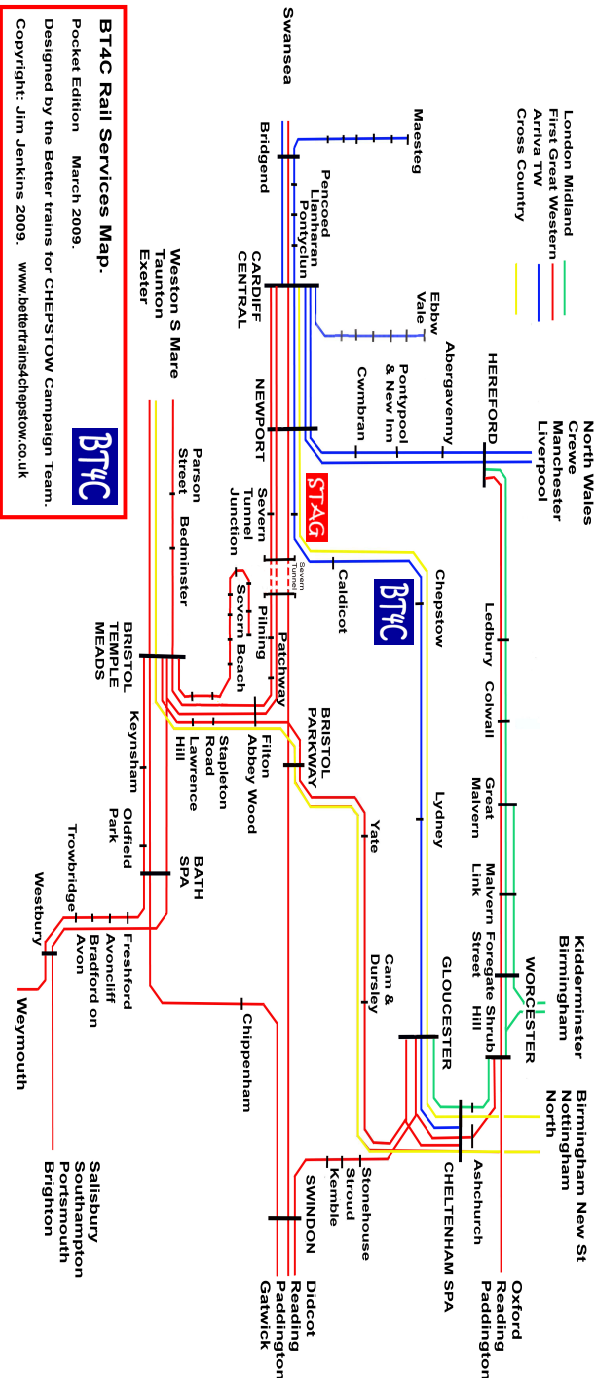




Want to Know More?

For detailed and up to date information about our campaign please visit our **new** website :

www.bettertrains4chepstow.co.uk

Wish to Help?

If you have something to say or would like to help please contact us at:

info@bettertrains4chepstow.co.uk

BT4C

We are pleased to acknowledge that our campaign enjoys widespread support across parties and from individuals. It includes many local organisations and companies especially those concerned with transport and tourism.

Supporters of the campaign include:-

David T C DAVIES MP

Michael GERMAN AM

Nick RAMSAY AM

Monmouthshire County Council.

Chepstow Town Council,

Tourism Manager, Forest of Dean,

Severn Tunnel Action Team,

Chepstow Rotary Club

Chepstow Chamber of Commerce & Tourism

Transition Chepstow

Cover Picture

This shows an Arriva XCountry train creeping through Chepstow without stopping.

Let's stop these creepers!

Better Trains 4 Chepstow

www.bettertrains4chepstow.co.uk

Aiming to bring sense and order to our train services



The campaign is organised by a local independent group with the sole purpose of securing improved rail services for the Chepstow area

BT4C

Better Trains 4 Chepstow Action Team



Supported by:-

The Rotary Club of CHEPSTOW

Three Ways to Improve Chepstow Train Services.

Common Sense and Efficiency

Three changes to train services are needed at Chepstow which will cost little, increase business for the train operators (TOC's) and make better use of the existing rail track, stations and trains.

- **FGW should reinstate Cardiff / Portsmouth train stops at Severn Tunnel Junction and re-connect Chepstow line services with Bristol.**
- **Arriva CrossCountry should stop their trains at Chepstow instead of slowly passing through the town.**
- **The Arriva TW train service frequency should be upgraded to hourly.**

I. Restore Services between the Chepstow Line and Bristol

The DfT FGW Contract Brought Cuts.

In 2005 the DfT removed the obligation for Cardiff-Portsmouth trains to stop at Severn Tunnel Junction. Cutting these services led to protests and FGW responded by agreeing to stop some of the morning and evening trains at STJ.

Pain for No Gain.

The lack of connecting services at STJ for most of the day has effectively severed train services from Chepstow, Lydney, Caldicot to/from Bristol. Nothing has been gained by FGW in cutting these services since the overall journey times remain the same as when the trains stopped!

Few now Journey to Bristol by Train

The service between Chepstow and Bristol is now so poor that a passenger survey in 2009 showed that only four people set out on this journey in a whole day!

We Keep Trying

STAG and BT4C continue to press the DfT and FGW to reinstate these trains and restore this vital link between Chepstow and Bristol.

2. Arriva CrossCountry Trains Should Stop at Chepstow

Enhancement to Franchise

Integrating Chepstow into the regular schedule will bring more business to this important cross country route.

Residents and businesses around Chepstow will benefit from the better service. Tourists, and people from South Wales, the Midlands will find it convenient and attractive to use the train to enjoy the attractions of the town, the Wye Valley and the Forest of Dean.

No Detrimental Impact

There is little or no need to increase overall journey times because all trains have to reduce speed through Chepstow. It takes only 2 minutes to stop and this can be accommodated in the existing schedules.

Chepstow Station is Well Situated.

The CrossCountry passenger franchise links main towns and other parts of the rail network from Cardiff through to Birmingham and Nottingham.

Chepstow is the largest most important town in the 45 mile section between Gloucester and Newport and is situated roughly midway between them.

The Station is also well placed for access to the town being just 300 metres from Beaufort Square at the heart of Chepstow.

Greatly Improved Service at Very Little Cost

If all these trains stopped journey times to Birmingham would be reduced by 20%. The number of trains serving Chepstow would increase from 28 to 54 a day and Chepstow would have regular hourly services to Newport, Cardiff and Gloucester.

The remarkable fact is that the change will cost next to nothing and yet bring substantial benefits to the town and neighbourhood.

Healthier Environment and Better Efficiency

These 200 seat trains regularly pass through Chepstow with only 20 to 50 passengers on board. Stopping at Chepstow will increase off peak passenger numbers and revenue.

By conveying more passengers AXC will take people off the roads and help alleviate global warming whilst making better use of this under utilized section of railway.

This Will Cost Nothing and Make the Greatest Improvement for Chepstow

3. Arriva TW Services Should Run Regularly Every Hour

Irregular Service

Chepstow lacks a basic hourly service. It deserves a regular and predictable frequency of service that matches other train operators and connecting services.

Haphazard and Inconvenient

The haphazard frequency, with six two hour breaks at peak times and randomly throughout the day, takes no account of passenger need.

Gaps in the Service are a Deterrent. We know from experience that the inconveniently long gaps in the service deter people from using the trains. A two hour wait at Newport or Gloucester is enough to put most people off using the train permanently.

No Trains from the Cardiff direction Call at Chepstow between 07.49 and 09.49.

The absence of a service between these critical times prevents people using trains to get to work at Chepstow or at Lydney, Gloucester or Cheltenham.

Irregularity Prevents Integration with Other TOC's and Bus Operators

The irregular service is a handicap preventing integration with other services particularly with FGW services to and from Bristol.

No Incentive for Arriva TW to Improve Service

The Arriva TW contract provides no incentive for service improvements. Changes can only be made at WAG's request.

To Bring the service up to the Basic Hourly Frequency will Cost about £500k p.a.

To provide this service will require an extra train and crew, five trains instead of four and cost about £500k per annum.

This outlay will not only improve services and increase revenue at all stations between Cardiff and Cheltenham but will also increase custom and revenue on the connecting services operated by other Train Operating Companies