

TransWilts

Annual Report and Policy

Feb 2019 - Jan 2020



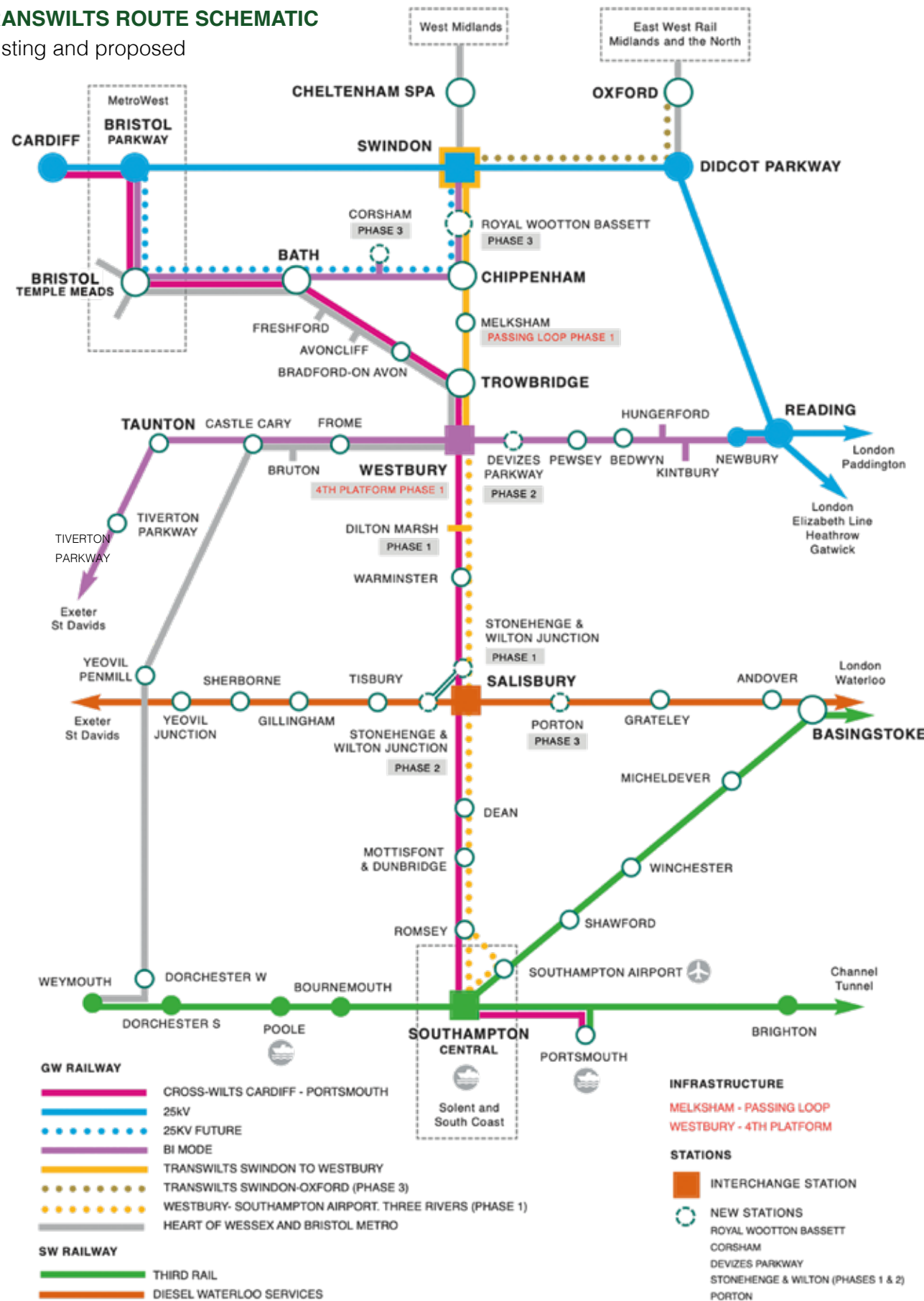
Contents

Transwilt's Route Schematic	4
Chair's Report	5
Community Rail Officer Report	6
Train Performance Statistics	8
Community Rail Development Strategy	10
Our Future Activities - Five Year Plan	11
Campaign Policy 2020-2026	12
TransWilt's Map	13
Financial Report 2019	15



TRANSWILTS ROUTE SCHEMATIC

Existing and proposed



Introduction



Chair's Report

I am finalising this report in the most challenging environment we have experienced in a lifetime. Fighting Coronavirus has temporarily displaced Brexit and Climate Emergency as the national priority.

Our railway operators are responding to falling passenger numbers. The good news we have just received is that GWR have negotiated a Direct Award for three years with an option for a further year. This should give community rail funding stability until April 2023 and whilst we do not yet know exactly what is in the award, we can expect that community engagement will become increasingly important in the months to come. Consequential to the Coronavirus crisis we have had to cancel our AGM, Members Meeting and Stakeholder meetings. In the interim I hope this Annual Report will serve as a useful reminder and record of TransWilt's activities in financial year 1st February 2019 to 31st January 2020.

It is amazing how quickly a year goes by and how much has been achieved. It has been a year of significant milestones, progress and some frustration. But we enter another year with a stronger and wider community rail partnership plus some exciting plans for 2020/2021. You will have noticed we display the Community Rail Accreditation logo which we were proud to achieve in 2019 and replaces the previous TransWilt's Line Designation recognition.

We operate in a railway environment that is complicated and served by diverse organisations. Our task is often to navigate between large corporate and public organisations to deliver some improvements in our public transport landscape serving the communities of Wiltshire.

We exit this year with continuing delays in publishing the conclusions from the Williams report into the railways and defining the continuity arrangements for the GWR franchise.

These delays affect our community rail financing and stifle opportunities to make longer term decisions regarding our service. Coronavirus outbreak in China affected us, delaying delivery of solar panels for our illuminated station poster boards.

We have made some progress with our campaign for recognition of the need for key rail infrastructure improvements in Wiltshire's north-south corridor. Specifically for a passing loop in the Melksham single track section, and the reinstatement of the fourth platform at Westbury station.

Our TransWilt's service suffered substantial disruption and cancellations during 2019 and early 2020. A combination of engineering works, driver shortages and the disruption caused by diverted services using the line, all combined to severely dent our rail users confidence in the service. In consequence we have seen a trend for passengers returning to car use, which in an era

of climate emergency is counter intuitive to the direction we are trying to achieve. Typically, our rail passengers have 25% of the CO2 emissions compared to a car driver. We have discussed with GWR how to improve the service reliability and to market a reliable TransWilt's service. This is our priority for action next year.

The major project we are delivering in 2020 is Melksham Station Café Hub and we have been delighted that a major local company Knorr-Bremse Rail Systems has agreed to be our sponsorship partner for three years. We gained planning permission for the Melksham café Hub and car park in July 2019, subject to further funding, we hope work will start in mid 2020. We are especially grateful for the ongoing support and grant funding received from the local community, which when combined with GWR CCIF grants and Community Rail Network (formerly ACoRP) grants, provide the core financing for the scheme.

A significant milestone in 2020 will be the completion of a refurbishment project for a Community Rail Office and meeting room on Westbury Station Platform 1. The refurbishment of a grade II listed store room, to serve as both an office and "White Horse" meeting room, has been funded with a GWR CCIF award and two Community Rail Network grants. TransWilt's matched funding paid for the restoration of the Victorian stained glass windows. The White Horse Meeting Room will be available for use by community groups and Member organisations.

As planned, we invested in an improved web site in 2019, which has a number of operating advantages as well as refreshing the image. As with most IT projects it had its challenges, but is now operating well.

Our volunteers completed two surveys for GWR in 2019 at Chippenham and Swindon Stations. This innovative approach provided a win/win with a lower cost approach to gathering passenger data to inform future station developments, plus some revenue for the CIC. The input from volunteers was helpful in understanding how the station operated and identified several local issues.

I am most grateful for our Board's advice, enthusiasm and support, whilst accepting and structuring the Melksham project risk to enable the scheme to progress. The Board approved registration for VAT from October 2019. We are delighted to welcome two new Board members, Nick Brailey (Knorr-Bremse UK Marketing and Communications Manager) and Rachel Butler (Chippenham Hearty Hare Café Proprietor). They bring a wealth of experience and widen our Board's expertise.

Paul Johnson - Chair

Community Rail Officer Report



TransWilts and my Community Rail Officer role have come along way in the last 12 months. It’s been an extremely busy year and I feel we have positively affecting peoples’ lives in our community.

Some of achievements have been:

Great British Spring Clean events at Chippenham and Trowbridge stations in April. We had approximately 50 people attend this event, most of which were Scouts/Duke of Edinburgh Award students and their parents. We collected 50 bags of rubbish over a 2-hour period and met for tea and cake at the Wiltshire and Swindon History Centre afterwards.

During the afternoon we held the same event in Trowbridge and we had 14 attendees and collected 15 bags of litter.

It was a hugely successful day and we made many new contacts. Our success even made The Wiltshire Times...

Website Re-Launch – We successfully updated and streamlined our new website in April. It's more intuitive and professional and is regularly updated with all our exciting news.

Friends of Chippenham and Trowbridge Station – Our Friends of Chippenham station group was accredited by ACoRP in the Summer. Our Trowbridge friends also followed suit last Autumn. The groups have a number of projects taking place throughout the year and we hope to encourage a wider audience of the community to join us and bring new life to Community Rail.



Weymouth Wizard – In July TransWilts joined Westbury Lions Club for the 'Weymouth Wizard' run to Weymouth on Saturday 20 July.

Eighty children and adults from Westbury Junior School, Westbury Infants School, Westbury Leigh Primary School and Bitham Brook Primary School joined the Lions Club and TransWilts CRP on a trip to Weymouth on Sat 20 July. The excursion is an annual outing for parents and children to spend an enjoyable day at the seaside.

This year was a great success. The weather was perfect and everyone was incredibly grateful for their free day out. GWR and The British Transport Police kindly donated 'goodie bags' for all the children which were a huge hit. The trip was featured in The Wiltshire Times and The White Horse News.



Department for Transport Accreditation – In August we were successfully granted accreditation from the DfT.

Swindon Station Survey – In October TransWilts and Friends of Chippenham Station volunteers successfully conducting a survey at Swindon station on behalf of GWR.



Accessible Walk from Stations – During November we took part in a research project walk by UWE Bristol. The research was about working with people with disabilities and/or mobility constraints to evaluate accessible walks from local train stations. We hope to organise our own walk from Chippenham station later this year.

Westbury Santa Train – It was all aboard for the Santa Special on 8 December as 71 people from Westbury went on a train ride to Swindon.

Children from Westbury Infants, Westbury Juniors, Westbury Leigh and Bitham Brook joined us. They clambered aboard the Santa Special at Westbury station to ride the train to Swindon and back. For many it was their first experience of train travel.



Westbury White Horse Room – Renovation of the office space at Westbury Station commenced in January 2020. We hope to be using the office and meeting room by the Summer.

Publicity Materials and Website – I have spent the last 12 months carefully establishing a brand for TransWilts. For the Community Rail in the City event in May we had an Explore Wiltshire leaflet produced. This clearly set out what Wiltshire and community rail have to offer and great places to discover along our line. We worked with The Great West Way and promoted the Discoverer West Rover ticket.

We have continued to produce the TransWilts Timetables using our set branding and south link schematic which have been as popular as always.

Our new website has been a great success with our members and colleagues. We have worked tirelessly to make it intuitive, modern and easy to update. I feel it creates a much more professional impression for TransWilts and community rail in general. It is regularly updated with our news and events with traffic directed from our social media pages.



Looking to the future...
It is widely acknowledged that community rail partnerships, station friends or station adoption groups, and other rail-related community groups are delivering wide-ranging social benefits, to do with improved mobility and sustainable travel, community engagement and wellbeing, and social and economic development. Volunteering offers particular advantages. Its visibility, tangibility and importance within communities, and its unique relationship to transport opportunities, means it can help build connections and opportunities within communities that tackle social isolation. It can provide a sense of purpose and belief and therefore lead to many social and health related benefits.

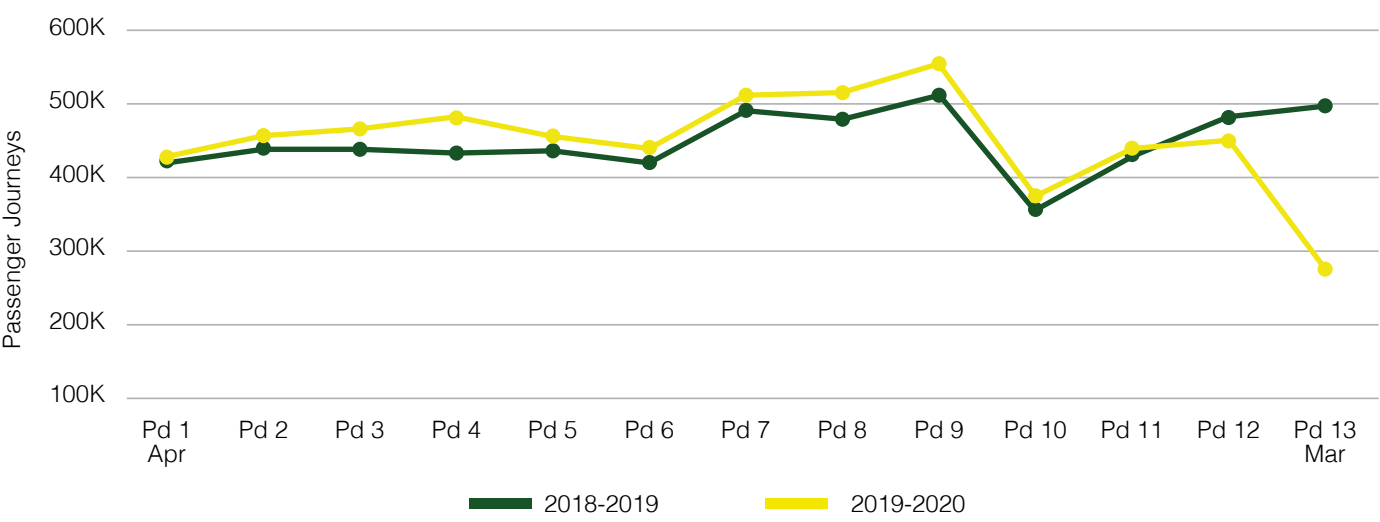
Now more than ever we must help bring communities together and we at TransWilts will provide the support needed to do this.

I feel proud to be part of the community rail movement. We have some very exciting years ahead.

Sophie Martin – Community Rail Officer

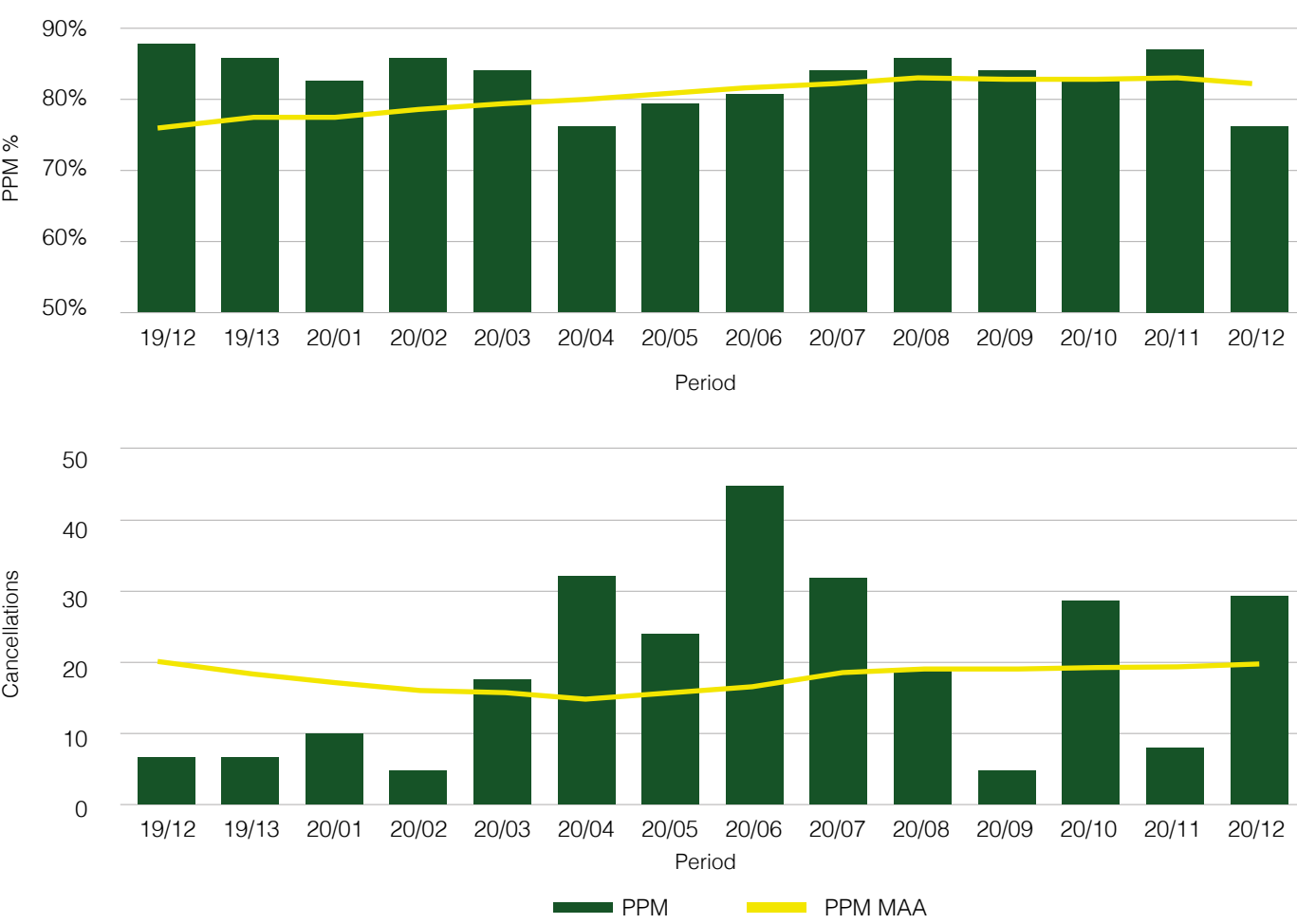
Train Performance Statistics

TransWilts Passenger Journeys

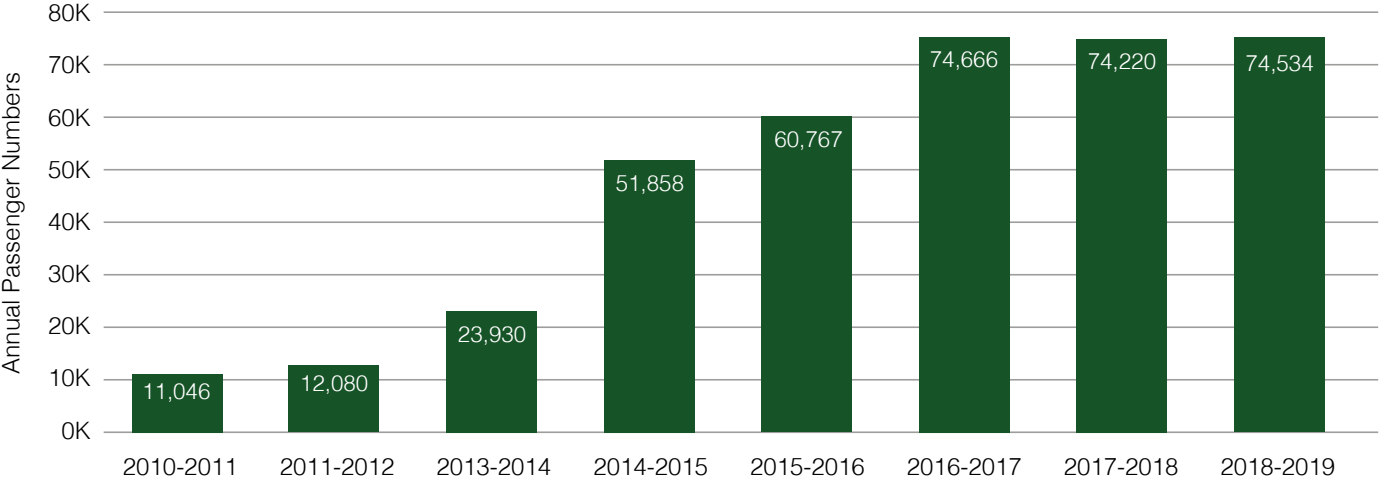


The passenger numbers in the first quarter of 2020 show the initial impact of Covid-19 emergency measures.

(25485001) Swindon-Westbury EF13 PPM and Cancellations



Melksham Station Passenger Numbers Growth



The town of Melksham is forecast to have a population of 29,810 by 2026¹, the Station is solely served by TransWilts. Rapid passenger growth was experienced with the introduction of a two-hourly service by 2016-17 the one car train capacity limited further growth. The welcome introduction of two car services in 2018 was then negated by the high level of service cancellations experienced during the period of substantial electrification works. By 2019 the introduction of the IEP rolling stock, delayed diesel train cascade and the use of the Melksham single line section for diversions continued to disrupt our services, with driver availability a key issue.



During 2020 we are planning to continue with the Master Plan implementation at Melksham Station, knowing the importance of developing the facilities for the long-term future demand growth. Coincidental with this is the need to provide a reliable hourly train service. We continue to campaign for additional services and an infrastructure solution to the capacity constraint on the single-track section. We were delighted to support an application by Wiltshire Council to the Department of Transport's "Restoring your Railway" Ideas fund with three sponsoring Wiltshire MPs, Michelle Donelan, Andrew Murrison and John Glen, with the objective "to provide line capacity for a minimum of 1 train per hour in each direction between Swindon and Westbury".

Community Rail Development Strategy

The Four Key Pillars including cross references to Line Plan

1	2	3	4
Providing a voice for the Community	Promoting sustainable, healthy and accessible travel	Bringing Communities together, supporting diversity and inclusion	Supporting social and economic development
1a. Drawing on local peoples views and informing by social media, web site, rail user groups and CIC membership. (C,E,L)	2a. Collaboration and partnership working with other public transport providers for integrated transport solutions. By seeking better bus-rail coordination. (I,J,K)	3a. Unlock the social value of railways with bold initiatives and working with local businesses and charity groups. (F, G)	4a. Promoting and enhancing tourism and rail leisure travel by partnering with Visit Wiltshire and the Great West Way project. Linking with Heritage railways for joint promotions. (B,C,L)
1b. Being a critical friend to GWR. (A,B)	2b. Provision of ‘last mile’ information and support at stations by better signposting and ‘ambassador’ support. (G)	3b. Encouraging local business to provide volunteer support for railway linked projects. (F)	4b. Working with train operators to explore pricing flexibility to help support disadvantaged groups by using route pricing strategies to support rail-bus connectivity. (C)
1c. Safeguarding independence with a diversified financial base by seeking local business sponsorship, local government funding grants and membership contributions. (F,G)	2c. Encouraging modal shift to walking, cycling by promoting suitable routes to stations and public transport options. Extension of rail routes and improvement in connectivity. Key project for TransWilts extension of service to Southampton Airport. (B,D,F)	3c. Enabling rail project based volunteer groups to develop life skill and give back to their community. Give confidence to young and elderly to travel independently by train. (E)	4c. Contributing to the consultation of development opportunities around stations by making them a gateway to housing and employment opportunities. Key projects for TransWilts are in Melksham and Wilton. (D,G,J,K)
1d. Strengthening the relationship between community rail and local authorities and recognition of the role of CRPs by engaging with Wiltshire Council and SWLEP, annual stakeholder conference and 6 monthly stakeholder/members event. Wiltshire Councillors on the CIC Board. (E)	2d. Working with schools and colleges to promote rail travel by education programmes, try the train experiences and on train events. (H)	3d. Educate the rail travellers of the future whilst engaging with past users. Creating opportunities for regular commuters to appreciate and support their local community diversity. Promote the railway as a career opportunity and use the ACoRP toolkit and benchmark CRP best practice experience. (E,H)	4d. Making better use of railway land and stations, broadening the role of station buildings for services to the community by taking a more flexible role to lease conditions for community use. Key project for TransWilts is Melksham Station Community Café and car parking. (F,G,I)

Our Future Activities - Five Year Plan

We have revised our 2019 Five Year Plan to include our stations campaign and Tourism.

TransWilts Service Route 5 year Plan	Link to the Four Pillars Community Rail Strategy
A. Monitor GWR monthly service performance Statistics and review at quarterly meetings	1b
B. Campaign for Improved Timetable to 13 trains per day including the provision of infrastructure for Melksham passing loop	1b, 2c, 4a
C. Marketing the 2-car service capacity	1a, 4a, 4b
D. Extension of Service Route to Southampton Airport Co-operating with Three Rivers CRP train service	2c, 4c
E. A voice for the rail community Six monthly Stakeholder/Member meetings Annual Stakeholder Conference Improved Web Site design Achieve ACoRP Accreditation of the CIC	1a, 1d, 3c, 3d
F. Melksham Station Master plan Develop future phases with Wiltshire Council and GWR	1c , 2c, 3a,3b, 4d
G. Community Café and paid Car Parking at Melksham Station Acquire lease, obtain planning permission and implement in 2019/2020	1c, 2b, 3a, 4c, 4d
H. Community activities promoting independent travel by Rail. Including ‘Try the Train’ programme	2d, 3d
I. Westbury Hub and campaign for 4th platform. Project to provide a Community Rail Partnerships meeting room and CRO office space	2a, 4d
J. Campaigning for services An extended Swindon-Oxford service and A Mid-Wilts (Berks & Hants) Taunton – Newbury local service with new station at Devizes	2a, 4c
K. Campaigning for Wiltshire Stations - Service Route Devizes (Lydeaway) Parkway: Berks & Hants Taunton - Newbury Wilton Junction (Stonehenge): TransWilts Swindon to Southampton Airport Corsham: Bristol to Swindon Local service Royal Wootton Bassett: Swindon P&R (M4 Junc 16)	2a, 4c
L. Tourism – Visit Wiltshire Great West Way Project Swindon to Salisbury	1a, 4a

Campaign Policy 2020-2026

Our priorities for Wiltshire in terms of stations and infrastructure are summarised on the Wiltshire map opposite.

Routes

TransWilts Corridor

We continue to promote the improvement of the TransWilts Corridor as a priority route, identified in the Swindon and Wiltshire Rail Study² which says “Delivery of service changes should be planned to be delivered as part of the next GWR franchise from 2022 and there will be a need to integrate changes to Southampton – Salisbury, Swindon to Westbury and London – Westbury services into the timetable.”

Specific recommendations include;

- Operation of a consistent service pattern centred on Westbury giving half hourly services to Bristol and Southampton and hourly services to Yeovil and Swindon.
- Minimise the number of services terminating at Westbury (apart from the proposed London to Westbury service).

Mid-Wilts Berks & Hants Route

We continue to promote an extension of the London – Bedwyn services to at least as far West as Westbury with some services extending to Frome, Yeovil, Taunton. This service would provide a vital link for communities in mid-Wilts particularly with the addition of Devizes station at Lydney. The station at Pewsey is poorly served and whilst Bedwyn trains eastbound have good peak services, the connections westbound are particularly poor for passengers seeking to change at Westbury. The SWLEP Rail Strategy² recommends that the service could be delivered within the next franchise from 2022 and the Devizes station by 2024.

Infrastructure

Melksham Dualling (2021 – 2024)

To facilitate the TransWilts hourly service operation together with the freight traffic and use as a diversionary route there is a need to provide a freight passing section in the Melksham single track route. Some immediate improvement in service frequency with 4 additional trains per day is sought in the next GWR franchise by 2021. It is anticipated that the dualling infrastructure could be completed by 2024.

Westbury 4th Platform (2022-2024)

Westbury is a key interchange enabling long distant travel between the Solent and Western Peninsula, access to London – West services, Mendip area and Weymouth Dorset coast. The station is the fifth worst location for unscheduled delay in the Great Western RUS area (2010). The limited platform capacity results in delays at peak when trains are held outside the station waiting for platform slots. In addition the MetroWest service is expected to terminate at Westbury from 2021. Wiltshire Council have indicated that a concept timetable study shows significant improvements and intend to explore funding with potential funders such as Network Rail and SWLEP. Commissioning a fourth platform would:

- Increase available station capacity and support the additional MetroWest and TransWilts services.
- Consolidate Westbury as Wiltshire's passenger hub and route interchange.
- Improve rail resilience and flexibility whilst accepting growing volumes of freight traffic.

New Stations

Phase 1 2024 - 2026 Devizes

A Berks & Hants stopping service would serve a new parkway station at Devizes Lydney. This new station would serve a major town with a community area population of 32,062³ and a housing requirement of 2,025 additional houses between 2018 and 2036⁴. The station will sit between the World Heritage Sites of Stonehenge and Avebury.

Wilton Junction

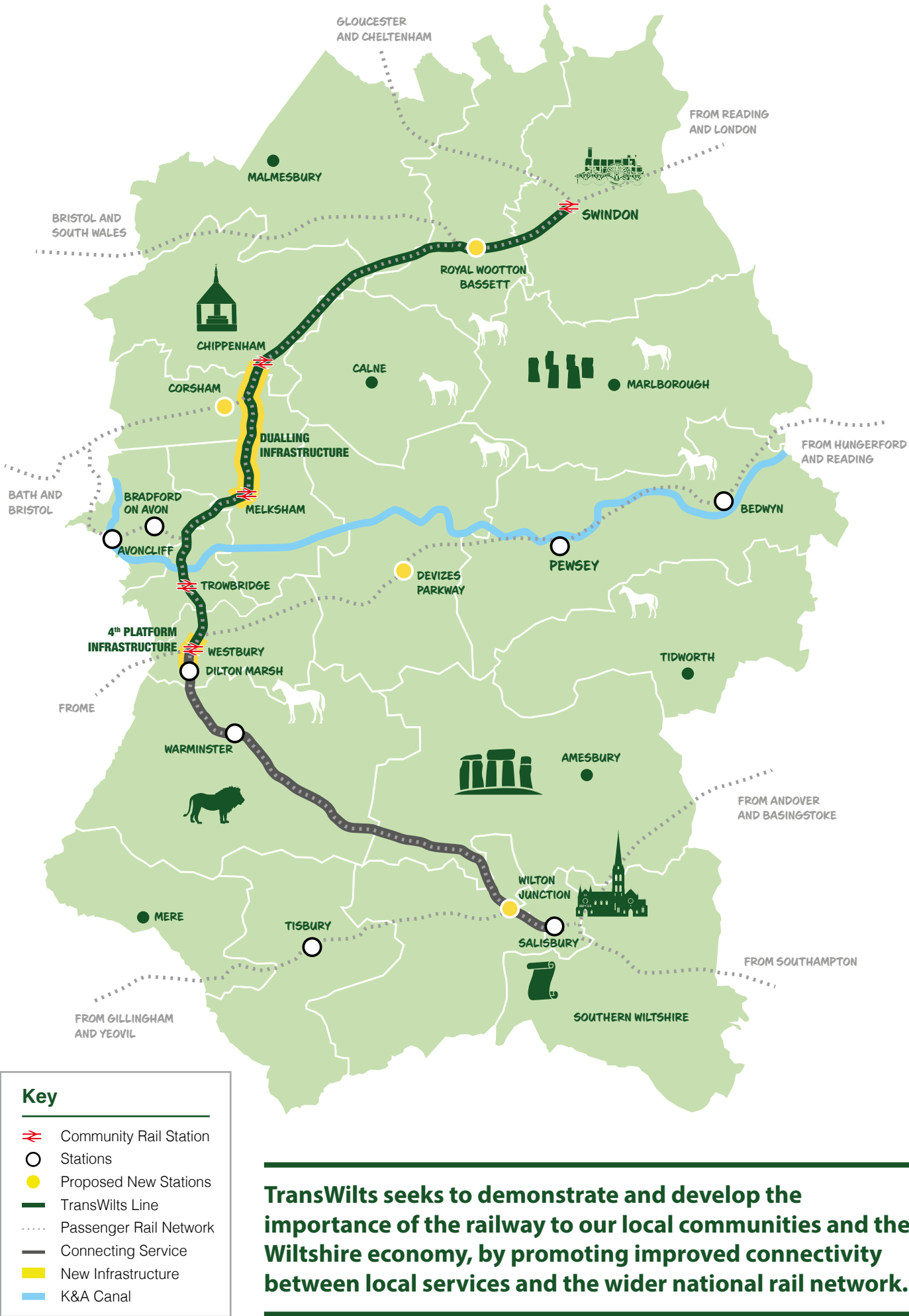
Our latest proposal for Wilton Parkway is a Junction station with platforms on both the Salisbury – Westbury line and the Salisbury – Exeter line. The inclusion of the London services makes a more compelling benefit cost ratio case. Currently funding is being sought for a costed Junction design solution.

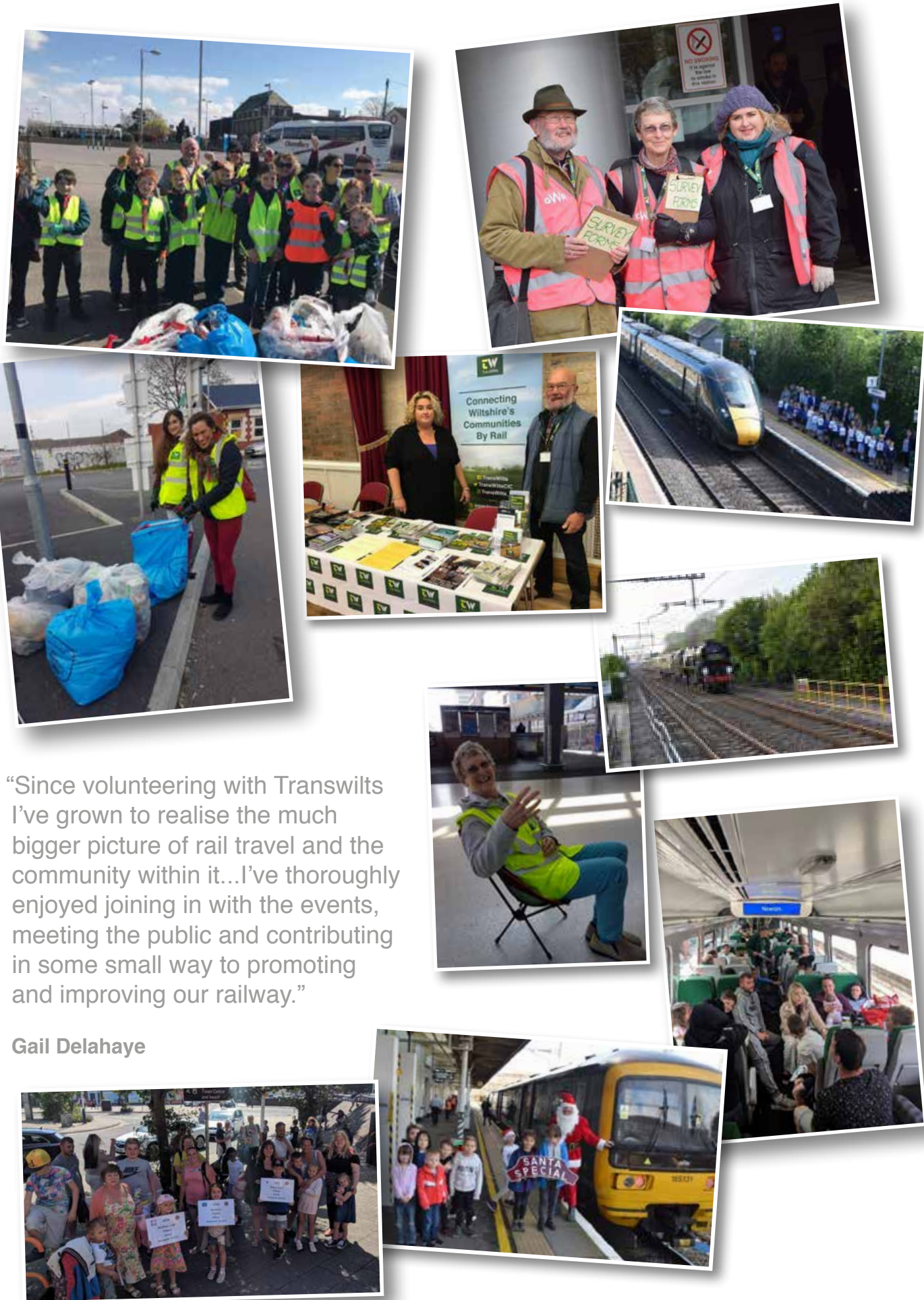
Phase 2 2026 onwards Corsham and Royal Wootton Bassett (RWB)

Both Corsham and RWB are located on the Bristol to Swindon main line. Preliminary studies have provided an economic case but are subject to the provision of a stopping service. Recent timetables have concentrated on faster times to London, in addition line capacity is an issue beyond Wootton Bassett Junction. Swindon Borough are exploring the provision of a parkway station at M4 Junction 16 which would also serve RWB. Timing for the stations is likely to be driven by Swindon's transport strategy and identifying a suitable service timetable route.



¹Source: Wiltshire and Community Area Population Estimates and Projections 2001 to 2026: (July 2011).
²Source: Swindon and Wiltshire Local Enterprise Partnership Rail Strategy Report 107523 09/05/2019
³Source: 2011 census
⁴Source: Wiltshire Core Strategy





“Since volunteering with Transwilts I’ve grown to realise the much bigger picture of rail travel and the community within it...I’ve thoroughly enjoyed joining in with the events, meeting the public and contributing in some small way to promoting and improving our railway.”

Gail Delahaye

Financial Report 2019-2020

Management Accounts TransWilts Community Interest Company No. 9397959 Year ended 31 January 2020

Income		£	£ 2020	£ 2019
Grants	GWR		45,609	25,000
	ACORP		9,637	5,015
	Wiltshire Council	PTU	8,000	
		Melksham AB	5,000	
		Chippenham De-fib	1,100	5,000
	Melksham TC & Parishes		12,000	-
Subs			472	358
MRUG			-	1,950
Former Account		TransWilts CRP	519	-
Interest			677	464
VAT rebate			3,943	-
Other			33	
Total Income			86,990	37,788

Expenditure		£	£ 2020	£ 2019
Projects	Melksham		13,773	
	Chippenham		1,463	
	Westbury		5,439	
	Poster Boards		6,540	
	Other		901	28,116
				9,847
Overheads	Salaries		19,567	
	Travel Expenses		3,859	
	Office Costs & Website		6,196	
	Events		1,402	
	Printing & Stationery		3,653	
	Fees & Subscriptions		525	
	Accountancy & Insurance		1,560	
	Other		381	37,143
				25,618
Total Expenditure			65,259	36,465
Net Income			21,731	2,322

Bank		£	£ 2020	£ 2019
Opening Balances 1 February 2019			49,262	
Net Income			21,732	
Closing Balances 31 January 2020			70,994	

Notes to Accounts:

1. Closing Balances	General Account	14,957
	Project Account	56,038
2. Allocated Project Reserve	Melksham Hub	50,000



British Pullman Train at Swindon Station



info@transwilt.org | www.transwilt.org | Registered address: Dryfields House, Bristol Road,
Chippenham, Wilts, SN14 6LG
Community Interest Company (Company Number 9397959 registered in England and Wales)

