

**West London Line – Key Points to be addressed within WCML and L&SE RUS and other strategy documents (DRAFT ONLY - Third Version 24 Jan 2011)**

**A** The WLLG continues to urge the rail industry to provide a daily half-hourly service between Brighton and Birmingham via the West London Line

**B** **Major WLLG concerns are:-**

1. **Need for improvements BEFORE 2012 Olympics, especially at West Brompton, to accommodate rail services from all over the country via the WLL**
2. Increased demand on the WLL itself → volte-face by Network Rail on longer WLL platforms (initial BCR of 4.2, “...very good value for money”)
3. **New opportunity for the WLL to relieve pressures on London termini (especially Euston and Victoria) and tube network → greater BCR in longer WLL platforms**
4. Need to ensure each of up to NINE opportunities for greater connectivity with WLL (Crossrail 1, HS2, WCML, GWML, Heathrow Express, Heathrow Connect and/or Chiltern at Old Oak Common; District and Piccadilly at Philbeach; and Crossrail 2 at Chelsea & Fulham or (with London River Services) at Imperial Wharf) are properly assessed and, where appropriate, taken up → further increase BCR in longer WLL platforms
5. **Need to take full account of non-rail schemes in WLL corridor contributing future demand (and S106 funding) for WLL → even greater BCR in longer WLL platforms**
6. Need to ensure feasibility, benefits and other impacts of possible new WLL stations are properly assessed at North Pole Road, Chelsea & Fulham and Battersea High Street → even greater BCR in longer WLL platforms
7. **Need to assess feasibility, benefits and other impacts of linking HS2 and HSI via WLL, BML and Tonbridge as an alternative to, or alongside, link via Euston**
8. Need to assess feasibility, benefits and other impacts of HS2 London terminal at Kensington Olympia, Clapham Junction and/or Waterloo before tunnel to Euston is built
9. **Need to provide adequate passenger facilities – ensuring all these are suitable for the disabled – including seating, extended canopies (not just shelters), information, lifts, emergency and other same-level accesses and/or WCs on and footbridges between platforms that are at train-floor height, at all existing, new and proposed WLL stations**

**C** **WLL PROJECTS LISTED IN GEOGRAPHICAL ORDER (North to South)**

	<b>Location</b>	<b>Issue/Opportunity</b>	<b>Suggested Action</b>
	Stations are shown in <b>bold</b> .  Proposed stations are in <b>bold italics</b> .  Other locations for options yet to be fully considered are in <i>italics</i>		
1	<b>Wembley Central Station</b> <i>(Platform 7 &amp; approaches)</i>	Developing Platform 7 and the approaches to it through the adjoining Goods Yard would allow 2 <sup>nd</sup> tph (4-car) on Southern WLL service to reach this point without impacting on WCML train paths  Supports new development, including that over the station	Restore Platform 7 to accommodate 4-car trains - see Item 9 (Passenger Facilities) under Major Concerns. Upgrade link through Goods Yard to passenger standards
2	Wembley Central – Mitre Bridge	Low Linespeeds	Raise linespeeds to a minimum of 30 mph for such passenger trains while, if necessary, still restricting speeds for other passenger and freight trains

3	<b>Willesden Junction Station</b> (LL Platforms for Southern service)  (HL Platforms for London Overground service)	Improve service frequency between Shepherd's Bush and Willesden Junction and connectivity  If all other WLL platforms are lengthened to accommodate at least 8-car trains on Southern WLL service, there is the opportunity to maximise this investment by operating 8-car trains on the London Overground WLL service. To avoid SDO at these platforms, these should also be lengthened to accommodate 8-cars. This could prove the catalyst for extending NLL trains and platforms to 8-cars. Even if this is not possible in the short-term, WLLG understands that 8-car trains could be accommodated in the turnback siding east of Willesden Junction	Restore platforms to accommodate 8-car, but preferably 12-car, trains and link these platforms via the High Level platforms to the rest of the station. See Item 9 (Passenger Facilities) under Major Concerns
4	<b>HS2 London Station/Old Oak Interchange Station</b>	Opportunity to create SE England's Major Passenger Rail Transfer Hub, that will improve local and inter-regional connectivity and reduce pressures on key London termini and the Underground  Connections would be possible between all of: - WCML, GWML, Heathrow Express, Heathrow Connect, London Overground (DC Lines, NLL and WLL), Southern WLL, Bakerloo, as well as Crossrail, HS2, two HS2 - HS1 links (one via Euston, the other via Merstham)	Compile case to establish correct mix of connections.  WLL platforms to accommodate 12-car trains. See Item 9 (Passenger Facilities) under Major Concerns
5	<b>HS2 – HS1 Link via Euston</b>	Thought to be Network Rail's preferred option	WLL would allow use of temporary London terminal at Kensington Olympia, Clapham Junction or Waterloo while tunnel is being built
6	<b>HS2 – HS1 Link via Merstham</b>	WLLG proposed facility to link HS2 and HS1 (Old Oak via the WLL axis to the Thames, then a new trajectory across all the platforms at Clapham Junction, down the BML to a new station at Merstham Parkway to serve the M23/M25 interchange with a link to Gatwick, then east via Tonbridge to Ashford IPS)	This could either be instead of Network Rail's preferred option above, or in addition to it
7	<b>Crossrail/WLL Station (if not part of 4 above)</b>	This option would significantly strengthen connectivity, especially Gatwick – Heathrow	Ensure this is included in Crossrail scheme and identify and assess the other connectivity options available here
8	<b>London Euston Station</b>	WCML RUS indicates capacity problems at Euston. WLLG strongly suggests that diverting some London Midland services via WLL to Shepherd's Bush/Clapham Junction would fill 73-min gap in Southern WLL am peak service, strengthen the service further, with return journeys providing SW & W London – W Midlands links for business travel. Operation to be reversed in evening peak	Ensure Clapham Junction has adequate terminal capacity to handle at least 8-car, but preferably, 12-car trains from the WLL. Revise timetables accordingly
9	North Pole Depot	Immediate need to accommodate SWT, Southern and Southeastern trains for London 2012 Volleyball Traffic  Plans to redevelop Victoria tube station, resulting in longer distances to be covered by those changing from Southern and Southeastern to the Victoria Line, imply crowding problems at Victoria and increased demand for alternative routes, e.g., via the WLL and Shepherd's Bush.  Also to accommodate SWT trains diverted from Vauxhall/Waterloo to Shepherd's Bush	All 4 x 18-car sidings at North Pole Depot could be used for Southern and Southeastern trains to reverse here
10	<b>North Pole Road Station</b>	RBKC continue to seek improved N-S public transport links and a station here would serve relatively isolated areas of North Kensington. RBKC may need to look for other such alternatives if their proposed Crossrail station at Ladbroke Grove is not to proceed  No additional time needed for WLL passenger trains as this station would be at the power changeover point	Both platforms should accommodate at least 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns  Ensure sizeable S106 contribution from development on cleared site NW of Westway Bridge
11	Westway Bridge	WLL trackbed may need to be lowered if it is decided to extend OHLE southwards	
12	Hammersmith & City Line Bridge	Confirmation awaited from TfL as to when signal immunisation has been/is to be done to allow extension of OHLE southwards on WLL	
13	<b>Shepherd's Bush (WLL) Station</b>	L&SE RUS recommends platforms be extended to accommodate at least 8-car trains. Ideally this should be done prior to the London 2012 Volleyball, so that Olympic passengers can transfer to/from 8-car WLL trains and Central Line to/from central London and Stratford	Both platforms should accommodate at least 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns

14	<b>Kensington Olympia Station</b>  <b>Olympia Hall being redeveloped. Activity here will increase upon closure of Earls Court Exhibition Centre</b>	<p>May need to take into account pressures arising from matches at CFC in terms of station construction and restricting access, if CFC relocates to NW section of ECOA.</p> <p>WLLG strongly suggests that station be remodelled to provide platform faces to all running lines, i.e. present southbound line slewed to the east to allow insertion of island platform between this line and centre line</p> <p>The island platform should extend south and be connected to Hammersmith Road bridge to allow both its faces to accommodate 12-car trains</p>	<p>See Item 9 (Passenger Facilities) under Major Concerns.</p> <p>Ensure sizeable S106 contributions from:-</p> <p>(a) Warwick Road development sites (RBKC); and</p> <p>(b) West Hall at Olympia (LBHF)</p> <p>Ensure good physical connection between this station and the NW Warwick Road development</p>
15	Kensington Freight Loop	<p>South London RUS indicated that a piece of (unidentified) land is to be safeguarded in Kensington area for a 775m freight loop.</p> <p>Also an option for this freight loop to transfer material from and to the Earls Court Opportunity Area (ECOA) during the latter's redevelopment</p>	<p>WLLG/RBKC need to determine with Network Rail where this might be, whether it needs to be 775m long, can it be used to transfer material from and to the Earls Court Opportunity Area (ECOA) during its redevelopment and for holding/reversing passenger/freight trains thereafter</p>
16	NW Warwick Road  <b>New homes for 7,000 – 10,000 residents</b>	<p>This development site could benefit from more leisure space, better access to/from Kensington Olympia station (14 above) and better access across the WLL to/from the LBHF area. A section alongside the WLL may be needed for the Kensington Freight Loop if the latter is to be sited here</p>	<p>RBKC to determine owner of strip of land alongside the railway and whether it may be available for recreational space or whether it is needed for the Kensington Freight Loop</p> <p>RBKC to liaise with LBHF regarding permeability of site across the WLL. If a bridge is needed/desirable for this, then RBKC/LBHF would presumably negotiate with Network Rail</p>
17	Tesco Towers Car Park  <b>New homes for 500 – 700 residents</b>	<p>A section alongside the WLL may be needed for the Kensington Freight Loop if the latter is to be sited here</p>	
18	Earls Court Northern Access Road	<p>A narrow strip that would cut marginally into the area of this agreed development would be needed for the Kensington Freight Loop if the latter is to be sited here. Also an option for this freight loop to transfer material from and to the Earls Court Opportunity Area (ECOA) during the latter's redevelopment</p>	
19	Earls Court Opportunity Area (ECOA)  <b>New business district with c.2,000 employees</b> <b>New hotel rooms (600 – 1,000?)</b> <b>New homes for 5,000 – 10,000 residents</b>	<p>Major mixed redevelopment (90 hectares), expected to have offices, retail, hotels, leisure and residential. There is also an option for the material from and to the Earls Court Opportunity Area (ECOA) during the latter's redevelopment, being transferred by rail using the freight loop facility, thus avoiding the increased noise, pollution and congestion arising from the many lorry movements in local streets</p> <p>If CFC relocates here (NW part of ECOA), then this may have impacts in terms of station construction and restricted access at local stations such as West Kensington, Kensington Olympia (14 above), the possible Philbeach Interchange (20 below), Earl's Court and West Brompton (21 below). May need to take into account pressures arising from matches at CFC in terms of restricted access in and around Earl's Court station.</p>	
20	<b>Philbeach Interchange Station / Lillie Bridge Depot</b>	<p>An option to create an interchange between the District Line (Ealing and Richmond branches) and/or the Piccadilly Line and the WLL. May need to take into account pressures arising from matches at CFC (if it relocates to NW part of ECOA) in terms of station construction and restricting access</p> <p>Also an option to use tube lines to transfer material from and to the Earls Court Opportunity Area (ECOA) during its redevelopment. It may be easier to reach riverside sites in East and/or West London via the tube as opposed to the rail network.</p> <p>Lillie Bridge Depot may have to be retained to service the S-stock on the Metropolitan Line and stock on other Lines</p>	<p>Compile case, taking into account the impacts on: -</p> <p>(a) Kensington Olympia, West Kensington, Earl's Court and West Brompton stations; and</p> <p>(b) other rail and tube facilities</p> <p>See Item 9 (Passenger Facilities) under Major Concerns</p>

21	<b>West Brompton Station</b>	<p>ODA Transport, improvements could still be undertaken here for London 2012 Volleyball and fulfil to a greater extent the Olympic legacy in terms of London's public transport</p> <p>L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains</p> <p>May need to take into account pressures arising from matches at CFC in terms of station construction and restricting access</p>	Both WLL platforms should accommodate 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns
22	EDF site (289 Old Brompton Rd) <b>New homes for 100 – 200 residents</b>	Past redevelopment proposals have included three new blocks of flats	If not provided before the London 2012 Olympics, then the missing lift (Platform 1) should be installed with S106 funding
23	Seagrave Road Car Park <b>New homes for 1,000 – 2,000 residents</b>	Future will be connected to that of ECOA (see 19 above)	If not otherwise provided, then the missing lift (Platform 1) should be installed with S106 funding
24	Chelsea FC Ground <b>New homes for 5,000 – 10,000 residents</b>	CFC has mooted moving to other sites in the area, e.g., NW part of ECOA, thus freeing up its existing ground for re-development (see 19 and 20 above). However, there is no indication when or if this site would be available	
25	<b>Chelsea &amp; Fulham Interchange Station</b>	<p>An option to develop an interchange between the WLL and Crossrail 2 wherever these cross in the area, if this is not to be at Imperial Wharf (See L&amp;SE RUS Figure 8.2). All parts of this interchange if built here may need to take into account pressures arising from matches at CFC, if CFC does <u>not</u> relocate, in terms of station construction and restricting access. The planning permission for a WLL station to be built alongside CFC (North of Fulham Road) has recently been renewed</p> <p>Need to assess whether trains on the HS2 – HSI via Merstham Link should stop to provide interchange with Crossrail 2</p>	See Item 9 (Passenger Facilities) under Major Concerns
26	Fulham Gasworks site	A large potential redevelopment site in the Imperial Wharf/Chelsea & Fulham station catchments. However, there is no indication when or if this site would be available	
27	Chelsea Creek site <b>New homes for 5,000 – 10,000 residents</b>	A planning application is expected shortly for redevelopment site with a proposed 39-storey residential tower and planned waterside restaurant destination scheme	
28	<b>Imperial Wharf Interchange Station</b>	<p>Immediate opportunity/need to accommodate OGF traffic for London 2012 Volleyball.</p> <p>L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains. Options for interchange with London River Services at Chelsea Harbour Pier should be strengthened</p> <p>An option to develop an interchange between the WLL and Crossrail 2, if the latter is to run south of the Kings Road. May need to take into account pressures arising from matches at CFC, if CFC does <u>not</u> relocate, in terms of station construction and restricting access</p> <p>Need to assess whether trains on the HS2 – HSI via Merstham Link should stop to provide interchange with Crossrail 2</p>	<p>Both WLL platforms should accommodate 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns</p> <p>Compile business case</p>
29	Lots Road Power Station site <b>New homes for 5,000 – 10,000 residents</b>	An agreed redevelopment site with two residential towers, one of 25-storeys and the other of 37-storeys, plus a major commercial space. It is understood that construction may be about to start at least of the LBHF part of the site (south of the creek)	

30	Cremorne Bridge	A passenger footbridge to link Imperial Wharf station with North Battersea catchment if a re-built Battersea High Street Station is not to go ahead	
31	<b>Battersea High Street Station</b>	<p>A business case would have to be made for such a scheme.</p> <p>In addition, it may not be possible to install platforms between Cremorne Bridge and Latchmere Junction that would be as long as those recommended elsewhere on the WLL</p>	See Item 9 (Passenger Facilities) under Major Concerns
32	<p><b>Clapham Junction Station</b>  Airspace above Grant Road between Falcon Road and Plough Road, Platforms 1, 2, 2a, Kensington Sidings and links to Wandsworth Town, East Putney and Wimbledon</p>	<p>The WLLG is aware of a proposal (Proposal 1) to accommodate both the WLL and SLL 'arms' of the future London Overground service on just Platform 2, either as existing or 'split' with the western end built out to provide the adjacent track with a platform face, resulting in two relatively short platforms, the eastern one (Platform 2) for the WLL LO service and the western 'built out' one (Platform 2a) for the SLL LO service.</p> <p>Alternatively, WLLG suggests (Proposal 2) there should be a facing crossover at about halfway along Platform 2 from the adjacent track (to be electrified) to provide an arrangement whereby SLL LO trains use this crossover route to terminate at the western end of Platform 2 and WLL LO trains terminate at the eastern end of Platform 2 – <u>as a temporary arrangement only</u>.</p> <p>However, the L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains for the WLL Southern service. As Platform 2 is often used now during engineering works to accommodate Southern WLL trains, there must be at least one platform on this side of the station that will be long enough to accommodate such 8-car trains. However, whatever arrangement is to be adopted, it should still allow the LO SLL service to terminate in this area of the station.</p> <p>This would seem to point to WLLG's Proposal 3, that Platform 1 should be restored, so that both Platforms 1 and 2 can accommodate at least 8-car, but preferably 12-car, trains for the WLL Southern service (during disruptions) and for other TOCs' services to/from beyond Old Oak</p> <p>Moreover, WLLG's Proposal 3 includes extending running rails from Platforms 1 and 2 westwards to connect with the Windsor Lines via Wandsworth Town and via a reconstructed viaduct junction to the presently unused platforms at East Putney, either for LO trains to terminate there or to be extended via the District Line to Wimbledon. This would allow a more intensive service between East Putney/Putney Bridge/Parsons Green via Fulham Broadway to deal with increasing demand for District Line services from these areas.</p> <p>WLLG's Proposal 3 also includes building over the space north of the present viaduct and parallel to it and Grant Road between Falcon Road and Plough Road to provide at least two new Platforms (A and B) principally to accommodate 12-car trains to/from points beyond Old Oak Interchange</p>	<p>Proposals 1 and 2 are significantly inadequate, as they do not allow for:-</p> <ul style="list-style-type: none"> <li>(a) adequate space for passengers to move between the two parts of the platform and/or their two accesses. The present footbridge and subway accesses to these platforms need to be larger. A passenger lift is still needed for this side of the station between the ground and the footbridge. A refreshment outlet has been provided at the eastern end of the platform building, which would exacerbate the congestion arising from these conflicting movements.</li> <li>(b) exacerbation of these conditions caused by peak commuting, football supporters, service disruption, diversions during engineering works of the WLL Southern service</li> <li>(c) growth in future demand on one or both of the LO services</li> </ul> <p>The WLLG would suggest (Proposal 3) so that:-</p> <ul style="list-style-type: none"> <li>(i) New Platforms A and B are provided north of present viaduct in airspace alongside Grant Road, principally to accommodate LM and/or other TOCs' WLL 12-car trains from beyond Old Oak</li> <li>(ii) Platform 1 is restored for all LO WLL and SLL services from Wimbledon via East Putney</li> <li>(iii) Platform 2 is used for all LO WLL and SLL services to Wimbledon via East Putney</li> <li>(iv) At least the southernmost two Kensington Sidings are restored to allow overnight storage and reversal of LO/other TOC trains at Clapham Junction</li> <li>(v) Physical rail links are restored to provide a double track to East Putney which could provide additional terminal capacity, connectivity and/or through working on to the Wimbledon branch of the District Line. The last would allow more short workings on the District Line from East Putney, Putney Bridge or Parsons Green in the peaks to relieve the pressure on passengers from these stations and Fulham Broadway</li> </ul> <p>See also Item 9 (Passenger Facilities) under Major Concerns.</p>

33	<b>Clapham Junction Station</b> Platforms 16 and 17	L&SE RUS recommends that these WLL platforms be extended to accommodate at least 8-car trains for the WLL Southern service and for other TOCs' services to/from beyond Old Oak	Both WLL platforms should accommodate 8-car, but preferably 12-car, trains  The WLLG would suggest that Platform 16 and its northern approach are bi-directionally signalled. This would allow (without altering Platform 17) at least 8-car trains to use Platform 16, thereby significantly increasing WLL capacity. Bi-directionally signalling the southern approach to Platform 16 would allow through working by 8-car trains, in both directions  Ideally both Platforms 16 and 17 should be straightened and extended to accommodate 8-car, but preferably 12-car, trains with trailing and facing crossovers to allow for termination in and reversal in either direction from either platform  Temporary access stairway arrangements for Platform 17 need to be improved during rebuilding of the Brighton side building as the main station entrance
34	<b>Clapham Junction Station</b> Platforms 17, 18, 19 and 20	WLLG suggests that, instead of possibly merely cosmetic improvements to a curved Platform 17, the feasibility of inserting a straighter island platform formation (Platform 17 and 20) with two south-facing bays between them for the LO ELL service proposed to be extended from Crystal Palace via Balham (Platforms 18 and 19) .be assessed  This would indicate that Platforms 17 and 20 would be bi-directional to accommodate both through and terminating 12-car trains and that the bay Platforms 18 and 19 would be large enough to accommodate LO ELL trains to/from Crystal Palace via Ballham (assumed to be 8-car by the time that this service is extended to Clapham Junction)	Both these WLL platforms should accommodate 8-car, but preferably 12-car, trains  The BCR for the passenger lift required for Platform 17 should be improved significantly if this were also to serve Platforms 18 – 20.
35	<b>Clapham Junction International Station</b> Platforms Y and Z	These are for the HS2 – HSI via Merstham Link that will to straddle across all the Domestic Platforms (A, B, and I – 20) at Clapham Junction to allow easy access and interchange with the International and UK Domestic High Speed Rail Networks at the UK's busiest rail interchange	
36	Links between the WLL and London Waterloo Station		WLLG welcomes the option to run HS2 and other TOCs' trains between Old Oak and Waterloo, provided that they do not compromise local and inter-regional services on the WLL
37	Links between the WLL and SE London	The need to provide a Parliamentary service following the withdrawal in 2008 of the Brighton – Manchester Cross-Country service is still not properly met as the substitute service needs to achieve the Chatham Lines and not just the South London Loop lines east of Wandsworth Road. The next nearest stopping place on this line of route is Brixton.	WLLG strongly suggests that NR/TfL/LOROL investigate the option of direct trains between stations in SE London and those on the WLL, not least to ease pressure on Clapham Junction's northern platforms in the peaks
38	South London Termini, including London Victoria Station	The Kent and Sussex RUSs indicate capacity problems on the London approaches and, in particular, that the BML may be full by 2019 between Croydon and Clapham Junction. There will be particularly lengthier walks for rail passengers at Victoria trying to reach the Victoria Line platforms there.	WLLG strongly suggests that some Southern and Southeastern services run between their respective main networks and the WLL to Shepherd's Bush (for the Central Line) to reverse at North Pole Depot or, when built, Old Oak Interchange
39	Freight Traffic on the West London Line		WLLG would ask that freight on the WLL be reduced to a minimum. The WLL is no longer the first, but the fourth opportunity for rail freight to cross the Thames after HSI, ELL and Thameslink. These and other options for rail freight should be explored and facilitated, e.g., building the Redhill flyover

D	WLL PROJECTS LISTED IN SUGGESTED PRIORITY ORDER		
DI	Projects that should be done IMMEDIATELY, as they are needed for the London 2012 Volleyball event		
21	<b>West Brompton Station</b>	<p>ODA Transport, improvements could still be undertaken here for London 2012 Volleyball and fulfil to a greater extent the Olympic legacy in terms of London's public transport</p> <p>L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains</p> <p>May need to take into account pressures arising from matches at CFC in terms of station construction and restricting access</p>	Both WLL platforms should accommodate 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns
33	<b>Clapham Junction Station</b> Platforms 16 and 17	L&SE RUS recommends that these WLL platforms be extended to accommodate at least 8-car trains for the WLL Southern service and for other TOCs' services to/from beyond Old Oak	<p>Both WLL platforms should accommodate 8-car, but preferably 12-car, trains</p> <p>The WLLG would suggest that Platform 16 and its northern approach are bi-directionally signalled. This would allow (without altering Platform 17) at least 8-car trains to use Platform 16, thereby significantly increasing WLL capacity. Bi-directionally signalling the southern approach to Platform 16 would allow through working by 8-car trains, in both directions</p> <p>Ideally both Platforms 16 and 17 should be straightened and extended to accommodate 8-car, but preferably 12-car, trains with trailing and facing crossovers to allow for termination in and reversal in either direction from either platform</p> <p>Temporary access stairway arrangements for Platform 17 need to be improved during rebuilding of the Brighton side building as the main station entrance</p>
9	North Pole Depot	<p>Immediate need to accommodate SWT, Southern and Southeastern trains for London 2012 Volleyball Traffic</p> <p>Plans to redevelop Victoria tube station, resulting in longer distances to be covered by those changing from Southern and Southeastern to the Victoria Line, imply crowding problems at Victoria and increased demand for alternative routes, e.g., via the WLL and Shepherd's Bush.</p> <p>Also to accommodate SWT trains diverted from Vauxhall/Waterloo to Shepherd's Bush</p>	All 4 x 18-car sidings at North Pole Depot could be used for Southern and Southeastern trains to reverse here
28a	<b>Imperial Wharf Interchange Station</b>	<p>Immediate opportunity/need to accommodate OGF traffic for London 2012 Volleyball.</p> <p>L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains. Options for interchange with London River Services at Chelsea Harbour Pier should be strengthened</p> <p>An option to develop an interchange between the WLL and Crossrail 2, if the latter is to run south of the Kings Road. May need to take into account pressures arising from matches at CFC, if CFC does <u>not</u> relocate, in terms of station construction and restricting access (Included at 28b below)</p> <p>Need to assess case for Crossrail 2 interchange here with the HS2 – HSI via Merstham Link</p>	<p>Both WLL platforms should accommodate 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns</p> <p>Compile business case</p>

13	<b>Shepherd's Bush (WLL) Station</b>	L&SE RUS recommends platforms be extended to accommodate at least 8-car trains. Ideally this should be done prior to the London 2012 Volleyball, so that Olympic passengers can transfer to/from 8-car WLL trains and Central Line to/from central London and Stratford	Both platforms should accommodate at least 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns
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<b>D2 Projects that should be undertaken BEFORE THE END of the London 2012 Volleyball event</b>			
15	Kensington Freight Loop	South London RUS indicated that a piece of (unidentified) land is to be safeguarded in Kensington area for a 775m freight loop.  Also an option for this freight loop to transfer material from and to the Earls Court Opportunity Area (ECO) during the latter's redevelopment	WLLG/RBKC need to determine with Network Rail where this might be, whether it needs to be 775m long, can it be used to transfer material from and to the Earls Court Opportunity Area (ECO) during its redevelopment and for holding/reversing passenger/freight trains thereafter
20	<b>Philbeach Interchange Station /</b> Lillie Bridge Depot	An option to create an interchange between the District Line (Ealing and Richmond branches) and/or the Piccadilly Line and the WLL. May need to take into account pressures arising from matches at CFC (if it relocates to NW part of ECO) in terms of station construction and restricting access  Also an option to use tube lines to transfer material from and to the Earls Court Opportunity Area (ECO) during its redevelopment. It may be easier to reach riverside sites in East and/or West London via the tube as opposed to the rail network.  Lillie Bridge Depot may have to be retained to service the S-stock on the Metropolitan Line and stock on other Lines	Compile case, taking into account the impacts on: -  (a) Kensington Olympia, West Kensington, Earl's Court and West Brompton stations; and  (b) other rail and tube facilities  See Item 9 (Passenger Facilities) under Major Concerns
6	<b>HS2 – HSI Link via Merstham</b>	WLLG proposed facility to link HS2 and HSI (Old Oak via the WLL axis to the Thames, then a new trajectory across all the platforms at Clapham Junction, down the BML to a new station at Merstham Parkway to serve the M23/M25 interchange with a link to Gatwick, then east via Tonbridge to Ashford IPS)  The physical impact of building this line on stilts along the eastern edge of the ECO site, the connectivity benefits of an Inner West Central London of a station for the site and connecting lines, and its visual and aural impact on local amenity, and possible other factors will need to be assessed.	This could either be instead of Network Rail's preferred option above, or in addition to it

<b>D3 Projects that should be done BEFORE ELLX 2 reaches Clapham Junction</b>			
32a	<b>Clapham Junction Station</b> Platforms 2, 2a and Kensington Sidings	The WLLG is aware of a proposal (Proposal 1) to accommodate both the WLL and SLL 'arms' of the future London Overground service on just Platform 2, either as existing or 'split' with the western end built out to provide the adjacent track with a platform face, resulting in two relatively short platforms, the eastern one (Platform 2) for the WLL LO service and the western 'built out' one (Platform 2a) for the SLL LO service.  Alternatively, WLLG suggests (Proposal 2) there should be a facing crossover at about halfway along Platform 2 from the adjacent track (to be electrified) to provide an arrangement whereby SLL LO trains use this crossover route to terminate at the western end of Platform 2 and WLL LO trains terminate at the eastern end of Platform 2 – as a temporary arrangement only. Kensington Sidings should, if necessary at this stage, also be restored to provide overnight storage for LO trains.	Proposals 1 and 2 are significantly inadequate, as they do not allow for:-  (d) adequate space for passengers to move between the two parts of the platform and/or their two accesses; both of the latter need to be larger. A lift is still needed here at the station between street level and the footbridge. The refreshment outlet on the platform would worsen congestion arising from these conflicting movements.  (e) exacerbation of the above by peak commuting, football supporters, service disruption, engineering diversions of the WLL Southern service  (f) growth in future demand on one or both of the LO services  See also Item 9 (Passenger Facilities) under Major Concerns.

<b>D4</b>	<b>Projects to allow increased capacity at London Euston by diverting WCML trains to WLL (Stage 1 to Kensington Olympia)</b>		
11	Westway Bridge	WLL trackbed may need to be lowered if it is decided to extend OHLE southwards	
12	Hammersmith & City Line Bridge	Confirmation awaited from TfL as to when signal immunisation has been/is to be done to allow extension of OHLE southwards on WLL	
<b>14</b>	<b>Kensington Olympia Station</b>  <b>Olympia Hall being redeveloped. Activity here will increase upon closure of Earls Court Exhibition Centre</b>	<p>May need to take into account pressures arising from matches at CFC in terms of station construction and restricting access, if CFC relocates to NW section of ECOA.</p> <p>WLLG strongly suggests that station be remodelled to provide platform faces to all running lines, i.e. present southbound line slewed to the east to allow insertion of island platform between this line and centre line</p> <p>The island platform should extend south and be connected to Hammersmith Road bridge to allow both its faces to accommodate 12-car trains</p>	<p>See Item 9 (Passenger Facilities) under Major Concerns.</p> <p>Ensure sizeable S106 contributions from:- (c) Warwick Road development sites (RBKC); and (d) West Hall at Olympia (LBHF)</p> <p>Ensure good physical connection between this station and the NW Warwick Road development</p>

<b>D5</b>	<b>Projects to allow increased capacity at London Euston by diverting WCML trains to WLL (Stage 2 to Clapham Junction)</b>		
<b>32b</b>	<b>Clapham Junction Station</b> Platform 1	<p>The L&amp;SE RUS recommends WLL platforms be extended to accommodate at least 8-car trains for the WLL Southern service. As Platform 2 is often used now during engineering works to accommodate Southern WLL trains, there must be at least one platform on this side of the station that will be long enough to accommodate such 8-car trains. However, whatever arrangement is to be adopted, it should still allow the LO SLL service to terminate in this area of the station.</p> <p>This would seem to point to WLLG's Proposal 3, that Platform 1 should be restored, so that both Platforms 1 and 2 can accommodate at least 8-car, but preferably 12-car, trains for the WLL Southern service (during disruptions) and for other TOCs' services to/from beyond Old Oak</p>	<p>Proposals 1 and 2 are significantly inadequate, as they do not allow for:-</p> <p>(g) adequate space for passengers to move between the two parts of the platform and/or their two accesses. The present footbridge and subway accesses to these platforms need to be larger. A passenger lift is still needed for this side of the station between the ground and the footbridge. A refreshment outlet has been provided at the eastern end of the platform building, which would exacerbate the congestion arising from these conflicting movements.</p> <p>(h) exacerbation of these conditions caused by peak commuting, football supporters, service disruption, diversions during engineering works of the WLL Southern service</p> <p>(i) growth in future demand on one or both of the LO services</p> <p>See also Item 9 (Passenger Facilities) under Major Concerns.</p>
<b>32c</b>	<b>Clapham Junction Station</b> Airspace above Grant Road between Falcon Road and Plough Road	WLLG's Proposal 3 also includes building over the space north of the present viaduct and parallel to it and Grant Road between Falcon Road and Plough Road to provide at least two new Platforms (A and B) principally to accommodate 12-car trains to/from points beyond Old Oak Interchange	<p>The WLLG would suggest (Proposal 3) so that:-</p> <p>(vi) New Platforms A and B are provided north of present viaduct in airspace alongside Grant Road, principally to accommodate LM and/or other TOCs' WLL 12-car trains from beyond Old Oak</p> <p>See also Item 9 (Passenger Facilities) under Major Concerns.</p>

34	<b>Clapham Junction Station</b> Platforms 17, 18, 19 and 20	WLLG suggests that, instead of possibly merely cosmetic improvements to a curved Platform 17, the feasibility of inserting a straighter island platform formation (Platform 17 and 20) with two south-facing bays between them for the LO ELL service proposed to be extended from Crystal Palace via Balham (Platforms 18 and 19) .be assessed  This would indicate that Platforms 17 and 20 would be bi-directional to accommodate both through and terminating 12-car trains and that the bay Platforms 18 and 19 would be large enough to accommodate LO ELL trains to/from Crystal Palace via Ballham (assumed to be 8-car by the time that this service is extended to Clapham Junction)	Both these WLL platforms should accommodate 8-car, but preferably 12-car, trains  The BCR for the passenger lift required for Platform 17 should be improved significantly if this were also to serve Platforms 18 – 20.
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<b>D6 Projects to increase carrying capacity and connectivity on the WLL before HS2 arrives at Old Oak Common</b>			
1	<b>Wembley Central Station</b> (Platform 7 & approaches)	Developing Platform 7 and the approaches to it through the adjoining Goods Yard would allow 2 <sup>nd</sup> tph (4-car) on Southern WLL service to reach this point without impacting on WCML train paths  Supports new development, including that over the station	Restore Platform 7 to accommodate 4-car trains - see Item 9 (Passenger Facilities) under Major Concerns. Upgrade link through Goods Yard to passenger standards
2	Wembley Central – Mitre Bridge	Low Linespeeds	Raise linespeeds to a minimum of 30 mph for such passenger trains while, if necessary, still restricting speeds for other passenger and freight trains
3	<b>Willesden Junction Station</b> (LL Platforms for Southern service)  (HL Platforms for London Overground service)	Improve service frequency between Shepherd's Bush and Willesden Junction and connectivity  If all other WLL platforms are lengthened to accommodate at least 8-car trains on Southern WLL service, there is the opportunity to maximise this investment by operating 8-car trains on the London Overground WLL service. To avoid SDO at these platforms, these should also be lengthened to accommodate 8-cars. This could prove the catalyst for extending NLL trains and platforms to 8-cars. Even if this is not possible in the short-term, WLLG understands that 8-car trains could be accommodated in the turnback siding east of Willesden Junction	Restore platforms to accommodate 8-car, but preferably 12-car, trains and link these platforms via the High Level platforms to the rest of the station. See Item 9 (Passenger Facilities) under Major Concerns
10	<b>North Pole Road Station</b>	RBKC continue to seek improved N-S public transport links and a station here would serve relatively isolated areas of North Kensington. RBKC may need to look for other such alternatives if their proposed Crossrail station at Ladbroke Grove is not to proceed  No additional time needed for WLL passenger trains as this station would be at the power changeover point	Both platforms should accommodate at least 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns  Ensure sizeable S106 contribution from development on cleared site NW of Westway Bridge
32d	<b>Clapham Junction Station</b> Links to Wandsworth Town, East Putney and Wimbledon	WLLG's Proposal 3 includes extending running rails from Platforms 1 and 2 westwards to connect with the Windsor Lines via Wandsworth Town and via a reconstructed viaduct junction to the presently unused platforms at East Putney, either for LO trains to terminate there or to be extended via the District Line to Wimbledon. This would allow a more intensive service between East Putney/Putney Bridge/Parsons Green via Fulham Broadway to deal with increasing demand for District Line services from these areas.	The WLLG would suggest (Proposal 3) so that:-  (i) Platform 1 is restored for all LO WLL and SLL services from Wimbledon via East Putney (ii) Platform 2 is used for all LO WLL and SLL services to Wimbledon via East Putney (iii) At least the southernmost two Kensington Sidings are restored to allow overnight storage and reversal of LO/other TOC trains at Clapham Junction (iv) Physical rail links are restored to provide a double track to East Putney which could provide additional terminal capacity, connectivity and/or through working on to the Wimbledon branch of the District Line. The last would allow more short workings on the District Line from East Putney, Putney Bridge or Parsons Green in the

			peaks to relieve the pressure on passengers from these stations and Fulham Broadway See also Item 9 (Passenger Facilities) under Major Concerns.
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<b>D7</b>	<b>Projects to be undertaken BEFORE work starts on Crossrail 2</b>		
<b>25</b>	<b>Chelsea &amp; Fulham Interchange Station</b>	An option to develop an interchange between the WLL and Crossrail 2 wherever these cross in the area, if this is not to be at Imperial Wharf (See L&SE RUS Figure 8.2). All parts of this interchange if built here may need to take into account pressures arising from matches at CFC, if CFC does <u>not</u> relocate, in terms of station construction and restricting access. The planning permission for a WLL station to be built alongside CFC (North of Fulham Road) has recently been renewed  Need to assess case for Crossrail 2 interchange here with the HS2 – HSI via Merstham Link	See Item 9 (Passenger Facilities) under Major Concerns
<b>28b</b>	<b>Imperial Wharf Interchange Station</b>	An option to develop an interchange between the WLL and Crossrail 2, if the latter is to run south of the Kings Road. May need to take into account pressures arising from matches at CFC, if CFC does <u>not</u> relocate, in terms of station construction and restricting access  Need to assess case for Crossrail 2 interchange here with the HS2 – HSI via Merstham Link	Both WLL platforms should accommodate 8-car, but preferably 12-car, trains. See Item 9 (Passenger Facilities) under Major Concerns  Compile business case

<b>D8</b>	<b>HS2 and Old Oak Interchange</b>		
<b>4</b>	<b>HS2 London Station/Old Oak Interchange Station</b>	Opportunity to create SE England's Major Passenger Rail Transfer Hub, that will improve local and inter-regional connectivity and reduce pressures on key London termini and the Underground  Connections would be possible between all of: - WCML, GWML, Heathrow Express, Heathrow Connect, London Overground (DC Lines, NLL and WLL), Southern WLL, Bakerloo, as well as Crossrail, HS2, two HS2 - HSI links (one via Euston, the other via Merstham)	Compile case to establish correct mix of connections.  WLL platforms to accommodate 12-car trains. See Item 9 (Passenger Facilities) under Major Concerns
<b>35</b>	<b>Clapham Junction International Station</b> Platforms Y and Z	This station would be on the HS2 – HSI via Merstham Link that will straddle across all the Domestic Platforms (A, B, and 1 – 20) at Clapham Junction to allow easy access to and connectivity with the International and UK Domestic High Speed Rail Networks at the UK's busiest rail interchange with services to and from virtually all of south central England	