

‘Development to Rail Services –

2012’

Introduction

This paper sets out proposals for further development of the rail system in the principal area of interest to members of the Wessex branch of Railfuture: Hampshire, Dorset, south Wiltshire, the Isle of Wight and parts of Somerset and West Sussex. It supersedes an earlier version in tabulated format.

Campaign Priorities:

Deliver the most appropriate rolling stock for all services in the region in terms of seat comfort, luggage space, toilets and catering

Increase capacity on crowded services to/from Waterloo

Upgrade the line from Poole to Weymouth (route 1)

Explore opportunities for the Basingstoke to Reading (route 4)

Introduce a passenger service on the existing freight line to Marchwood and Hythe (route 6)

Introduce regular services between Wareham, Corfe and Swanage (route 6)

Improve inter-regional service between Portsmouth and Bristol/Cardiff (route 7)

(These proposals are explained in more detail in the Route Annex)

General Issues

Several issues apply throughout the area:

Reduce journey times without prejudicing punctuality

Strengthen services which suffer from overcrowding

Simplify fares

Improve provision of timely information on trains and at stations in event of disruption

Staff ticket offices to meet demand

Make accessible, maintain and secure stations with waiting rooms/toilets available for passengers

Increase capacity of car parks at stations to meet demand (ref e)

Integrate services and timetables of trains and buses

Provide bike hubs with cycle hire at key stations throughout the network

Maintain support for Community Rail Partnerships, Rail User Groups and station adoptions

References

- a. West Country-Waterloo "The Real Alternative" (RPC 2005)
- b. The Mainline They Shouldn't Ignore" South Coast to Bristol and South Wales (RPC 2004)
- c. Lymington-Yarmouth (RPC 2005)
- d. Supporting the Case for Cross-Country Services" (Passenger Focus 2006)
- e. The Demand for Parking in South East England" (RPC 2005)

Routes

1. Wessex mainline to Hampshire and Dorset Coast
2. Waterloo to Exeter (and beyond) via Salisbury
3. Waterloo to Portsmouth via Guildford
4. Basingstoke, Reading and Alton
5. Island Line
6. South Coast
7. Portsmouth to Cardiff via Southampton, Salisbury and Bristol
8. Cross-Country

Route Annex

1. Wessex mainline to Hampshire and Dorset Coast

Revise pattern of 'slow' service to Poole to provide a better direct service between some medium sized stations and Waterloo

Enable 10 car trains to run to Weymouth. This could be achieved by redoubling the track between Moreton and Dorchester

Redevelop Poole station

Provide step-free access at Brockenhurst

2. Waterloo to Exeter (and beyond) via Salisbury

Continue to strengthen trains which suffer overcrowding, particularly late evening (or provide alternative trains for passengers to Woking)

Reinstate some summer services to south Devon and Plymouth

Introduce rolling stock with more spacious seating and luggage capacity rolling-stock for longer distance trains (Exeter and beyond) (ref a)

Better coordination between rail and bus services at Salisbury.

Increase capacity between Salisbury and Exeter through double track throughout (*long term*)

Consider case for rail-based passenger service from Ludgershall to Andover

Develop new station at Wilton (also to serve route 7)

3. Waterloo to Portsmouth via Guildford

Reintroduce regional intercity rolling stock on all twice-hourly 'fast' services to Portsmouth Harbour via Guildford

Incremental improvements to reduce overall journey times and speed up services

Lengthen platforms at Fratton for 12 coach trains

Introduce Woking-Heathrow direct service through revision of defunct Airtrack scheme

Consider case for new stations at West Leigh, Farlington Parkway (as P&R), Paulsgrove and Copnor

4. Basingstoke, Reading and Alton

Make better use of Basingstoke to Reading line through dual-voltage electrification to permit improved journey opportunities between the South Coast, the Midlands, Paddington and HS1/2

Introduce freight line by-pass at Basingstoke to cope with additional traffic

Speed up services from Basingstoke and Alton by deleting stops between Woking and Clapham Junction

Reduce journey time from Alton to London (under one hour) by reinstating double track from Bentley to Alton

Develop new station at Chineham

Provide rail link to 'eco-town' at Bordon/Whitehill through re-opening former line from Bentley and possibly extend to Liphook

4. Island Line

Redevelop Ryde Esplanade station

Provide new (ex-main line) rolling stock

Enable regular half-hourly service from Ryde to Shanklin through reinstatement of double track between Brading and Sandown

Reconnect Newport for passenger traffic by extending existing Isle of Wight Steam Railway line

Examine feasibility of re-opening line to Ventnor

5. South Coast

Encourage further development of direct rail access to Southampton Airport from Portsmouth/West Sussex area and introduce half-hourly service at Hedge End

Speed up services between Portsmouth and Southampton

Develop Passenger service to Southampton from new stations at Hythe and Marchwood on Fawley freight branch

Better coordination of rail/ferry schedules at Lymington and provide sheltered access to ferries for foot passengers (ref c)

Provide access to serve Lymington Hospital and supermarket(s) by new station at Ampress

Examine potential for improving services from Weymouth (Heart of Wessex Line) and Southampton to Bristol and Swindon

Develop SW chord at Yeovil to insert call at Yeovil Junction on Weymouth-Westbury services

Reintroduce a rail service to Gosport (successor to SHRT?).

Reintroduce passenger services to station at Northam for SFC ground

Increase capacity in south Hampshire through double track from Fareham to Botley (*long term*)

6. Portsmouth to Cardiff via Southampton, Salisbury and Bristol

Reduce overcrowding and increase passenger comfort by introduction of appropriate inter-regional rolling stock, including provision of business-style accommodation and luggage space (ref b)

Encourage development of direct rail access to Southampton Airport from Salisbury/Wiltshire

Support (open access) initiatives for greater use of Swindon-Melksham-Westbury line.

Transfer Romsey, Mottisfont/Dunbridge and Dean stations to SW franchise.

8. Cross-Country and Freight

Further develop timetable which includes through services to NW/ NE England and Scotland WITHOUT the need to change at Birmingham (ref d)

Continue to strengthen capacity for freight services between South Coast and the Midlands, including diversionary routes

Make use of freight siding at Fratton

The Railway Development Society, now known as RAILFUTURE, was formed in 1978 by amalgamation of two pressure groups. Membership has grown to several thousand. It is a voluntary organisation with 16 local branches which campaign for better rail services throughout the United Kingdom. We are independent of political parties, rail management and unions.