

## **MetroWest Briefing Note, June 2013**

MetroWest (formerly Greater Bristol Metro) will deliver two reopened passenger railway lines – Portishead and Henbury, half hourly train services across the West of England and up to ten new stations.

### **MetroWest Phase 1 2013 to 2019**

Phase 1 will see half hourly services to **Portishead**, Severn Beach Line and stations to Weston-super-Mare and Bath (see map). It is made up of:

- **Portishead** – line reopening with new half hourly service to Bristol Temple Meads and one train an hour going to Severn Beach via Bristol Temple Meads.
- Bath Spa to Severn Beach – new hourly service stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn Beach with trains turning back at Bath Spa or Bathampton Junction.
- Severn Beach Line – half hourly service delivered by the new Portishead and Bath Spa services above. No additional infrastructure required.
- Bedminster/Parson Street – half hourly stopping service by stopping Taunton to Cardiff trains.

**Portishead** is key to unlocking MetroWest. Deliver Portishead and the rest of the Metro opens up. This is a major opportunity to deliver a significant change in rail provision in the West of England.

### **What's happening?**

- West of England Local Transport Body prioritised funding from the devolved major transport scheme budget for Phase 1 on 14 June 2013. Funding starts 2015.
- Four West of England councils confirmed over £1m of development cost funding for 2013/14.
- Consultation on three options for the location of Portishead station March/April 2013.
- Vegetation clearance on the disused sections of the Portishead Line to enable more detailed design work.
- Technical work testing train service options (RailSys modelling), identifying constraints and infrastructure requirements, demand forecasting, revised capital and operational costs and business case development being undertaken with Network Rail.
- Stakeholder workshop and update 31 July 2013.
- Estimated cost £55m at 2019 prices.

### **When will it happen?**

- Spring 2014 - detailed business case for Phase 1
- Spring/summer 2015 – single option confirmed (Network Rail GRIP 3 study)
- Autumn 2015 – submission of Transport & Works Act order
- Autumn 2016 - Public Inquiry

- Summer 2017 - Transport & Works Act Order made
- Late 2017 - construction starts, completed April 2019
- May 2019 – Phase 1 passenger services start including **Portishead**

### **Why is it taking so long?**

MetroWest with its re-opening of a disused rail line and new services on existing lines is a complex project. There are technical work streams, planning and regulatory requirements, governance and value for money business cases to work through. Engineering wise MetroWest has to interact with other major rail projects such as electrification, four tracking of Filton Bank and the Intercity Express Programme of new electric trains.

The project is also likely to require either a Transport & Works Act Order or a Development Consent Order to attain planning powers to build and operate the project. This is a lengthy statutory process, with a Public Inquiry, taking 18 to 24 months.

### **Other Key points to note**

- Hourly service Portishead to Severn Beach and Bath Spa to Severn Beach requires the four tracking of Filton Bank. Final decision on funding expected from the Office of Rail Regulation, October 2013.
- Technical work by the West of England's framework consultants (Halcrow) demonstrates MetroWest is technically feasible with a strong business case and Benefit Cost Ratio of 2.5.
- New services are likely to require local authority subsidy of around £0.4m a year through Priced Options in the Great Western Franchise. After 3 years of operation and a value for money assessment the Department for Transport may take over funding the services. Extension to Westbury cost £0.5m extra per year.
- MetroWest links up major growth areas at the Temple Quarter Enterprise Zone (17,000 new jobs) at Bristol Temple Meads and the five Enterprise Areas including Weston-super-Mare J21 (11,000) and Bath City of Ideas (9,000).
- MetroWest is part of the City Deal with a 10 year £82m allocation from the post 2014/15 national Major Transport Scheme budget.

### **MetroWest Phase 2 and New Stations Package 2019 to 2023**

- Henbury Line – hourly bolt on service to Bristol Temple Meads via Filton Abbey Wood (not Bristol Parkway) with capacity for two new stations (Filton North/Henbury) alongside the Filton Airfield development. Subject to the final design for the four tracking of Filton Bank the service could serve new stations at Ashley Down and Horfield.
- Yate – half hourly service by extending Weston-super-Mare to Bristol Parkway service with new turnback facility at Yate.
- Estimated £0.3m revenue support a year required for the train services.
- Aspirations for the Henbury loop service via the Severn Beach Line are not ruled out should revised growth forecasts and developer funding come forward along

with a strong business case. As part of development work for Phase 2 in 2013/14 options for the Henbury Line will be looked at again.

- The business case for the Henbury Line is dependent on the redevelopment of Filton Airfield. Without it there are insufficient passengers. Should redevelopment come forward, services on the Henbury Line could start sooner.
- New Stations Package - Saltford, Ashton Gate (on Portishead line) and Corsham (Wiltshire Council proposal) could subject to business cases and funding come forward during either Phase 1 or Phase 2. Study work suggests there is capacity on the network to provide these additional stops.

### **Great Western Franchise update**

- First Great Western will continue to run the existing franchise until October 2013.
- On 26 March 2013 the DfT announced First Great Western would, subject to agreement, be granted 33 month contracts up to July 2016. After this date the franchise will operate under a competed management contract. Details, consultation and timescales to be confirmed
- The West of England wrote to Simon Burns, Minister of State, on 20 March 2013 requesting enhancements to services and facilities in the franchise extension. Minister's response of 25 April 2013 made it clear that as an emergency measure there is no scope for enhancements.
- A "co-operation and non frustration" clause in the 33 month contracts will enable First Great Western to work with the West of England on developing train service proposals for the Metro.
- Proposals for electrification, four tracking of Filton Bank and remodelling of Bristol East Junction should not be affected. These schemes are being undertaken by Network Rail and are independent of the franchise process.

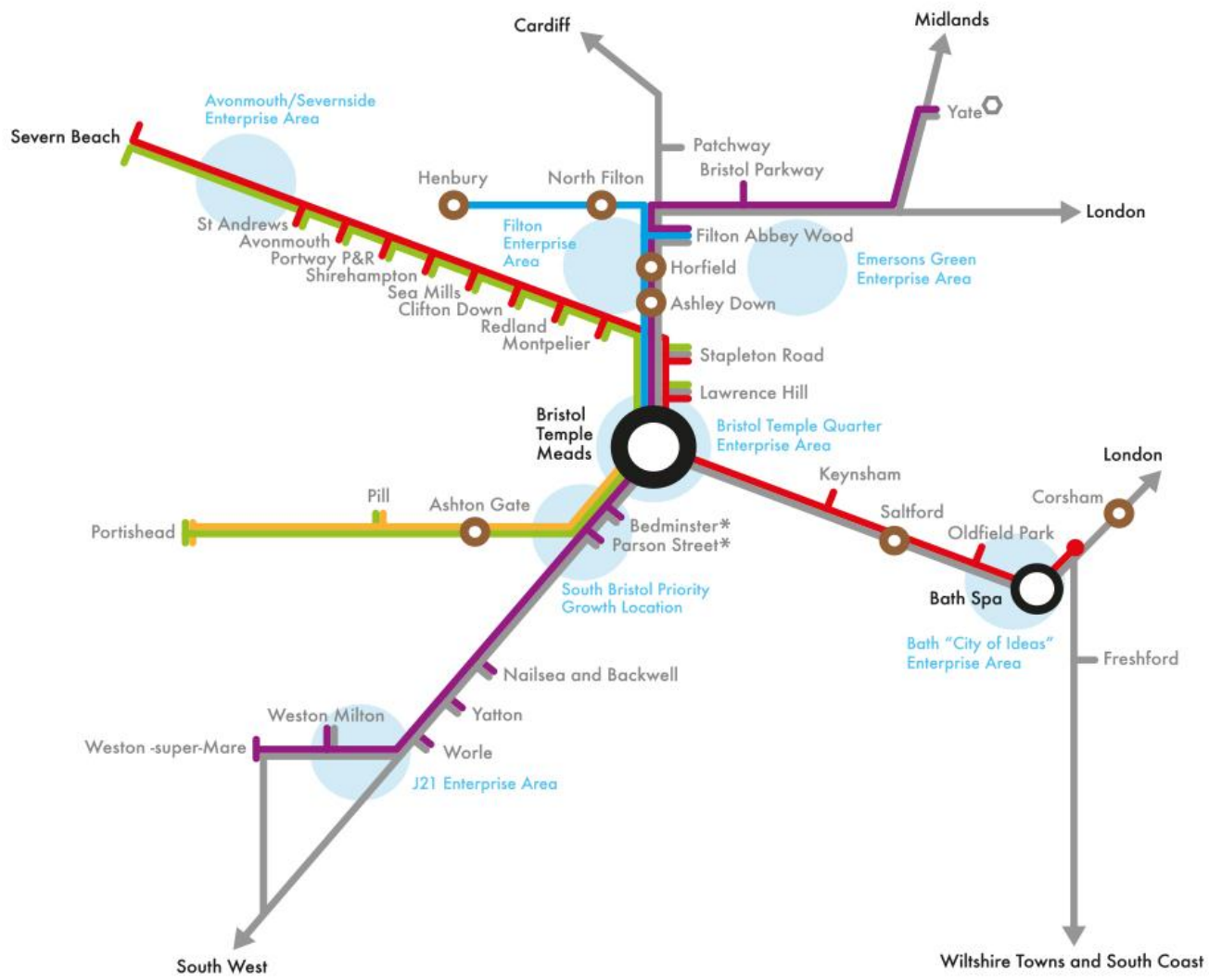
### **Electrification**

The Great Western Mainline between London Paddington and Bristol (via Bath Spa and Bristol Parkway) will be electrified by 2017 with new IEP services starting in 2018. Electrifying the whole of the local rail network remains a West of England aspiration.

The Department for Transport's High Level Output Specification, July 2012 requests the rail industry to look at electrification for the freight route Derby - Birmingham – Bristol and to all major ports after 2019.

Network Rail is refreshing the electrification Route Utilisation Strategy (RUS), published in October 2009. The refresh will set out options and priorities for further electrification over the next 30 years. The West of England will make representations on extending electrification to Weston-super-Mare, Yate and the Portbury (for Portishead), Severn Beach and Henbury Lines.

The Department for Transport has advised not to expect any schemes to be added to the electrification programme 2014 to 2019 and a letter from Mike Penning, the then Duty Minister, of 22/08/12 confirmed that there is currently no funding for extending electrification in Control Period 5 (2014 to 2019).



## MetroWest Phases 1 & 2

### Proposed Rail Network

- Existing rail services (local and inter-regional)
- Services - Phase 1**
  - Portishead to Severn Beach (hourly)
  - Portishead to Bristol Temple Meads (hourly)
  - Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
- \* Additional stopping services (Cardiff to Taunton) to call at these
- New turnback
- Services - Phase 2**
  - Weston-super-Mare to Yate
  - Extend Weston-super-Mare to Bristol Parkway service to Yate with turnback
  - Henbury to Bristol Temple Meads (hourly)
- Possible new stations (subject to business case)

