



campaigning
by the
Railway Development
Society Limited

London & South East

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8th August 2012

Dear Sirs,

Consultation: Withdrawal of Scheduled Passenger Services between Wandsworth Road, Kensington (Olympia) and Ealing Broadway.

Introduction

Railfuture is a national voluntary organisation structured in England as twelve regional branches and two national branches for Scotland and Wales.

We are pleased to submit this response to the DfT Consultation on 'Withdrawal of Scheduled Passenger Services between Wandsworth Road, Kensington (Olympia) and Ealing Broadway', which has been prepared by Railfuture London & South East. A copy of this response has also been sent to London TravelWatch.

Specific Comments

Railfuture is concerned by the delay in making these formal proposals, i.e. that they were not made at the time of the original withdrawal of Cross Country services.

We are also not entirely convinced that the current proposals have been properly thought out. We do, however, note the remark in the text on page 9 to the effect that "*the track will in all cases remain for use by freight services or other passenger services should they wish to do so*". Should this proposal lead to formal 'closure' going ahead, we trust this will be fully reflected in the official notification.

We note that the level of detail in the consultation document could be misleading, in particular to the first section south of the river. In the document it is referred to as Factory Junction to Latchmere Junction No.1. We believe that you are actually referring to the section of track known as the Up and Down Kensington lines bounded to the north by Latchmere No.3 (Waterloo) Junction and to the south by Longhedge (C) Junction.

We are concerned that the loss of service over the Kensington lines by the proposed withdrawal of the 'Parliamentary service' would deprive Southern crews of the necessary route knowledge they need in order to maintain the Milton Keynes to Croydon service if the normal route through Clapham Junction is disrupted.

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

Railfuture is also of the opinion that the 'Parliamentary service' over this stretch of line is cost effective and does provide a service of use to the public and for this reason as well; we would oppose its withdrawal.

Given our comments above, Railfuture does not object to the proposals in the consultation in relation to the proposed 'closure' of the two stretches of track between Willesden West London Junction to Acton Wells Junction and Acton Wells Junction to Acton East Junction, with the express proviso that nothing is done to preclude future use by passenger services.

Yours faithfully,

KDyall

Keith Dyall
Chairman
Railfuture, London & South East