

West of England Study CMSP

Summary Document



Scope Area

- The West of England Line is the railway between Worting Junction and Exeter. It is an important main line railway linking the city of Exeter and the counties of Devon, Somerset, Wiltshire and Dorset with Salisbury, north Hampshire, Basingstoke and London Waterloo
- The West of England line connects up to a number of other lines along its route, this includes:
 - Great Western Main Line
 - Heart of Wessex Line
 - Salisbury Branch
 - Test Valley Line
 - South West Main Line
- The line encompasses a number of long single-track sections interspersed with loops and double-track sections making the lines service operations somewhat complex.



West of England Line Background

1tph Exeter St. Davids to London Waterloo

1tph London Waterloo to Exeter St Davids

1tph Salisbury to London Waterloo

1tph London Waterloo to Salisbury

Station patronage over last 20 years

Strong Growth

- Salisbury to Basingstoke
- Axminster & Honiton
- Pinhoe & Cranbrook

Stable Growth

- Feniton & Whimple

Limited Growth

- Yeovil to Salisbury

Limiting factors for patronage

- Lack of car parking provision
- Low service frequency
- Poor infrastructure
- Poor service reliability

Performance (PPM) in decline with severe weather a major cause of delays on the line

Serves a number of functions, primarily business and commuter flows in and out of London and Exeter as well as Salisbury and Basingstoke. The line is also important for leisure and education.

Freight

- Important role for freight customers
- Aggregate freight flows at east end of line
- Intermodal traffic from Southampton
- Occasional MoD traffic from Ludgershall
- Use as a diversionary route

Objectives

To understand

The key markets served by the West of England Line

How capacity is best provided and managed on the West of England Line

What the rail freight industry requires from the line

To explore

The potential opportunities for onward connectivity

The extent of poor resilience and performance and it's solutions

To discover

Where the stakeholder want improved journey times and by how much

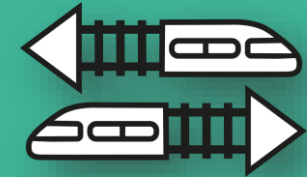
How the West of England Line can best support local and market growth opportunities

The Problems



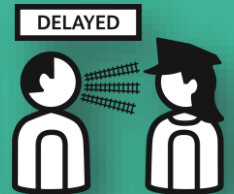
Peak services to London Waterloo are usually overcrowded

Some peak services into Exeter in the AM and out in the PM peak are overcrowded



Services into Exeter at the AM peak arrive at less than ideal times for commuting passengers

Performance and service reliability are often poor with delays escalating due to constrained infrastructure

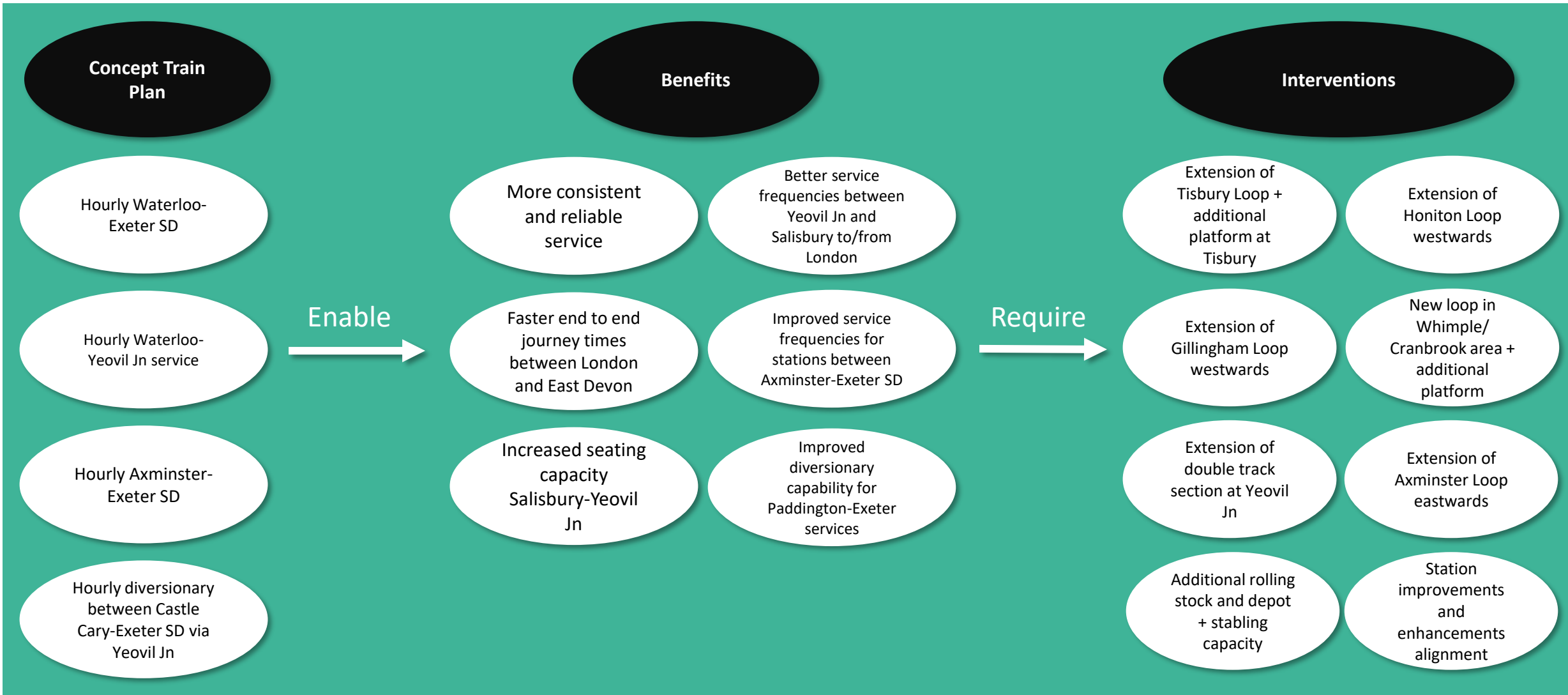


Significant single line sections a major performance and resilience challenge affecting patronage

Considerable housing growth and increased rail demand expected along route



The Solutions



Infrastructure Requirements

Train Service	Tisbury Loop West Extension	Tisbury Loop East Extension	Gillingham Loop Extension	Yeovil Jn Double Track Extension	Axminster Loop Extension	Honiton Loop Extension	Whimple-Cranbrook New Loop	Exeter SD Enhancements
1tph Waterloo-Exeter SD (current stopping pattern) 1tph Waterloo-Yeovil Jn (all stops Salisbury-Yeovil Jn)	✓	✓	✗	✗	✗	✗	✗	✗
1tph Waterloo-Exeter SD (limited stop) 1tph Waterloo-Yeovil Jn	✓	✗	✓	✗	✗	✗	✗	✗
1tph Waterloo-Exeter SD 1tph Barnstaple-Axminster	✗	✗	✗	✗	✗	✓	✓	✗
1tph Waterloo-Exeter SD 1tph Barnstaple-Axminster 1tph Paddington-Plymouth (diversion)	✗	✗	✗	✓	✓	✓	✓	✓

Emerging Strategic Advice

Passenger Services

- Performance and resilience are key issues that need addressing
- Double tracking would provide operational + capacity improvements
- Train lengthening during peaks could reduce crowding by 2031
- However, additional services by 2041 are needed
- Provision of new rolling stock essential
- Development of station schemes encouraged



Freight Services

- Diversionary use on line and potential growth in regular freight at east end of line is key
- Locations such as Sky Park, near Cranbrook may provide opportunities for future growth
- Improved resilience and capability for passenger services could have knock on benefits for freight
- This study has not sought to find solutions for increasing freight capacity, but it remains important that the potential for growth is not forgotten.

Future Connectivity

- New stations may require additional infrastructure
- Stations identified in this study include:
 - Oakley
 - Porton
 - Wilton Parkway
 - Cranbrook (2)
- Potential new services identified include:
 - TransWilts between Swindon and Westbury, potentially extending to Salisbury
 - Heart of Wessex – 1tph service
 - Salisbury to Reading – more regular service

Recommendations

1. Submit a decision to initiate through RNEP to progress infrastructure interventions
2. Progress WACE scheme*
3. Understand impact of a third train at Salisbury and enhancements at Exeter St. Davids
4. Implement greener rolling stock and improved depot capability to enable train lengthening and ease overcrowding and improve performance and resilience.

*Currently working in partnership with Western Gateway STB to progress schemes from this study