



campaigning  
by the  
Railway Development  
Society Limited

## London and South East

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14<sup>th</sup> June 2012

Dear Sirs,

### Response to December 2012 Timetable Consultation

#### Introduction

Railfuture is long established and increasingly recognised as the UK's leading independent organisation campaigning for better rail services for both passengers and freight. Our local branches and volunteers campaign to get stations and lines opened for the benefit of the community, economy and environment. We have had a major part in getting over 350 new and reopened stations and over 500 miles of route to join the network over the past half century.

This document sets out our response to the December 2012 Timetable Consultation, and represents the consolidated views of the London & South East, Thames Valley, and West Midlands Branches of Railfuture.

#### Specific Comments

We broadly welcome the new timetable as on balance an improvement overall, as it standardises onto a regular-interval pattern and reduces the number of non-standard workings. This is especially the case for Stratford. All but the 'minor' stations have at least 3tph off-peak. Your suggestion for the future that Denham should be served more frequently off-peak and Denham Golf Club less seems to make sense. Also welcome is the news of more coaches on the loco-hauled trains though more coaches on other trains too would be welcome.

We would wish to see a more frequent service, if only initially in the weekday peak periods, and more weekend services, at the 'minor' London stations but have to recognise that, in common with other two-track routes in the capital which seek to serve different travel markets, the limits of the capacity of the existing infrastructure have more-or-less been reached during those most pressured weekday peak periods. This is especially reflected in the number of Marylebone arrivals before 10.00 - on the High Wycombe route from 35 now to 40 [with 4 additional arrivals before 08.00]; although on the Aylesbury route down from 15 now to 12 arrivals. Although the number of Marylebone departures from 16.00 to 20.00 on the High Wycombe route sees no overall change in number there is a better spread between 18.00 and 20.00; again the Aylesbury route sees a reduction from 15 now, to 13 departures.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

The conclusion we draw is that only further infrastructure investment, such as reinstatement of through lines at Wembley Central for example, can deliver additional outputs of improved access to the rail network in 'minor' stations' catchments through increased frequencies to reduce average door-to-door journey times, achieved from additional station calls in existing 'metro' services. Whilst outside the immediate scope of this timetable change we hope to see future timetable changes incorporating such service improvements, arising from such investment across the remaining years of a franchise which could extend as far as 2026 and afford a prospect of a return on such investment.

Finally we commend you for the open-ness of your consultation process.

Yours faithfully,

*KDyall*

Keith Dyall  
Chairman  
Railfuture, London & South East