

## Railfuture: London Metro Division

Minutes of Meeting held on 16 May 2024  
(Alan Baxter Gallery, Farringdon, 7pm)

Separate attendance list.

Noted there had been quite a few apologies from those unable to attend the meeting. Accepted that notice of the meeting had gone out rather late. Efforts will be made to get notices out sooner.

### 1. London Election Results

Noted that Sadiq Khan had been re-elected as Mayor.

RB summarised the London Assembly election result. Basically, there is little overall change, in that the Assembly remains hung, not being under any one party's outright control. Of the 25 seats, Labour still has 11, Conservatives are down 1 to 8, Greens are still on 3, Liberals still on 2 and Reform UK now have 1 seat.

RB also mentioned who the new members of the London Assembly Transport Committee (LATC) were. New chair is Elly Baker (Labour). New vice chair is Caroline Russell (Greens). Note Caroline Pigeon (Liberal, and influential former vice chair) had not stood for re-election

### 2. Action Taken Following Election

A letter had been prepared and sent to Sadiq Khan congratulating him, and setting out again our Manifesto points.

As to the new LATC, the head of each party on the LATC: Elly Baker (Labour), Neil Garratt (Con), Caroline Russell (Green) and Hina Bokhari (Libs) had been contacted to congratulate them on their election win, and appointment to LATC and reminding them of our Manifesto points.

We had heard from Elly Baker already who had suggested we have a meeting with her and her party colleagues on LATC, perhaps before their next LATC meeting (Tuesday 18 June).

### 3. Campaigns Going Forward

As to campaigns, noted there were big issues, such new lines, and smaller issues such as service performance.

#### Major Infrastructure Issues:

West London Orbital

Bakerloo Extension to Lewisham

Extension of DLR to Thamesmead

HS2 extension to Euston (and Old Oak Common in meantime)

Hall Farm Curve

RB noted we would need interested people to get involved in any specific campaign work we undertook. Interest in the Bakerloo Extension was expressed by RB and Rah.

Noted that HS2 was a national issue but we should keep an eye on it. Effects of HS2 terminating (at least for a while) at Old Oak Common were many as previously discussed.

Hall Farm Curve matter also mentioned as project of interest.

#### Other Issues

Services levels were considered of particular importance.

Access for All was also considered of particular importance [and discussed later in meeting]

It was appreciated that Metro campaign efforts would likely reflect areas that active members had an interest in and were prepared to dedicated time and effort.

Members are encouraged to put forward matters they feel strongly about and are themselves willing to give time on. This may be particularly relevant to rail user group members.

#### 4. Metro Issues (Generally)

The meeting then discussed issues generally affecting the Metro Division, and concerns of Metro Rail User Groups.

The following topics being discussed:

Rah mentioned issues facing south London, in particular issues with cross London travel, south west to south east. Many gaps in the service available. Examples around Stockwell and Streatham/ Streatham Common, but there are many others.

Selhurst - Clapham discussed

West Croydon - Sutton discussed

Issue with South Western services discussed. Example, 10 car trains now just 8. Reduced services. Putney was once 10 tph, now 6 tph with 3 within 8 mins and then a 22 min gap.

Rah: There are deprived areas not served. Walworth/ Camberwell. New Camberwell station? CK described some history on that and why it was not currently being progressed.

RG: Described history of Hall Farm Curve and what it would mean to the Chingford line. Has new housing possibilities too which important in convincing the relevant authorities to make the necessary investment. Mentioned difficulties faced including from organisations making project unnecessarily difficult (e.g., suggestion of reduction in Liverpool Street service to 2 tph if Stratford trains were to run). But nothing is inherently difficult in re-instating the curve if will to do it is there.

RH: Some Watford line issues discussed. In particular, Southern services Watford to Clapham Jct and Croydon. Service to Clapham ok, but only 1tph goes on to Croydon. Wants to see more. Hampering issues have included freight paths, but 2tph should be possible.

Croydon Area Remodelling Scheme (CARS) then briefly discussed. CK described issues and why it not currently proceeding. Investment which could be undertaken at less expense but with significant improvement arising would be Norwood Jct alterations.

#### Step Free Access

Acknowledged to be a major issue that concerns us, both street to platform and platform to train.

This is national problem being very slowly addressed. Seems DfT had 300 nominated stations of concern ....only 12 acted upon.

TfL has own list of problem stations.

Rah noted the ends of the Central Line were particularly bad in this regard.

Noted this was something that Metro needed to spend time and effort on addressing.

#### 5. Next Meeting

Would be held on Thursday 18 July at same venue, 75 Cowcross Street London at 7pm.