line

Additional stations at Henbury, Ashley Down and North Filton

Services are expected to be operating in 2021

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