

Railfuture Wessex - Development to Rail Services – 2009

I. Wessex mainline to Hampshire and Dorset Coast

Short term (to 2012)

- Better late night services.
- Strengthen peak services.
- Complete disabled access lifts / bridge at Southampton Airport. (1)
- Maintain rail link to Weymouth Quay.

Medium term (to 2017)

- Link Swanage to mainline at Wareham.
- Double track Moreton to Dorchester South.
- Freight line bypass at Basingstoke station (1).
- Redevelop Poole station.
- Reintroduce passenger service to Poole Quay line.

Long term (beyond 2017)

- Redesign the two stations at Dorchester with a chord to permit through Bournemouth - Yeovil services (2).
- New station at West Totton.

Remarks

- (1) *Planned by NR.*
- (2) *Will face planning difficulties.*

II. Waterloo to Exeter (and beyond) via Salisbury

References

- West Country-Waterloo "The Real Alternative" (RPC 2005).

Short term (to 2012)

- Continue to strengthen trains which suffer overcrowding.
- Passing loop at Axminster (3).

Medium term (to 2017)

- New rolling-stock for longer distance trains (Exeter and beyond) (4).
- Develop Salisbury as a hub / Interchange.
- New station at Wilton (5).

Long term (beyond 2017)

- Double track throughout Salisbury - Exeter.
- Chord at Yeovil to permit through Bournemouth - Exeter services.
- New station at Porton (?).
- Passenger services to Ludgershall (?).

Remarks

- (3) *Planned by NR.*
- (4) *'Adelante' style trains.*
- (5) *To relieve Salisbury traffic. Served by both FGW and SWT.*

III. Waterloo to Portsmouth via Guildford

Short term (to 2012)

- Reintroduce intercity regional rolling stock (No class 450 suburban trains beyond Haslemere).
- Make use of freight siding at Fratton.

Medium term (to 2017)

- Incremental infrastructure improvements to reduce overall journey times and speed up services.
- Airtrack: Support for Guildford - Woking - Heathrow direct service.
- Lengthen platforms at Fratton for 12 coach trains.

Long term (beyond 2017)

- Redevelop Portsmouth Harbour station.
- New stations at West Leigh, Farlington Parkway and Copnor.
- Bordon. Rail connection to serve proposed 'eco-town' - from either Portsmouth or Alton lines. (6).

IV. Alton and Basingstoke Lines

Short term (to 2012)

- Speed up services by deleting stops between Woking and Clapham Junction / Waterloo.

Medium term (to 2017)

- Double-track Farnham to Alton and reduce journey times (< one hour to Waterloo).
- New station at Chineham.

Long term (beyond 2017)

- Direct rail services to Heathrow and East London (Airtrack / Crossrail)
- Redesign infrastructure in Blackwater valley to provide direct link between three lines at new Farnborough Interchange station.

V. Island Line

Short term (to 2012)

- Maintain support for the Isle of Wight Community Rail Partnership.

Medium term (to 2017)

- New rolling stock.

Long term (beyond 2017)

- Extend to Ventnor.

Railfuture Wessex - Development to Rail Services – 2009 (continued)

VI. South Coast Local

References

Lymington-Yarmouth (RPC 2005).

Short term (to 2012)

Review services in light of "Southern" timetable introduced in Dec 2007 and further develop.

Medium term (to 2017)

Develop a station at Ampress to serve Lymington Hospital and supermarket(s).
Reopen passenger line to Houndsworthy, Marchwood and Hythe.
Increase frequency Weymouth-Bristol and increase capacity at busy periods
New station at Paulsgrove.

Long term (beyond 2017)

Reintroduce a rail service to Gosport (successor to SHRT?).
Reintroduce passenger services to Southampton Terminus with station at Northam for SFC ground.
Express service along South Coast to Ashford International and Eurostar.

Remarks

None.

VII. Brighton / Portsmouth to Cardiff (via Salisbury and Bristol)

References

The Mainline They Shouldn't Ignore" South Coast to Bristol and South Wales (RPC 2004).

Short term (to 2012)

Maintain support for Three Rivers Community Rail Partnership (7).
Improve rolling stock (FGW) to reduce overcrowding and increase passenger comfort (8).
Reintroduce a service from Southampton to Swindon (or Chippenham) via Melksham and increase frequency of Salisbury - Bristol service.
Turn-back at Eastleigh to connect Brighton with Southampton Airport.

Medium term (to 2017)

Develop Salisbury as a hub / interchange (see row II).
Further develop potential by a chord at Eastleigh to permit faster inter-regional service via Southampton Airport.

Long term (beyond 2017)

Double-tracking of Botley-Fareham.

Remarks

(7) *Transfer Romsey, Mottisfont, Dunbridge and Dean stations from FGW to SWT.*

(8) *'Adelante' style trains would suit this route.*

VIII. Cross-Country

References

Supporting the Case for Cross-Country Services" (Passenger Focus 2006).

Short term (to 2012)

Reintroduce Poole as terminus for most services (9).
Reintroduce a timetable which includes services from NW, NE and Scotland WITHOUT the need for change at Birmingham (10).
ATOC to reintroduce the 'blue' national ' High Speed Train and Sleeper Guide' (scrapped 2003)

Medium term (to 2017)

Reintroduce services to Brighton via Gatwick Airport.
Introduce service to Ashford International.

Long term (beyond 2017)

None.

Remarks

(9) *Especially on Sat, Sun and holiday periods.*

(10) *Also maintain full buffet facilities on major long-distance routes.*

IX. General issues

References

The Demand for Parking in South East England" (RPC 2005).

Short term (to 2012)

Fares.
Ticket office opening hours.
Closure of Travel Centres.
Car Parks at stations. Stations: security and maintenance.
Information. Better integration of trains / buses and more rail link buses e.g. Waterlooville-Petersfield (now operational), Whiteley-Swanwick.

Medium term (to 2017)

Better coordination between operators.
Increase capacity to meet FORECAST passenger demands.

Long term (beyond 2017)

Further electrification?
Run a genuine 7-day railway.

Remarks

Issues taken up at national level by Railfuture.