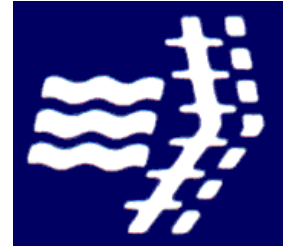


MARLOW - MAIDENHEAD PASSENGERS' ASSOCIATION

Newsletter 175 September 2017



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Autumn Timetables

The new autumn timetables for GWR start on 4th September. The introduction of further electric (Electrostar) services, with toilets, continues. Next January the electric services are expected to be extended to Didcot.

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GWR Franchise consultation

The GWR franchise is held by First Group until April 2019. MMPA will follow the franchise competition closely and have submitted comments to the DfT during the consultation for the franchise that follows.

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Cookham Station

A rumour arose recently that Cookham Station building housing the ticket office was going to be demolished following the discovery of extensive dry rot. MMPA has been advised by GWR that they are working with Network Rail (as their landlords) to take remedial action so that they can re-open the ticket office. They have double checked with NR and their Asset Manager today following an email from MMPA. NR has advised that they are still looking at what work will be needed to rectify the issue but that this does NOT involve demolition of the station building.

At present tickets at Cookham can only be purchased during morning peak hours.

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Half-hourly Marlow Service

Trackwork changes at Bourne End necessary to allow two trains per hour between Marlow and Maidenhead without a change at Bourne End is still being planned. Engineering consultants Atkins are now in the process of undertaking the survey work.

Design work has started on possible track layouts. This information together with the survey findings will hopefully enable us to confirm that the project can be delivered on Network Rail land. We have some different options for track layouts and we know that all will require derogations from Network Rail standards. We are engaging with the different disciplines within NR (track, signalling etc) to get early input into the design to maximise the likelihood of developing an acceptable proposal.

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Crossrail

MMPA has been copied a response from the GWR MD, extracts below, to a concern for Henley connections to GWR trains with full facilities in the Crossrail era; Marlow Branch is similarly affected.

"Ultimately, the specification of Crossrail services and the allocation of scarce timetable paths are not matters for GWR so it is vital that Transport for London, Department for Transport and Network Rail have a clear view on the specification issues ...

The current proposal for GWR services remains two trains per hour between Paddington and Reading in both directions calling at Ealing Broadway, Hayes & Harlington, Slough, Maidenhead and Twyford ...

During peak periods Crossrail would operate 4 trains per hour through to Reading instead of 2 trains per hour during the rest of the day and GWR would operate a minimum of five Main Line services at 30 minute intervals running non-stop between Paddington and Maidenhead, then calling at Twyford with connections to and from Henley-on-Thames.

The GWR services will be operated by eight or twelve car Electrostars. ... The current timetable proposal is we believe workable and gives a good opportunity for customers to opt for semi fast GWR services at peak if they wish, changing to Crossrail when they reach London Paddington to make further time savings on their journeys to central London. "

With Class 345 trains for Crossrail now being tested in the UK we remind members that we have a number of concerns about the Crossrail project:

- 9-car trains with fewer seats than a 5-car Networker Turbo formation.
- No toilets provided on these trains. We understand that the carriage design does allow for toilets but TfL has no intention of installing them.
- Calling at all stations - alternative fast and semi-fast services must continue to be provided from Maidenhead to Paddington.

MMPA continues to press DfT and Crossrail for the trains to be fitted with toilets. We do not consider such an omission is warranted in the 21st century. Please let MMPA have your thoughts on any of these issues.

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Taplow footbridge

The damaged Taplow heritage footbridge has been removed for repair and is expected to be returned in December.

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GWR mobile phone app- treat with caution!

An MMPA member has been using the GWR mobile phone app to search for his journeys but the app produced some strange results two of which, shown below, have been reported to GWR.

1) For a journey from Maidenhead to Marlow the app suggests a train to Twyford, then a bus to Marlow.

2) Another search suggested getting off at Bourne End, bus via High Wycombe to Marlow, not the final five-minute train leg!

There are similar problems with the TfL Planner. For a journey from Maidenhead to London, the Planner suggests a bus to Burnham Station to board a train! This is clearly nonsense.

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TRAVEL INFORMATION

BBC Radio Berkshire:	95.4, 104.1 FM, DAB, or 08459 - 311333
National Rail Enquiries	08457 - 484950 (24 hrs) or www.nationalrail.co.uk or text
Great Western Railway:	08457-000125 (0700-2200 daily)
Chiltern Railways:	08456 - 005165 (08.30 - 17.30)
Arriva Bus:	0844 8004411 (0900 - 1700 Mon - Fri)
First Berks Buses:	01753 524144
Carousel Buses:	01494 533436
Traveline:	0871 2002233 (0700 - 2200) 10p/min on BT landline
RBWM helpline	01628 796666

Also see our web site www.mmpa.org.uk for links, news and to report issues.

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