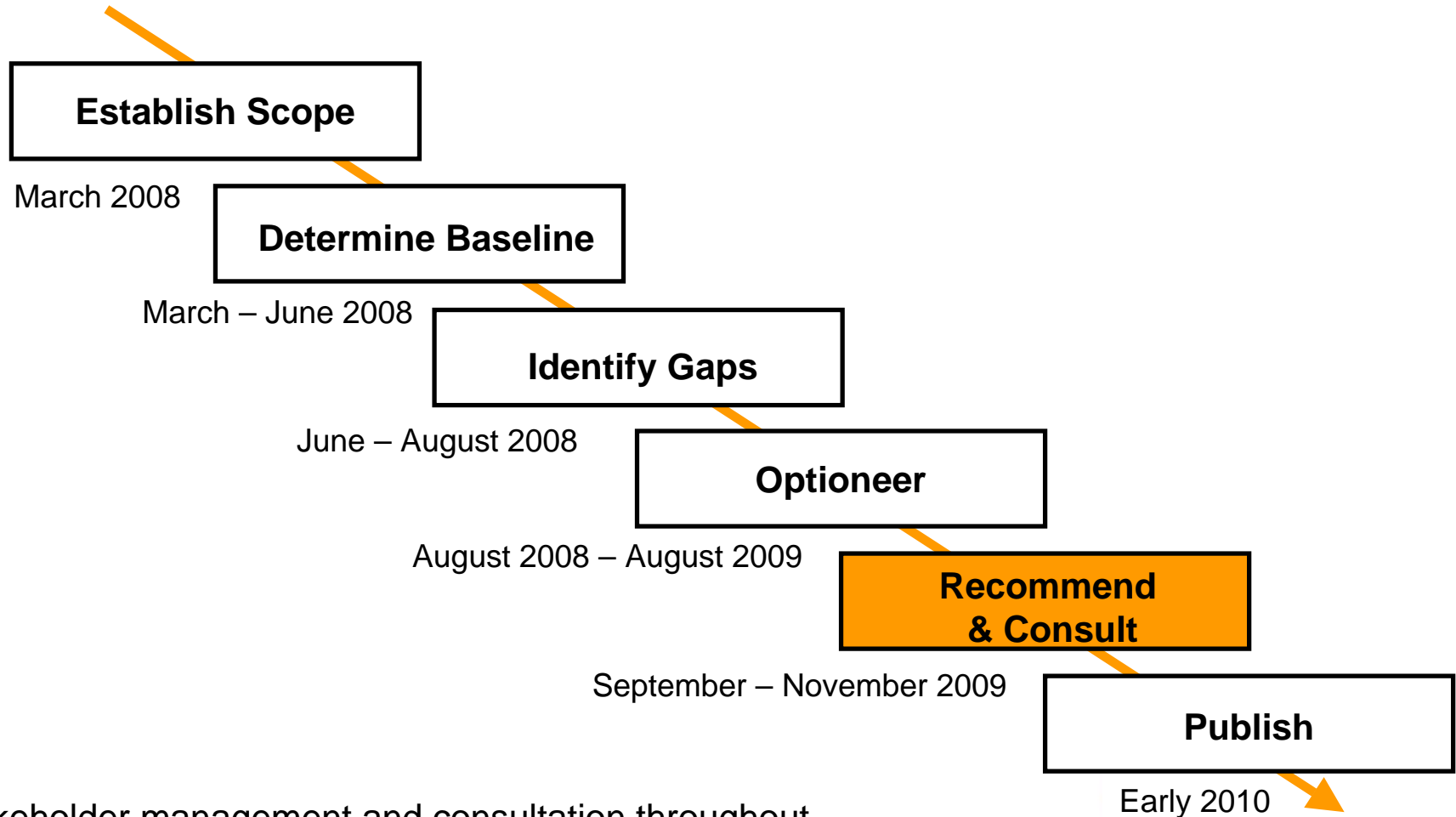


Rail Update –
Great Western Route Utilisation Strategy

West of England
Joint Transport Executive Committee
12 November 2009

Claire Burch, Senior Route Planner

The RUS Process



Stakeholder management and consultation throughout -
Stakeholder Management Group & Wider Stakeholder Group

Baseline

- Includes the existing rail network and certain future developments and assume they are established:
 - **Reading Station Area Redevelopment (2016)**
 - Additional platforms
 - Resignalling
 - **Electrification (2016/17)**
 - Paddington – Bristol/Swansea
 - Reading – Newbury
 - Didcot - Oxford
 - **Intercity Express Programme (IEP) (2016)**
 - New electric and bi-mode trains
 - Greater seating capacity
 - Reduced journey times
 - 3tph Paddington – Bristol (1 via Parkway)
 - **Crossrail (2017)**
 - **European Rail Traffic Management System (ERTMS) (GWML 2016)**
 - **Westerleigh Junction – Barnt Green Linespeed Increase (2013)**
 - Reduced journey times So West – West Midlands leg of cross country network
 - **Bath Spa Station Area Signalling Enhancement (2011)**
 - Additional capacity and reduced platform re-occupation times
- Take cognisance of other known initiatives; AirTrack, East West Rail, Bicester Chord

Timeframe

- Great Western RUS focuses on next 10 years
- Considers implications of growth over the next 30 years
- In line with Government's 2007 White Paper "Delivering a Sustainable Railway"
- The main focus will be on developments during CP5 (2014-2019)
- From CP6 (2019-2024) onwards we will prioritise recommended developments over the next 30 years

Proposals & “Gaps”

- Proposals were assessed resulting in 21 confirmed ‘gaps’ to be reviewed
- The mismatch between now and future requirements (Gaps) were identified
- Review of the baseline with demand forecasts for predicted growth - gaps identified
- Reminder
 - What is NOT a RUS gap
 - Solutions in search of a problem
 - Stakeholder aspirations (unless they are from an industry funder (with funding that is or is likely to become available))

Final Gaps & Options

1. **Paddington Peak Capacity**
 - IEP/Crossrail
2. **Inner suburban service pattern**
 - Crossrail
3. **Paddington – Reading All day capacity**
 - IEP/Crossrail/SFN
4. **Paddington – Reading Performance**
 - IEP/Crossrail/SFN
5. **Slough – Windsor Capacity**
- 6a. **Freight Capacity & Capability (London)**
 - SFN/Oxford-Bletchley
- 6b. **Freight Capacity (North/South)**
 - SFN/Soton – W Coast
7. **Reading Peak Capacity**
 - Reading – Gatwick train lengthening
8. **Didcot – Wolvercote Performance**
 - IEP/SFN/Soton – W Coast
9. **West Midlands – South Coast All day Capacity**
 - CrossCountry service structure
10. **Swindon – Gloucester Performance**
 - Swindon to Kemble redoubling & additional signals Kemble to Standish
11. **South Wales – South Coast All day Capacity**
 - Cardiff – Portsmouth train lengthening
12. **West Midlands – South West All day Capacity**
 - CrossCountry service structure
13. **Bristol Peak Capacity**
 - train lengthening
14. **Bristol Performance**
 - BTM – Bedminster 4-track
 - Filton Bank
15. **Westbury Area Performance**
 - Additional platform
16. **Exeter & Plymouth service patterns**
 - 1tph Barnstaple – St James Park and half hourly Paignton - Exmouth
17. **Interurban Journey Times**
 - BTM – Bridgwater & Gloucester – Severn Tunnel Jn
18. **Early Morning arrivals at Plymouth from London & Birmingham to Cardiff**
19. **Station Capacity**
20. **Seasonal Fluctuations**
 - Newquay & Paignton
21. **Impact of Heathrow Airport (including Western access)**
 - Electrification/Crossrail

Option Appraisal

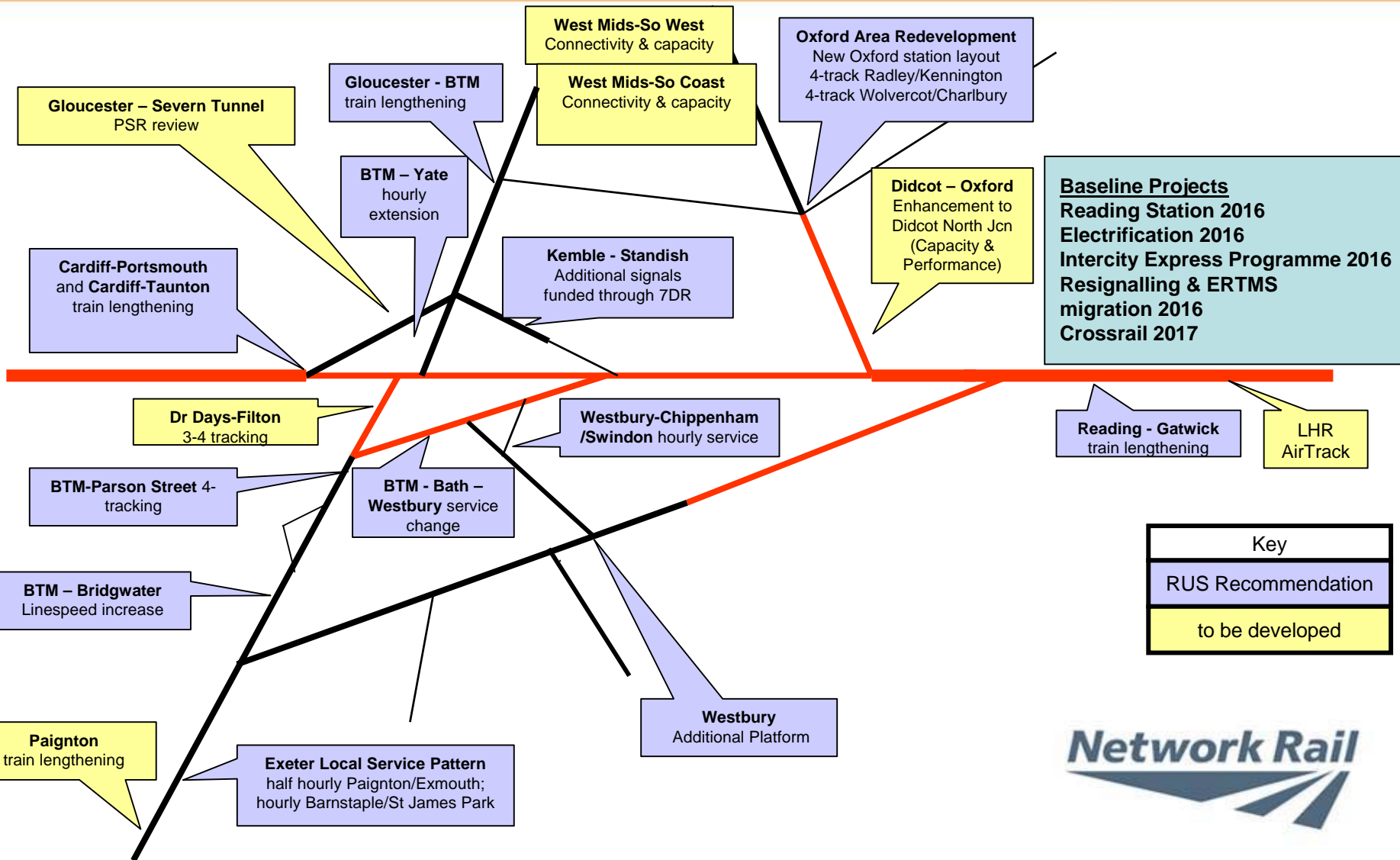
- Each option is assessed by:
 - Performance and Capacity Analysis Team (PCAT): timetable analysis and performance modelling (Railsys)
 - Economic Appraisal team: business case (BCR)
- From the options tested, some are initially discounted due to marginal benefits; others fail to make a sufficient Benefit Cost Ratio
 - BCR 1.5 or above for service changes
 - BCR 2 or above for infrastructure schemes
- Opportunities for Seven Day Railway added to business cases

Key Recommendations

- **Greater Bristol Area**
 - Lengthen 11 No. am & pm peak services into Bristol Temple Meads
 - Includes Cardiff – Portsmouth; Cardiff – Taunton and Gloucester - Weymouth services
 - Requires 17 additional vehicles
 - Increase capacity across Bristol
 - Infrastructure enhancement
 - 3 or 4-tracking Dr Day's Jn – Filton (subject to business case development)
 - 4- tracking Bristol Temple Meads – Parson Street
 - Additional platform at Westbury station
 - Linespeed increase Bristol Temple Meads – Bridgwater and faster journey time between Westbury and Bristol on a morning and evening Cardiff – Portsmouth service
 - Supports:
 - Bath – Clifton Down element of WoEP Bristol 'Metro' proposal (BCR 2.4)
 - W-s-M – Yate requires "turnback facility" at Yate (3rd party funding)
 - Other elements (as individual corridors) do not currently give value for money
 - eg. Bristol - W-s-M (BCR 0.4) which requires infrastructure enhancement
 - Supports:
 - Wiltshire Councils aspiration for an additional hourly service Westbury to Swindon / Chippenham (BCR 2.8 / 2.6) subject to operational viability

GW RUS Recommendations

Emerging strategy



Next Steps

- Draft for Consultation launched on 01/09/09 for 3 month consultation period (ends 27/11/09)
- Further development of schemes and business cases:
 - Filton Bank
 - CrossCountry train lengthening and service proposition
 - Paignton capacity analysis
 - Gloucester to Severn Tunnel PSR review
 - Freight Growth: SFN agreed forecasts
- Rework, further analysis and re-assessment
- Final RUS published – Spring 2010

Issues raised in WoE draft response

1. Severn Beach line

- The RUS **does not** recommend any change to the current services – there is no reduction to services proposed

2. Greater Bristol Metro

- Options modelled and appraised do include cross Bristol opportunities – they do not start and end from Bristol Temple Meads.
- Operating and infrastructure costs for each element can be shared with the West of England Partnership

3. Growth Forecasts

- Strict methodology followed for producing forecasts
- Forecasts do not include the impact of electrification due to the timing of the announcement to electrify the GWML
- The GW RUS SMG to decide whether forecasts should be revised and whether the impact of electrification to be included (The Network RUS reviewed growth forecasts with electrification)

4. Electrification

- Remit for the scheme development is in progress - Network Rail will be leading the scheme
- ERTMS will replace conventional resignalling
- ERTMS and Electrification will be developed together
- The current IEP service specification includes services to Weston-super-Mare. This will be updated in the final RUS

5. Inconsistencies

- Figure 6.11 should match the service specification presented – this will be amended in the final RUS

Questions