Henley Branch Meeting

- Introduction
- Performance including connections
- Capacity including new trains
- Elizabeth Line/Crossrail
- Questions
Introduction

• Mark Hopwood Managing Director
• Current performance
• GWR transformation
Timetable and Capacity Changes

- Increased frequency on the branch line May 17
- Brand new Electrostar eight and 12 car train operation Jan 18
- Recast timetables increasing frequency of mainline services
- Three car train on the branch
- All branch trains now call at Wargrave
- Following issues with PM connections, changes to branch timetable and clear connectional policy of five minute hold
Performance

All peak trains arriving into Twyford within PPM (4 or less minutes)
Performance

Right Time starts and PPM terminates on the Henley Branch
Performance – am peak

Main causes of delay: infrastructure, fleet and train crew (driver training)

0652 Didcot PW – Paddington (0724 Twyford)

- Generally on time departing Maidenhead. Issues crossing to mainline at Maidenhead East Junction. We have proposed a new Thames Valley Regulation Statement to ensure the signaller prioritises these trains over HSS services

07:20 Didcot PW – London Paddington (0752 Twyford)

- Delays into Twyford. We have proposed a simplified timetable, with the service starting at Twyford (not Didcot) should create a more robust service
Performance – pm peak

1749 Paddington (12 car 387)
- Very busy train, delay to platform extension work in the Thames Valley adds delay with boarding/leaving service. Maidenhead platform extension completion December 18

1819 Paddington (12 car 387)
- Extra time now allowed at Maidenhead for disembarking. This should ensure better performance of the service beyond Maidenhead

1842 and 1848 Paddington
- Both impacted by late running of the 1840 Heathrow Express service and a freight service at Airport Junction, working with them to improve right time running
Capacity and the new trains

- New trains well received
- Good feedback from customers
- Capacity issues on peak am and pm services especially 0724 and 0752 from Twyford and 1749 and 1842 from Paddington
Capacity and the new trains

*Proposals under review* subject to Network Rail approval

Improving the morning peak:

- 0724 from Twyford – to be increased to 12 cars from May – additional 223 seats

- 0752 from Twyford – to be increased to 12 cars from May, as well as starting at Twyford calling only at Maidenhead and Paddington
Proposals under review subject to Network Rail approval

Improving afternoon peak:

• 1749 from Paddington – already operates with 12 cars, maximum possible; may be possible to retime earlier (1742) to better spread loadings, currently under investigation

• 1842 from Paddington – retimed to 1836 and potentially increased to 12 cars from May
Elizabeth line - Crossrail

• Starts from Hayes and Harlington in May 2018 and from Twyford December 19

Twyford Timetable (to be confirmed)

• Off Peak - two Elizabeth trains per hour between Paddington and Reading in both directions calling at Ealing Broadway, Hayes & Harlington, Slough, Maidenhead and Twyford

• Peak - four Elizabeth lines trains per hour AND a minimum of FIVE GWR Main Line services at 30 minute intervals calling Twyford, Maidenhead and Paddington - with connections to and from Henley
December 2019

- Introduction of full Elizabeth Line service (Stage 5)
- Direct services from Reading / Heathrow to Abbey Wood / Shenfield
Questions