
Secretariat Memorandum

Author: Tim Bellenger

Agenda item 9
LTW 372
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Response to consultation on the draft West Midlands and Chilterns Route Utilisation Strategy

1 Purpose of report

- 1.1. To agree a response to Network Rail's draft consultation on the West Midlands and Chilterns route utilisation strategy.

2 Recommendations

Members are recommended to agree the response attached in Appendix A.

Members are also asked to note the contents of Appendix B, a separate document that will be submitted alongside the formal response. This wider background paper addresses issues that London TravelWatch believes should be considered in more detail relating to proposals for stations within the London TravelWatch area.

In particular, it highlights concerns relating to potential service reductions in the TfL area and wasted opportunities for service improvements for passengers in the London TravelWatch area.

Appendices A and B have both been produced following extensive dialogue between London TravelWatch, passenger groups and political representatives. They respond closely to the issues that have been raised by passengers and residents in the London TravelWatch area.

3 Background

- 3.1. In November 2010 Network Rail issued their draft for consultation of the West Midlands and Chiltern route utilisation strategy. The development of this rail route has a number of strategic implications for passengers in the London area, beyond those of its current users.
- 3.2. These implications arise from:
 - The direct inter-working with the Metropolitan line of London Underground

- The projected growth in housing and employment along the line within Greater London
- The poor service currently provided to stations within the Greater London area – which has been subject to protracted correspondence in our casework and with user groups, local authorities and members of parliament.
- It is the only major rail route into central London which has the ability to accommodate significant expansion of track and train capacity without additional land take.
- It is the only major rail route into central London that uses diesel trains, and which if electrified a significant passenger benefit could be achieved in terms of reduced journey times, increased train capacity and frequency of service.
- If platforms at West Hampstead were provided this would significantly improve the connectivity and usefulness of this route within London, and the overall resilience of the rail and underground networks in this sector of north west London.

4 Equalities and inclusion implications

- 4.1. There are no specific equalities and inclusion implications arising from this report.

5 Financial implications

- 5.1. There are no specific financial implications arising from this report.

6 Legal powers

- 6.1. Section 252A of the Greater London Authority Act 1999 places a duty upon London TravelWatch (as the London Transport Users Committee) to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.