

Railfuture Wessex - Development to Rail Services – 2010

I. Wessex mainline to Hampshire and Dorset Coast

Short term (to 2014)

Revision of stopping pattern of slow Poole service.
Complete covered way from station to airport at Southampton.

Medium term (to 2019)

Reintroduce regular mainline service to Swanage.
Double track Moreton to Dorchester South.
Freight line bypass at Basingstoke station.
Redevelop Poole station.

Long term (2020 and beyond)

Introduce service from Bournemouth to Exeter via Weymouth and Yeovil.
Introduce passenger service on Hamworthy branch to Poole Quay.
New station at West Totton.

II. Waterloo to Exeter (and beyond) via Salisbury

Reference

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

Short term (to 2014)

Continue to strengthen trains which suffer overcrowding.

Medium term (to 2019)

New rolling-stock for longer distance trains (Exeter and beyond)
Better coordination between rail and bus services at Salisbury.
New station at Wilton (??).

Long term (2020 and beyond)

Double track throughout Salisbury - Exeter.
Through Bournemouth – West Country services(see I above).
Passenger services to Ludgershall (??).

III. Waterloo to Portsmouth via Guildford

Short term (to 2014)

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

Medium term (to 2019)

Incremental 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 (2020 and beyond)

Redevelop Portsmouth Harbour station.

New stations at West Leigh, Farlington Parkway (as P&R) and Copnor.
Reinstate MOD line to Bordon and continue north to link with Alton line to serve new 'eco-town' (also to provide a diversionary route).

IV. Alton and Basingstoke Lines

Short term (to 2014)

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

Medium term (to 2019)

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

Long term (2020 and beyond)

Line from Farnham to Bordon (see III above).
Redesign infrastructure in Blackwater valley to provide direct link between three lines at new Farnborough Interchange station.

V. Island Line

Short term (to 2014)

Maintain support for the Isle of Wight Community Rail Partnership.

Medium term (to 2019)

New rolling stock.
Reinstate second platform at Brading to enable regular half-hourly

service

Long term (2020 and beyond)

Reconnect Newport and Ventnor

VI. South Coast Local

Reference

Lymington-Yarmouth (RPC 2005).

Short term (to 2014)

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

Medium term (to 2019)

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

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Long term (2020 and beyond)

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

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 2014)

Maintain support for Three Rivers Community Rail Partnership
Improve rolling stock (FGW) to reduce overcrowding and increase passenger comfort (8).

Support initiative by open access operator for greater use of Swindon/Melksham/Westbury/Yeovil/Weymouth line.

Support plan to 'turn-back' at Eastleigh to connect Brighton with Southampton Airport, including stop at Hedge End.

Medium term (to 2019)

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

Better coordination between rail and bus services at Salisbury (see II)

Further develop potential by a chord at Eastleigh to permit faster inter-regional service via Southampton Airport.

Long term (2020 and beyond)

Double-tracking of Botley-Fareham.

VIII. Cross-Country

References

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

Short term (to 2014)

Reintroduce Poole as terminus for some summer services(??)

Reintroduce a timetable which includes services from NW, NE and Scotland WITHOUT the need for change at Birmingham.

Medium term (to 2019)

Strengthen capacity once Reading redevelopment is complete.

Long term (2020 and beyond)

Integrate cross-country services with HS2.

IX. General issues

References

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

Short term (to 2014)

Reduce journey times without prejudicing punctuality.

Strengthen services which suffer from overcrowding.

Fares. Simplify.

Ticket Offices. Staffed to meet demand.

Car Parks at stations. Increase capacity to meet demand.

Stations. Security and Maintenance.

Information. Better integration of trains / buses.

More rail link buses e.g. Whiteley-Swanwick.

Medium term (to 2019)

Better coordination between operators.

Increase capacity to meet FORECAST passenger demands.

Run a genuine 7-day railway.

Long term (2020 and beyond)

Further electrification (Basingstoke/Salisbury/Romsey/Redbridge lines)?

Re-introduction of 'Motor-rail' services (??)