

# The wisdom of electrification to a non- terminus

Bedwyn Trains Passenger  
Group's campaign to retain  
their direct Reading and  
Paddington Services.

# Where is Bedwyn?



# Bedwyn Trains Passenger Group

Formed 2006 to fight cuts

# Notable Successes

- Fought off the 2006 cuts
- Aligned Marlborough bus with trains
- Got ourselves back on the mini timetable booklets and got buses added
- Closed the odd two hour gap in the Monday to Saturday timetable
- Got a stop on the 1833 to Exeter Service
- Got the station repaired/repainted
- Got various concessionary fares
- Formed a good relationship with FGW

All was ticking along  
nicely

Then...

# 2009

- The DfT announce electrification of the Great Western Main Line
- Also Oxford
- And Newbury

# Key Issues

- Newbury is not a natural terminus
- Only one third of trains terminate at Newbury
- Half of the local services to Newbury come on to Kintbury, Hungerford and Bedwyn
- How will Kintbury, Hungerford and Bedwyn be served?
- How will the useful diversionary route operate post electrification?



# Freedom of Information Act Request Shows...

- No plans on how to serve Kintbury, Hungerford and Bedwyn
- No reason given why Newbury was chosen

# Worst Fears

- We get put on a diesel shuttle service to Newbury
- No west facing bay
- Platform change which involves use of the lengthy footbridge
- Passengers drift away and we lose the hourly service
- Passenger undercounting counts against us

# We start to lobby

- DfT
- MPs
- Local Councils
- Anybody we can think of
- It's a lot of work!

# We develop a strategy

- We assume that it's too expensive to electrify further
- We propose an hourly Paddington/Exeter semi-fast using the HST stock or bi-modes

# We lobby for three years

We get lots of support from  
the MPs but remain lone  
voices in the wilderness...

# 2012

- The new franchise is due
- We meet with the DfT
- They say they want to hear 'robust' proposals, from the bidding TOCs, as to how Bedwyn, Hungerford and Kintbury will be served post electrification
- We talk to / meet with three of the TOCs

# 25/07/2012 and the DfT tell us

*We expect to issue the ITT very soon. What I suggest is that you engage with the 4 bidders as they develop their proposals and, of course, with us as we approach the next stage of the process to ensure an equitable result for Bedwyn.*

27/07/2012 and the DfT  
publish the ITT

We read it eagerly and search  
for the word 'Bedwyn'...



# Here is 'Bedwyn'

[illegible]

# We blow it up four fold

Weekdays: Provide connections for minimum of 12tpd from Bedwyn.

# And scroll to the left...

NEWBURY - LONDON PADDINGTON

# And search for Bedwyn again...

Reading Radials	
	BASINGSTOKE - READING
	REDHILL - READING
	NEWBURY-BEDWYN

# So the DfT have

- Told the TOCs that it's okay to run us on a Newbury shuttle
- Removed our direct Reading and Paddington services from the service level requirement
- And told us to negotiate with the TOCs

Not only are Kintbury,  
Hungerford and Bedwyn  
affected but...

Pewsey and Westbury also  
lose their direct services

# Suddenly...

- BTPG is in demand
- We help Pewsey and Westbury form RUGs
- We help Hungerford Town Council
- We help Kintbury Parish Council
- We do numerous Radio, Newspaper and TV interviews
- We get approached by a number of house purchasers set to pull out
- Hamptons Estate Agents calculate it'll cause a 15% reduction in house prices

# The three MPs...

- Are very unhappy
- Take the DfT to task
- The DfT agrees to do an investigation into bringing electrification further
- ARUP are appointed
- The DfT are persuaded that if electrification does not go ahead there will be two HSTs at peak times, retained for direct services. Still a far cry from what we have



# Representatives from all affected stations meet with ARUP

- Told if the BCR is  $> 2.0$  we'll get electrification
- We check that they will compare it with the Newbury shuttle proposal and not what we have now
- We point out that they should really look at the BCR from Reading to Westbury as a whole and not just Newbury to Westbury

# Representatives from all affected stations meet with ARUP

- The DfT come clean that no BCR was done originally and Newbury was chosen because it has two trains/hour not one train/hour
- ARUP welcome our involvement – we point out that Bedwyn and Kintbury are undercounted stations and they should rely on passenger counts not ticket sales

# Along with Pewsey Train Watch we do a survey

- 1900 respondents. 96% from Kintbury, Hungerford, Bedwyn, Pewsey and Westbury
- 94% travel beyond Newbury – erm a Newbury shuttle is not going to be popular!
- The survey indicates most people will drive to Newbury. An estimated 605 extra parking spaces, cost £14.5 million.
- Newbury's road network will be hit.

The DfT never did this  
research!

# 22/05/2013 and ARUP Report Back

- BCR to Bedwyn is 2.58
- BCR to Westbury is 0.31
- BCR to Mendip Quarries is 0.23
- BCR to Batheaston Junction is 0.21

# Strangely...

- The BCR for Bedwyn was based on the 'Do Minimum' of a diesel shuttle service to Newbury
- The BCR for Westbury was based on Pewsey and Westbury retaining their present HST direct service to Paddington. Not what the ITT said
- Neither BCR included the possibility of Paddington to Westbury electric service
- Bedwyn still regarded as a terminus
- Therefore BCR figures do not include the possibility of westbound commuting from stations west of Reading to stations beyond Bedwyn