



Campaigning for rail at the core of an integrated transport network for Bristol, Bath and the West of England

FoSBR Plan for Rail

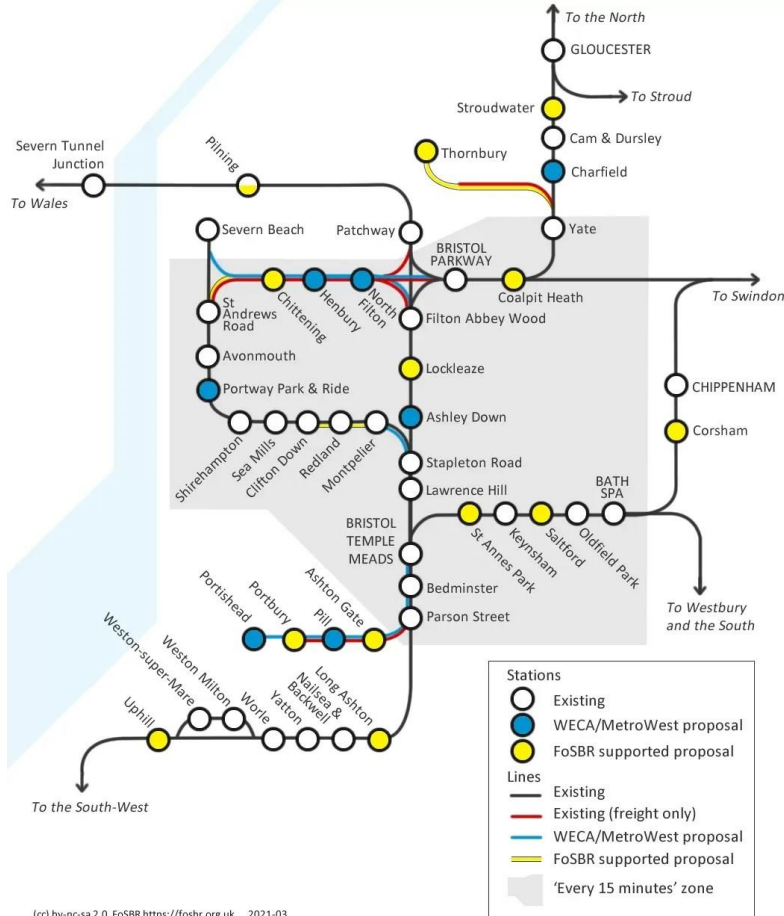
Tim Weekes



FoSBR Plan for Rail

- What is the FoSBR Plan for Rail?
- Is it realistic?
- How much work is involved?
- How much will it cost?

What is FoSBR's Plan for Rail?

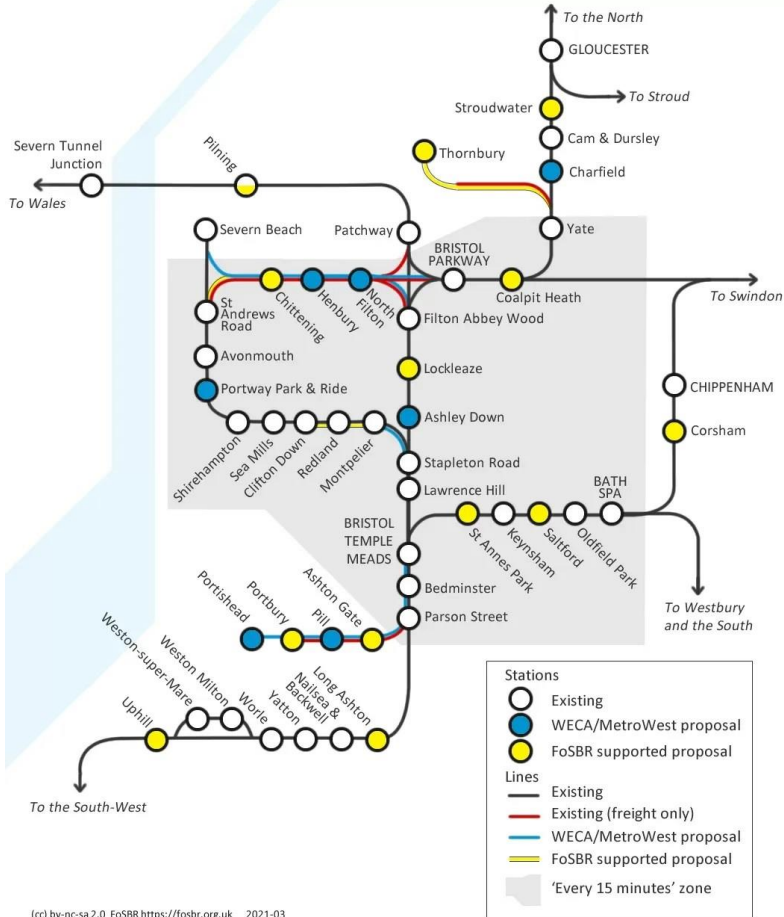


Turn-up-and-go (every 15 mins) metro service to form 'scaffolding' of sustainable public transport system.

Accessible and well connected with buses, cycling, walking and future mass transit.

Most households within 3km of nearest station; many within 400m.

Is it realistic?



All major routes already exist.

Most land belongs to railway so no complications of negotiating with other users.

Proposed new stations often on previous station sites, so 'plug in' well to roads and paths.

Some routes already have sufficient capacity, others require interventions.

How much work is involved?

Infrastructure:

More double track on Severn Beach line

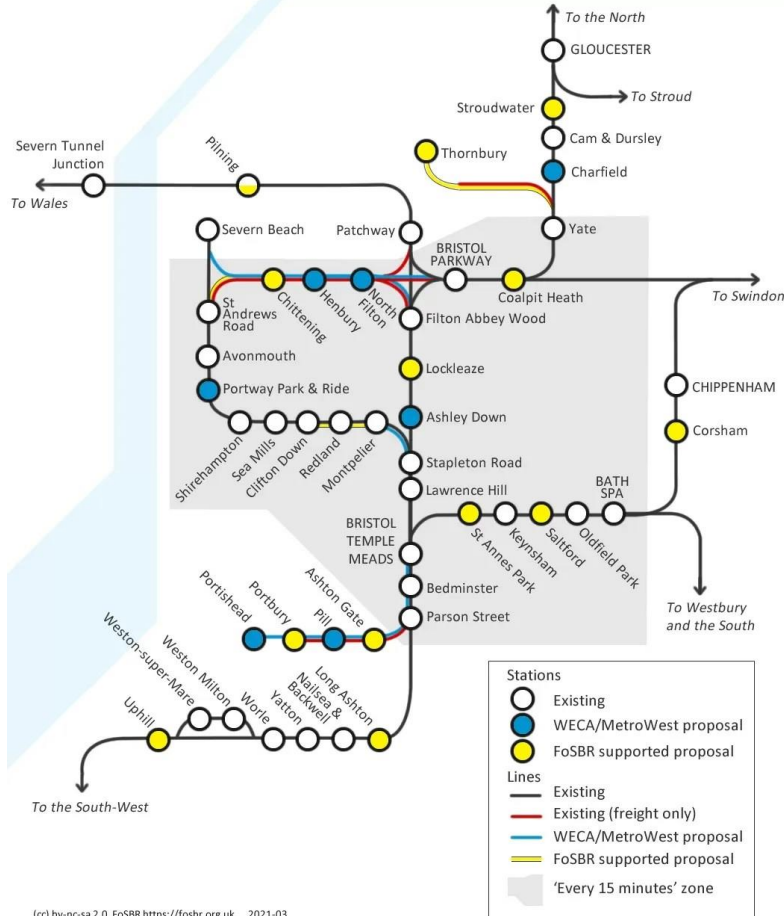
Bristol - Bath capacity

Portishead capacity

Bristol West capacity

* Severn Beach - Henbury chord

** Parkway - Yate capacity



How much work is involved?



Electrification:

Overhead 25kV:

Chippenham – Bath – Bristol TM

Bristol TM– Birmingham

Bristol TM – Exeter

Battery/Overhead:

Severn Beach

Henbury

Hydrogen:

???



How much will it cost?

A new, fully-accessible two platform station starts at around £10 million.

Other interventions are harder to quantify, but recent projects give an indication:

Bristol East Junction – major - £132 million

Filton Bank 4-tracking – major - £126 million

Portishead reopening – intermediate - £120 million

Portway P&R station – simple - £4 million

Priorities