



12. Rail Supporting Statement

Content

1. Setting the Scene
 2. Vision
 3. Rail and the Shared Priorities
 4. Issues
 5. Delivery Programme in the first Plan Period 2001/02 – 2005/06
 6. Good Practice
 7. Strategy
 8. Targets
- Annex A: Hierarchy of Stations

1. Setting the Scene

- 1.1 Rail's share of total trips in the area is currently small, accounting for only 1.6% of trips to work, and 2.5% of all trips in peak hours. On the key strategic corridors, where rail operates, it has a much more important role, with a mode share often exceeding 10%, and rising above 15% where car journey times are less competitive. The JLTP consultation showed that 49% of people considered rail a priority. And for journeys up to 40km rail has the potential to play a more significant role.

2. Vision - A rail network with:

Services

- Fast, comfortable and reliable local passenger train services with good connections to longer distance services.
- Clock face timetables with at least a half hourly service throughout the day.
- Cross-Bristol train services.
- A rolling stock strategy to provide for future demand over the next 10 years and replace older train units.
- A marketing strategy to increase patronage throughout the day.
- Additional track and resignalling to support reliability and future growth.

Stations

- First class station interchanges with improved accessibility, car and cycle parking, signing, bus/rail connections, waiting facilities, passenger security and travel information.



3. Rail and the Shared Priorities

Congestion

Increased use of rail has important impacts in reducing road traffic growth and congestion.

Road Safety

Attracting car users to use rail services will reduce road traffic and the potential for accidents.

Accessibility

Rail has a significant part to play in improving accessibility for those without a car, particularly to work and education. Better services at inner city stations will be a part of this.

Air Quality

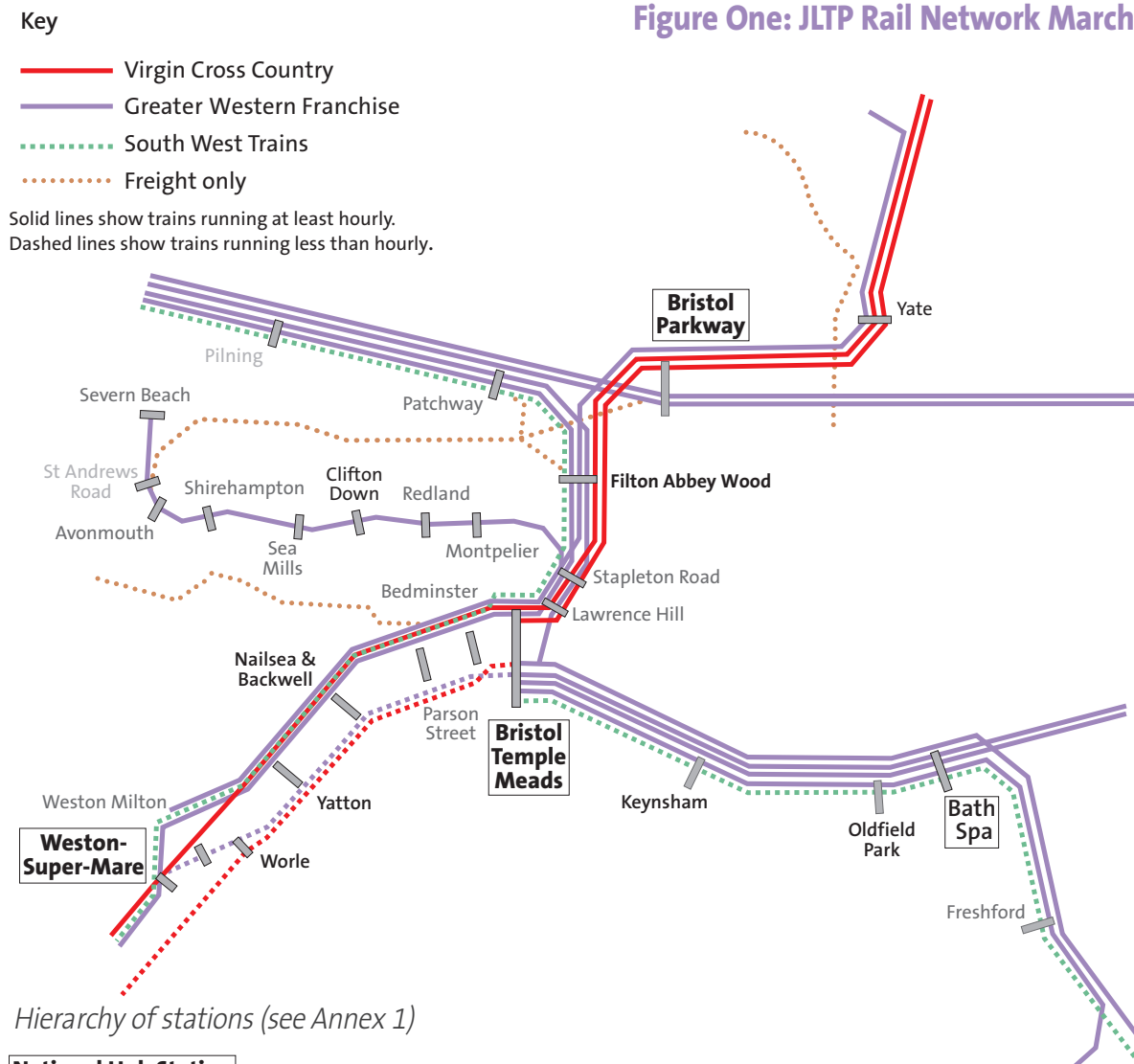
AQMAs have been declared in the urban centres of Bristol and Bath. The rail network serves these areas well and can help in reducing road traffic and emissions.

4. Issues

Use of the Network

- 4.1 The JLTP area's rail network, a mixture of local lines, inter city routes and freight only lines, is shown in Figure One.
- 4.2 Local passenger services in the JLTP area have been characterised by a lack of long-term planning. This fails to take advantages of the opportunities for passenger growth and the role of rail in an integrated transport strategy. In contrast, long-distance passenger services on the strategic corridors linking the area with London, Birmingham, South Wales and the South West are frequent and regular, with modern rolling stock and stable service networks. Opportunities for enhanced local passenger services, therefore, form the major focus of this strategy.

Figure One: JLTP Rail Network March 2006



Hierarchy of stations (see Annex 1)

- National Hub Station**
- Sub Regional Hub Stations**
- Local Hub Stations**
- Local Community Stations
- Minor stations addressing Poor Accessibility

4.3 The area's local rail network (see Figure One) is relatively sparse, and in some places poorly related to development. Rail is a relatively under-used asset in the area, with the potential to play a more significant role in a co-ordinated and integrated transport strategy. Its benefits make development of the network a prime candidate for attention in pursuit of the shared priorities of tackling congestion, improving air quality and accessibility, and reducing accidents.

4.4 Rail usage has been growing because of growth in the sub-regional economy, increasing road congestion, and longer commuting distances made possible by

increasing frequencies on long distance rail services. Employment growth at Temple Quay, close to Bristol Temple Meads station, and the Councils' role in facilitating local investment at stations and publicity has also contributed to the rise in passengers. These factors continue to operate and local rail traffic continues to grow despite persistent peak period overcrowding, quite low frequencies, and many poor quality local trains.

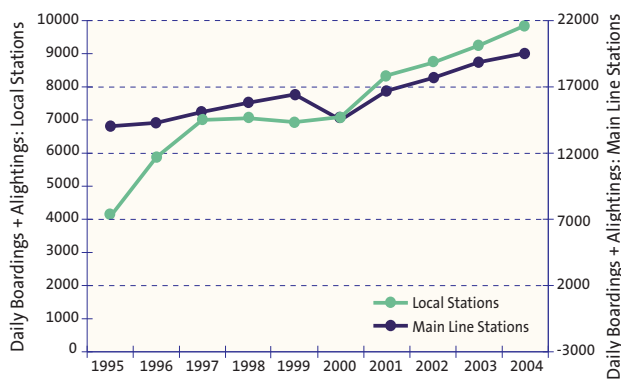
4.5 Over the period of the first Local Transport Plans, rail passenger numbers at local stations in the area grew by more than 30% (see Figure Two). The proportion of residents in the area who went to work by

12. Rail Supporting Statement

train rose from 0.8% in 1981 to 1.1% in 1991, and 1.6% in 2001. The area's rail network has:

- a crucial role in securing a shift from the private car on key transport corridors.
- the potential for high-volume travel with minimal environmental impact, reducing traffic congestion, journey times, pollution and noise and providing for people without a car.
- the critical advantage of speed and reliability compared to road travel and especially through urban areas.

Figure Two: Rail Passenger Trends, JLTP Area, 1994-2004 Local and Main Line Stations



- 4.6 Initial results of the Greater Bristol Strategic Transport Study indicate that by 2031 rail could achieve peak period growth of up to 220%. It is worth noting that recent growth in local rail passengers in the area has exceeded the forecasts of all past studies.
- 4.7 The rail system in the JLTP area needs to develop as an important part of an integrated transport network in the area, in partnership with all the bodies involved. In pursuit of this approach an integrated rail strategy is required.

Partnerships

- 4.8 Two complementary Community Rail Partnerships cover the area:
- Severnside Community Rail Partnership, covering Gloucester – Taunton, Bristol – Bath, Bristol – South Wales, and Bristol – Severn Beach; and

- The Heart of Wessex Partnership, to promote the Bristol – Weymouth line.

- 4.9 These offer the opportunity for the local authorities to work with the rail industry and local communities, developing low cost and effective measures to promote rail use through the work of project officers employed in each partnership.

Economic Growth

- 4.10 The level of expected development over the next five years and beyond with the Regional Spatial Strategy will make rail increasingly important. Future development along key corridors and at locations such as Portishead, South Bristol, Avonmouth/ Severnside and the North Fringe has the potential to be served by rail. To realise this potential a series of major infrastructure schemes and new services will be pursued through the rail franchising process, the Strategic Rail Authority's Great Western Route Utilisation Strategy and Regional Planning Assessment, and the recommendations of the Greater Bristol Strategic Transport Study.

Land for Rail Uses

- 4.11 Growing rail use will lead to the need for sites for new track, stations, depots, sidings and in the longer term re-opened lines. Much of this will be within the existing envelope of operational rail land. As this growth was not planned for during the 1980's and 1990's much land was sold out of rail ownership. It is unclear whether the remainder will provide all the space required. We will investigate identifying any land requirements for future rail development proposals, safeguard them through Local Development Frameworks, and liaise with the rail industry to help bring forward any land needed.
- 4.12 Proposals from studies suggest land will be required at: Patchway, Severn Beach, Henbury, Keynsham, Nailsea and Backwell, Portishead, Ashton Gate, and Saltford.

Capacity Constraints

4.13 Key capacity constraints on the area's rail network have been identified in various studies – the single track between Worle and Weston-super-Mare, a town growing to 100,000 people; platform capacity at Bristol Parkway; signalling at Bristol Temple Meads; track and signalling at Yate; capacity at Westerleigh Junction; and shortage of passing loops on all lines. When all opportunities to optimise timetables have been exhausted, it is firmly believed that some infrastructure solutions will be required.

Rapid Transit

4.14 Early results from the Greater Bristol Strategic Transport Study (GBSTS) suggest a major role for rapid transit. If GBSTS identifies former rail corridors for rapid transit type schemes, an important element in obtaining public funding will be to carry out options appraisals. This could include other forms of technology such as the 'ftr' (Future Bus) concept, ultra-light rail and guided busways. As an example of ultra-light rail, in the LTP1 period Bristol Electric Railbus undertook a demonstration project on track at Bristol Harbourside using a trial battery-powered flywheel vehicle, and studies are under way into a regular service.

Rail Freight

4.15 Growth in rail freight is a shared objective of government and local authorities. In the JLTP area there are considered to be



many opportunities for such growth embracing both bulk flows and general "inter-modal" freight. For more information see the Freight Strategy Statement.

5. Delivery Programme in the Plan Period 2001/2 - 2005/6

- 5.1 Improved car parking, new waiting shelters and other improvements to station facilities have been provided at many local stations in partnership with the train operators. The Councils provide funding to support a higher level of service between Bristol and Severn Beach, and Weston-super-Mare / Bath and Filton Abbey Wood. Close contact with train operators and the Rail Passengers' Committee has achieved improvements to local service timetables and stopping patterns, and significant progress toward a clockface timetable.
- 5.2 Although local authorities' powers to control rail operations are very limited, the achievements to date show what can be achieved through effective partnerships. In the last 10 years, local rail passengers are estimated to have grown by 122%, as shown in Figure Two.

6 Good Practice

With Gloucestershire and Somerset County Councils, the train operators and Business West we have established the Severnside Community Rail Partnership in 2004 to promote rail use in the area. This partnership is unusual in that it focuses on the network of commuter rail lines that feed into Bristol, Bath and Weston-super-Mare rather than the more usual single rural lines that many community rail partnerships address.

Projects completed by the partnership include station specific timetable information; special services (including

the highly popular “Santa” and “Easter Bunny” specials) as well as the promotion of station friends to support the maintenance and upkeep of local stations.

7. Strategy

- 7.1 The Great Western Route Utilisation Strategy, bringing in higher capacity trains and adjusting timetables, will address passenger growth. We will work closely with the Department for Transport to ensure it deals with local passenger needs and the four Shared Priorities.
- 7.2 In December 2005, First were successful in winning the Greater Western Rail franchise, and will be operating local services in the Bristol area from April 2006 as well as services to and from London. The franchise award presents the opportunity for more integration between rail services and, with First the dominant bus operator in the area, between rail and bus.
- 7.3 The long lead in times for rail infrastructure schemes, complex nature of the rail industry and the limited role of the four Councils mean the Rail Strategy Statement must be realistic about what can be achieved. This is reflected in the programme set out below with its focus on short, medium and long term proposals. Several of these will be included in the discussions and negotiations over the re-franchising process with a view to possible implementation during the period 2006 to 2011. It is expected that forward planning for longer term schemes should begin during the JLTP period 2006 to 2011.

Short Term

Schemes for likely implementation 2006 to 2011:

- Fund local station improvement including pedestrian and cycle access, shelters, lighting, information, CCTV and special disability needs, e.g. Patchway, Keynsham, Bedminster and Nailsea (go to Annex A).
- promote the use of the inner Bristol stations, and in particular develop Lawrence Hill and Parson Street as bus/rail interchanges with more frequent rail services, better waiting facilities, signing and information.
- Continue to work with Network Rail to improve the main railway stations including:
 - third platform at Bristol Parkway.
 - longer platforms and improved facilities at Worle.
 - improved pedestrian and cycle access Bristol Parkway.
 - other measures at Bristol Temple Meads, Weston-super-Mare, Bath Spa.
- Work in partnership with the train operators to improve local services, introduce better connections and rolling stock, enhanced interchanges with buses and taxis and better access on foot and by cycle.
- Implementation of half hourly service across Bristol from Bristol Parkway to Weston-super-Mare throughout the day.
- Introduction of a JLTP area bus/rail Travelcard.
- Support Severnside Community Rail Partnership and other rail initiatives in the area.

Medium Term

Schemes for development with possible potential implementation during 2006 to 2011:

- Half hourly service between Bristol and Avonmouth.
- Dualling the line at Weston-super-Mare to improve reliability and increase capacity to match the town's growth.
- Assess the case for a fourth platform at Bristol Parkway to ease congestion and provide opportunities for new services.

- Assess Yate turnback facility and extension of half hourly Weston-super-Mare to Bristol Parkway service to Yate.
- Expand car parking provision at Nailsea and Backwell station.

Long Term

- Schemes for development during 2006 to 2011 with implementation after 2011.
- Re-introduction of a Bristol to Portishead passenger service to address congestion arising from construction of 4,000 new homes in Portishead.
- Pressing for early resignalling at Bristol Temple Meads (currently scheduled 2012).
- Investigate and lobby for re-introduction of a local passenger service between Avonmouth and Filton;
- New station at Charfield to cater for trips from Wotton-under-Edge toward Bristol;
- Development of services on the Chippenham – Bath corridor and re-opening of Corsham station to address the effects of new development in these areas.
- Further study of Weston-super-Mare's rail service need related to future growth proposals;
- Promotion of other new local services, and new stations, where this can be justified on congestion, environmental, economic and social grounds.

8. Targets

Local 1 (Rail) - to achieve a 15% increase in passengers using rail services in the area over the 5 year JLTP period to 2011.

Will also contribute toward:

LTP1 Accessibility

LTP2 Area wide road traffic mileage

LTP4 Journeys to School

LTP6 Peak period flows in urban centres

LTP7 Congestion



Annex A Hierarchy of Stations

The hierarchy of stations, defined by their future role, is as follows

National Hub Stations	Main future requirements
Bristol Temple Meads Bath Spa Bristol Parkway Weston-super-Mare	Improve bus access from hinterland; address passenger throughput capacity and pedestrian access; seek retail franchises in station area; encourage office and retail developments in close proximity; provide platform departure LED displays and electronic arrival / departure information at entrances; employ lifts for people with extra mobility needs; improve signing to interchange facilities with buses, cycle routes, car parks, ferries.
Sub Regional Hub Stations	Main future requirements
Filton Abbey Wood Worle	Improve bus access from hinterland; provide platform departure LED displays; provide all-day staffing; encourage commercial developments around stations
Local Hub Stations	Main future requirements
Clifton Down Keynsham Yatton Nailsea and Backwell Yate Lawrence Hill Parson Street	Improve bus access from adjacent urban areas; provide platform departure LED displays and CCTV; provide peak period, then all day staffing; improve lighting; improve cycle parking; improve information on bus interchange.
Local Community Stations	Main future requirements
Avonmouth Bedminster Freshford Montpelier Oldfield Park Patchway Redland Sea Mills Severn Beach Shirehampton Stapleton Road Weston Milton	Build on existing bus services; provide peak period staffing (not Severn Beach line); provide platform LCD displays and CCTV; improve lighting and car parking provision; encourage retail and other developments close to stations
Minor Stations Addressing Poor Accessibility	Main future requirements
Pilning St Andrews Road	Work with the rail industry to identify the future role of these stations

This hierarchy will be kept under review with changing usage, and through the results of station audits. Currently Keynsham, Freshford, Nailsea and Backwell, Patchway, Lawrence Hill and St Andrews Road have no step-less access to one or more platform; this will require remediation during the JLTP period to meet the needs of people with disabilities.

