

MARLOW - MAIDENHEAD PASSENGER ASSOCIATION

Newsletter Number 159

September 2013



Newsletter Editor Robert Latham
Email: newsletter@mmpa.org.uk

MMPA covers transport aspects in Maidenhead - Marlow, Taplow, High Wycombe and Twyford - Henley-on-Thames.

Taplow Rail Users Group merger with MMPA

Following discussions between MMPA and the Taplow Rail Users Group (TRUG) it has been agreed that the Group will join forces with MMPA and issues affecting Taplow Station will be dealt with under the MMPA 'umbrella'. MMPA hopes that users of Taplow Station will join MMPA and put forward their ideas and comments regarding the Station and train service that can be addressed with FGW and Network Rail.

* * *

Crossrail at Maidenhead

Enabling works in the Maidenhead area for the Crossrail project are starting this autumn. The works will involve changes to train timetables and station access particularly during holiday periods i.e. Christmas, New Year and Easter. Crossrail has issued a leaflet with details of the plans and we enclose a copy with this newsletter to members.

* * *

Branch station crime figures

British Transport Police tracks figures for on-station crime from August to July and the more recent data for 2012-2013 show that our stations are relatively safe.

Station	No. of crimes 2012-2013	No. of crimes 2011-2012	Type 2012-2013	Type 2011-2012
Maidenhead	63	95	Cycle theft 33 Public order 11 Vehicle 4 ASB 4 Violent 4 Theft 3 Criminal damage 2 Other 2	Cycle theft 59 Public order 3 Vehicle 6 ASB 3 Violent 10 Theft 3 Criminal damage 3 Other 8
Furze Platt	2	0	Robbery 1 Violent 1	0
Cookham	0	0	na	na
Bourne End	5	6	Cycle theft 1 Vehicle 1 Criminal damage 3	Cycle theft 5 Criminal damage 1
Marlow	5	2	Cycle theft 3 ASB 1 Violent 1	Cycle theft 1 Criminal damage 1
Taplow	3	13	Cycle theft 3	Cycle theft 8 Vehicle 4 Violent 1

There are a few problem areas, such as cycle theft. Royal Borough of Windsor and Maidenhead and First Great Western have introduced some measures to combat this at Maidenhead and we will look at ways to extend those efforts to other stations, too. We'll also work with local authorities and others with a goal of eliminating crime at Branch stations completely. Cookham can serve as a role model!

* * *

Fares

The Government recently announced that Retail Price Index (RPI) inflation in July was 3.1 per cent. This means that in January regulated train fares in England will rise by an average of 4.1 per cent. The sky's the limit as far as unregulated fares are concerned so some of these are likely to be subject much larger increases. Please let MMPA know of details of any such increases you come across.

* * *

Integration of bus and rail services

Following numerous inputs received regarding the lack of co-ordination between local bus and rail services, an MMPA subcommittee has commenced an effort to improve integration of bus service with the railway. A detailed analysis of routes serving our stations is under way in preparation for meetings with senior management of the relevant bus companies. If you have stories about missed connections or stops that need attention, please pass them along to us.

* * *

Station usage figures

Figures have been published by the Office of the Rail Regulator from which MMPA has been able to derive the increase of passenger numbers using the stations in our remit.

STATION	ORR 10-11	ORR 11-12	Increase	%
Maidenhead	3,822,868	3,963,886	141,018	3.69
Furze Platt	145,858	152,812	6,954	4.77
Cookham	202,488	207,052	4,564	2.25
Bourne End	237,216	239,562	2,346	0.99
Marlow	274,190	277,334	3,144	1.15
Taplow	212,420	230,038	17,618	8.29
Burnham	1,058,996	1,117,070	58,074	5.48
Slough	5,171,144	5,460,832	289,688	5.60
Twyford	1,232,710	1,299,418	66,708	5.41
Wargrave	78,180	84,300	6,120	7.83
Shiplake	79,782	86,932	7,150	8.96
Henley	668,264	693,250	24,986	3.74
TOTALS	13,184,116	13,812,486	628,370	4.77

The growth of Taplow usage helps strengthen the case for better maintenance and attention to the station. We are puzzled as to why Branch stations are lagging behind compared to Henley branch stations and the national growth figure of 6%. Do any readers have ideas as to why there might be such a difference?

* * *

Branch improvements

We understand from First Great Western that the Marlow Branch stations will have new Customer Information Systems installed by the



end of the year. The screens will show next trains and incorporate clocks which have been missing for some time.

* * *

Progress is being made on the Bourne End Bridge. The two outer spans are complete and work has moved to the centre span. The result looks good and the contrast between before and after is striking.

* * *

Marlow Branch Working Group

A meeting of the Group involving MMPA and representatives of FGW, Network Rail and local authorities was held at the end of August. A number of issues were raised and taken for action by those involved including the improvements to Marlow Station and approaches and the investigation of providing a ticket machine, problems of car parking at and around stations, cycle parking provisions and better rail – bus integration.

* * *

Old Oak Common Development

Although it does not directly affect the Branch, the development of an integrated transport hub at Old Oak Common will affect Crossrail users in hopefully providing some smart interchange possibilities for travel round the country.

The Mayor of London has now published *Old Oak: A Vision for the Future*, setting out the grand plan for what could become the Canary Wharf of west London. Old Oak Common (OOC) is an emerging transport hub for HS2, Crossrail and the Overground, and the gateway to the huge Park Royal Opportunity Area. This is giving rise to one of London's most ambitious redevelopments.

Make no mistake, this is a project that will transform west London. Crossrail is currently the largest construction project in Europe, Park Royal is the largest industrial estate in Europe, and HS2 is no minnow.

The task of weaving the various rail routes into a coherent and achievable whole at OOC has been challenging for the planners. The scheme that is emerging incorporates Crossrail as but one of the elements, and here at LR Towers we're very happy to be recounting a tale of vision, some joined-up thinking and a step change for rail in west London.

The development of HS2 changed the thinking and the concept of a Crossrail-HS2 interchange emerged. In principle both HS2 and TfL were positive. Then TfL raised significant concerns about the broader HS2 design in London and made some requirements of its own, one of which was an OOC interchange with the Overground and Crossrail, largely to relieve pressure on the underground routes through Euston. This was a proposal submitted by MMPA during HS2 consultation and we are pleased to see it is being picked up.

The London Borough of Hammersmith & Fulham (LBHF), has engaged the architects Terry Farrell and Partners to create a vision for regeneration. Highly ambitious but eminently achievable, this would transform the area into a key transport node and economic hub. The OOC proposal has grown from the mere seed of an idea to a £10 billion

development that may require the vehicle of a Mayoral Development Corporation to push through.

An impression of OOC in 2043, taken from the document published by the Greater London Authority (GLA).



An integrated rail plan needs to be in place this year to meet the HS2 parliamentary timescale, and a big question is how this meshes with the Crossrail project timetable. A collaborative design approach is essential, not only to create an effective interchange that allows the various routes to operate reliably, but also to phase the rail works in the midst of a large-scale redevelopment. Old Oak Common will not all be built at once and parts of the site will not be redeveloped for 20 or 30 years.

An integrated design is one thing, but deciding who pays for it is another. The benefits and costs will be shared between several parties which, for rail, includes HS2, Network Rail, TfL and Crossrail, the TOCs for the GWML and WCML, the freight operators who use the busy orbital lines that criss-cross the site and – last but not least – the DfT. In broader terms the players include the Mayor, the developers and masterplanners and, of course, LBHF.

TfL will be particularly aware that Old Oak Common provides a test of its "strategic interchange" concept, and it will be interesting to see the extent to which it is willing to take leadership, and to financially commit. The plan in more detail can be found at: <http://www.londonreconnections.com/2013/old-oak-common-a-vision-and-a-challenge-for-crossrail-part-1/>

* * *

TRAVEL INFORMATION

BBC Radio Berkshire:	95.4, 104.1 FM, DAB, or 311333
National Rail enquiries:	08457 - 484950 (24 hrs) or www.nationalrail.co.uk or text
First Great Western:	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.

* * *

Contact MMPA

If you have any issues or comments regarding public transport in the area that you would like to raise please use the *Contact Us* links on the MMPA website www.mmpa.org.uk.