



## **CROSSRAIL INFORMATION PAPER**

### **A3 – CAPACITY ON THE GREAT WESTERN MAIN LINE**

This paper sets out the anticipated impact on train services on the Great Western Main Line from Paddington onwards once Crossrail has opened.

It will be of particular relevance to those interested in learning more about the anticipated impact of Crossrail on train services on the Great Western Main Line.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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## **A3 – CAPACITY ON THE GREAT WESTERN MAIN LINE**

### **1 Introduction**

1.1 This Information Paper sets out the anticipated impact on train services on the Great Western Main Line (GWML) from Paddington to Reading and westwards once Crossrail has opened.

### **2 Background**

2.1 Crossrail will substantially increase passenger capacity in the growing rail corridor east of Maidenhead. It will subsume or alter the existing suburban (slow line) services. The use of the GWML corridor east of Maidenhead will be intensified by means of investment in the infrastructure and longer trains will be used.

2.2 Crossrail services will use the relief lines (slow lines) under normal operation. Inter City and outer suburban services use the fast lines.

2.3 The Promoter has prepared indicative timetables to demonstrate the feasibility of the access rights to be sought and as a basis for consultation with other industry parties such as Network Rail and the train operating companies. An access option (a form of forward looking access contract) has been agreed with Network Rail and is now being considered by the Office of Rail Regulation<sup>1</sup>. ORR is expected to deliver its decision early in 2008.

2.4 The frequency and calling patterns for the Crossrail service are set out in Information Paper A2, Service Pattern.

### **3 Operational Assumptions**

3.1 The indicative timetable is based upon the existing train service patterns, and the existing way in which Network Rail plans its services. The Promoter recognises that this may change as a result of changes over time in the train service specification set down for the Greater Western franchise. However, it is important to have a basis with which to compare existing services with those services proposed for Crossrail.

3.2 The indicative timetable includes all present fast line trains, as well as Heathrow Express and freight trains. Trains which at present use the fast lines will not be affected by Crossrail during normal operation. There are potential benefits to fast line trains from release of platform capacity at Paddington and also operational benefits from upgrading work described in paragraph 3.7 below. Journey times of trains which at present use the fast lines will not be affected by Crossrail. Users of these services will benefit from the journey time benefits which Crossrail will offer from Paddington to a wide range of West End, City and Dockland destinations. During normal operation it is not anticipated that any trains at present using the relief lines will be displaced to the fast lines as a result of Crossrail.

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<sup>1</sup> The ORR is the economic regulator of the railway industry. Its principal function is to regulate Network Rail's stewardship of the national rail network. ORR also licenses the operators of railway assets, approves agreements for access by operators to track, stations, and light maintenance depots, and enforces domestic competition law.

- 3.3 On the relief lines the Greenford branch trains will cease operating to Paddington but will instead shuttle from a bay platform at West Ealing. The Heathrow Connect service will be subsumed by Crossrail services, operating at enhanced frequency.
- 3.4 Because of the frequency of Crossrail trains east of Maidenhead, the entire relief line service between Reading and Paddington has to be recast. There are planned to be two trains an hour from Reading to London calling at principal stations (Twyford, Maidenhead, Slough, Hayes and Harlington and Ealing Broadway). Some of these trains could start their journey to the west of Reading (e.g. Oxford). In addition there will be two trains an hour between Reading and Slough calling at all stations. Again some of these trains may originate/terminate to the west of Reading. These services are planned to be complementary to Crossrail services and the expectation is that they will be franchised conventionally by the Secretary of State.
- 3.5 Heathrow Express will continue to operate at a 15 minute frequency. BAA's intention is that these services will run to Terminal 5 (via 1, 2 and 3 but not 4) at Heathrow once this facility is opened.
- 3.6 The indicative timetable accommodates all freight services in the working timetable for December 2005 (corrected as advised by the freight operators). Project planning is based on trying to avoid either the extinguishment of freight operations or causing their displacement to other lines that would otherwise not happen. However, it is recognised that some existing and planned freight services will use other routes as a result of freight enhancement schemes approved in July and October 2007 for Transport Innovation Fund support. Freight services are already subject to restricted operation during the peak hours and this will continue. For further information, see Information Paper E6, Freight Operations.
- 3.7 All services will benefit from the upgrade works which are a consequence of Crossrail's construction. These include:
- provision of an extra track between Langley and West Drayton;
  - provision of separate tracks at Airport Junction for airport trains to eliminate conflicting moves with other services on the main and relief lines; and
  - provision of a 'dive under' to segregate freight trains from passenger trains in the Acton area.