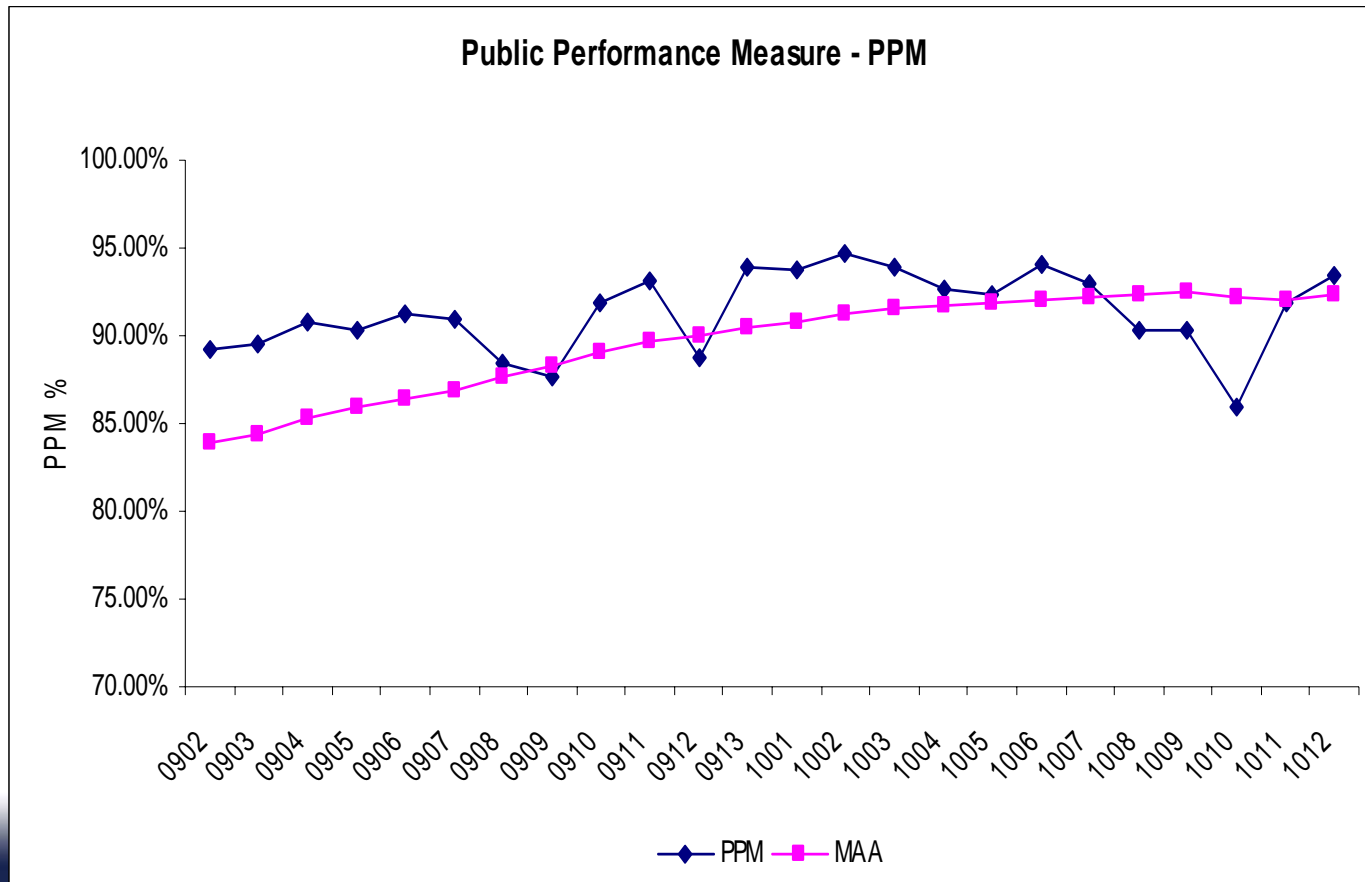


# Developments on the Great Western

Thames Valley Transport Group, TVCC  
23 March 2010

Matthew Golton – Projects & Planning Director

# FGW Performance



# FGW Performance

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Public Performance Measure	Period 12	MAA
FGW PPM	93.41%	92.40%
High Speed Services	88.55%	87.35%
West	92.87%	91.52%

	Period 12	Last Year	Variance	MAA
LTV PPM	95.03%	89.86%	5.17%	94.26%
LTV AM Peak	90.73%	78.66%	12.07%	89.37%
LTV PM Peak	90.42%	85.39%	5.02%	90.33%

## Class 16x refresh

- Work now underway at Reading - £8million
- First unit in traffic during April
- All units to be refreshed by March 2012



# Class 16x refresh



# Class 16x refresh



# Class 16x refresh



# Class 16x refresh



# May LTV timetable changes – some key features (1)

- 0703 Maidenhead – Paddington non-stop service (0620 from Didcot Parkway) to be formed as a 5-car instead of 4-car. This provides an additional 100 Standard Class seats in a key morning peak service
- 0602 Reading – Slough – Paddington service to call additionally at Maidenhead, providing a new fast service into London
- 1736 Paddington – Oxford service (fast to Maidenhead) will be formed as a HST instead of a 4-car Turbo
- 1742 Paddington – Bourne End to be accelerated, running 5 minutes faster to Maidenhead and 4 minutes faster to Bourne End
- Continuation of recent introduction of Maidenhead call in 1750 Paddington – Oxford HST service

## May LTV timetable changes – some key features (2)

- 1818 Paddington – Oxford service (fast to Maidenhead) to run as currently; with a better connection to Bourne End, arrival time there will be accelerated by 4 minutes
- 1833 Paddington – Oxford ceases to operate between Paddington and Oxford
- For Maidenhead, the 1833 will be effectively replaced by an accelerated & retimed 1842 Paddington – Bourne End service. Instead of taking 36 minutes to get to Maidenhead (which makes it a relatively unattractive service), it will depart at 1836 and get to Maidenhead in 27 minutes. It will be formed as a 5-car service instead of 3-car, providing an additional 186 seats on this train.

# May LTV timetable changes – some key features (3)

- For Twyford, an additional call will be inserted into the 1848 Paddington – Cheltenham HST
- For Slough, the accelerated 1836 departure effectively represents an additional service (taking 18 minutes to get to Slough), as the current 1842 Paddington – Bourne End is caught up by the 1851 Paddington – Oxford
- The Bourne End connection out of the 1918 Paddington – Oxford will be retimed, accelerating the journey time from Paddington to Bourne End by 4 minutes
- To cater for late-evening traffic from London the 2221 Paddington to Oxford will increase from a 2-car to a 4-car Turbo train.

# Reading Christmas / New Year 2010/11

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- Major possession on the Great Western Main Line closes Reading station for 6 days and impacts for 4 further days across Christmas and New Year
- All routes closed between Didcot and Maidenhead, Twyford and Henley, Reading and Theale, Basingstoke and Wokingham:
  - Saturday 25 to Thursday 30 December
  - Includes Christmas Day, Boxing Day, 2 replacement Bank Holidays and 2 “intermediate” weekdays
- New Year’s Eve all routes open - near normal bank holiday service - including New Year’s Day early hours trains from London
- Further partial and full closures across the New Year weekend Saturday 1 January to Monday 3 January 2011
- Normal operations resume with return to work after the Christmas / New Year break Tuesday 4 January 2011

# What work will be taking place?

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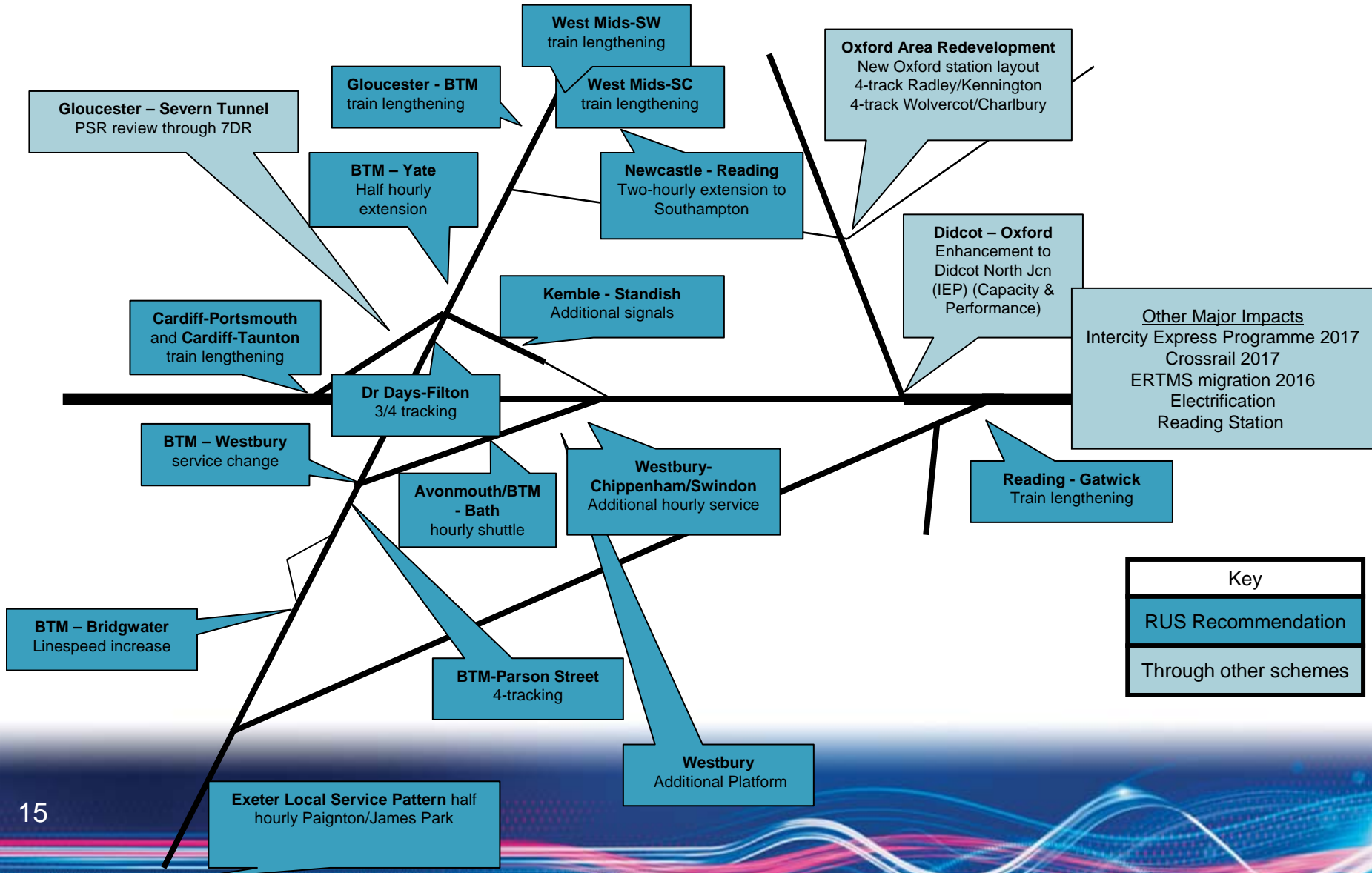
- The control of the signals in the Reading area will be transferred from Reading Panel Signal Box to the new Thames Valley Signalling Centre (TVSC) at Didcot
- This will herald the start of the major Reading redevelopment project
- It will allow Reading Panel Signal Box to be demolished to make way for new platforms
- Network Rail requires a long “wheels free” period for safety testing of the signalling control change
- New bridge decks, to form both the western approaches to the new relief line platforms and the eastern approaches to the new southern line platforms, will be lifted into place

# How are we mitigating Christmas 2010 impact?

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- New diversionary route via Oxford, Banbury and High Wycombe maintains through route to Paddington for HSS services (with some services also running via Salisbury to Waterloo)
- Stations used for rail / bus interchange assessed and to be made fit for purpose: customer facing facilities, customer information systems, safe movement of people train to bus, and colleague facilities
- Strengthen train servicing facilities to underpin train service plan (timetable) at Worcester, Redhill, Old Oak Common and Oxford

# Final RUS Recommendations



## HLOS – further train capacity

- DfT and FGW continuing to discuss how to deliver additional capacity in the London & Thames Valley area
- Plans for 56 new DMU vehicles in the area were shelved by DfT last year following electrification announcement

# IEP

- Government has deferred signing deal with Agility Trains, which had been expected in March and announced a value for money review of the project
- FirstGroup will be contributing to the review, which is expected to take 3 months
- We will be talking to DfT about further life extension options for the HST fleet

