

## ANNEX E – GAP ANALYSIS



# SWINDON AND WILTSHIRE RAIL STUDY

## ANNEX E – GAP ANALYSIS

### IDENTIFICATION TABLE

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## 1. GAP ANALYSIS

- 1.1.1 Within the previous Annexes we have examined the strengths and weaknesses of the rail network and the role that it plays in supporting the economy and community of Swindon and Wiltshire. As part of this process, and through the stakeholder engagement activities, it has been identified that there are a number of opportunities for the rail network to be improved to better address the objectives of the SWLEP, Wiltshire Council, Swindon Borough Council and other stakeholders.
- 1.1.2 As a basis for the development of the SWLEP Rail Strategy, these opportunities have been grouped together into three key themes, as set out below;
- **Connectivity Gaps** – Movements where it has been identified that new services might be developed
  - **Maintaining & Improving Links** – Enhancing existing services for example through frequency enhancements or journey time reductions
  - **Access & Integration** – Improving access to the rail network either through improvements access to existing stations for example through improved integration with other modes, or alternatively through the construction of new stations.
- 1.1.3 These themes then set the basis for the assessment of interventions which will form the outputs of the strategy.
- 1.1.4 The tables that follow below set out each of the gaps identified during the Study across the rail network in Swindon & Wiltshire, outlining the range of potential schemes / new services that might address these gaps, setting out the source of each of these proposed interventions.

**Table 1. Connectivity Gaps**

GAP	MITIGATIONS TO CONSIDER	COMMENTS
<p>C1 Connectivity from Swindon to the Midlands &amp; North</p>	Development of Southampton – Swindon – Oxford – Birmingham service	Development of stakeholder suggestion
	Extension of Paddington – Cheltenham services to Birmingham	Assumes delivery of committed 1 train per hour London – Cheltenham
	Operation of new Swindon – Birmingham service	Additional service to committed 1TPH London – Cheltenham
	Completion of HS2 providing routing options via Old Oak Common	Scheme external to SWLEP area.
<p>C2 Connectivity from Wiltshire to the Midlands &amp; North</p>	Development of Southampton – Swindon – Oxford – Birmingham service	Development of stakeholder suggestion
	Extension of Paddington – Cheltenham services to Birmingham	Assumes delivery of committed 1 train per hour London – Cheltenham
	Operation of new Swindon – Birmingham service	Additional service to committed 1TPH London – Cheltenham
	Completion of HS2 providing routing options via Old Oak Common	Scheme external to SWLEP area.
	Improved connections via Bristol Temple Meads	Improvements in connections via Bristol TM may offer some useful journey time reductions, although a connection would still be required
<p>C3 Connectivity from Swindon to Oxford</p>	Development of Southampton – Swindon – Oxford service	Development of stakeholder suggestion

GAP	MITIGATIONS TO CONSIDER	COMMENTS
	Development of Bristol – Swindon – Oxford – Cambridge service	Requires completion of East West Rail
C4 Connectivity from Wiltshire to Oxford	Development of Southampton – Swindon – Oxford service	Development of stakeholder suggestion
	Development of Bristol – Swindon – Oxford – Cambridge service	Requires completion of East West Rail
C5 Connectivity from Swindon to the Knowledge Corridor	Development of Bristol – Swindon – Oxford – Cambridge service	Requires completion of East West Rail
C6 Connectivity from Wiltshire to the Knowledge Corridor	Development of Bristol – Swindon – Oxford – Cambridge service	Requires completion of East West Rail
C7 Connectivity from Swindon and the M4 Growth Zone to the Solent	Development of Southampton – Swindon – Oxford service	Development of stakeholder suggestion
	Linking of Salisbury – Southampton and Westbury – Swindon service	Stakeholder suggestion
C8 International access via Heathrow	Development of Western Rail Access and Southern Rail Access to Heathrow schemes	Scheme external to SWLEP area.
C9 Connectivity from Trans Wilts stations towards London	Operation of Westbury – London service via Trowbridge and Chippenham	Option identified by SYSTRA
C10 Connectivity from Salisbury to the Thames Valley	Operation of Salisbury – Reading service	Extension of existing Reading – Basingstoke service

**Table 2. Maintaining & Improving Links**

GAP	MITIGATIONS TO CONSIDER	COMMENTS
MI1 Improved service Salisbury and London	Reduce journey times through alternative rolling stock, line speed improvements and amended timetables	Aim to deliver improved generalised journey times therefore frequency and speed will have a role
MI2 Service frequencies on the Berks & Hants Line towards both London and the South West	1TPH Paddington - Exeter	Development of committed 0.5 TPH Paddington – Exeter service committed as part of GWR franchise
	1TPH Paddington – Frome with alternate services extending to Exeter	
	Extension of Paddington – Bedwyn services as far as Frome	Stakeholder Suggestion
MI3 Retaining and improving average services towards London on the GWML and B&H	Extension of Paddington – Didcot peak services to Swindon	Proposed in Western Route Study
	Reduction of journey times through introduction of IET	Committed as part of GWR franchise
MI4 Service frequencies to Frome	1TPH Paddington – Frome with alternate services extending to Exeter	Development of committed 0.5 TPH Paddington – Exeter service committed as part of GWR franchise
	Extension of Paddington – Bedwyn services as far as Frome	Stakeholder suggestion
	Hourly Bristol – Weymouth service	Stakeholder suggestion
MI5 Low frequency and ad-hoc service patters on Trans Wilts network	Timetable optimisation supported by additional services	Development of stakeholder suggestions
MI6 Connectivity & service frequency Swindon – Westbury	Increase existing service to hourly	Stakeholders and NR LTPP
	Linking of Salisbury – Southampton and Westbury – Swindon service	Stakeholder suggestion



GAP	MITIGATIONS TO CONSIDER	COMMENTS
	Development of Southampton – Swindon – Oxford service	Development of stakeholder suggestion
	Operation of Westbury – London service via Trowbridge and Chippenham	Option identified by SYSTRA
<b>MI7</b> Quality of interchange options at node stations including Swindon, Westbury and Salisbury	Timetable optimisation supported by additional services	Development of stakeholder suggestions
<b>MI8</b> Service frequency between Westbury and Weymouth	Operation of 1TPH Bristol - Weymouth	Stakeholder suggestion
<b>MI9</b> Service frequency between Swindon and Gloucester/Cheltenham	Operation of new Swindon – Birmingham service	Overlaid on committed 1TPH London – Cheltenham service
	Operation of additional Swindon – Cheltenham service	Overlaid on committed 1TPH London – Cheltenham service
<b>MI10</b> West of England Line service frequency	Enhance Waterloo – Exeter to 2TPH	Stakeholder suggestion
	Enhance Yeovil – Waterloo services to 2TPH	Development of above suggestion

**Table 3. Access & Integration**

GAP	MITIGATIONS TO CONSIDER	COMMENTS
<p>AI1 Poor access in north Wiltshire especially around the M4 growth zone</p>	New station at Swindon East	Located close to Swindon Eastern Villages
	New station at Swindon West	Located close to M4 J17
	New Station at Moredon Bridge	Located on South Cotswold Line on northern edge of Swindon
	New station at Royal Wootton Bassett	Located on GWML
	New station at Hullavington	Parkway station for Malmesbury area
	Corsham	Located on GWML between Thingley Jn and Bathampton Jn
	Thingley Jn	Alternative site for Corsham station off the A350
	Staverton	Stakeholder suggestion – located north of Trowbridge served by Swindon – Westbury service
<p>AI2 Poor access to the rail network in South Wiltshire notably in the A303 Growth Zone</p>	Ludgershall Station	Requires reopening to passenger traffic of Andover – Ludgershall Line
	New station at Porton Parkway	Located close to Boscombe Down area
	Alderbury	Located on Salisbury – Southampton line
	Wilton	Located west of Salisbury, potential to be served by either/or Trans Wilts or West of England services
	Barford St. Martin	Located on west of Wilton on West of England Line
	Wylve Valley	Located where A303 crosses Trans Wilts corridor
<p>AI3 Limited access to the rail network in East Wiltshire</p>	Devizes Parkway station	Located on B&H line where the A342 crosses the railway
	Lavington station	Alternative location for Devizes Parkway

GAP	MITIGATIONS TO CONSIDER	COMMENTS
<p style="text-align: center;">AI4</p> <p>Limited access to the rail network for new developments</p>	New station at Swindon East	Located close to Swindon Eastern Villages
	Ashton Park	Located south of Trowbridge to serve new development
	New station at Porton Parkway	Located close to Boscombe Down area
<p style="text-align: center;">AI5</p> <p>Access to the rail network from Swindon</p>	Swindon Station Development scheme	Existing scheme
	Development of BRT to Swindon station	Extension of existing scheme
	New station at Swindon East	Located close to Swindon Eastern Villages
	New station at Swindon West	Located close to M4 J17
	New Station at Moredon Bridge	Located on South Cotswold Line on northern edge of Swindon
<p style="text-align: center;">AI6</p> <p>Integration of sustainable and public transport access to the rail network</p>	Development of MaaS application for Swindon & Wiltshire	SYSTRA suggestion
	Improved cycle links for new station and high quality access for existing stations	Examples might include improved links between the Calne - Chippenham cycleway and Chippenham station or use of Devizes branch as a cycleway as a means of serving a new station
	Optimisation of bus and rail links	Ensure bus services are planned around rail services
	Development and marketing of car share schemes	Reduce car use as a means of accessing stations
	Development of stations as community hubs	Place rail services in the community and develop as a mechanism for investing in new stations and refurbishing existing stations

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