

Western Route:

Moving on track

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Western

The Great Western Railway: from this...



... to this in five years



Rail Success Catalyst for Growth

The railway is once again an engine for growth that not only connects local communities, but also makes new possibilities happen

Passenger
numbers

Up to
1.3bn

Trains arriving
on time

Up from
78.9% to
91.4%

Cost per train
mile

Down by
28% since
2004

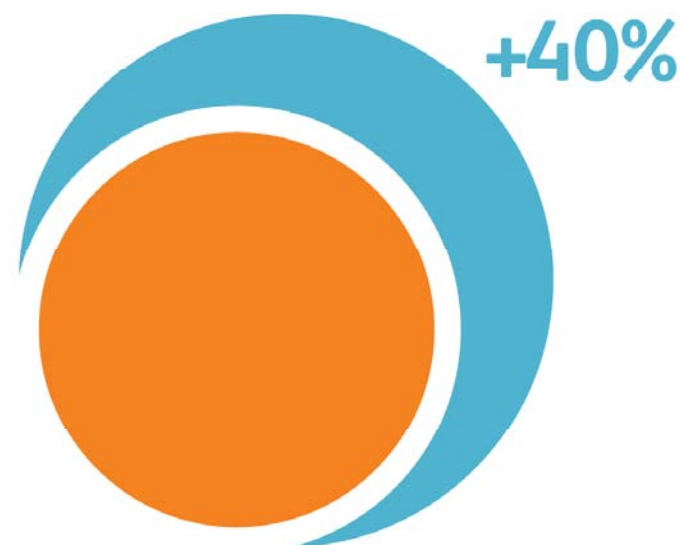
Rail Success

Demand for trains is increasing

Despite existing crowding,
 Passenger growth is predicted to
 be very high in the coming years:

- Demand for long distance high speed services into Paddington predicted to rise by 51% by 2019;
- In the Exeter area demand is predicted to rise by 41% by 2019;
- Growth in the South West is anticipated to be largest for passengers travelling into urban centres and for leisure travel in the wider region.

Projected rail passenger growth
 on the Great Western Main Line
 during the peak by 2019



And rail use in Bristol is burgeoning



Forecast **44%** increase in passenger number into Bristol
by the end of the decade

Station usage has doubled since 2002 with nearly
passengers today

Train punctuality averaging **90%**

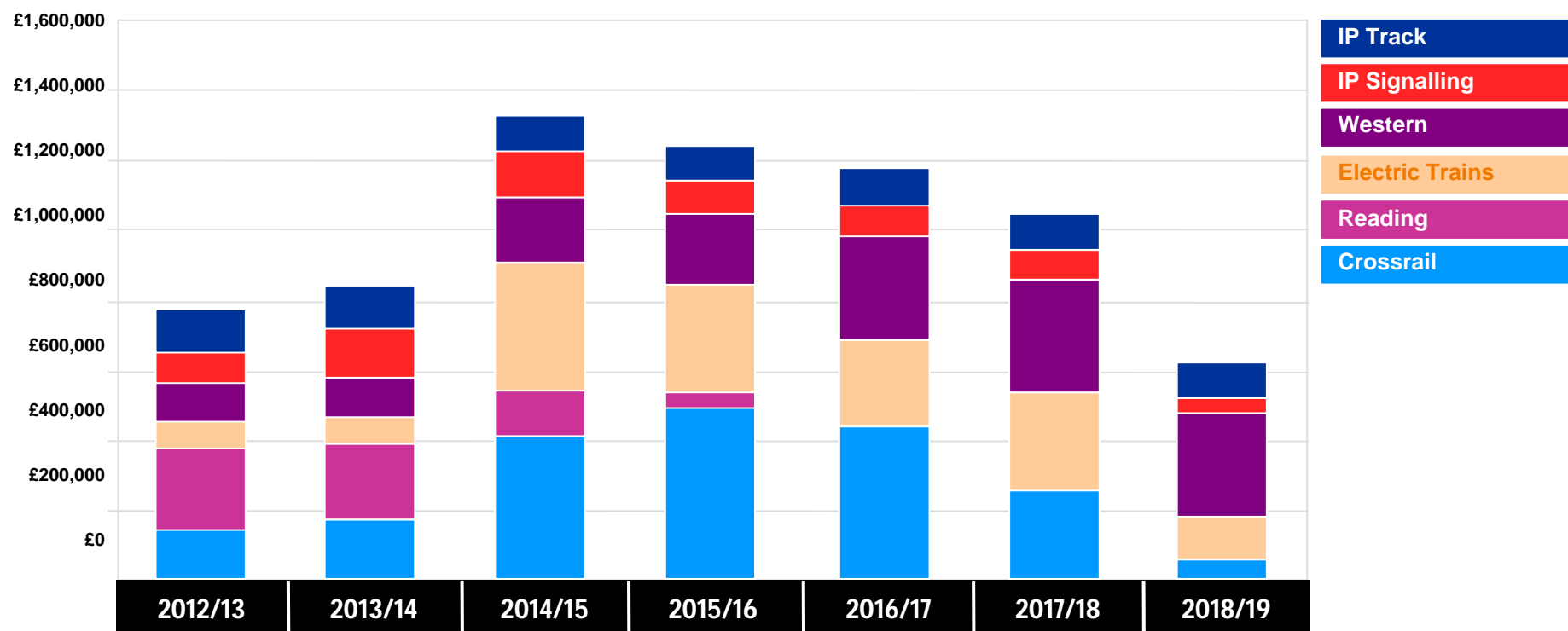
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Enormous Challenge

- Keeping train performance targets whilst working around a linear building site
- Part of the largest rail investment in Western region since Victorian times
- Achieve Western aspirations with tough efficiency targets to meet
- Building a future whilst protecting and respecting our past

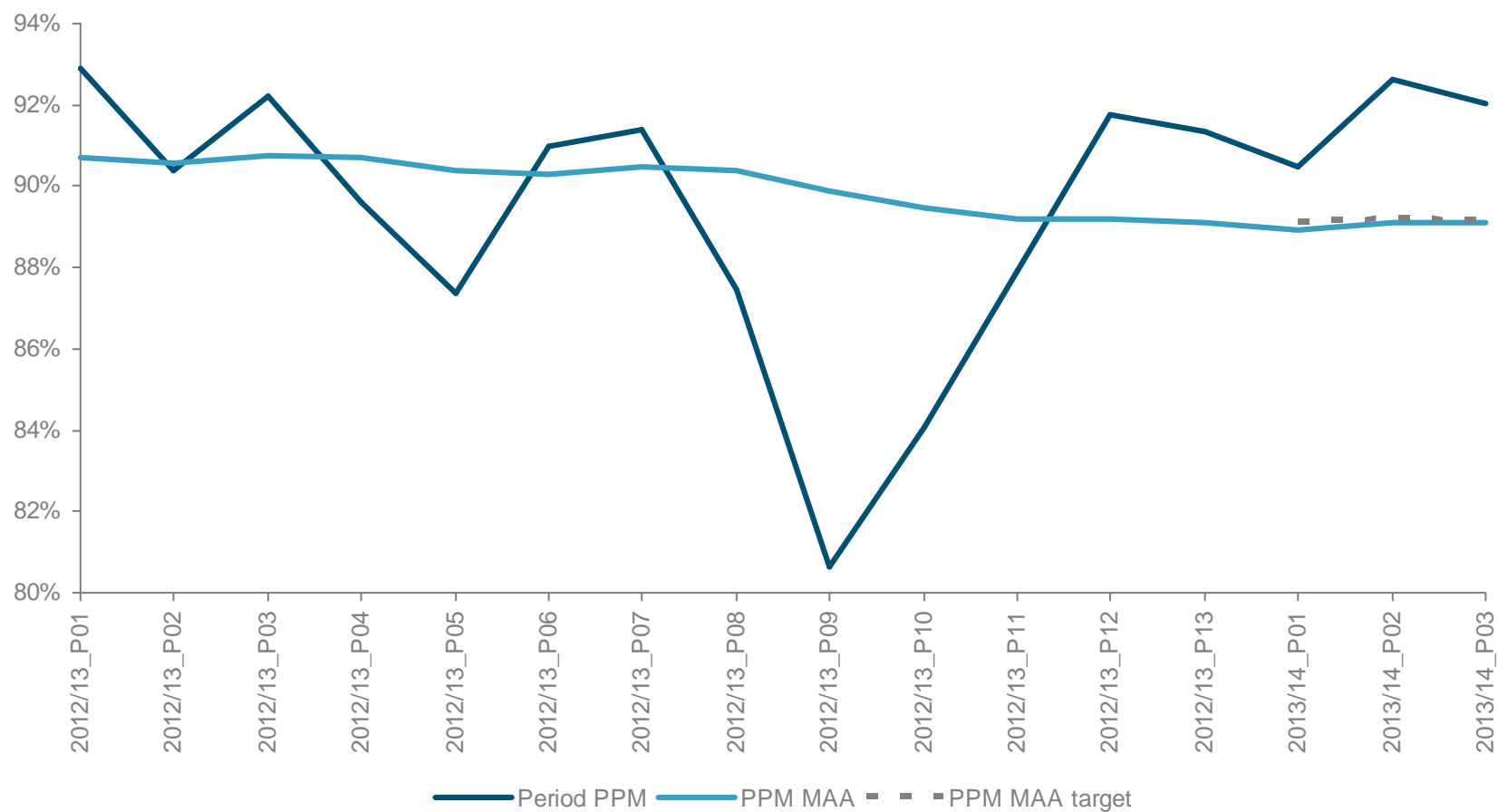


Western Spend



PPM trend: First Great Western

Public Performance Measure for First Great Western



Network Resilience

- 2012s severe weather highlighted need for increased network resilience
- £30m plan worked up to improve resilience – focussing primarily on West Country
- Plan focuses on infrastructure resilience rather than mitigations
- Some resilience works executed already - raised signalling equipment



Increasing Western route capacity (1)

Swindon-Kemble redoubling

The £45m project is due to be completed by Easter 2014.

Scope:

Creating a second track on 12 miles of the South Cotswold line.

Benefit:

Improving capacity between Swindon & Gloucester & enhancing diversionary route for south Wales.



Station improvement

Improvements taking place at Burnham, Chippenham, Exeter Central, Plymouth, Truro & St Erth.

Following £22m spent at Newbury, Didcot, Swindon, Cheltenham, Chippenham, Penzance and Gloucester stations

Benefit:

Improving environment and accessibility



Line resignalling

Starting in 2014 and finishing in 2026.

Scope:

Modernising and resignalling of the entire route.

Benefit:

Improving capacity, capability, reliability and performance.



Increasing Western route capacity (2)

The biggest investment in the line since it was built by Brunel

Reading

The £895m project is due for completion by 2015.

Redevelopment:

Better station, new platforms, track layout and junction remodelling.

Benefit:

Removes a major bottleneck, reduces delays and 4 extra train paths in each direction per hour.

GWML Electrification

Due to complete by 2016-17.

Scope:

From Paddington to Bristol, Oxford and Newbury, Sth Wales

Benefits:

New trains will offer 20% more seats, a 32% reduction in carbon emissions, and journey time reduction opportunities of up to 22 minutes.

Crossrail

Commencing December 2019.

Scope:

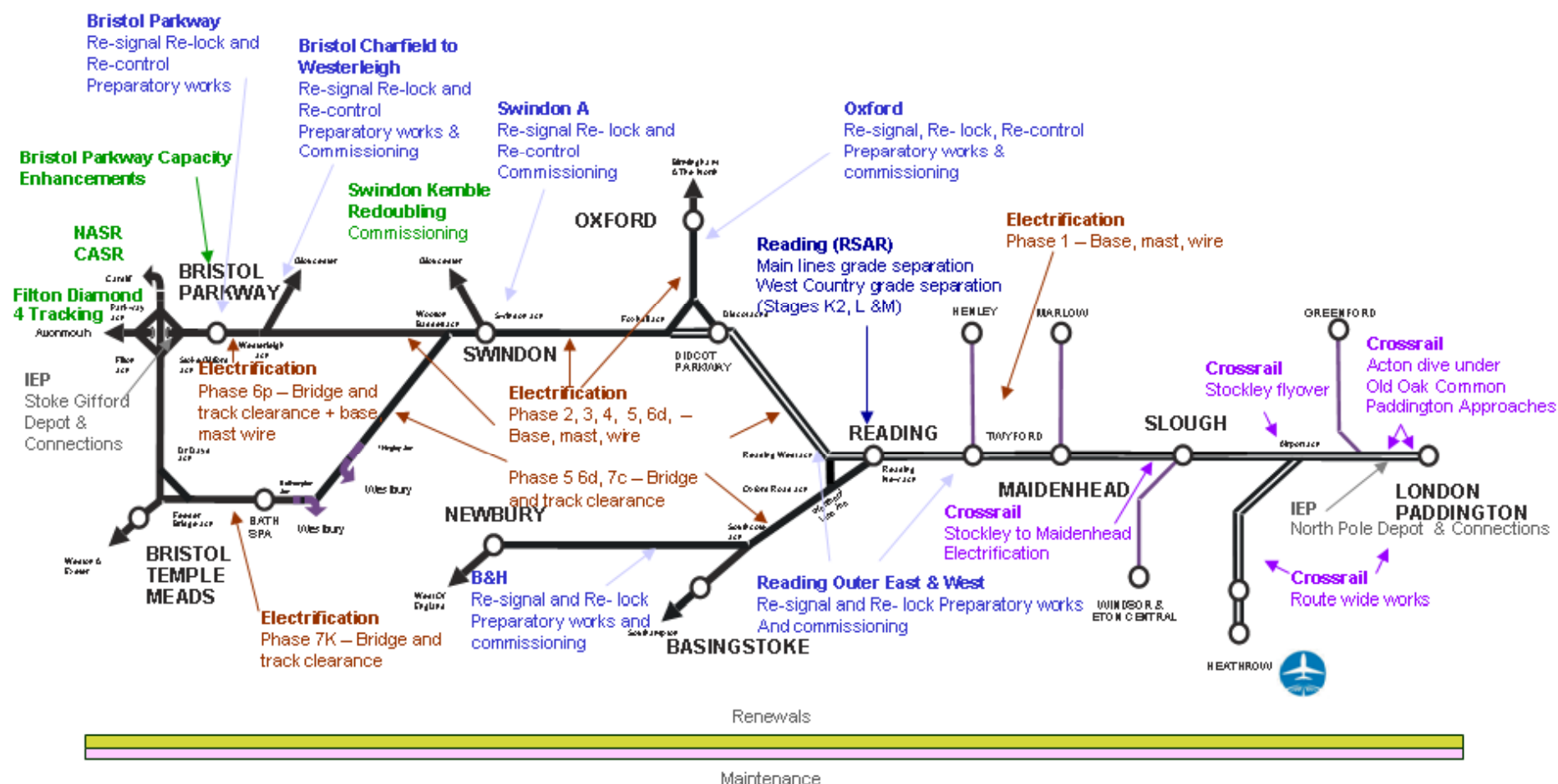
High density services between Maidenhead & Heathrow and Shenfield & Abbey Wood, via the West End and the City.

Benefit:

Reduce crowding on the Western route, from Maidenhead, by 30%.



Work profile 2014/15



Improving the Passenger Environment

- Aside from focus on performance and major upgrade schemes, we are delivering mid range station schemes, current - examples
- Investment in improved station accessibility – including 2.9 million investment at Gloucester on a new lift-bridge, similar schemes are occurring or being developed at St Erth and Chippenham
- Campaign of works authorised on the Riviera Line to Paignton – with stations and footbridges being painted in colours sympathetic to the architecture



Electrification benefits

- ‘Sparks’ effect drive extra 10% growth on the network
- Arriving in the region by 2017
- 2 new fast services per hour via Bristol Parkway to London
- Journey time between Bristol to London cut by 20minutes



Key to Success - partnership

“The whole will be greater than the sum of the parts”

To succeed in our endeavours we need your support and that of many others
The journey has started to transform the railway
It won't be an easy journey but will transform the passenger experience

