

Draft – 5.1.2021 – **Public transport service and significant cost reduction during lockdown, minimising loss of width and quality of service for key workers and essential journeys** – Graham Ellis, graham@wellho.net

## **Background and introduction**

We are headed for a significant period during which public transport passenger numbers will be greatly down on normal, but those remaining will be key (often shift) workers or those on essential journeys outside the pattern of peak commuter or leisure flows.

We are headed for a further period where staffing availability may be reduced due to isolation requirements, staff not wanting to take risks running more services than are required, and government wishing to save money by reducing the number of services running around "carrying fresh air".

Reducing services that are already thin risks rendering them unusable. Trimming start and end of day makes services useless for health, care and other shift workers and other transport staff getting to work. Combing out services without care can tear apart connections making, ruining total passenger journeys.

This paper sets down a series of principles based on these objectives:

- \* Provide practical essential journeys on a daily / regular basis for all shifts
- \* Provide adequate capacity bearing in mind social distancing requirements
- \* Provide a system under which information is easily available and understood
- \* Protect resources and have a view towards later rebuilding
- \* Run reliable services within staff availability
- \* Reduce operational costs and operation of excess capacity

## **Principles**

- Local and regional journeys not to drop below hourly
- Long distance journeys not to drop below every 2 hours
- Duplicate services along a line can be reduced to a single TOC monopoly
- Services that start alternate destinations combine passengers to the junction
- Stations (except low use) with local flows not drop below hourly
- Low use stations with local flows not drop below every 2 hours
- Longer distance journeys can be somewhat slower serving extra stations
- Connections need to be maintained, with timetable padding to ensure that
- Services to alternate between routes where appropriate
- Tickets to be accepted on alternative public transport

## **Authority**

To add / experience / TWSW coverage / MRUG / Save the Train / TransWilts / ACoRP awards, SMK awards, Coffee Shop Support, etc

### **Example 1. trains / starting from Westbury, regional DMU services**

- current timetable about 20 diagrams:

Cardiff-Portsmouth, Bristol-Westbury,-Weymouth. Swindon-Westbury, Also Salisbury-Romsey

- proposal is 8 or 9 diagrams:

\* every hour Bristol (PPW?) - SOU, alternately via Nursling and Eastleigh

(all stations except alternating trains Avoncliff & Freshford, Dean & Mottisfont)

\* every 2 hours Swindon to Weymouth

(arrive at Westbury ahead of service from Bristol, 15 minutes then carries on)

- Issue to consider (operational)

1. Pathing Bristol/Bathampton, Eastleigh/Redbridge, Thingley/Swindon, Castle Cary/Westbury

2. Platform availability at Temple Meads, Westbury, Southampton

3. Single line conflicts

4. Route knowledge of GWR drivers Romsey to Eastleigh

5. GWR crew and trains serviced in Fratton

6. Crossover movements at Bristol (East), Redbridge, Eastleigh, Dorchester and Weymouth

7. Robust timings

8. Signal section spacing, TRO->WSB

9. Sourcing of services to CNM, WOS, WOF, GMV

- Issues to consider (passenger)

1. Quality of ongoing connections from Eastleigh and St Denys to Portsmouth

2. Quality of ongoing connections from Bristol area to South Wales

3. Whether strict 2 hourly services cause issue with timing for regular users

4. Connections to Cardiff

NOTE - good connections at WSB - so not an "issue"

- most issues look soluble, for example with BRI/BPW -> SOU trains call current times at WSB

a) WEY train passes next one at YVP. No prob TRO-CPM nor ROM-ESL

b) Early service start from / later ones end Fratton

c) Dramatic thinning reduces crossover movement issues; schedule has slack to tune them

### **Example 2a. London to Exeter and Plymouth**

\* Every 2 hours via Westbury

\* Every 2 hours via Bristol

#### **2b. London to Bristol and Weston**

\* Every 2 hours, interlaced with 2a to give hourly London to Bristol

#### **2c. London to Swansea**

\* Every hour, connection at Swindon every 2 hours to Cheltenham Spa

Notes - Bedwyn either Reading shuttle every 2 hours or the Plymouth train calling

- SWI to CNM could be a continuation of the WEY train / may save diagram

### **Example 3. Wilts / Mendip to Bath buses**

\* every hour Chippenham and Corsham to Bath

\* every hour Devizes and Melksham to Bath

(alternating Box/Kingsdown, Whitley/Shaw, Forest/Bowerhill)

\* every hour Warminster, Westbury, Trowbridge, Bradford-on-Avon to Bath

(alternating White Horse and North Bradley)

\* every hour Frome to Bath

(alternating Rode and main road)

\* every hour Frome to Chippenham via Trowbridge, and Melksham

(alternate Rode and Semington, Direct and Holt)

**Early documentation. Much clockface work done – happy to develop/explain further.**

01225 708225 / 07974 925 928 / [graham@wellho.net](mailto:graham@wellho.net) 5.1.2021