



ROUTE STRATEGY and NEW STATION POLICY “Delivering a Wiltshire Regional Network 2020”

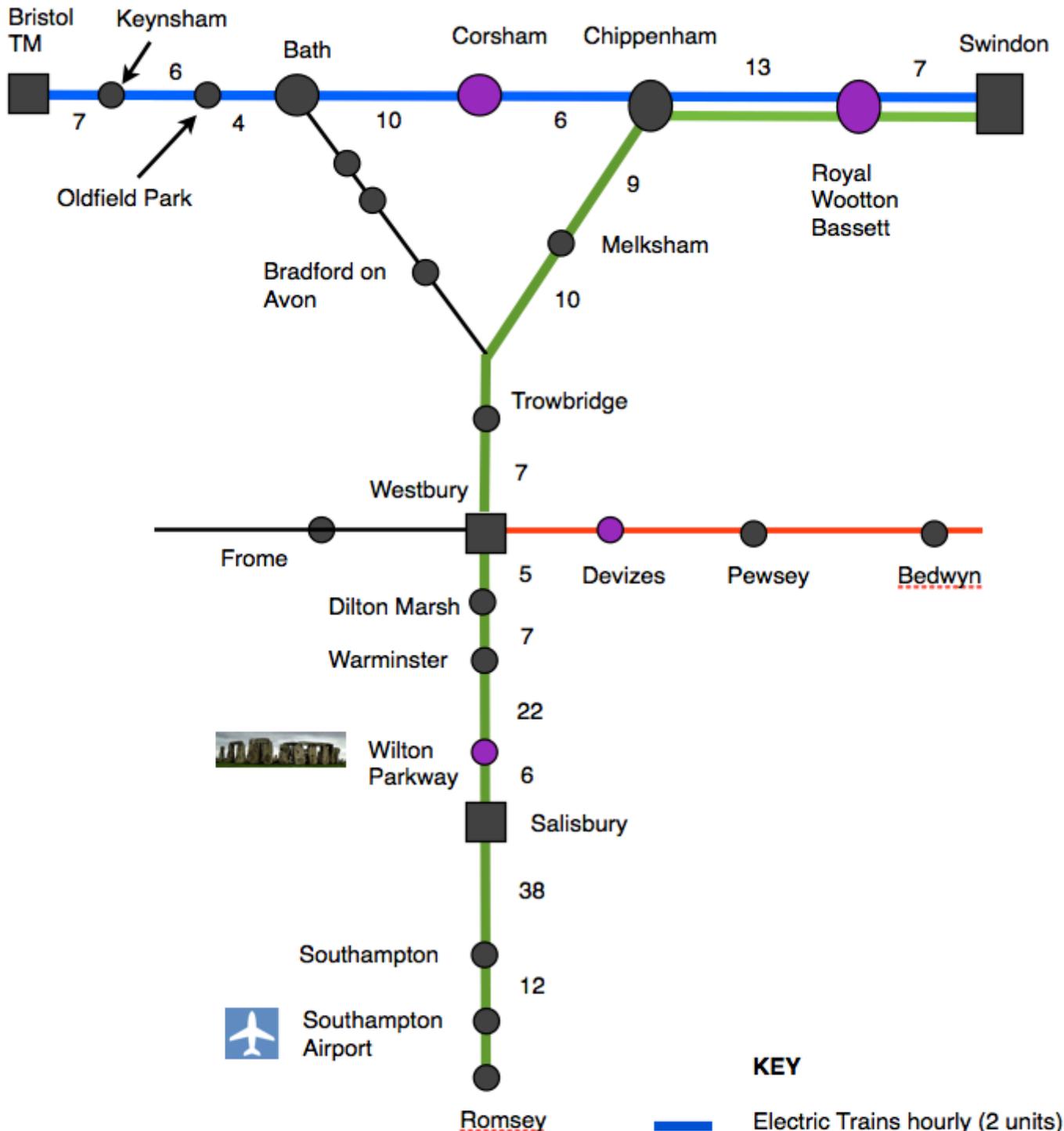
Delivering a Regional Rail Service

Executive Summary

Proposed TransWiltshire Regional Network builds on the regional service success and provides:

- **Corsham with an hourly train service** 27 minutes to Bristol, 26 minutes to Swindon
- **Royal Wootton Bassett Parkway (for Lyneham MOD) with two trains per hour service** 7 minutes to Swindon
- **Wilton Parkway (for Stonehenge) with hourly service** 6 minutes to Salisbury 56 minutes to Southampton Airport
- **Swindon to Salisbury hourly train service**
- Timetable connectivity with national main line services
- Adds a **direct rail link into Southampton regional airport** via Chippenham
- Provides all through services without any changes
- **Rolling stock**
 - **2 electric units** (from Reading fleet) post 2017 electrification of line
 - **1 diesel cascaded** from the Stroud line post 2017 electrification, unit which currently waits 70 minutes in every 2 hours at Swindon
 - **1 diesel from the existing TransWiltshire service**
 - **Existing three diesel units 'Three Rivers CRP'** used on the airport loop service Salisbury to Romsey. Currently with 40 minute layover at Salisbury, continues on to Swindon.
- **Infrastructure**
- A passing loop for IEP trains by reopening the **3rd platform at Chippenham Hub** acting as an interchange for regional services
- **New Stations**
 - **Corsham station** at Stone Wharf
 - **Royal Wootton Bassett Parkway (for Lyneham)** new site east of the old station site serves M4 J16 as a park & ride for Swindon
 - **Wilton Parkway (for Stonehenge)** at existing A36 Bus Park and Ride location.

Delivering a Regional Rail Service



TRANSWILTSHIRE
REGIONAL
NETWORK

- KEY**
- Electric Trains hourly (2 units)
 - Diesel Trains hourly (3 units)
 - Future Electrified Line
 - Proposed Stations
 - 3 Minutes between stations

Delivering a Regional Rail Service

An indicative 2 train electric service with 60 minute service frequency running Bristol to Swindon serving Corsham, and Royal Wootton Bassett. Connecting with a 3 train diesel service Swindon to Salisbury and Wilton.

Salisbury	11:20	- arrives at 11:15 from Southampton	
Wilton	11:26		
Warminster	11:48		
Dilton Marsh	11:55		
Westbury	12:00		
Trowbridge	12:07		
Melksham	12:17		
Bristol TM		12:31	
Keynsham		12:38	
Oldfield Pk		12:44	
Bath Spa		12:48	
Corsham		12:58	
Chippenham	12:27	13:04	
RWB	12:41	13:17	
Swindon	12:48	13:24	
Swindon	12:06	12:31	
RWB	12:13	12:38	
Chippenham	12:27	12:51	
Corsham		12:57	
Bath Spa		13:07	
Oldfield Pk		13:11	
Keynsham		13:17	
Bristol TM		13:24	
Melksham	12:34		
Trowbridge	12:44		
Westbury	12:52		
Dilton Marsh	12:57		
Warminster	13:04		
Wilton	13:26		
Salisbury	13:32	- continues at 13:56 to Southampton	

Delivering a Regional Rail Service

Commentary

TransWiltshire cic, by producing this report, are acting as a promoter of regional network scheme approach for Wiltshire. The report has been prepared to help discussions with stakeholders such as Network Rail, FGW, SWT, Local Authorities and other relevant organisations. This proposal is complementary to the current promotion of Corsham station but considers that a wider route view is needed to consider a regional strategy that connects with the national and adjacent authorities schemes. It is anticipated that the Royal Wootton Bassett station will enhance the economic case for the Bristol-Swindon regional service to serve Corsham. Investigation of location options for Royal Wootton Bassett (RWB) Parkway station should be undertaken, so that it provides park and ride facilities for M4 Junction 16 and serves the Lyneham MOD Tri-services training establishment.

The development at Corsham is part of the local SWLEP economic growth strategy, building on the Chippenham Hub project already approved. The need is to provide a regional service capable of linking Corsham to Bristol, Bath, Chippenham and Swindon with connections to the national network. The immediate need is to identify a viable regional service which could be delivered in the franchise, by the planned opening of Corsham Institute in 2018.

Connecting regional rail services could be provided by adding a shuttle service between Bristol and Swindon, or by extending the MetroWest Phase 1 service to Chippenham. This latter option would require a cross over and passing loop. There is an unused 3rd platform at Chippenham which would provide a convenient regional services platform and interchange connecting to the Great Western main line as part of the Chippenham Hub project. The passing loop for IEP services at Chippenham whilst not essential with an electric regional service, is considered beneficial for the resilience of the high speed timetable. It is important that the electrification of the Great Western line at Chippenham does not penalise the future construction of the 3rd platform passing loop.

A draft timetable is included in this report showing that Corsham could be served with electric trains providing an hourly service in each direction.

Service option alternatives to serve Corsham considered were:

- Extend the MetroWest Phase 1 from Bathampton to Chippenham.
- Provide a Bristol-Swindon electric regional service (two trains) hourly in each direction
- An Oxford to Swindon service extended to Bristol (intercity not regional?)

A service for the second and third options has the advantage that they would also deliver a 2 trains per hour service at Royal Wootton Bassett Parkway station.

Delivering a Regional Rail Service

1. **MetroWest** - extend the service from Bathampton to Chippenham and turn back using the 3rd platform passing loop at Chippenham Hub, but is not planned until Phase 2 completion 2025. Would not serve Royal Wootton Bassett which has a high passenger demand and introduces a change at Chippenham for Corsham passengers traveling further east.
2. **Bristol-Swindon electric trains** - a dedicated regional service serving the high density corridor identified in the SWLEP economic plan. This would release the MetroWest service to extend south at Bathampton towards Bradford-on-Avon, Trowbridge, Westbury.
3. **Oxford to Swindon service extended to Bristol** It is not yet clear whether the Oxford service extended beyond Swindon to Bristol has a strong economic case, with completion in time to serve the Corsham Institute opening by 2018. A regional Oxford service could serve Swindon's eastern development with potential new stations at Wantage, Shrivenham/South Marston.
4. **Swindon-Salisbury-Southampton Airport** It is proposed that the existing TransWiltshire Swindon to Westbury service is extended through Salisbury to Southampton Airport. A minimum of 3 trains will be required but would provide a 60 minute service frequency and allow the TransWiltshire service to serve the proposed Wilton Parkway "for Stonehenge" station. The diesel rolling stock is supplied by extending the Three Rivers airport service to Swindon plus a, post electrification, unit cascaded from the Stroud service, and the existing TransWiltshire unit.
5. **Swindon - Kemble** There has been a long Swindon ambition for a station at Sparcells/ Morden Bridge on the Swindon to Kemble line. It has not been explicitly considered in this regional network. A business case would need be sponsored by Swindon Borough Council (although the station would be on Wiltshire Council land).
6. **Electrification Newbury-Westbury and Devizes Station** The current electrification proposals only extend to Newbury with a diesel service link to Westbury. The future extension of the electrification to Westbury connects to an interchange station and facilitates a future Devizes Parkway station. Devizes is fifth largest, and one of the fastest growing, towns in Wiltshire. A forecast 36,000 population by 2026, it would significantly benefit from a railway station and add substantial passenger numbers to the Westbury - Reading - London service.

Next Steps

Full operational modeling need to be completed to understand any timetable problems that could arise and to compare the route options. Our initial analysis suggests that the Bristol-Swindon timetable delivers a suitable service in the 2015-2019 FGW franchise period. The service timetable should allow for stopping at Corsham, Royal Wootton Bassett and a future MetroWest station at Saltford, plus good interchange connectivity at the Chippenham Hub station to an extended TransWiltshire service.

Investigate the 3rd platform passing loop option at Chippenham as part of the Hub project.

Delivering a Regional Rail Service

DOCUMENT CONTROL

Version	Date	Content Amendments	Distribution	Author
1	24 Feb 2015	First Draft	Network Rail, FGW, SWT	P Johnson/ G Ellis

Paul Johnson
 Chairman
pauljohnson@transwiltshire.org



info@transwiltshire.org | www.transwiltshire.org | Registered address: 4 Wardour Place, Melksham, Wiltshire, SN12 6AY.
 Community Interest Company (Company Number 9397959 registered in England and Wales)