



Rail Partnership Engagement
Transport for London
5R3 Palestra
197 Blackfriars Road
London SE1 8NJ


by email to: railprospectus@tfl.gov.uk

17 March 2016

Dear Sir/Madam

A new approach to rail passenger services in London and the South East

We write to give feedback on your Prospectus for the above.



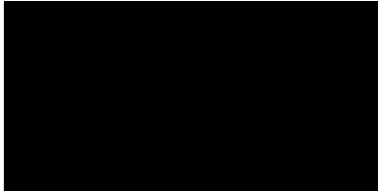
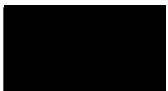
Because of the current restraints on car parking levels in London – a policy for which we understand the reasons – we are heavily dependent on rail travel for getting our employees to work. We encourage those of our employees who live locally to cycle or take the bus, but because our employee catchment area is so large the preferred mode of commuting (other than car) is generally train.

In principle we support the proposal to provide a more integrated management of the various railways within London. The London Overground approach appears to have resulted in improved services, with the two cross-river services in west London already operating at full capacity at busier times.

The need for orbital rail services

We welcome the inclusion on page 9 of the prospectus of the following statement:

"We have also seen over recent years the growth of regional centres, attracting their own jobs and growth and demanding regional rail journeys which don't focus purely on radial flows to and from London."



In this context, the concentration of employment on the "Golden Mile" through Brentford is an example of such a regional centre. Other major employers here include Sky, Legal & General and Worley Parsons. At present the only rail services are in the radial direction. The Brentford-Clapham Junction service does provide access from homes in south London (subject to the capacity problems explained later) but there is no rail connection to the north, which is where the majority of our employees live.

The Mayor's West London Sub-Regional Transport Strategy published at the end of 2010 includes a possible new Overground service from Brentford to Old Oak Common. This would help meet this demand for orbital services. It is not clear from the prospectus whether current service on the line through Brentford will be transferred to TfL, but if it is this should assist the introduction of the service to Old Oak which we assume would also be managed by TfL.

Turning now to the "Principles for success" set out on page 15 of the prospectus:

Capacity and frequency issues

The current services on the Hounslow-Waterloo line were designed primarily to cater for the London-bound morning commuter peak. In the reverse direction, which is the one used by our employees, the capacity of trains leaving Waterloo between 0630 and 0800 is now well below what is needed. Our people are often left behind on the platform, both at Waterloo and Clapham Junction. We understand that records are kept of train loadings, but not of the number of people who cannot get onto the train.

This situation is unacceptable and needs to be addressed in whatever arrangements are adopted.

Better interchanges

We were deeply disappointed by TfL's preferred interchange arrangements at Old Oak, which will involve long walking distances between London Overground and Crossrail/HS2 platforms. The recently approved Old Oak planning framework does not provide for sufficient connectivity between rail services at what should become the "Clapham Junction of west London".

The arrangements for transfer of services to TfL should include a requirement that TfL review the layout once more, looking carefully at constraints that have been treated as "absolute" in the evaluation thus far. Such constraints range from railway operational requirements to the preservation of the Wormwood Scrubs open space in a form identical to the present.

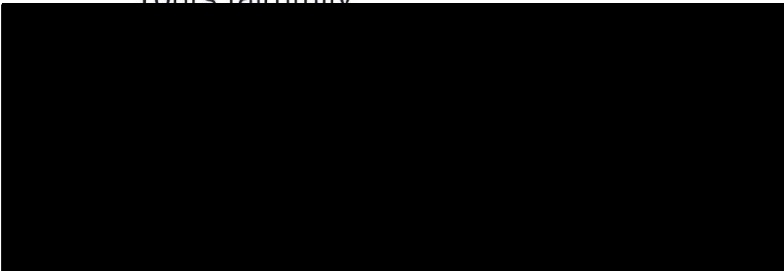
Greater reliability

A key issue not mentioned in the prospectus is the need for network resilience. One of the strengths of the current London Underground system to the north of the Thames is the number of opportunities for transferring to an alternative route if services are disrupted. Because the national rail network to the south

(including the Brentford line) has only limited connectivity between radial routes, the new Suburban Metro will lack this resilience.

TfL should be charged with carrying out a new study similar to the West London Orbital studies carried out for West London Business in 2002 and 2008, but taking into account also the more recent plans for HS2 and Crossrail 2. One of the options should of course be the link to Old Oak Common.

Yours faithfully

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Spotlight: HS2 Station and Interchange at Old Oak Common

Figure 2.9: Potential for Old Oak Common station to act as a strategic interchange

2011 Mayor's West London Regional Transport Plan

