



MetroWest

Investing in our local rail network

June 2014

travelwest

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

MetroWest: Investing in new rail lines and new train services in the West of England

MetroWest is a series of projects that will improve rail transport in the West of England. The proposals are all subject to funding and meeting technical requirements and are packaged in two phases.

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/or Parson Street

Services operating in May 2019

MetroWest Phase 2

Half hourly train services to Yate

Hourly services on a reopened Henbury line (with capacity for two new stations)

Additional stations at Ashley Down and possibly Horfield

Services operating in May 2021



New stations package

We are considering the possibility of future stations at Saltford, Ashton Gate and Corsham. These stations are subject to separate business cases and funding. The stations could be constructed over the course of Phase 1 and 2.

MetroWest is also looking at:

- Extending electrification to Weston-super-Mare, Yate, Portishead, Severn Beach and Henbury.
- A new platform at the Portway Park & Ride site.
- A station at Bathampton.

Four tracking

Delivery of the full MetroWest programme relies on doubling the number of tracks running between Filton Abbey Wood and Temple Meads stations.

This is called four tracking and funding for the scheme was confirmed in Network Rail's £700 million Western Hub programme for Bristol in April 2014.

MetroWest Phase 1

Reopening the Portishead line to passengers

Reopening the Portishead line is a priority for the West of England's local authorities. It would increase the UK's passenger rail network by 10 miles and connect an additional 35,000 people to the railway network.

Extensive preparation and construction work means that services to Portishead will not start operating before Spring 2019.

Before the line reopens for passengers the disused part of the track from Portbury Junction to Portishead needs to be rebuilt along with a new station at Portishead. The existing line and the signals will also need to be upgraded because they aren't currently suitable for passenger trains.

Portishead and Pill stations

The exact location of the station and parking at Portishead has not been decided but safety regulations mean that the railway cannot cross Quays Avenue via a level crossing.

Pill station will be reopened to passengers. The station will need pedestrian access, platform improvements and car parking.

Stations at Ashton Gate and Salford

We are investigating the possibility of reopening Ashton Gate and Salford stations.

Reopening the two stations could happen in Phase 1. This depends on available funding and whether there are enough passengers to justify reopening the stations.

Summary of Phase 1

- Reopen the Portishead to Pill rail line
- New station at Portishead
- Reopen former station at Pill
- Double track works at Pill and Ashton Gate
- Improved maintenance road access at Pill tunnel
- Environmental mitigation measures
- Improvements to Parson Street Junction and line works from the junction to Temple Meads
- Resignalling of the entire line between Portishead and Temple Meads and a new signal at Avonmouth
- A turnback for trains at Bathampton



Phase 1 will be funded by the local councils and the Department for Transport's devolved major scheme funding

At June 2014, we expect the cost of Phase 1 to be about £45 to £55 million (2019 prices)

Services will start operating in May 2019

Phase 1 - Portishead rail line



Portishead

- Portishead rail station and car park location to be confirmed
- Informal pedestrian crossings to be closed
- One fully accessible footbridge to be provided
- Fencing on both sides of the rail line to be replaced
- Various historic rail crossings to be closed
- Sheepway Gate Farm and Elm Tree Farm rail crossing to be closed and alternative access provided

- Existing cycle path under Royal Portbury Dock Road Bridge, Marsh Lane Bridge and M5 Bridge to be diverted or retained with additional safety measures

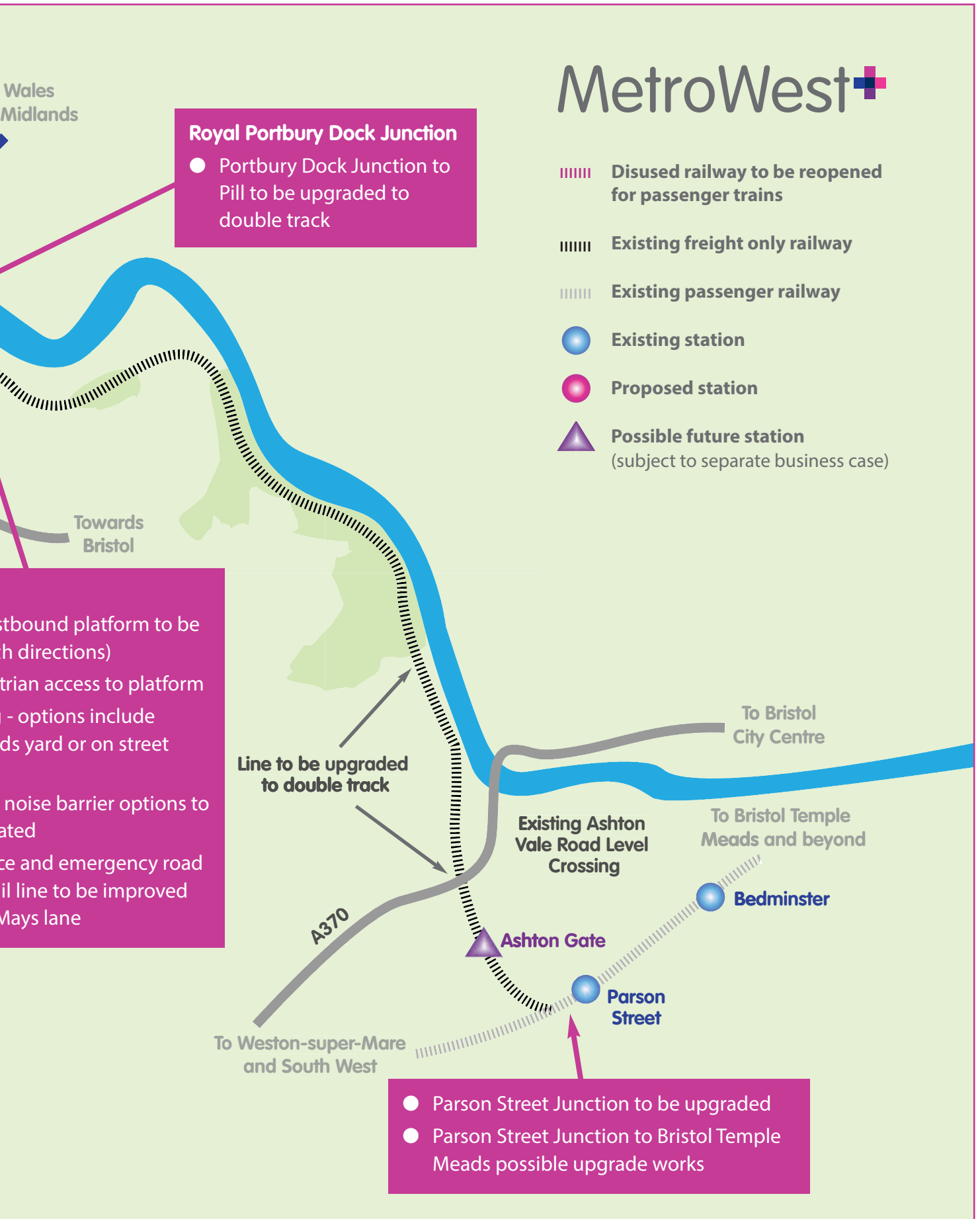
Pill Station

- Former west side platform to be reused (both sides)
- New pedestrian access to be provided
- Car parking to be provided on former goods yard
- Pill village - access to be investigated
- Maintenance access to be provided from Hays M

Other Phase 1 projects

- Extra trains for the new Phase 1 services between Bath Spa and Bristol Temple Meads will need to reverse near Bathampton Junction. The proposed turnback involves a short section of additional track and a new signal.
- We are also investigating an additional station stop between Portishead and Bristol Temple Meads.

Investing in the West of England local rail network



MetroWest Phase 2

Henbury line

The West of England councils are working together on reopening the Henbury line to passengers.

The West of England Strategic Economic Plan includes the ambition to reopen the Henbury line as a loop, subject to a full business case.

We have started the detailed technical work required to justify reopening the line. This includes looking at whether the Henbury line is best served by a loop or spur service and how to accommodate freight trains.

The business case for the Henbury line depends on the redevelopment of the Cribbs Patchway New Neighbourhood at Filton Airfield where 5,700 homes are planned along with 50 hectares of land for commercial use. Without this development there are not enough passengers to justify reopening the line.

Stations and other work

We have carried out a study of potential stations for the North Fringe area. The study identified two station sites, one at Filton North and the other at either the former Henbury station site or to the east of it.

Another study is looking at new stations at Ashley Down and Horfield.

We are also examining timetable options, track and signalling improvements required, potential passenger numbers, operating costs, subsidies and value for money for Phase 2.



Freight trains

Part of the Portishead line and the Henbury line are used by freight trains to Royal Portbury Dock and Avonmouth, which is part of Bristol Port.

The Port is an international gateway that is important to our local, regional and national economy and capacity on the Portishead and Henbury lines must be retained for freight trains.



Summary of Phase 2

Increase service frequencies at Yate and Weston Milton to half hourly, plus hourly services on a reopened Henbury line (capacity for two new stations) with additional stations at Ashley Down and possibly Horfield

We haven't identified funding for Phase 2 before 2021/2022 beyond the development of a preliminary business case

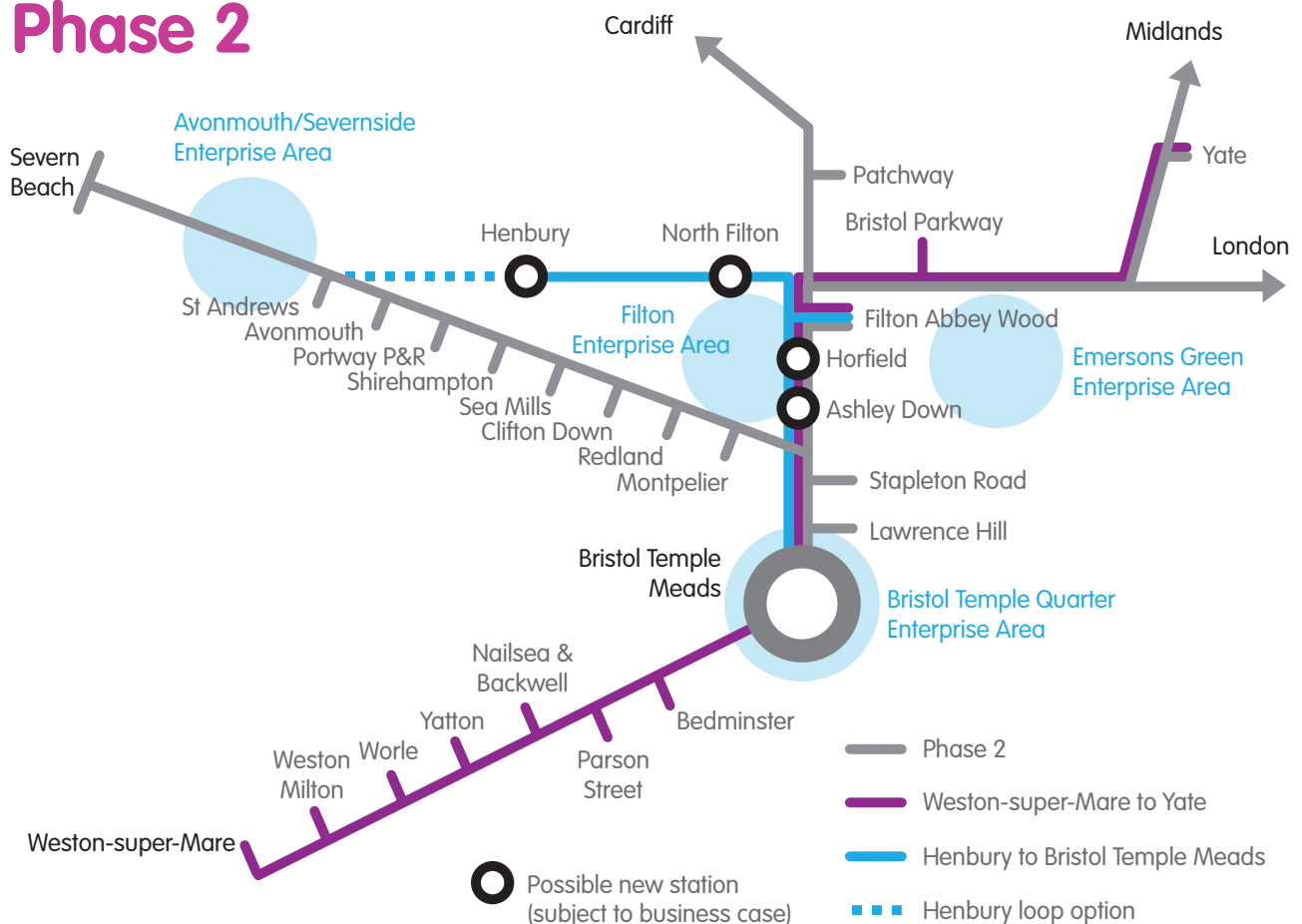
Phase 2 will be funded by the local councils and the Department for Transport's devolved major scheme funding which will be available from 2021/2022 - we are looking at ways to bring forward funding

Estimated cost £43.1m (2021 prices)

Services will start operating in May 2021



Phase 2



Station studies

MetroWest is also looking at a number of closed stations that could be reopened.

Before reopening a station we have to consider:

- costs and value for money,
- existing and potential passenger numbers,
- the effect of the new station on nearby road traffic,
- engineering requirements,
- implications for existing services.

Our reports on station reopening are available from the TravelWest website.



Funding new rail services

Trains are run by different operators, mainly First Great Western in the West of England.

Train operators are commercial companies which need to make a profit to run train services.

Extra train services can be funded by other sources, including councils, but have to fit within the national rail timetable.

We expect that the MetroWest Phase 1 and Phase 2 services will need some subsidy. The cost of this subsidy would have to be shared between the four councils for at least three years.

The Department for Transport may consider funding the new services after the first three years if they meet their value for money criteria.



Electrification

In March 2011 the Department for Transport announced the electrification of the Great Western Main Line to Cardiff via Bristol Parkway, Bath and Bristol Temple Meads.

Electrification of the Great Western Mainline between London Paddington and Bristol (via Bath Spa and Bristol Parkway) will reach Bristol by 2017 with electrified services starting in 2018.

We want MetroWest to be fully electrified. We want to extend electrification to Weston-super-Mare, Yate and the Portishead, Severn Beach and Henbury lines. We have commissioned a study on extending electrification and will continue to argue the case for it with the Department for Transport and Network Rail.

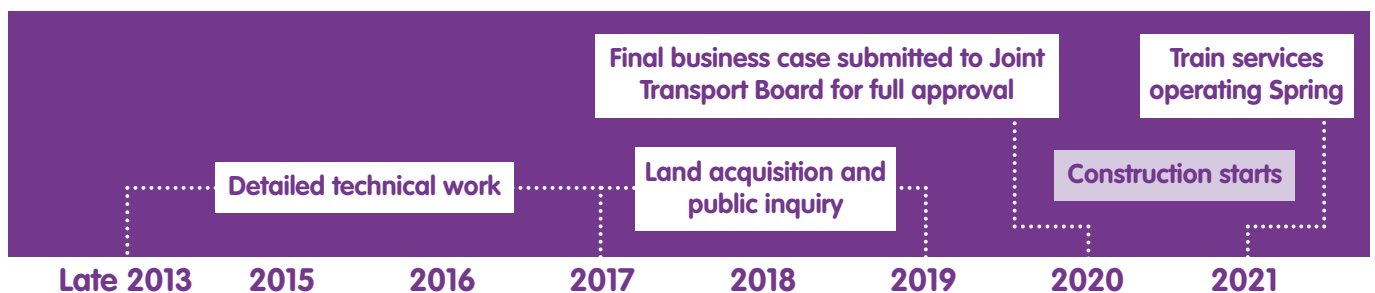
Accessibility

New stations and services provided under MetroWest will be designed to meet all statutory accessibility standards. This means making stations as step-free as possible, providing accessible routes from station entrance to the platform and for example ensuring all footbridges have ramps. Step-free access not only benefits disabled people or those with reduced mobility but also people with children, heavy luggage or shopping.

MetroWest Phase 1 timeline



MetroWest Phase 2 timeline



MetroBus

MetroBus and MetroWest are an integrated approach to travel investment in the area.

MetroBus has been designed to link and connect with existing rail and bus services and follows our recent investment in the Greater Bristol Bus Network and Showcase Bus Routes.

MetroBus will be an express bus service, separate from general traffic in places, with faster and more reliable journey times.

Find out more about MetroBus at www.travelwest.info/metrobus

Reducing car dependency and congestion

MetroWest rail improvements are part of a comprehensive integrated transport strategy for the West of England that aims to reduce car dependency and congestion with:

- passenger transport improvements (including MetroBus and new bus links),
- measures to improve cycling and walking,
- traffic and parking management, and
- improvements to local rail.

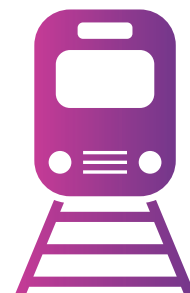
An integrated approach

MetroWest and MetroBus are part of the TravelWest plan to

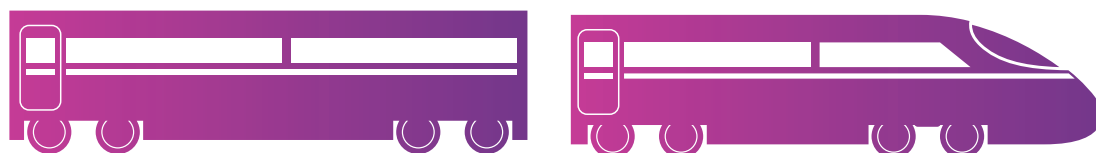
- support sustainable economic growth,
- reduce carbon emissions,
- promote accessibility,
- contribute to better safety, security and health,
- improve the quality of life and create a healthy natural environment.

£10 million

Development costs for MetroWest Phase 1 and 2



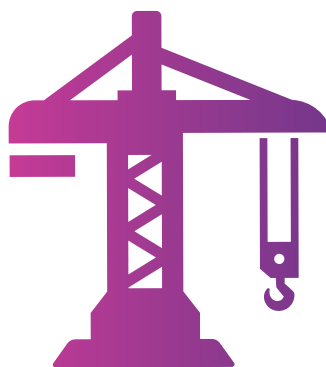
£0.75 million



cost per year to run a two car train unit

Construction & development costs

costs



Phase 1

£45-55 million

Phase 2

£43.1 million



10,000 people

The typical catchment area required for a new station

Investing in the West of England local rail network

Major transport schemes are critical to support the economic growth of our region

£153 million



Estimated amount of money/economic output MetroWest will create per year by 2030

Subsidy required Phase 1 and 2 £700,000 - £1.8 million a year

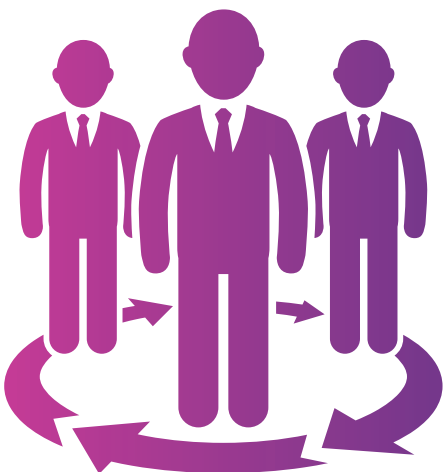
If services are extended to West Wiltshire an extra subsidy of at least £500,000 a year will be required



Electrification costs £1.4 million per kilometre (approximately)



MetroWest supports three major growth areas in the West of England



Weston-super-Mare Junction 1 development

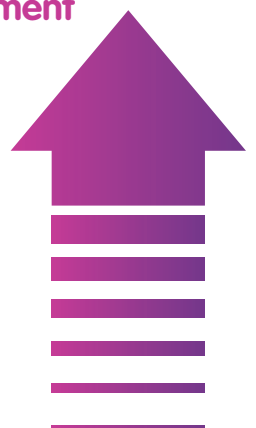
11,000 new jobs

Temple Meads Enterprise Zone

17,000 new jobs

Bath City Riverside Enterprise Zone

9,000 new jobs





Working with partners

The West of England councils are working with Network Rail and First Great Western to deliver MetroWest. This means we have to follow rail industry requirements and make sure that the new MetroWest services don't disrupt the national rail network.

The Governance for Railway Investment Projects (GRIP) process is how Network Rail manage and control railway projects. MetroWest works are major infrastructure projects and we have to make sure they follow the GRIP process.

Working across boundaries

The West of England councils are working closely with neighbouring authorities on extending MetroWest services beyond the West of England to Gloucester, Westbury, Warminster, Salisbury, Frome and Taunton.

Find out more

www.travelwest.info/metrowest contains information sheets about:

- MetroWest plans and progress,
- how MetroWest must meet Network Rail's requirements,
- funding and timescales.

We will be speaking to local residents about details of the MetroWest projects so keep an eye on your local press for details. Sign up for our regular MetroWest newsletter by emailing us at metrowest@westofengland.org

Contact us

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