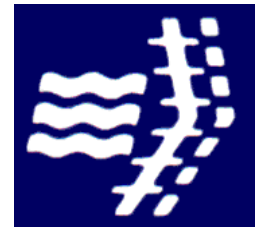


MARLOW - MAIDENHEAD PASSENGERS' ASSOCIATION

Newsletter 179 September 2018

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



New GWR timetables

Revised GWR timetables effective from 10 September are enclosed with this mailing where members have opted in to receive them. Many services will have increased capacity. GWR have installed a system for ticketing using your mobile phone but not all gates have been modified yet.

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Membership

Many thanks to all of you who have renewed your subscriptions. PayPal subscriptions renew on their anniversary so don't fit the normal cycle.

13 members have not yet renewed and for you I'll be enclosing a reminder slip or sending a separate email message. If you choose not to renew this will be the last communication from us. To renew please visit www.mmpa.org.uk/join.html or send a cheque for £5 to me at 23 Switchback Road North, Maidenhead SL6 7UF.

Thanks to everyone who has given consent to hold your details under the GDPR. For those who haven't we are presuming that we have your consent to use your details solely for the purpose for which they were supplied i.e. to communicate with you.

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Crossrail opening delay

The opening of the section of Crossrail from Paddington through the new Central London sections to Abbey Wood is now delayed by 9 months and will not commence services until autumn 2019.

Mark Hopwood MD FGW told MMPA: "This is disappointing, but we understand the need for TfL and Network Rail to have everything working well before opening. The delay to this section will not affect GWR services to and from Paddington.

There has been no announcement on the Reading to Paddington section of Crossrail which is due to open in December 2019 but clearly that is now at risk. We will keep you informed if there are any changes to this."

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GWR Meeting

MMPA recently had a meeting with Mark Hopwood (MH), Managing Director of Great Western Railway, to address a number of concerns with rail travel on the Branch.

- **Connection times at Maidenhead** – MH would look at whether minor retiming could be achieved to reduce the problem, chiefly in the evening peak.
- **Proposed track change at Bourne End** – not possible to re-instate the chord from platform 2 to the Marlow branch as anticipated. A potential solution has been developed which Network Rail has approved in principle, though other issues to be resolved including platform length and level crossing safety. MH said that if the project did not proceed they would consider introducing a 2tph service involving a change at BNE. He felt that it was unreasonable to expect Marlow passengers, who were the biggest revenue contributors on the line, to have to change twice to get to London.
- **Marlow station platform extension** - a platform extension to accommodate 3 car trains was needed but was complicated by the new development in the old goods yard which was impinging on the access point for Network Rail vehicles. Discussions were continuing with the developer.
- **Retention of Turbos** - MH said that GWR were retaining all their 16 3 car Turbo sets as well as 9 2 car sets for Thames Valley services. Funds were in place to internally refresh them. Our request for 3 car sets to be used in the morning peak was noted but no commitment given.
- **Ponding issue at Bourne End station** - MH said that he hoped the ponding issue on Platform 2 would be addressed shortly.
- **Cookham station reopening** – MH agreed

accepted that the re-furbishment of the station building had taken an unacceptable length of time, but it was a Network Rail responsibility.

- **Inadequate information display on platform 5 at Maidenhead** - MH said that this should not be a problem going forward because very few London trains now started from Maidenhead. When some services formerly terminated there during electrification that might have been an issue.
- **Proposed reduction in fast services from Maidenhead** - MH said that this would not have happened until December 2019 when Crossrail was scheduled to start up. Also Crossrail propose that two out of their four hourly services would now be limited stop at Slough, West Drayton, Hayes and Harlington and Ealing Broadway.
- **Could Marlow be displayed on the "next service to....." boards at Reading** - MH said that these boards only showed destinations served by direct services. It would not be practical to show destinations requiring a change.
- **High Wycombe link re-opening** - the Atkins feasibility study (not yet published) has produced a benefit/cost figure of 2.06; beneath 2 was a no go, so the project – on heavy rail - was extremely marginal.

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Wycombe Planning conflict

MMPA has noted and made the WDC planning department "very aware" of the conflict between the application 18/06430/OUT and policy DM4 to preserve the former route of the BNE-WYC trackbed. It is hoped to arrange a meeting soon with the new Rail officer at Bucks CC.

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Ticket Machines

Ticket machines have now been installed and switched on at Marlow and Cookham. Furze Platt will not be getting a ticket machine since vandalism made it uneconomic.

TRAVEL INFORMATION

Arriva Buses Beds & Bucks	01622 697000	0900-1700 Mon-Fri
Chiltern Railways	03456 005165	0830-1730 Mon-Fri
Carousel Buses	01494 533436	
Courtney Buses	01344 482200	
First Berkshire & Thames Valley Buses	01753 524144	
National Rail Enquiries	03457 484950	24 hours
Traveline (premium rate)	0871 200 2233	0800-2000 daily
Traveline London	0343 222 1234	24 hours
Transport for London & MTR Crossrail	0343 222 1234	24 hours
BBC Radio Berkshire Travel	01189 311333	
Car Parking (APCOA)	01249 444538	

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.

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