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EXECUTIVE SUMMARY

The Local Transport Plan (LTP) guidance requires that passenger rail schemes and strategy included in the LTP should be primarily aimed at delivering local transport benefits in the context of the plan (e.g. congestion, pollution, road safety and accessibility benefits). The Somerset Passenger Rail Strategy addresses these issues and also sets out Somerset County Council's longer term aspirations for rail in the county. It has been developed in line with government guidance to achieve the maximum from the current infrastructure and network.

We aim to work with partners and stakeholders to improve accessibility to Somerset stations. We will continue to use LTP capital to help improve railway stations to make travel by train more attractive, including improving facilities and security, better access for people with disabilities and integrating bus services with rail services. The Somerset Passenger Transport Strategy envisages rail services providing a spine for an integrated transport network. We will promote the use of rail at a strategic level with the private car, local bus and taxi services, walking and cycling providing part of the journey. It is one of the components of the LTP that will help to deliver the Regional Spatial and Transport Strategies by enabling longer distance journeys to be carried out by a more sustainable mode of travel. The integration of bus and demand responsive services with train services is covered in more detail in the Somerset Passenger Transport Strategy.

The key priorities for rail in Somerset are:

- improve accessibility to and facilities at stations; and
- to increase the level of rail patronage within the County.

London Waterloo - Salisbury - Exeter line

- work with the rail industry to achieve hourly services on the route through targeted infrastructure improvements.

Exeter - Taunton - Bristol Line

- maintain December 2004 service levels as a minimum and achieve clock-face frequency.

Taunton - London Paddington Line

- maintain December 2004 service levels at Taunton to Paddington and the south west, strengthened to hourly clock-face, with improved service frequencies at Castle Cary

1.0 INTRODUCTION

- 1.1 Transport policy and delivery nationally, in particular rail service provision, has evolved considerably over the last ten years. This is likely to continue as capacity is reached on both road and rail as congestion increases across both networks and pollution grows worse in our towns. The south west region will also see a new Greater Western franchise in 2006, combining services currently run by First Great Western and Wessex Trains. The current South West Trains franchise ends in 2007. The Strategic Rail Authority's draft Route Utilisation Strategy for the Great Western Main Line was published in January 2005. This changing background means that bus and rail timetables are likely to change considerably over the Plan period, particularly in the early part, and are therefore not included in this strategy.
- 1.2 This strategy concentrates on areas of improvement that the authority will work to deliver with partners and stakeholders and sets out its aspirations for rail service delivery in Somerset. The principle aim of the strategy is to help deliver sustained growth in rail travel in order to meet the overarching Government and LTP objectives of increasing accessibility/reducing social isolation, reducing congestion and pollution, protecting the environment and facilitating economic growth. Rail has a particular role to play in reducing traffic growth on the strategic road network.
- 1.3 The percentage of people commuting by rail in Somerset remains low at 0.5% but this does represent an increase on the 0.3% reported in the 2001-2006 LTP (2001 National Census). Somerset County Council's own station surveys indicate an increase in passenger numbers across the day of 31% in the period 2001 – 2004. A substantive part of rail travel into and out of Somerset is leisure, shopping and tourism related with business use also playing a significant part. Substantive growth is therefore taking place but there remain many opportunities for improvement. This rail strategy acknowledges the role that Somerset County Council (SCC) will play in promoting and facilitating the use of rail. Whilst there is clearly a need for funding commitment from external organisations, particularly in the development of our long term strategy, we anticipate playing an active role in encouraging the transfer of passenger journeys from road to rail through improved journey opportunities, increased frequencies and enhancements to stations.

2.0 BACKGROUND

- 2.1 We have maintained a good relationship with the railway industry over many years and have historically taken an active interest in the part the railway plays in the County transport network. The Somerset Public Transport Forum, run by SCC, provides a focal point for communication between officers and Members of SCC, the Train Operating Companies (TOC) and bus operators.
 - 2.2.1 We are also represented in the following organisations:

- Salisbury to Exeter Lineside Consortium of Authorities (SELCA). The organization consists of both officers and Members from the county, district and city councils, Transport 2000, Railfuture, South West Trains and Network Rail. The County currently chairs SELCA and provides the secretariat;
- ‘Heart of Wessex’ Partnership. Somerset County Council currently holds the chair of the Partnership. The organisation consists of officers from the county, unitary, district and city councils, Wessex Trains and the Countryside Agency; and
- Regional Assembly Transport Officer Sub Group Rail Sub Group

3.0 POLICY CONTEXT

- 3.1 This strategy under pins the wider policy aims and objectives of Government, Regional and local spatial planning, transport and wider social policy. Somerset’s overarching policies are set out in the Local Transport Plan, the Structure Plan (and successor documents) and the Passenger Transport Strategy.

4.0 STRATEGY OBJECTIVES

- 4.1 Somerset is a predominantly rural county where the private car has an important role to play. The use of rail services provides a more sustainable alternative mode of travel to that of private car for longer distance travel to other parts of the Country. Movement by bus and demand responsive transport has many benefits, particularly for local journeys with its flexibility and penetration of residential areas when compared to rail. Rail is best suited to provide for fast, comfortable long distance travel and is a relaxing, more sustainable alternative to the car and travel by air. The Passenger Transport Strategy envisages rail services providing a spine for an integrated transport network. We will promote the use of rail at a strategic level with the private car, local bus and taxi services, walking and cycling providing part of the journey.

- 4.2 Railways can also bring benefits to rural communities, such as those in mid and east Somerset, by providing transport for those without a car. Local stations will continue to be developed as hubs of economic and social activity, particularly through community rail partnership working. Community rail partnerships offer a cost-effective means of helping rural railways achieve their full potential and the authority plays an active role in both the Heart of Wessex and Severnside Rail Partnerships.

5.0 PRIORITIES

- 5.1 The priorities for developing railway services in Somerset are:
- increasing accessibility to and improving facilities at stations;
 - to achieve the aims of SELCA by improving the service on the Exeter to Salisbury/London Waterloo line;

- to achieve clock-face frequencies at Somerset stations as set out elsewhere in this strategy;
- to fill gaps in the rail timetable at Bridgwater and Highbridge;
- to promote service improvements on the Bristol to Weymouth line and continue to support the work of the ‘Heart of Wessex’ partnership;
- to increase the level of rail patronage within the County; and
- to upgrade the signals at the junction of the West Somerset Railway with the main line at Norton Fitzwarren to enable more charter trains.

5.2 In addition to improvements to rail services there are also priorities for improving railway stations within the County. These are detailed in paragraph 7.3.1 and Appendix 1.

6.0 MONITORING

6.1 In order to access to what extent our objectives are being met we will continue to monitor the use of railway stations in the plan period and share this information with the rail industry. We currently carry out boarding and alighting surveys twice a year, in the summer and autumn. These record use between 6am and 7pm.

7.0 THE STRATEGY

7.1 Car Parking

7.1.1 Somerset is a rural county with many areas not covered by adequate public transport links to railway stations. Therefore, it is considered that car parking that is as safe and secure as practical should be available at stations to encourage greater use of the rail network and to reduce long distance car travel. We will monitor and press for suitable car park charges at railway stations dependent on its catchment area.

7.2 Land use

7.2.1 The Rail Property Board/SRA has put a number of sites in Somerset up for sale. Some of these sites have potential use for developing station access, car parking and transport interchange facilities. We will work with the train operating companies to maximize opportunities to upgrade facilities at stations including car parking, which is land intensive. We have declared an interest in the following sites:

- Frome – former Goods Yard West - to develop a transport interchange node, including a bus stop, taxi offices and car parking;
- Frome – former Goods Yard East – access from existing cycle path and potential freight use;
- Templecombe – land at station – ease access for disabled passengers and pram users and transport interchange facilities with car parking; and
- we have also highlighted Castle Cary and Yeovil Junction as stations where car parking improvements are required.

7.3 General Station Strategy

7.3.1 There are ten railway stations on the national rail network in Somerset, as well as others in neighbouring authorities administrative areas that are used by Somerset residents, notably Bristol Temple Meads, Bath Spa, Tiverton Parkway, Axminster and Westbury. The station is an important part of any journey as it forms the ‘interchange’ point between rail and other modes of transport for journeys made by train. We will therefore work to improve facilities at and access to stations as part of the rail and interchange strategies. Our station improvements programme includes:

- our Integrated Passenger Transport Unit will work with bus companies and transport providers to improve integration of services with trains;
- improving access for those with disabilities where possible;
- working with neighbouring authorities to improve services and facilities at stations;
- ensuring railways are taken account of in planning conditions where appropriate; and
- the development of transport interchange facilities, i.e. at Frome.

A more detailed list of recommended improvements for each of the Somerset stations is given in Appendix 1.

8.0 Route Strategies

8.1 London Waterloo, Salisbury to Exeter line

8.1.1 Current Position

South West Trains run services between Exeter, Salisbury and London Waterloo and stop at Crewkerne, Yeovil Junction and Templecombe in Somerset. Axminster in Devon is also used as a local station by some Somerset residents, particularly for journeys towards Exeter. This is perhaps the most important line in Somerset in respect of it’s need for improvement and upgrading. It provides a major alternative to the A303 and for a substantial part of the County is the main rail route to London. The Salisbury to Exeter Lineside Consortium of Authorities (SELCA) is working with SWT and the SRA/DfT Rail to identify the infrastructure required to achieve an hourly Exeter to Waterloo service frequency. The present service is constrained mainly due to the long length of single track line between Exeter and Salisbury – 71 miles out of the 89 mile section.

8.1.2 Salisbury to Exeter Lineside Consortium of Authorities (SELCA)

SELCA was formed to bring together the County Councils of Wiltshire, Somerset, Dorset and Devon, District Councils and other interested organisations along with Network Rail and South West Trains. The principle aim of SELCA is to achieve an hourly frequency between Exeter and London Waterloo with appropriate stops at intermediate stations.

8.1.3 Franchise Replacement

The franchise for the Exeter to London Waterloo service will potentially be re-let in 2007, although the current SWT franchise contains an extension option. If re-let the franchise is likely to be contested by a number of companies. As with previous franchising exercises we will work with the train operating companies to maximize the role of rail in the Somerset transport network.

8.1.4 Chard Junction

We have received a request to re-open Chard Junction station for passenger services. Currently when trains pass the one that arrives first waits in the loop, where there is no platform. A feasibility study under the auspices of SELCA would be required to ascertain the viability of the proposal. Its opening would add to journey times and stops may not be able to be accommodated within timetables due to infrastructure constraints. The station would also be located some four km south of Chard. Nevertheless road congestion continues to increase and more sustainable alternatives to road transport are expected to be needed in the future. The potential reopening of Chard Junction station therefore remains an element of our longer term strategy and should be protected against any proposals that might prejudice this. SWT are supportive of the principle of exploring provision of a station at Chard junction subject to feasibility studies.

8.1.5 South Chord (Yeovil)

This would require the construction of track on the 'South Chord' embankment to link the north south Bristol to Weymouth line and the east west Salisbury to Exeter line. This link line has previously featured on the list of SRA proposals. The laying of this section of line would also enable travellers from Bournemouth and south Dorset to travel directly to Somerset and the South West. This improvement should be seen as secondary to the more pressing dualling of sections of the Exeter to Waterloo line. SWT have confirmed their support for this secondary prioritisation.

8.1.6 Line Strategy

SELCA continues to seek an hourly rail service between Exeter and Waterloo and will work with the SRA/DfT Rail to identify the most appropriate funding mechanism to achieve the service improvement and associated infrastructure upgrades.

8.2 Exeter, Taunton, Bristol to Birmingham/ London Paddington line (via Bristol)

8.2.1 Current Position

The Bristol to Exeter main line is recognised by the European Union (EU) as part of the Trans European Network (TENs). It is a double track railway and runs from Bristol to Exeter parallel with the M5 motorway. In addition, a double track main line branches off eastward at Cogload Junction, north of Taunton, running east to Westbury and London Paddington. There is a single-track branch north of Highbridge, which forms a loop serving Weston Super Mare. There is also a private single-track branch line to Minehead at Norton Fitzwarren, south of Taunton on which the West Somerset Railway runs. In Somerset, there are

stations at Taunton, Bridgwater and Highbridge. First Great Western operates the former whilst Wessex Trains operate the latter two. Four passenger Train Operating Companies (TOC) run services on the line between Bristol and Exeter. These are:

- First Great Western – run services between Penzance, Exeter, Bristol and London Paddington and stop at Taunton, with stops at Bridgwater and Highbridge;
- Virgin Cross Country Trains – run services between Penzance Exeter, Bristol and Birmingham New Street and stop at Taunton; and

8.2.2 Taunton to Exeter Station Proposals

Wellington to the west of Taunton serves a large rural part of Somerset and has a population of over 12,000. It's railway station was closed in 1964. The town is relatively unconstrained in planning terms and is likely to continue to expand. Road congestion on both the A38 and M5 are increasing with the railway line offering a potential alternative. The potential reopening of Wellington station, albeit in a new location, therefore remains an element of our longer term strategy and should be protected against any proposals that might prejudice this. It is likely that this would be considered as a joint project with Devon County Council in conjunction with their proposal to reopen a station at Cullompton. FGW do not see reopening as achievable in the foreseeable future but do not disagree with long term aspiration and have requested that the land be safeguarded.

8.2.3 Future Services

The authority has lobbied for many years for a minimum of hourly clock face services from Bridgwater and Highbridge stations, with additional trains in peak periods as at present. Hourly services are scheduled to commence in December 2006 under the new Greater Western franchise.

8.2.4 Similarly we wish to see maintenance of current (December 2004 timetable) service levels at Taunton to Bristol and Exeter, with minimum half hourly clock-face intervals throughout the day.

8.2.5 Line Strategy

The strategy for the line is:

- Protect land to enable the potential reopening of a station at Wellington; and
- to maintain December 2004 service levels and achieve clock-face services as set out above.

8.3 Taunton, Castle Cary, Westbury to London Paddington line

8.3.1 Current Position - First Great Western services

Branching off the Bristol to Exeter main just to the east of Taunton at Cogload Junction is the double track main line to Westbury and London Paddington. On this line, there are stations at Taunton, Castle Cary, Bruton, and Frome (located to the west of the main line on a branch line) in Somerset and Westbury (also bypassed by the main line) in Wiltshire. Taunton station is operated by First Great

Western and Castle Cary, Bruton, Frome and Westbury by Wessex Trains. Due to Frome station being located on a loop off the main line, no First Great Western trains call at this station at present, although it is on the route. This station is covered in the Bristol, Castle Cary, Yeovil Pen Mill to Weymouth line section below.

Taunton currently receives a relatively good level of service to Paddington and the south west that should be maintained. However there are gaps off peak that will be closed when an hourly clock-face interval is achieved in December 2006.

The opening of a station at Somerton or Langport could be included on this route for the stopping services on the Berks and Hants line. This would provide a rail service to a wide rural catchment in South Somerset.

8.3.2 Enhanced Frome Service

A potential option for enhancing the service frequency at Frome would be to call the FGW service into the town, which has a population approaching 25,000. Currently residents of north east Somerset and Frome in particular either have to drive to Castle Cary or Westbury, or to change trains at Westbury from Frome, with a poor service frequency. The service would provide an alternative to using the car for trips to London for residents of east Somerset by making a direct journey possible. This service will commence with one train a day in December 2006.

8.3.3 Line Strategy

The strategy for the line is:

- maintain December 2004 service levels at Taunton to Paddington and the south west but strengthen to hourly clock-face; and
- lobby for improved service frequencies at Castle Cary.

8.4 Bristol, Castle Cary, Yeovil Pen Mill to Weymouth (Heart of Wessex) line

8.4.1 Wessex Trains services

This route is actively supported by the Heart of Wessex Partnership, of which the County Council is a member and currently holds the chairmanship. Going west from Westbury the route is of double track main line to Castle Cary and is described in the section on Taunton, Castle Cary, Westbury to London Paddington. This section includes a single track loop line to Frome. Running south from Castle Cary is a single-track railway to Yeovil Pen Mill in Somerset and on to Dorchester and Weymouth in Dorset. The line has been identified as a potential route for Community Rail designation by the SRA over the section between Castle Cary and Dorchester Junction. Wessex Trains run services between Bristol and Weymouth, which stop at Bruton, Castle Cary, Yeovil Pen Mill in Somerset and Thornford, Yetminster, Chetnole, Maiden Newton and Dorchester West in Dorset. Whilst recognizing the potential benefits of Community Rail designation we would like to see an increase in the line speeds to facilitate better use of trains, with shorter journey times leading to greater possible

frequency; an hourly service could be feasible with minimal new stock required. Trains from Weymouth provide useful links from South Somerset to the West Wiltshire towns (Westbury, Trowbridge and Bradford on Avon).

8.4.2 The ‘Heart of Wessex’ Partnership

The ‘Heart of Wessex’ Line Partnership comprising most of the local authorities on the route, First Great Western and the Severnside Rail Partnership work actively to promote awareness and local marketing of the Bristol to Weymouth line. Commuters would benefit from earlier and later trains whilst better weekend services would help further build the leisure market.

8.4.3 The ‘South Chord’, Yeovil Junction

See paragraph 8.1.5 above.

8.4.4 Line Strategy

The strategy for the Bristol to Weymouth line is:

- continue to give active support to the ‘Heart of Wessex’ Partnership;
- encourage DfT Rail and FGW to improve the frequency on the line; and
- consider the requirement for a South Chord at Yeovil Junction in the longer term.

8.5 West Somerset Railway (WSR)

8.5.1 Operation

The West Somerset Railway (WSR), a private heritage line, operates as a tourist and leisure attraction between Bishops Lydeard and Minehead. The railway operates a seasonal service using a mixture of steam locomotives and vintage diesel engines. The WSR also have a limited number of visiting charter trains per year from the national rail network. The WSR line is a single track with passing loops in places and is leased from Somerset County Council. The line extends south past Bishops Lydeard and is linked to the main line at Norton Fitzwarren. The West Somerset Railway (WSR) is a successful heritage railway, which is generating increasing use. It has the particular benefit of encouraging visitors to spend the day without using their cars and hence reduce the amount of motorised tourist traffic. The WSR do not however view themselves as providing a public passenger transport service.

The journey time, dictated by the infrastructure and number of stops along the line, makes the development of a service for commuters between Minehead and Taunton unlikely in the foreseeable future. It is unlikely that a train service could compete with the private car or bus service on either time or price. Substantial ongoing public subsidy would be required for the latter. However the bay platform at Taunton station could be used for such a service in the long term, possibly in conjunction with the potential reinstatement of the ‘up relief’ line. The County Council would be unlikely to support any proposals that might prejudice this in the longer term.

The market for the WSR is almost entirely tourist based with additional income being generated by special charter trains and rail enthusiasts. WSR wishes to increase the number of charter trains using its line and thereby benefit the local economy. To this end, infrastructure improvements are to be carried out by Network Rail at the Norton Fitzwarren junction with the main line into Taunton as part of the North West Taunton Package. This rail upgrade element of this work is being jointly funded by Taunton Deane Borough Council, West Somerset District Council and Somerset County Council, with the West Somerset Railway Company having carried out substantive works using their own resources.

The WSR has the capacity to take more excursion trains and carry visitors to Butlins, once the rail link to Taunton is upgraded. In principle, there should be no obstacle to charter through trains to travel direct to Minehead to provide this service. The WSR also propose the construction of a turntable at Minehead and a triangle at Norton Fitzwarren to facilitate the turn around of steam engines. This would encourage more excursion traffic and boost visitor numbers. Allied to this is the provision of better interchange facilities at Minehead station.

8.5.2 Line Strategy

The strategy for the West Somerset Railway is:

- to complete the upgrade of signals at the junction with the main line network at Norton Fitzwarren;
- to increase the use made by tourists, particularly by encouraging them to use rail instead of the private vehicle to get to the area, with increased marketing of the tourism benefits of the railway;
- the continued development of conventional bus and demand responsive services at either end of the line;
- to enhance Minehead station including the construction of a turntable and interchange facilities; and
- to encourage the carriage of cycles on the WSR for use by tourists.

8.6 Frome to Radstock Line

8.6.1 Background

Proposals have been put forward to re-open the Radstock to Frome line by the North Somerset Railway Company. We support the re-opening of the railway as a heritage Line.

8.6.2 Line Strategy

The strategy for the line is:

- To consider the future development of the line with Bath and North East Somerset Council.

Appendix 1
RAILWAY STATIONS

Category	Description
A	Places with an opportunity to change between services or modes and where minimum facilities are adequate. Often such places provide for interchange in a very informal way: for example, a pair of adjacent bus stops where two routes cross; or a small railway station with bus stops in the station forecourt.
B	A designated location for interchange where basic facilities will be offered and supported. Typically such a location will include a series of stops over a wider area such as a town centre, or a suburban railway station with park & ride or bus interchange.
C	A larger rail or bus station, or minor airport, incorporating a range of facilities to serve passengers' needs.
D	A major inter-modal interchange catering for large numbers of passenger movements (this includes airports and other similar interfaces between transport modes).

Adapted from ILT 'Joining up the Journey' 2000.

The stations at Bruton, Crewkerne and Templecombe have been graded as Category A, Taunton as C and all others as Category B. There are no Category D stations in Somerset.

Existing Infrastructure at Somerset stations Spring 2005

Category A Stations

Category B Stations

Category C Station

Infrastructure	A	Bruton	Crewkerne	T'combe	B	Bridgwater	Castle Cary	Frome	Highbridge	Yeovil Junction	Yeovil Pen Mill	C	Taunton
	Desirable	WX	SWT	SWT	Desirable	WX	WX	WX	WX	SWT	WX	Desirable	FGW
Bus stop	✓	Distant	✓	(short walk)	✓	✓	✓	✓	✓	✓	Short walk	✓	North side inadequate
Bus Shelter	Some	x	x	x	✓	x	x	x	✓	✓	Towards Yeovil only	✓	South only
CCTV	✓	✓	✓ (cycles not well covered)		✓	✓	✓ car park needs improvement	x	✓	✓ Needs in car park	✓ Needs improvement	✓	✓
Adequate lighting	✓	x	✓	✓	✓	?	✓	✓	✓		✓	✓	✓
Telephone	Some	x	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓
Ticket Office	Some	x	✓	✓ Not fully accessible	✓	Mon-Sat early pm	✓	Mon-Sat am	x	✓	✓	✓	✓
Waiting Room	Some	x	✓	✓	Some	x	✓	Mon-Sat am	x	✓	✓	✓	✓
Toilets	Some	x	✓	✓	Some	Disabled, 0630-1900	✓	Disabled	x	✓	Disabled	✓	Disabled
Buffet	x	x	x	x	Some	Private trailer	Private trailer	x	x	✓	✓	✓	✓
Car Park	✓	✓	✓ Needs improvement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cycle Parking	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
All Platforms Accessible	✓	x	✓	✓ Via barrow crossing	✓	Long walk	✓ When staffed	✓	Long walk	Partial??	✓	✓	✓

Information

A

B

C

Visual Info Point	Some	x	✓	✓	✓	N bound only	Only platform 1	✓	x	✓	Need on platform 1	✓	✓
Station Signs	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	
Pedestrian Access Signs	✓	x	x	✓	✓	x	x	x	x	✓	✓	✓	
Audible Next Service Info	✓	✓	✓	✓	✓	✓	'Manual', only platform 1		✓	✓	✓		✓
Timetables	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Proposed Improvements at Somerset Stations

Category A Stations

Category B Stations

Category C Station

	A	Bruton	Crewkerne	T'combe	B	Bridgwater	Castle Cary	Frome	Highbridge	Yeovil Junction	Yeovil Pen Mill	C	Taunton
Infrastructure	Desirable	WX	SWT	SWT	Desirable	WX	WX	WX	WX	SWT	WX	Desirable	FGW
Bus stop	✓	Distant	✓	Short walk	✓	✓	✓	✓	✓	✓	Short walk	✓	✓
Bus Shelter	Some	x	Provide shelter	Provide shelter	✓	Provide shelter	Provide shelter	Provide shelter	✓	Needs improvement	Provide on north side	✓	North Imps programmed
CCTV	✓	✓	✓ Cover cycles	Explore provision	✓	✓	Needs upgrade	Explore provision	✓	Upgrade in car park	Needs upgrade	✓	✓
Adequate lighting	✓	X Upgrade	✓	✓	✓	Investigate	✓	✓	✓	✓	✓	✓	✓
Telephone	Some	x	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓
Ticket Office	Some	x	✓	✓ Explore accessibility improvements	✓	Explore extended opening with TOC	✓	Mon-Sat am	Explore in longer term with TOC	✓	✓	✓	✓
Waiting Room	Some	x	✓	✓	Some	Investigate provision with TOC	✓	Mon-Sat am	Explore in longer term with TOC	✓	✓	✓	✓
Toilets	Some	x	✓	✓	Some	Disabled, 0630-1900	✓	Disabled	Explore in longer term with TOC	✓	Disabled	✓	✓
Buffet	x	x	x	x	Some	Private trailer	Private trailer	x	Explore in longer term with TOC	✓	✓	✓	✓
Car Park	✓	✓	Surface needs improving	✓	✓	✓	Needs Expansion	Needs expanding and management	✓	Needs expansion✓	✓	✓	Increase in provision forms part of Vision
Cycle Parking	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
All Platforms Accessible	✓	X Explore with school	✓	✓	✓	Explore improvements with DfT Rail/TOC	Barrow crossing when manned	✓	Explore improvements with DfT Rail/TOC	Barrow crossing when manned	Barrow crossing when manned	✓	✓
Information					B							C	
Visual Info Point	Some	x	✓	✓	✓	Provide on S bound	Provide on 2 & 3	✓	Explore provision with TOC	✓	Provide platform 1	✓	✓
Station Signs	✓	Improve signs	Improve signs	Improve signs	✓	Improve signs	Improve signs	Improve signs	Improve signs	Improve signs	Improve signs	✓	Improve signs
Pedestrian Access Signs	✓	Improve signs	Improve signs	Improve signs	✓	Improve signs	Improve signs	Improve signs	Improve signs	Improve signs	Improve signs	✓	Improve signs
Audible Next Service Info	✓	✓	✓	✓	✓	✓	Automate & provide on 2 & 3	✓	✓	✓	✓	✓	✓
Timetables	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

