

**Minutes of 40<sup>th</sup> Annual General Meeting of the Cotswold Line  
Promotion Group held at 10.30 am on Saturday 11<sup>th</sup> May 2019**

Present Lord Faulkner of Worcester President John Ellis  
Chairman Derek Potter Vice Chairman Brian Clayton Treasurer  
John Davidson Secretary plus many guests a total of 60

**Presidents opening address** He thanked everyone for the honour CLPG had given him last year. There was a new Moreton in Marsh Waiting Room in memory of Oliver Lovell and John Stanley. The Henwick turn back is now in operation. The signalling has been sorted out. Brian Clayton our treasurer, before that our secretary will be leaving this time next year. It will be goodbye to HSTs next weekend. Lady Foleys Tea Room at Great Malvern has been saved. Shortly there will be the Opening at Hanborough of new ticket office.

**Chairman's report** It is a great pleasure to be able to report a much improved performance position in recent months. The new IET trains appear to be performing very well, Cancellations, though less frequent, are still happening, and create significant inconvenience to passengers. My one concern about the present performance is that complacency may be creeping in! As to income loss, we remain concerned at the ongoing losses at the Worcestershire end of the line due to inadequate ticket checks. During the past year, our 40<sup>th</sup> we have invested substantial amounts in improved station facilities at Moreton and Hanborough. This has meant that our accounts, show a substantial loss. However, our reserves remain at a healthy level. This year through Pathfinder Tours a trip on Settle & Carlisle will take place. Looking ahead, the Task Force is working on long term enhancements to services on the line - it has produced its proposals, to be finalised for making the case for funding. It will not provide two trains per hour for all stations, but neither would the "fast/semi fast" pattern **Treasurer's report** was circulated and approved as was the appointment of an independent examiner David Van Der Poll **Subscription rates** - no change is proposed.

**Election** of the same committee for the following year was approved

**Talk by Brenda Lawrence of West Midlands Rail** She gave a talk on

the achievements so far of West Midlands Trains and London North Western Trains, dealing with new train units, a plan for a Centre of Excellence, new stations, training, station adoptions, timetable changes. Accelerated timings and better seat to window configuration with digital information screens with a Franchise until 2024

**Tim King** Hanborough office should be open by the end of the month.

**Talk by Andrew Haines of Network Rail** There had been a meeting in 2008 with David Cameron which had sown the seeds for improvement. Passenger growth graphs showed an exponential growth, likely to continue to rise. Over 20 years from 1997 to 2017/18 there was 125% on the North Cotswold Line. That 125% growth justifies investment. The growth at Hanborough, Honeybourne and Oxford was over 400%, over 300% and 140% respectively. We need more and more trains. The government recognises the need to invest. We have a State of the Art signal centre at Didcot with active traffic management. The annual Hinksey flooding will be a thing of the past. The December 2019 timetable will be the largest change in 10 years. In the past year there has been chaos elsewhere. With TOCs and NR the level of change was not properly prepared for. NR and TOCs were not ready. For the future a robust business Case is essential. There are 18 different timetable options. We need to consider Redoubling from Evesham to Worcester and Hanborough to Oxford. We have a 5 yr. funding settlement. The demand for scarce investment is widespread. Economic discipline is essential. We have found that passengers felt not enough importance was being taken of them

**Questions from the floor** With the climate change crisis railways could be part of solution. In Scotland the latest electrification is being done at a fraction of the cost. Enviro benefits of freight very strong but a dedicated north-south freight spine would come at v high cost. We have made a Shocking job of explaining HS2. Increasing capacity on WCML would be very disruptive. We have close communications with Andrew McDonald Shadow Transport Secretary. Put the DfT and shadow DfT secretaries together and excluded ownership and muddled up aspirations there would be - similar views - fundamentally aspirations are the same.