

# ConnectedCities: Metroisation of the Railways

## MetroWest



"Service schedules and limitations; Rolling stock transfers; Integrating services of all TOCs; Local v national services" For Connected Cities in place of industry speaker, 12.8.2020

By Graham Ellis, Board Member, TravelWatchSW

graham@wellho.net . Discussion via <http://www.passenger.chat/23890>

Presentation online at <http://www.passenger.chat/20200812.pdf>



Tina Biggs has looked at the Bristol area ... I am taking a look at railway operational and development aspects with examples from the Greater Trowbridge area.

# Greater Trowbridge

## Railway Stations, 8.2020

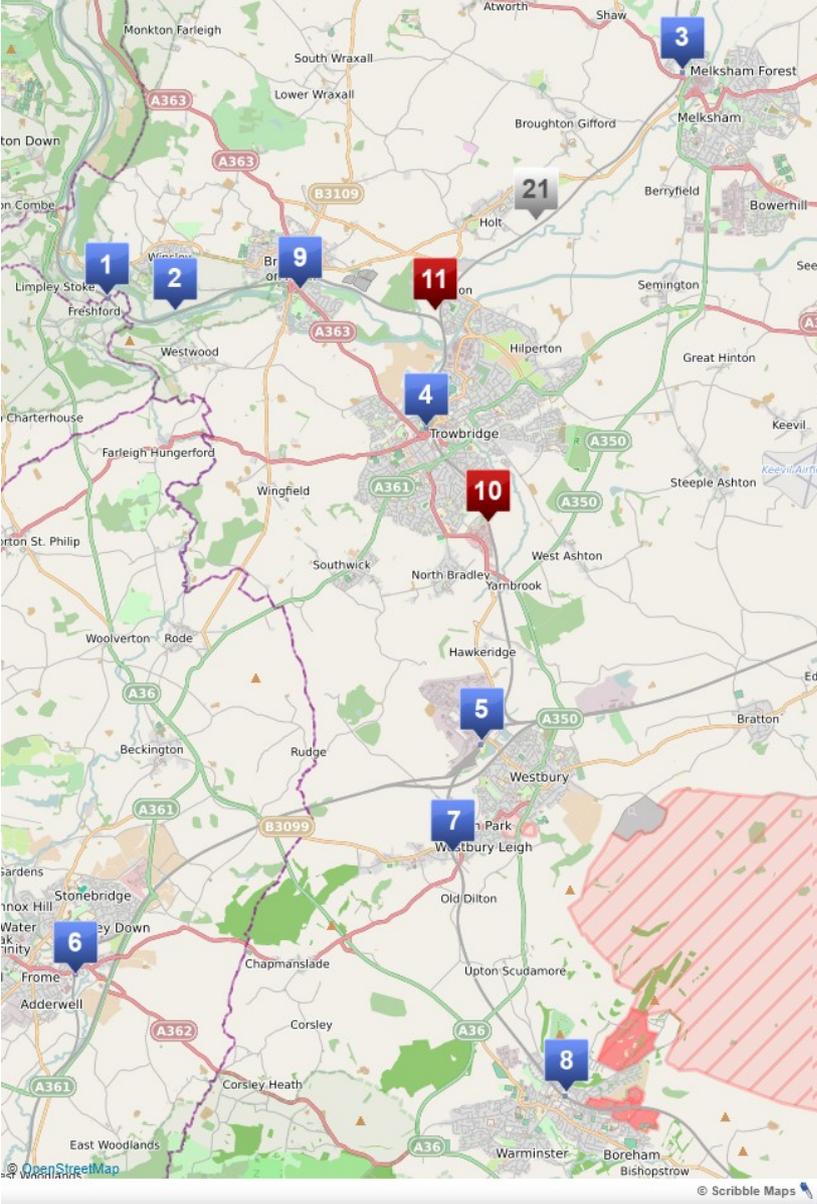
Blue – Current

Red – Suggested

Grey – Enquired

1 - Freshford; 2 - Avoncliff; 3 - Melksham; 4 - Trowbridge; 5 - Westbury; 6 - Frome;  
7 - Dilton Marsh; 8 - Warminster; 9 - Bradford-on-Avon;  
10 - White Horse Business Park; 11 - Staverton; 21 – Holt;

Max journey time between stations – 9 minutes



# Interactions & Capacity

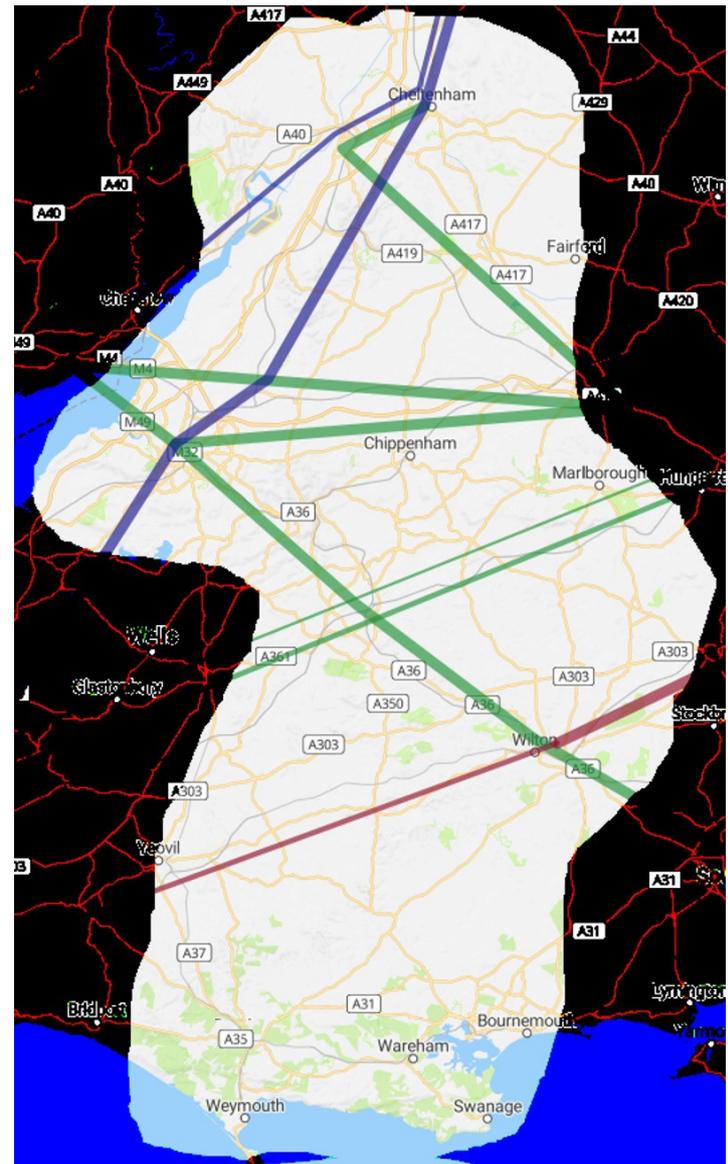
## \* Traffic interactions

- Long Distance (not for us but through us)
- Freight (from Southampton; Quarries; HS2)
- Operational (ECS and maintenance)

+ Track Capacity esp diff speeds (WSB->FRO)

+ Conflicting movements (WSB)

+ Single track sections / reliability (MKM)



# MELKSHAM

Greater Trowbridge



# Traffic Frequency needs

- is growth until wait time is shorter than time on train?

Two trains each way a day, 3,000 journeys per annum 0.1 per resident

Eight trains each way a day – 75,000 j.p.a. 2.5 per resident

Plan: Fourteen trains each way a day – 250,000 j.p.a. 10 per resident

Bradford-on-Avon: currently 530,000 j.p.a. 45 per resident

- Reliability and/or good information and backups  
if things (often) go wrong

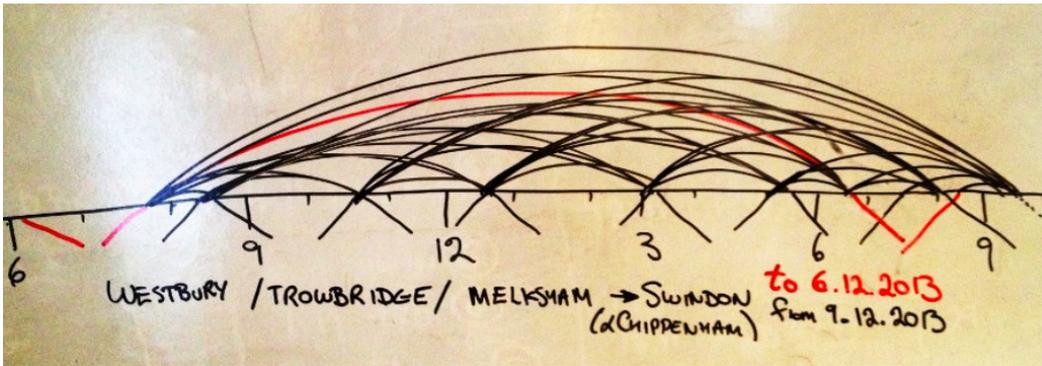
→ Just from this morning, 12.8.20 → →

Locals 25 mins late. (Image © Bob Morrison)

- Clockface and long hours



# Frequency, reliability, regularity



## MELKSHAM ALL DAY

-1 hour

+1 hour

STP	Plan Arr	Act Arr	Origin	PI	ID	TOC	Destination	Plan Dep	Act Dep
WTT	0752		Westbury		2M11	GW	Swindon	0753	
VAR	0859		Swindon		2M22	GW	Westbury	0900	
WTT	1020		Westbury		2M15	GW	Swindon	1021	
WTT	1131		Swindon		2M24	GW	Westbury	1131	
WTT	1220		Westbury		2M17	GW	Swindon	1221	
VAR	1331		Swindon		2M25	GW	Westbury	1331	
WTT	1422		Westbury		2M19	GW	Swindon	1423	
WTT	1532		Swindon		2M27	GW	Westbury	1533	
WTT	1651		Westbury		2M21	GW	Swindon	1652	
WTT	1758		Swindon		2M30	GW	Westbury	1759	
VAR	1850		Westbury		2M23	GW	Swindon	1851	
WTT	1958		Swindon		2M40	GW	Westbury	1959	

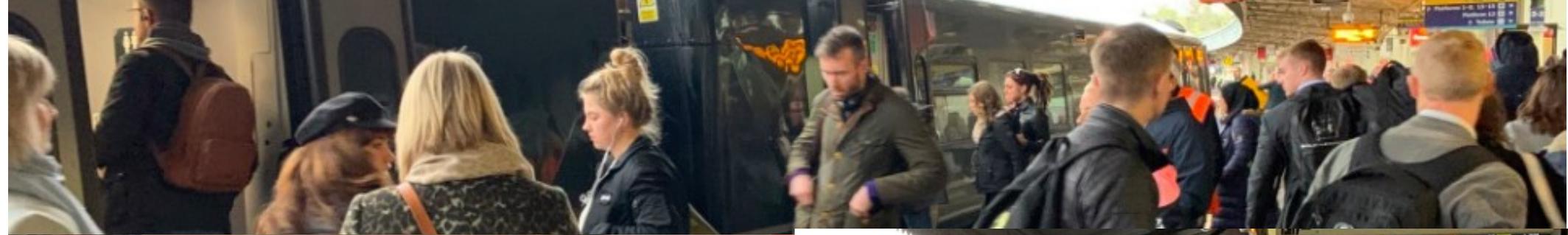




# Right Rolling Stock

- Enough doors (class 158 / end doors are regional not local)
- Fast acceleration and good braking
- Clean, comfortable, feels safe
- Climate friendly idling (WSB issues; diesel engines mid-train)
- Customer experience / Loos? / WiFi? / Tables?

**We really need suburban electric trains!**

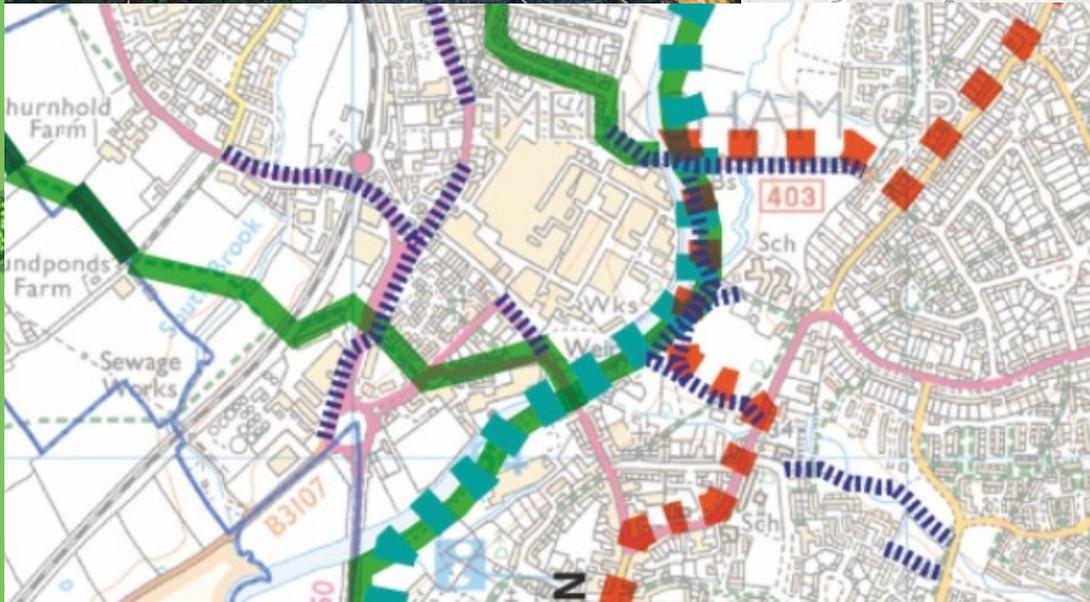
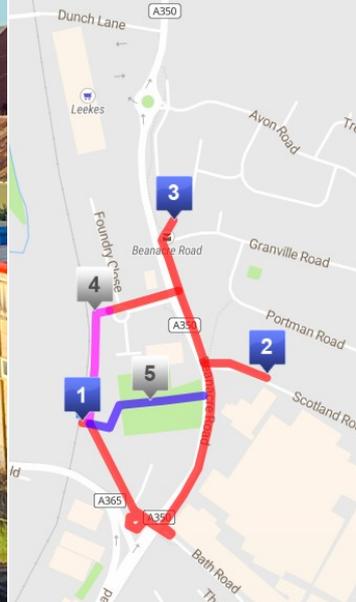
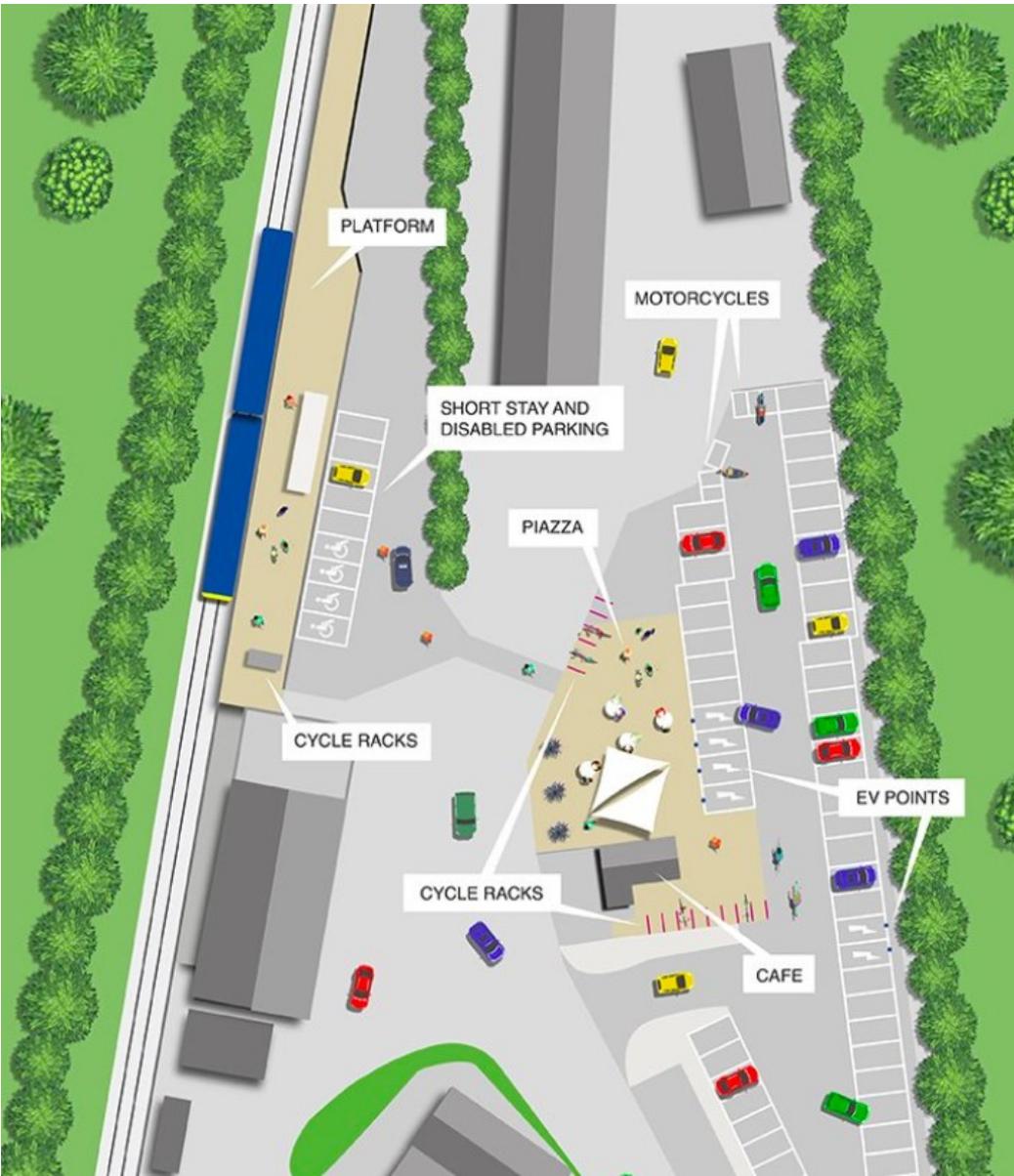


# Final Mile and Station Facilities

- Good interchange to other modes
- Walk, Cycle, Bus, Kiss and Ride, Taxi, Park
- Enough stations - overall speed v service
- Hub - Staff, cafe, loos at station - information
- Station use costs such as car parking
- Station access to town and porous



**COMMUTE, PARK,  
CYCLE, RECHARGE, EAT,  
DRINK, MEET, RELAX**



# Never Make a profit

Severn Beach Line - relative station traffic

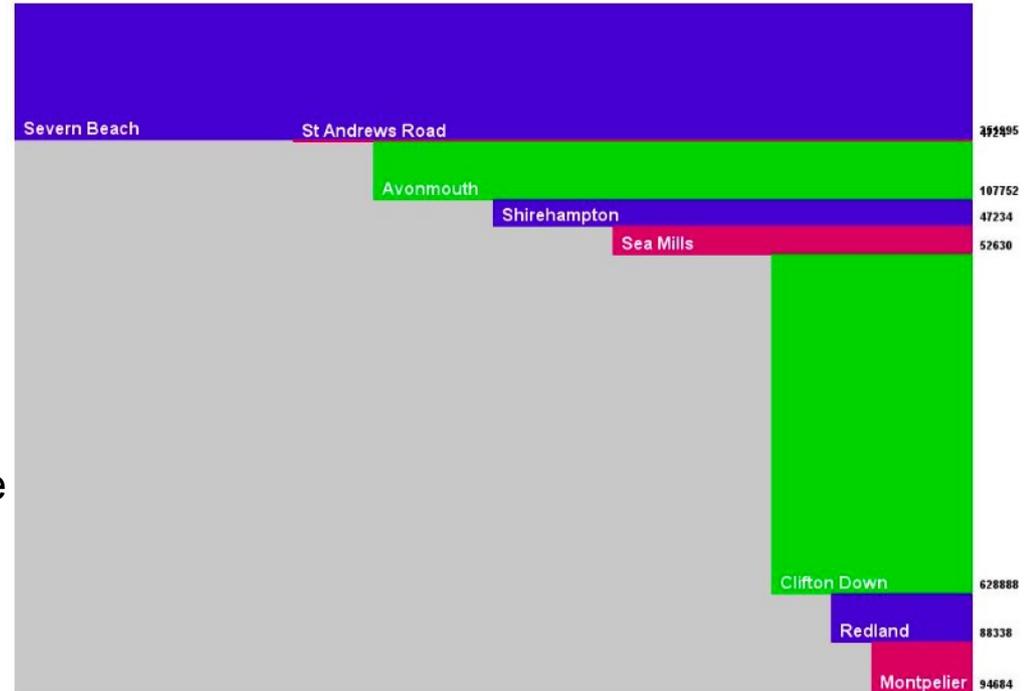
- single ended → Severn Beach Line example:
- low rate per mile, low miles per hour
- \* £3.00 return, 90 minutes – 3.3p/min, 12p/mile

Bristol to London ...

- \* £224.00 return, 180 mins – 124.4p/min , 80p/mile

- longer in stations
- shorter trains / more staff and track slots per passenger

So ... politics and subsidy



# Data

- good planning and current running integrated data
- integrated fares, fare collection systems, ability to switch

We have integrated fares (mainly) across train operating companies

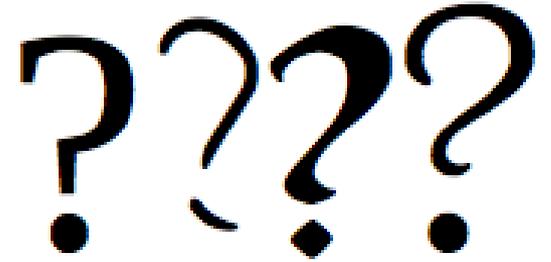
**London** has bus, train, tram, skyway, river bus all on one card and site

**Why have we not got integration in other city groups?**

(Noting freedom card in WECA that runs out at Batheaston and at Yate!)

# Covid Changes

- loss of superfasts?
- Need to book ahead?
- Can trains and buses carry enough people?
- Need to subsidise for many years?
- Forces in play to cut current loss makers?
- Will changed peaks save stock?
- How many will work from home?
- Sustainable (public, mass) v Bubble (private)?



# Public Perception, Planning, Paying

Is the development welcome?

Who is going to drive it?

Who is going to pay for it?

Are there risks to be taken?

Is it going to abstract?

Do people want it? Back yard? [Holt]



11:25

AA

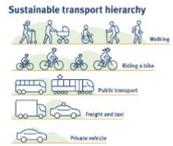
Not Secure — mrug.org.uk



## Why should you use sustainable transport?

### "What's in it for me?"

- \* Congestion Friendly
- \* Parking Friendly
- \* Arrive refreshed
- \* Healthier option
- \* Sleep, eat, work as you travel
- \* May be quicker / cheaper than driving
- \* Travel home safely after drinking
- \* Feel good doing a bit for the planet
- \* Leave the car for your partner



### It's good for the planet too

- \* Generate less CO2
- \* Generate less NO2
- \* Generate less particulates

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# Careful what you wish

- More trains

-> full trains

-> longer trains

-> longer platform

-> full trains

-> **Even more trains**

-> and more infrastructure

**Where does it end?**



Rail Passengers in Great Britain from 1829–2019



# Thank you

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***Melksham***  

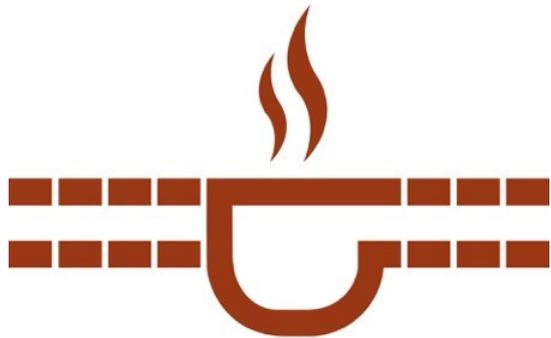
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**rail user group**





Presentation @ <http://melksh.am/cc>



**Coffee Shop**  
gwr.passenger.chat

*Melksham*  

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**rail user group**

