



London Borough of Hounslow

Claire Mann
Managing Director, South Western Railway
Mark Killick
Route Director Wessex, Network Rail

dec22consultation@swrailway.com

Members Services
London Borough of Hounslow
Civic Centre
Lampton Road
Hounslow Middlesex TW3 4DN

Your contact: Councillor Tony Louki
Home: 020 8560 0669
Mobile: 078 6678 4580
E-Mail: tonylouki@hounslow.gov.uk
Website: www.osterleyspringgrove.org
Date: 18 September 2021

Printed on recycled paper

Dear Ms Mann and Mr Killick

South Western Railway timetable consultation for December 2022

I am an elected councillor whose Ward in the London Borough of Hounslow includes Isleworth and Syon Lane Stations as well as Chair of the Isleworth and Brentford Area Forum, and this adds Brentford and Kew Bridge Stations to roles and my interest.

However, personally, and I know other residents do, use the Windsor Lines Hounslow Loop to access other parts of London, the South and beyond via Clapham Junction, Reading and Waterloo East so expect a regular and convenient service from the borough's seven South Western Railway operated stations.

The public transport hiatus caused by Covid-19 has reduced passenger numbers on most train routes, including the London Borough of Hounslow. However, with residents working within a wide range of trade, service and professional roles relying on the Hounslow Loop and Windsor Lines from our dormitory suburbs, the cancellation of the earlier morning services has been and remains a great inconvenience. The lessening of work from home to a hybrid attendance would better require a whole day service restoration throughout the week.

Osterley and Spring Grove Ward also includes a number of large employment sites including Sky and, close by, GSK, both world headquarters whose staff will again expect a reliable post lockdown commuter service.

These consultation proposals do not appear to appreciate the continued very long term need for a two trains per hour suburban Sunday service on the Hounslow Loop. Approaching climate change remedies, this would be a necessary change for getting to football and other matches at the Brentford Community Stadium as well as leisure and shopping further in to London and an alternative to traversing the Ultra Low Emission Zone beyond the North and South Circular Roads.

Importantly, residents and I have a number of concerns about the effects of proposed changes, not least scrapping (rather than post Covid lockdown reinstating) the whole loop journey from Waterloo to Waterloo via Chiswick, Brentford, Twickenham and Richmond.

Queenstown Road Station, has been a mess these past thirty years, mainly because of maintenance neglect. Closure of services there and assumption that people will use Battersea Park Station is short sighted as it would also inconvenience passengers traversing Clapham Junction to the Southern side. There is nothing to convince, considering the company's assumption of reduced service elsewhere, that the former Eurostar platforms are used inefficiently. The answer to crowding is more likely to be improvement of Queenstown Road.

My immediate views on the Main Line (and West of England) services proposals are, that with renewed interest in at home holidays and short breaks, a strong service with sufficient carriage length trains should be standard provision.

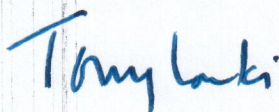
Obviously, maximising capacity would be welcomed but if a reduced service does impact reliability with little notice or process then this would confuse users offering reasons for further abandonment this vital mode of travel.

I do not have sufficient knowledge regarding the company's strategic approach nor capacity assumptions. Possibly, neither may the authors of the consultation in terms of the outcomes of the pandemic, particularly for service changes fifteen months ahead when the published assumptions would be at least if not more than 21 months old.

There are no proper assumptions nor guarantees here and I hope that all possible expertise is used to get this right for the residents of Osterley and Spring Grove, our borough and this important part of the capital city.

South Western Railway should also impress upon the Department for Transport and Network Rail that more of their support is necessary to invest rather than reduce this vital aspect of any recovery.

Yours sincerely



Tony Louki
Labour Party Councillor Osterley & Spring Grove Ward