



# West London Line Group



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[www.westlondonlinegroup.org.uk](http://www.westlondonlinegroup.org.uk)

Newsletter - 11 November 2007

## **LONDON OVERGROUND TAKES OVER FROM SILVERLINK**

The West London Line Group has produced this newsletter at the start of Transport for London's new London Overground network that, on Sunday 11 November 2007, takes over four lines previously operated by Silverlink Metro.

The new London Overground network includes the service on the West London Line (WLL) between Clapham Junction and Willesden Junction. The other routes included in the network are the North London Line (NLL) service between Richmond and Stratford, the local service between Euston and Watford, and the service between Gospel Oak and Barking.

MTRLaing, who currently operate Chiltern Railways, will run the London Overground network under a new concession let by Transport for London. Members of the Group have already met TfL, MTRLaing and London Overground management to apprise them both of our aspirations for the service and the issues that we believe need to be addressed.

### **Progress and benefits for WLL passengers under the new London Overground network**

- **Already West Brompton station has received the new London Overground branding.**
- **The WLL between Clapham Junction and Willesden Junction is on the Tube map for the first time.**
- **From 11 November 2007, Oyster Pay-As-You-Go is available on the whole London Overground network and on Southern WLL trains between Clapham Junction and Watford Junction.**
- **From 10 December 2007, there are earlier and later trains on the WLL London Overground service.**
- **During 2008 stations such as Kensington Olympia are to be upgraded.**
- **From 2009, the WLL will be served by new 3-car electric Class 378 units that are now being built. (Following this Group's representations, TfL have now abandoned their original plans to replace the Class 313 electric units with 2-car Class 150 diesels.)**
- **From December 2010, the service's frequency will be doubled, with every other train extended to and from Stratford throughout each day (not just in the weekday peaks) via West Hampstead, Hampstead Heath, Camden Road, Highbury & Islington and Hackney Central. (The Group believes that this all-day direct service between the West and North London Lines to and from Stratford will be of greater benefit for WLL passengers than the link to and from Barking, as TfL had originally proposed.)**

Meanwhile, the Group is seeking clarification on:-

- the likely impacts of London Underground's taking over management of the whole station at West Brompton as from 11 November 2007, especially in relation to ticketing, information, station facilities and passenger safety;
- the opening date of Shepherd's Bush WLL station;
- the funding and timeframe for Imperial Wharf WLL station; and
- the date when Willesden Junction is due to become a Zone2/Zone3 boundary station and Hampstead Heath station is due to move to Zone 2 from Zone 3, thus reducing fares for many WLL/NLL passengers.

### **PROPOSED HEATHROW – WLL – EBBSFLEET SERVICE**

*The Group has already distributed its proposals for this new link which, if implemented, would increase significantly the number of key places linked to the WLL, including the UK's premier international travel facilities at Heathrow and Ebbsfleet (for the new Eurostar trains); Ealing; the growing residential areas of south London; and, via Woolwich, London City Airport. Details of the link and its benefits in terms of improved mobility and new travel options for Londoners and others are on our website.*

## **SOUTHERN CROSS-CLAPHAM WLL SERVICES**

### **STILL AT RISK**

**SEE OVER...../**

# **SOUTHERN CROSS-CLAPHAM WLL SERVICES** **STILL AT RISK**

While the Group welcomes the proposed restoration of the Southern WLL service to Milton Keynes, we continue to receive e-mails from many passengers concerned about Southern and the DfT's plans to curtail all these trains at Clapham Junction. We continue to make representations to both organisations on these plans and to Network Rail on their South London Route Utilisation Strategy (which does not support the proposals from Southern and the DfT). Our comments have been copied to key MPs, local Councillors, rail industry bodies and other concerned organisations (please see our website for details).

**These plans, if implemented, will mean:**

- **no direct services between Watford, Harrow or Wembley AND East Croydon, Gatwick Airport or Brighton (or Wandsworth Common, Balham, Streatham Common, Norbury, Thornton Heath or Selhurst);**
- **no direct services between Kensington Olympia or West Brompton AND Gatwick Airport or Brighton;**
- **only a very limited cross-Clapham slow-line stopping service between Kensington Olympia and East or West Croydon; and**
- **increased safety risks on Platform 17 at Clapham Junction as passengers attempt to alight from and board terminating trains simultaneously.** This could happen for virtually all journeys in both directions throughout each day and could involve hundreds of passengers at peak hours.

**Even before this, as from Monday 10 December 2007, Southern plans to terminate the fast 1629 Watford - Brighton service at Clapham Junction, which we believe will cause distress, inconvenience and increased hazards to the personal safety of ALL users of this service.**

This train will then go back, in service, to Kensington Olympia and will depart Kensington Olympia at 1725 to call at West Brompton (1728) and Clapham Junction and then at all stations via Norbury to East Croydon. However, the Group strongly believes that this new

service should be provided by an extra 4-car unit. Given Southern's and DfT's plans that, from December 2008, the service should ply only between Milton Keynes and Clapham Junction, this train is also at risk from being withdrawn.

**We are pleased to have received support from London TravelWatch and BAA for our campaign to secure at least a Milton Keynes-Gatwick Airport service to be augmented by extra peak trains.**

**We continue to seek your support to build on YOUR service by asking you to:-**

- e-mail
  - (i) **Chris Burchell, Southern's MD, at [chris.burchell@southernrailway.com](mailto:chris.burchell@southernrailway.com)**
  - (ii) **your MP (see [www.parliament.uk](http://www.parliament.uk) for their e-mail address), and**
  - (iii) **ourselves at [comments@westlondonlinegroup.org.uk](mailto:comments@westlondonlinegroup.org.uk)**
- **to oppose the planned cutbacks in the cross-Clapham WLL services;**
- **to ask for the requisite number of dual voltage units on the Southern WLL service to allow an hourly frequency between Brighton/Gatwick Airport and Milton Keynes, with extra peak trains as needed; and**
- **to give details of present over-crowding and/or safety hazards (Clapham Junction's Platform 17, crowded train interiors, etc.).**  
Any photography should be in accordance with the National Rail guidelines on railway photography at [www.nationalrail.co.uk/passenger\\_services/guidelines\\_for\\_rail\\_enthusiasts.htm](http://www.nationalrail.co.uk/passenger_services/guidelines_for_rail_enthusiasts.htm)
- **take every opportunity to travel cross-Clapham on the WLL services.**
- **encourage your friends and work colleagues to use these WLL services.**

**Please visit our website at [www.westlondonlinegroup.org.uk](http://www.westlondonlinegroup.org.uk) for details of all our activities and feel free to comment on these. We look forward to hearing from you.**

**Kind regards**

**Mark Balaam**  
**Chairman**