



Transition
Marlborough
we can make a difference

Restoring the Railway Line to Marlborough

An analysis of comments made by 1,017 local residents in support of our proposal to restore and electrify the railway line between Bedwyn and Marlborough

Compiled by Sam L J Page, Ph.D.

Transition Marlborough



Executive Summary

- Transition Marlborough (TM) is campaigning to restore and electrify the old Great Western railway line between Bedwyn and Marlborough, such that Marlborough becomes the terminus for new electrified service to London Paddington, rather than the small village of Great Bedwyn.
- Our outline study of this proposal indicates a cost of £30 million and an economic return of 2:1, over 60 years. This report can be down-loaded from the TM website.
- Marlborough Town Council voted unanimously to support, in principal, the proposal to reinstate the railway line to Marlborough, in December 2013.
- Claire Perry M.P. accepted our outline study and commented that there is *'an appetite in the DfT for post-Beeching reparations'*.
- Current and potential users of the rail service were given the opportunity to express their support for this proposal, between the beginning of June and the end of July, 2014.
- 507 people expressed their views via the TM website and 513 signed up in support on forms provided in the Waitrose foyer.
- Of the 576 detailed comments that were received, most people stated that the proposed rail link would mean less congestion and less pollution in the town, as people would be able to walk or cycle to the new station.
- Many people said that it would reduce congestion in Great Bedwyn so that the village could be returned to 'tranquillity'.
- The most disadvantaged groups, as far as accessing the railway via Bedwyn, Hungerford, Newbury, Pewsey or Swindon is concerned, are the elderly without cars, disabled people who need assistance, young people without cars, people who commute regularly to Reading or London and local businesses.
- A small selection of detailed comments, which express most succinctly the views of each of these disadvantaged groups, are featured in this report.
- We believe that the views expressed demonstrate that there is considerable local support for our proposal to restore and electrify the railway line between Bedwyn and Marlborough, because it will:
 - **Reduce congestion and cut pollution levels in Marlborough.**
 - **Relieve congestion and reduce parking problems in Great Bedwyn.**
 - **Enable people without cars to access the rail network, particularly the young, the elderly and the disabled.**
 - **Increase job opportunities.**
 - **Increase business opportunities.**
 - **Reduce journey time by eliminating the need for commuters and others to drive to Bedwyn, Hungerford, Pewsey, Newbury or Swindon.**
 - **Attract more visitors to the town.**
- On behalf of the 1,017 Marlborough Rail Link Supporters that were identified during this short survey, we wish to request funding from the Swindon and Wiltshire Local Enterprise Partnership for a 'demand and high level feasibility study' in order to satisfy Step 2 of Network Rail's GRIP Process.

Restoring the Railway Line to Marlborough

An analysis of comments made by 1,017 local residents in support of our proposal to restore and electrify the railway line between Bedwyn and Marlborough

Background

Transition Marlborough's bid to re-open the old Great Western railway, between Savernake and Marlborough and rebuild the station, as part of the new development on Crown Estates Land, opposite the Business Park, won the backing of Marlborough Town Council on Monday, December 14th 2013. Support for this idea was also gained from Marlborough's Chamber of Commerce. Our outline proposal to restore and electrify the railway line to Marlborough (see summary below) was presented to Claire Perry M.P. on 11th April 2014. Mrs Perry gave a favourable response and commented, "*There is an appetite in the Department for Transport for post-Beeching reparations*". This proposal also aroused considerable public interest when it was aired during Ben Prater's Breakfast Programme on BBC Radio Wiltshire, on 17th April.

We now wish to have this proposal complete step two of Network Rail's 'Governance for Railway Investment Projects' (GRIP process). This means that an official feasibility study is needed. Since this study will cost approximately £15,000, we have been advised by the Department for Transport to approach the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) with a request for these funds. Please note that despite Marlborough's poor public transport links, our town does not yet feature in any of the SWLEP's transport plans.

In order to demonstrate the high level of public support for our proposal, we provided an opportunity for people to express their views, via the Transition Marlborough (TM) website, during a two month period, between the beginning of June and the end of July, 2014.

Summary of our outline economic assessment of extending electrification to Marlborough

Many of Marlborough's residents use national rail services on a regular basis but the lack of a local station means that they must travel to stations at Swindon (28 miles return), Bedwyn (15 miles return), Hungerford (22 miles return) or Pewsey (14 miles return). These journeys are made almost wholly by car.

The station at Bedwyn is the popular choice for many travellers given the lower cost and convenience of this stopping service to London. But this small village is quite unsuitable as a railway terminus and residents are greatly inconvenienced by the daily influx of cars and associated parking problems.

Meanwhile, the planned electrification of the Great Western Railway is expected to provide faster, cleaner, quieter and more reliable rail services. In turn, these improved services are expected to attract more passengers, which would exacerbate the problems in Bedwyn.

So this is an appropriate time to consider re-establishing a station in Marlborough as the terminus for the stopping service from London. This would naturally relieve the environmental issues in Bedwyn, reduce car travel and allow for a purpose-built station in Marlborough as part of the proposed housing area to the south of Marlborough, known as the Salisbury Road development.

This proposal would require the construction of a single track railway from Savernake to Marlborough along the line of the disused Great Western rail track.

The headline figures at this very early stage indicate that the capital cost of the scheme would be in the order of £30 million. The benefit to cost ratio would be around 2.0 when considered as part of the extension of the electrification from Newbury.

An early assessment of environmental impacts indicates that there would be relief to the problems in Bedwyn and overall reduced car usage while the re-establishment of the rail link is not expected to be environmentally intrusive.

The full 10-page report: '*A railway line to Marlborough an outline case*', can be down-loaded from the Transport Page of the TM website.

Accessing the national rail network

The national rail network is currently inaccessible for residents in the Marlborough area who do not have cars. This is because there are virtually no bus links with Pewsey station, the return bus journey time to and from Swindon bus station is a total of 1.5 hours and does not link with early morning commuter trains, while the Wiltshire bus service (20, 21, 22) that runs the 7.5 miles between Marlborough town and Bedwyn, the most popular station, is poor and unreliable: It does not link with commuter trains to London Paddington before 1038 in the morning, or after 1945 in the evening, Monday to Friday. It is possible to travel to Hungerford on the X22 in time for the 0734 fast train to Paddington, however the return bus journey must be made via Bedwyn. On Saturday evenings there are no buses back to Marlborough after 1840. No buses travel either to or from Bedwyn station on Sundays or bank holidays. According to Wiltshire Council, it is highly unlikely that this bus service will ever be improved. This means that most people who currently use Bedwyn station, either for work during the week or for pleasure at weekends, must use a private car, or pre-booked taxis at a cost of £30 return, to get to and from the station. Passengers who are able to drive to Bedwyn are obliged to park their cars in the Knapp, the road that runs alongside the station, while they are using the rail network¹. Working families with only one car depend on a partner driving them to and from the station twice each day, a total of 30 miles for Bedwyn, 44 miles for Hungerford and 56 miles for Swindon.



Parking spaces are always at a premium at Bedwyn station

The most recent passenger figures suggest that more than 60% of passenger journeys that are currently made out of Bedwyn station (estimated to be 138,917 per year) originate outside the village of Great Bedwyn (which has a population of just 1,347). The number of passenger journeys to Reading and London Paddington is expected to rise once line electrification is extended as far as Bedwyn.

1. The Bedwyn Trains Passenger Group has recently reported that cars parked on the Knapp have been vandalised by angry residents.

Gauging support for our proposal

We recently provided an opportunity for both current and potential users of the London Paddington railway line, to comment on our proposal to restore the line to Marlborough, during a two month period:

Information was disseminated through leafleting and via the internet. Leaflets explaining the proposal for restoring and electrifying the 'Marlborough Rail Link' and requesting people to sign up in support on our website, were printed by TM (see Appendix 1). These leaflets were given out at Bedwyn and Hungerford stations; to businesses along Marlborough High Street, London Road and in the Business Park; also during the Communities' Market on the first Sundays of June and July. The electronic link to the TM website (which also featured a map of the proposed route and our down-loadable report on the economic viability of the project) was sent by email to the Bedwyn Trains Passenger Group, St John's Academy, Marlborough College and the Marlborough Chamber of Commerce. Information also appeared on the TM Facebook Page, in Town and Country magazine, the Minal Pump and on the Marlborough Matters and Marlborough News Online websites. Shoppers were also given the opportunity to sign up on paper forms during five, 2-hour sessions in the Waitrose foyer, courtesy of the Branch Manager.

During the time available, 507 people were motivated to visit www.transitionmarlborough.org in order to sign up in support of the Marlborough Rail Link, while a further 513 signed up on paper forms – a grand total of 1,017 supporters², plus three others who were 'anti' (two people expressed concern about the impact that a new station could have on the current congestion on Salisbury Road, while a Pewsey resident suggested that “we are living in cloud cuckoo land”, as in his view, the government would take no notice of us!). Everyone who signed up was required to leave their name, postcode, email address and a comment which could be forwarded to Claire Perry M.P. Four hundred and forty-one people commented simply that it is “a fantastic idea!”, “would make travelling easier”, “essential for such a beautiful town!” or something similarly short and supportive.

576 supporters left more detailed comments, in response to the question 'what would the proposed rail link mean to you and/or your business?' - we have selected a representative number of these more detailed comments, which express, most succinctly, the views of the majority of the Rail Link supporters. The selected comments have been copied and pasted below. (N.B. All responses that were collected during this survey have been down-loaded from the TM website and saved in a password protected spreadsheet.)

The most popular response was that a station in Marlborough would reduce the number of cars on the road, thereby relieving congestion and cutting vehicle emissions (nitrogen dioxide is above the safe limit on main roads in the town, see Appendix 2). The selected comments appear below:

Lucy Allen (SN8 4AU): “I think it would be a wonderful thing for the town. The traffic here is awful and if people could take a train to commute, it would cut down on all the jams and make our air cleaner.”

C. G. (SN8 2BA): “The obvious answer to traffic congestion and pollution is more and better public transport. If the ridiculous HS2 project can be ditched, then more money could be made available for sensible schemes like this one.”

R J Osborn (SN8 1UQ): “Finding it more difficult driving my car on highly congested roads so would very much welcome the opportunity of easy access to travel by train. I also feel that the scheme should go further and re-instate the Marlborough to Swindon line that could provide a shuttle service between Marlborough and Swindon to help reduce our grossly over crowded roads. This would begin to make a start in repairing the immense damage to our transport system caused by Beeching!”

Alexandre Jay Parr (SN81NR): “It would revolutionise how I travel, as I would no longer

2. An additional 137 Waitrose shoppers who signed their names in support of the Marlborough Rail link, were not included amongst the 1,017 supporters referred to in this report, as they were unable to provide email addresses.

need a car for many journeys which is friendlier for the environment and allow me to relax whilst travelling. I think it may also reduce traffic in Marlborough, another benefit.

Simon Fletcher (SN8 2FE): "In terms of reducing congestion in the town and at places like Bedwyn, and helping Marlborough to achieve its carbon emission reductions, an electrified rail scheme is vital. It will enable local commuters to travel to Reading and London from Marlborough and will also enable visitors to the town to arrive and depart with consummate ease with the welcome addition to the local economy that that will encourage."

The current parking problem in the small village of Great Bedwyn was a big issue for many residents:

J. W. (SN8): "As a regular user of Bedwyn railway station for the last seven years and in that time have seen the demand increase fourfold resulting with parking pressure on the village as a whole. This has to be unsustainable going forward, the Marlborough alternative would seem to be a realistic alternative."

Sara O'Hara (CM16 7QU): "My parents live in Bedwyn. Whilst the railway provides great access, the traffic and parking chaos has to be resolved. A station at Marlborough would return this pretty Wiltshire village, to the calm, tranquil location it is. For the elderly in Bedwyn, this would also be a valuable route to shops and services in Marlborough boosting trade and tourism."

Kaye Packham (SN8 3DE): "It would be much more convenient and less car travel. Also it would relieve Bedwyn's congestion as cars park all day along the main street thus making it difficult to visit Doctor's surgery and shops."

Deborah Beese (SN8 3DN): "A large town would command more services and would serve the population of Marlborough better than a tiny village station. I love our village station but it is overwhelmed by passengers from Marlborough. There is space opposite the business park for it."

Many people said it was important to improve accessibility to the rail network for people without cars:

Vanessa Lafaye (SN8 1BJ): "There have been so many times where journeys to/from Marlborough have been impossible or very difficult without a car. Visitors who don't know the area have to be given complicated directions to find us, or we have to make inconvenient trips to Pewsey/Hungerford/Swindon rail stations. We end up driving to London for work because the trains are such a hassle from other stations. How stupid is that? Marlborough's station should never have been closed. Please bring it back. It makes sense for the local people and the country's transport policy as a whole."

Gale Bellerby (SN8 1JA): "Would be so good to walk to Marlborough rail station to travel to and from London rather than having to take taxis or ask friends to take/collect me."

Ian Clague (SN8 3LR): "We live in Great Bedwyn. We'd use the train to Marlborough to: Have nights out in Marlborough which we don't do at the moment because taxis are too expensive. Our son would use it to go to school in Marlborough when old enough and to go into town without needing to be driven there."

Some people simply wanted to visit friends and relatives:

Julia Dickmann (SN8 2BS): "It would mean I could more easily visit a friend in a nursing home in London and that friends without their own transport could visit me."

Peter Atkins (SN8 1TJ): “We moved from London to Marlborough about 12 years ago and still have family and friends there, all visits have been difficult because of having to use a car. Please Please put this link into fruition.”

Nicole Morris (BA2 5RN): “I am originally from Marlborough, have family and friends there and would be so much easier to be able to commute via train. Would boost so much tourism in the area.”

Rio Cormack (SN8 4AQ): “I would be able to visit my grampa much easier.”

Improving access to the railway for disadvantaged groups

Five main groups of residents who could directly benefit from the proposed rail link were identified during this survey; 50% of the detailed comments came from people who claimed to be in one of these disadvantaged groups:

1. Elderly people without cars

Elderly people said that they found it difficult to access rail services because of the unreliable and infrequent bus service and the high cost of taxis to and from the nearest stations.

13 residents of Churchill Court (SN8 1LD) signed a joint petition in favour of re-opening the Marlborough Railway Line. They said: “The current lack of integrated public transport makes us feel extremely isolated, as we cannot visit family and friends who live outside the area or receive visitors who don't drive.”

Barbara Hallows (SN8): “As a pensioner I feel that is essential for Marlborough to have it's own rail facilities. I have family in Reading, Bedford and London and it is ridiculous that I have to pay for a taxi to Great Bedwyn when I need to visit them. The residents of Marlborough and surrounding areas need a local railway station. Marlborough is a busy town and I will never understand why our local station is in a small village such as Great Bedwyn where parking is almost impossible.”

Elizabeth Skeaping (TW1 4AX) : “I lived in Marlborough all my life and return regularly to see family and friends. I do not drive, and the necessity of waiting for buses adds a considerable amount of time to a journey, and discourages me from visiting more often. Buses are expensive in the area, and a train line in Marlborough would be well used. It would also make great sense for Marlborough's prosperity to be directly connected to Reading and London.”

Val Compton (SN8 1NG): “To be able to walk to a railway station would enable me to use the train, not my car, to make the journeys further afield that are currently difficult. At the moment, I can get to places by using bus/train but the timing for a return journey is difficult or impossible. Marlborough has an ageing population, with age, problems with driving arrive inevitably. For many the train would increase freedom. But the biggest benefit must be to our working/business population, allowing them to travel and encouraging them to stay in Marlborough so our town will thrive, that is a benefit to us all. The parking problems in town could be relieved to some extent I suspect - with a positive knock on effect to people like me, who reside here, yet frequently cannot park without massive problems. It will encourage tourism and our visitors will stay longer and spend more money as they are not constantly feeling under the parking pressure, a vibrant economy will result. All round totally brilliant scheme and 100% support it.

2. Disabled people who need assistance

Many disabled people find it difficult or impossible to access the train either at Bedwyn or Pewsey because neither of these stations are staffed and both lack facilities for the disabled. Some of these people expressed the following concerns:

Bridget Strong (SN8 1JX): “A station in Marlborough would make an enormous difference to my quality of life and the ease with which I could access work and friends in London and beyond. Currently I do use the train from Great Bedwyn and Hungerford to Paddington for both. Both of these have their disadvantages. It is not very secure to park the car at Hungerford overnight and this is a problem if it is necessary for me to spend a night or more away from home (Marlborough). Additionally it is challenging to climb the slope from the returning platform to the road at Great Bedwyn particularly if I have work equipment with me as is often the case and particularly in the winter as in the cold weather it is more challenging for me to breathe. Why is this so challenging for me? Both of these stations are unmanned so there is no assistance and I function with significantly reduced lung capacity. It is possible that a new station in Marlborough would also be unmanned but presumably it would be planned for easy access to platforms for people like me with Blue Badges who wish to continue to work and retain financial independence and to lead an active life.”

Claire Bates (SN8 1RY): “We strongly support the extension of the rail service to Marlborough - for economic, convenience and improving rural transport reasons. My son is wheelchair-bound and rail travel would greatly increase his and our accessibility.”

Colin (SN8 1NA): “Accessible transport hopefully integrated with other service provided in and around the area will make my employment options greater and will support my elderly parents coming to visit (they are disabled and unable to drive any more and this stifles their independence).”

3. Young people without cars

Many well-educated, school-leavers are obliged to leave the area because they are unable to access the rail network, which is a vital link to well paid jobs. Fifty-five percent of the population in the Marlborough area is now over 40 years of age (see Appendix 3.):

S. W., St John's Academy: “I am currently a Youth Development Co-ordinator at St John's and have also worked in local business for over 20 years. To have additional links for the youngsters (and local business) would make a HUGE difference to them and would allow them to pursue additional opportunities not currently available with the very limited bus service. This would also alleviate the ever increasing numbers of cars/lack of parking locally.”

Lucy Muchenje (SO40 2QW): “It would mean that it would be easier for me to live in Marlborough, and transport would be better as you would not have to keep relying on buses, which are not always consistent.”

Judy Pitts (SN8 4HT): “Transport links from Marlborough are currently minimal - if you don't have access to a car long distance travel is very difficult. Without a car getting, for example, to London by train involves a walk, a slow bus journey then train - or alternatively a car drive and parking charges. For my children a Marlborough railway

station will have a hugely beneficial impact enabling them to travel for both work and pleasure. Currently, Marlborough is not an attractive place for them as they are 'stuck here' relying on the parent taxi if they want to travel to see friends. Employment opportunities in Marlborough are limited and there is no easy access to cities with better employment opportunities."

Kerry Mazhindu-Page (SN8 4AU): "I think it would be a good idea to reopen the line to Marlborough, it would allow me to get a good job without moving out of the town."

Harvey Carpenter (SN8 2FE): "Work opportunities outside Swindon. Bringing business and tourism to Marlborough. Developing Marlborough as a destination town. Greater opportunities for my children. Keeping young people in Marlborough to ensure it has the right population balance."

4. Regular commuters to Reading and London Paddington

Residents who commute by train to Reading and London must first drive down unlit, unmarked country lanes to Bedwyn station where there are too few parking spaces or along the A4 to Hungerford, which is 11 miles, or Newbury, which is 19 miles from Marlborough:

Robert George (SN8 1UA): "Although Bedwyn serves as the hub for Marlborough many from Marlborough travel to Hungerford for London due to poor access to Bedwyn (narrow winding roads) and no parking when you get there. A terminal in Marlborough would reduce traffic on the A4 and eliminate unnecessary commuting through the forest to Bedwyn."

Peter Zipp (SN8 1HU): "I travel to London about once a week, leaving late-morning or afternoon, and returning in the evening. I usually drive to Newbury to catch the train, because there are later return services from Paddington in the evening. It would be so much better to be able to catch the train in Marlborough. Also, when I now go to Reading or Oxford (for example), I drive all the way, whereas I would definitely use the train if it were available from Marlborough."

Neil Halls (SN8 2BA): "I regularly travel to London and have to arrange transport between Marlborough and Bedwyn. There are not enough taxis or quick buses and is a 14 mile around trip! We can welcome more tourists bringing more money to more local businesses."

Ann Oades (SN8 2FB): "The link would mean:- husband could walk to the station & commute directly to work - hence would reduce the environmental impact of him driving to Hungerford station, there & back, every day - hence reduce his daily travelling time - hence giving the family more time to spend together - which would make it easier for him & us, having direct positive impact on his health and family wellbeing - as well as reducing travelling costs & enabling us to only have one car - which would have an amazingly positive impact on our family finances - giving our children more time with their father as him getting back home even half hour earlier would make a huge difference to their daily lives! We tried hard, for years, to find jobs closer to home but the reality is that loads of local people commute to London for work - so this link would be invaluable!!!".

Allen Wise (SN8 1HU): "Myself and six Marlborough colleagues have to take the train from Hungerford Station to London as parking is insufficient in Bedwyn and return bus from Marlborough to Bedwyn is not regular. As a result many have the nuisance of

driving into London rather than using practical transport. I believe a Marlborough link would greatly increase overall numbers using the service into Paddington.

Elizabeth Rolf (SN8 1HQ): “We are three generations who all go to London regularly. At the moment we all go either by car all the way or by train from Bedwyn. We never go at the same time therefore we are using up petrol and parking spaces when we could all just walk to a station in Marlborough. It would be amazing to have a train service. For my daughter and I it would also open up many more possibilities for employment as well. Please do consider opening up the railway line again, it would be such a boon for the town. Thank you.”

5. Local businesses

Marlborough College is one of the most important businesses in Marlborough, in terms of employing local people and attracting students from all over the world. A rail link to Marlborough would be extremely beneficial to students, parents and visitors, alike :

Jonathan Leigh, The Master of Marlborough College (SN8 1PA): “ Clearly something which would transform the links to Marlborough College thereby adding to the huge economic impact the school has on the region and carrying it wider nationally.”

The proprietors of other local businesses also expressed strong support for our proposal:

***Jane Corbett (RG17 0DL):* “It would make a huge difference to my own personal travel options and to many customers of local businesses, including my own. We live locally but the lack of rail link stops us from picking Marlborough as our base despite it being otherwise our town of choice.”**

***N. N. (SN8 1RE):* “I own a well established high technology business in Marlborough. If there was a station again at Marlborough it would encourage similar SMEs to base themselves here and bring new high wage employment opportunities.”**

***David Burnett (SN8 4AW):* “The ability for our customers to come and see our kitchen business by rail, especially from London where the majority of chefs/managers/owners commute into work, would be a phenomenal bonus. In the opposite direction we would regularly use the rail link to travel to London meetings via Great Bedwyn saving fuel costs, cutting emissions and reducing congestion in the capital. Re-using existing mothballed infrastructure to achieve this is a golden opportunity to improve existing transport links. Next on the list should be the re-instatement of a bus service between Marlborough and Devizes, two of Wiltshire’s most important market towns - the demise of the old X44 service a few years ago seems to have been conveniently been swept under the political carpet.....”**

***Cai Parry-Jones (SN8 2AA):* “I have recently moved to Marlborough (four months) and was surprised to learn that the town (with it’s world-renowned school) did not have a train station. I work in Marlborough and travel to London quite regularly for business. I don’t have a car, and when I do go to London I have to stay the night in Swindon in order to get a train that will get me into Paddington before 9am. This is far from ideal. The buses from Marlborough to Bedwyn do not run early enough to get the early trains from Bedwyn (around 6.30-7am). I also visit London quite regularly on weekends and find it extremely frustrating that there are no bus services to Marlborough from Bedwyn railway station on Sundays! A new line stretching from Bedwyn to Marlborough would make a world of difference to 1) my working life- can travel easily to and from**

London when visiting for business (a few times a month-I also have colleagues who are there weekly). 2) Good for the publishing business I work for- clients can get to and from Marlborough without having to rely on a taxi/bus. 3) My social life- can get to and from Marlborough quick and easily. I am now considering purchasing a car (for the first time ever!) because the public transport system in Marlborough is so bad. I would, however, reconsider purchasing a car, if a good railway infrastructure existed in the town. London is only an hour or so away by train, but relying on buses etc. pushes my journey time up to around 2-2.5 hours. Crazy when you think how close Marlborough is."

G. M. (SN8 4AQ): "I fully support the Marlborough Rail link. The link would be a great asset to Marlborough. It will bring more business and employment to this area. Tourists will also find it easier to visit our town and spend time here, which will benefit the restaurants, shops and hotels. People coming for the jazz festival and the literary week will have more travel options, which will increase the number of visitors, making both festivals even better and more well known! Not having to use the car will be a much greener way to travel and off course no parking fees!"

Support for our proposal has also come from both Marlborough and Hungerford Town councils:

Clerk of Marlborough Town Council: "At Marlborough Town Council's Planning meeting of 16th December 2013, Councillors voted to support, in principle, the proposals to re-instate the railway line to Marlborough. Min.394/13."

Hungerford Town Council (RG17 9SU): "The Town Council fully support this proposal provided that the extension of electrification to Bedwyn is kept as first priority."

Conclusion

We believe that the views expressed in this report clearly demonstrate that there is considerable local support for our proposal to restore and electrify the railway line between Bedwyn and Marlborough, because it will:

- Reduce congestion and cut pollution levels in Marlborough.
- Relieve congestion and reduce parking problems in Great Bedwyn.
- Enable people without cars to access the rail network, particularly the young, the elderly and the disabled.
- Increase job opportunities.
- Increase business opportunities.
- Reduce journey time by eliminating the need for commuters and others to drive to Bedwyn, Hungerford, Pewsey, Newbury or Swindon.
- Attract more visitors to the town.

On behalf of the 1,017 Marlborough Rail Link Supporters that were identified during this short survey, we wish to request funding from the Swindon and Wiltshire Local Enterprise Partnership for a 'demand and high level feasibility study' in order to satisfy Step 2 of Network Rail's Grip Process.


Appendix 1a: Marlborough Rail Link Leaflet

Marlborough Rail Link

Visit our website.

www.transitionmarlborough.org

And click through to the "Yes, I support the Marlborough Rail Link" page

or go to our  Transition Marlborough Facebook page

Register your support for the Marlborough Rail Link
You can tell us what a new railway station in Marlborough would mean to you and your business.

You can pass your views on to Claire Perry MP and, if you wish, we can keep you up-to-date with developments.



Survey ends 31st July
Your support can make a difference.
Take this opportunity to make your views count

Marlborough Rail Link

Transition Marlborough is working to improve public transport.



Transition Marlborough has actively supported proposals to electrify Great Western Railway up to Bedwyn. This offers the exciting possibility of extending this service all the way to Marlborough. This could be done by restoring the old Marlborough Railway line. See the map overleaf.

We believe that the land opposite Marlborough's business

Your support can make a difference. See the back of this leaflet to find out how

park could offer much better terminus facilities for the electrified London Paddington service than would be possible at Bedwyn.



Our report 'A railway line to Marlborough – an outline case' suggests that the project could be eligible for government funding. The report can be down-loaded from the bottom of our Transport Page.

www.transitionmarlborough.org

Appendix 1b: Marlborough Rail Link Leaflet

Marlborough Rail Link

- GWR electrification - capital funding opportunity
- New station built in conjunction with Salisbury Road development
- Traffic problems at Bedwyn relieved
- Logical route along disused line

History

- The first line from Savernake to Marlborough opened in 1864.
- In 1881, the Swindon, Marlborough and Andover Railway opened and was absorbed by the Midland and South Western Junction Railway in 1884.
- By 1923, both lines had been absorbed by the Great Western Railway.
- Marlborough (GWR) station closed in 1933 and passenger services were re-routed to the former M&SWJR station. The GWR became part of British Railways in 1948.
- Passenger services to Marlborough were withdrawn in 1961 and goods services in 1964.

Map Labels: Marlborough, Savernake Forest, Savernake, West Country, Newbury, Reading and Paddington, Great Bedwyn, Marlborough, Swindon, Savernake Junction, Old Great Western embankment, Existing track at Savernake, Proposed site for new station.

Key Features: Restored track from Savernake Junction to Marlborough, Electrification extended from Bedwyn to Marlborough.

Appendix 2: Nitrogen dioxide levels in Marlborough during 2013

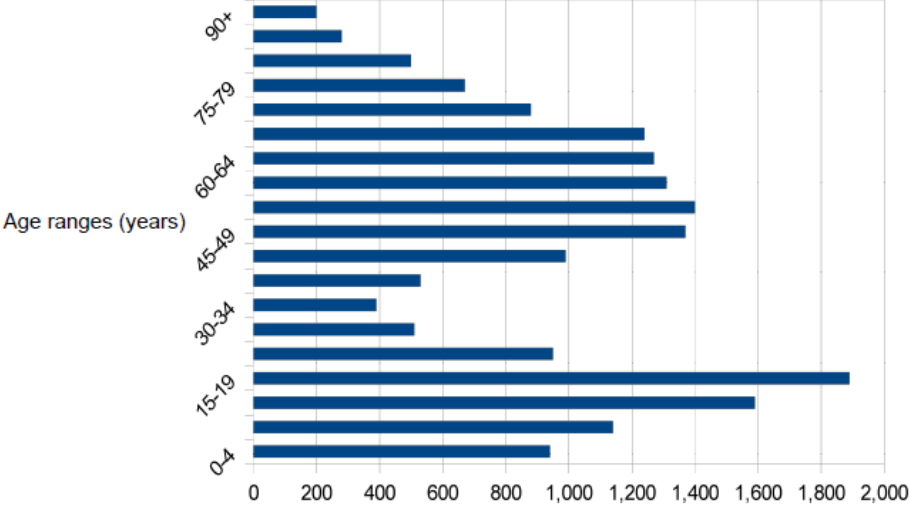
Location	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Aver.	Bias corrected average	data c.	ure
27 Herd St, Marlborough	54	61	64	53	47	51.22	59.54	39.08	53.6	45.93	59.92	36.9	52.12			
The Green, Barn St, Marlborough	44	37	30	37	30	32.69	33.19	35.74	42.85	38.02	39.05	36.96	36.32		35	100
6 Herd St, Marlborough	60	68	54	53	69	60.54	73.83	67.47	88.65	76.3	71.21	69.32	67.58		64	100
116 High St, Marlborough	38	37	38	33	31	31.62	11.44	25.65	34.22	28.52	36.91	29.38	31.25		30	100
6 Barn St, Marlborough	50	53	58	52	43	50.01	46.63	45.31	51.89	45.79	64.14	37.97	49.85		47	100
13 Salisbury Rd, Marlborough	50	47	36	38	44	36.04	38.72	44.28	56.51	40.6	64.45	42.75	44.86		43	100
War Memorial, London Road, Marlborough	38	41	46	44	33	38.69	34.79	31.89	40.36	34.66	40.61	34.65	38.21		36	100
115 London Rd, Marlborough	50	44	40	42	47	38.04	39.25	44.36	53.32	49.61	62.99	48	46.50		44	100
1 Oxford Road, Calne																

EU safe limit = 40 µg/m³

Data obtained from Wiltshire Council.

Appendix 3: Demographic Profile of the Marlborough Area

Marlborough's top heavy demographic profile in 2013
(according to Marlborough CAP 2011 Population Projections)



Population size per age range (total population = 18, 060)

The flight of more than 50% of our young, well educated men and women is due to the lack of reliable public transport links to nearby employment centres, where there are higher paying jobs and the shortage of affordable housing.