



## London Metro Division London and South East branch Newsletter: December 2024

# **railfuture**

### 2024: A Year of Change

At this time of year, it does seem appropriate to reflect on the year that has passed. However, 2024 has been a tumultuous year for rail transport, including for London, and it would take many pages to cover all those events.

The months of November and December alone have seen a catalogue of announcements and changes that affect London, just a few of which are mentioned below.

#### Goodbye to the London Overground Brand

In November, the London Overground brand ceased to exist, its six lines being replaced by dedicated line names, in a similar fashion to the London Underground. The lines are:

- The Lioness Line (runs from Watford Junction to Euston)
- The Mildmay Line (runs from Richmond and Clapham Junction to Stratford)
- The Windrush Line (runs from Highbury & Islington to New Cross, Clapham Junction, Crystal Palace and West Croydon)
- The Weaver Line (runs from Liverpool Street to Enfield Town, Cheshunt and Chingford)
- The Suffragette Line (GOBLIN line, runs from Gospel Oak to Barking Riverside)
- The Liberty Line (runs from Romford to Upminster)

Each of the 6 routes that make up the London Overground has its own colour. Accordingly, the mass of 'orange spaghetti' that was formerly the London Overground no longer exists.

The London Overground brand had been launched in 2007, since when it had expanded significantly, and now covers 113 stations.

#### HS2 To Reach Euston

Also in November, the Government gave the go-head to build the tunnels between Old Oak Common and Euston, although details as regards Euston station itself remain to be determined. The two giant tunnel boring machines to dig the HS2 rail tunnels are now being assembled in preparation for tunnelling to start early next year. The tunnelling is expected to take around 18 months to complete.

#### London Passenger Services To Be Nationalised

In early December, the Government and the Department for Transport (DfT) confirmed the first three private train companies to come into public ownership under passenger service nationalisation legislation introduced earlier this year following the general election.

These operators are:

South Western Railways (to be transferred in May 2025)

c2c (to be transferred in July 2025)

Greater Anglia (to be transferred in Autumn 2025)

Much of the railway services that effect Londoners are now under or earmarked for imminent nationalisation, Southeastern having been nationalised prior to the general election.

The publicly run services will be managed by DfT Operator, formerly known as DfT Operator of Last Resort Holdings Limited (DOHL), whose functions will eventually be integrated into Great British Railways. DOHL of course already operates Northern, Southeastern, TransPennine Express and LNER.

Passengers often express their primary concerns as regards rail travel as being the price of tickets and reliability. Whether privately or publicly owned, we will continue to campaign for improvements in both.

Our websites: [www.railfuture.org.uk](http://www.railfuture.org.uk) | [www.railfuture.org.uk/London-Metro](http://www.railfuture.org.uk/London-Metro) | [www.railwatch.org.uk](http://www.railwatch.org.uk)  
follow us on X/Twitter: [@Railfuture](https://twitter.com/Railfuture) | [@RailfutureLSE](https://twitter.com/RailfutureLSE) | [@Railwatch](https://twitter.com/Railwatch)

Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634.  
Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7NP (for legal correspondence only)  
All other correspondence to 3 Chandos Court, Martlesham, Suffolk IP12 4SU



## London Metro Division London and South East branch Newsletter: December 2024

# railfuture

### Air Pollution: How Clean Is London

According to the UK Government, air pollution is the largest environmental risk to public health in the UK.

The annual mortality of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths every year. It is estimated that between 2017 and 2025 the total cost to the NHS and social care system of air pollutants (fine particulate matter and nitrogen dioxide) will be around £1.6 billion.

Statistics regarding air pollution are complex and not without controversy, but they all show the alarming consequences of such pollution. Research by Oxford University and the University of Bath found that cars and vans are responsible for about 10,000 early deaths each year. Other research has suggested that for London the annual figure could be between 3,600 and 4,100 attributable deaths.

Will electric cars make a difference? It seems only partially. Looking to the future, even with electrification, traffic will still produce particle pollution from the wear of tyres, roads, and to a lesser extent brakes. Air quality regulations and improvements in vehicular emission-control technologies have contributed to decreases, however those improvements do not fully offset the growth of car use and increased congestion. To date, almost all traffic pollution regulations are targeting tailpipe emissions. Vehicles also pollute by resuspending road dust, abrading road surfaces, and wearing brakes and tyres.

Road pollution is a serious health issue and requires a more serious response from Government. It has now been 13 years since petrol duty was frozen (with a 5% cut also from March 2022 to March 2026), during which time rail fares in the country have increased substantially.

Public transport is an essential part of the pollution solution, in particular rail, which is the only practical means to reduce traffic on our roads.

London's railway is nearly entirely electrified, and every effort should be made by both central and local government to encourage further rail use.

Amongst other matters, this means restoration of a 'turn up and go' rail service, typically with a minimum of 4 trains per hour, a key component in our recent 'Rail Manifesto for London'.

### Meetings Dates for 2025

Our first meeting for 2025 will be on Thursday 16 January at the basement room of the Alan Baxter Gallery, 75 Cowcross Street, Farringdon.

The Alan Baxter Gallery has served us well over 2024, and for 2025 we will be staying at the same venue.

The 3rd Thursday of the odd month is available to us, except July, which will therefore be held on the 2nd Thursday of that month. The dates are therefore:

- Thursday 16 January 2025
- Thursday 20 March 2025
- Thursday 15 May 2025
- Thursday 10 July 2025
- Thursday 18 September 2025
- Thursday 20 November 2025

### Christmas Strike

Just as we went to print, the RMT union announced that Avanti West Coast train managers will be on strike on Sunday 22 December, Monday 23 December and Sunday 29 December 2024, having rejected proposals on rest day working arrangements.

Our websites: [www.railfuture.org.uk](http://www.railfuture.org.uk) | [www.railfuture.org.uk/London-Metro](http://www.railfuture.org.uk/London-Metro) | [www.railwatch.org.uk](http://www.railwatch.org.uk)  
follow us on X/Twitter: [@Railfuture](https://twitter.com/Railfuture) | [@RailfutureLSE](https://twitter.com/RailfutureLSE) | [@Railwatch](https://twitter.com/Railwatch)

Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634.  
Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7NP (for legal correspondence only)  
All other correspondence to 3 Chandos Court, Martlesham, Suffolk IP12 4SU



## London Metro Division London and South East branch Newsletter: December 2024

# **railfuture**

### Christmas Closures

As usual, a considerable number of services in London will be affected during the Christmas period, with some engineering works resulting in line closures. Some of the stations and services effected are as follows:

**Paddington Station:** No services will call at London Paddington between Friday 27 and Sunday 29 December. A few services will be diverted to and from Euston Station, however the majority of trains will be starting and stopping at either Reading or Ealing Broadway.

**St Pancras Station:** From 21 to 29 December there will be no East Midlands Railway services between St Pancras and Bedford. Thameslink services will not run between St Pancras and Harpenden.

**Liverpool Street Station:** From Christmas Day to Thursday 2 January will be closed. Greater Anglia services will be diverted via Stratford although Stansted Express will terminate at Tottenham Hale. London Overground services will start and terminate at London Fields.

#### On the DLR:

There will be a 10-day closure between Bank and Shadwell, however services between Shadwell and Tower Gateway will still run normally.

#### On the London Underground:

On Christmas Eve: Last trains will leave around 9.30pm

On Christmas Day: There will be no service.

On Boxing Day: A reduced Sunday service.

From Friday 27 to Tuesday 31 December: Effectively a Saturday service will run.

On New Years Day: There will be a reduced Sunday service.

#### On the London Overground:

On Christmas Eve: Last trains will leave around 9.30pm

On Christmas Day: There will be no service.

On Boxing Day: (i) A reduced service will run on the Mildmay line between Clapham Junction and Stratford

(ii) a reduced service will run on the Windrush line between Highbury & Islington and West Croydon, and  
(iii) there will be no service on any other London Overground lines.

From Friday 27 December until Wednesday 1 January:

No service on the Weaver line between Liverpool Street and London Fields (a limited service will run between London Fields and Chingford, Enfield Town and Cheshunt).

#### On the Elizabeth line:

On Christmas Eve: There will be a normal service in the morning, with essentially a Saturday service running for the rest of the day.

On Christmas Day: There will be no service.

On Boxing Day: There will be no service.

From Friday 27 until 1 January: Some early/ late services will start/finish at Stratford instead of Liverpool Street station.

From Friday 27 until Sunday 29 December: There will be no service between Paddington and Ealing Broadway. A reduced service will run between Paddington and Shenfield/Abbey Wood. A reduced service will run between Reading and Heathrow, and Ealing Broadway.

#### Airport Services on Boxing Day

Heathrow: Use Piccadilly Line - no Elizabeth Line service.

City Airport: Use DLR

Gatwick: Southern Service Victoria, Clapham Junction & East Croydon. No Thameslink.

Luton: Rail replacement bus.

On the plus side, both Kentish Town Station and Colindale Station on the Northern Line are due to reopen around Christmas. Kentish Town is expected to reopen on 23 or 24 December. Colindale is undergoing a rebuild, however temporary services will be possible, targeted to commence on 20 or 21 December.

For up-to-date details, go to TfL website.

V2 15 Dec: Corrected correspondence address; update on Avonati WC strike

Our websites: [www.railfuture.org.uk](http://www.railfuture.org.uk) | [www.railfuture.org.uk/London-Metro](http://www.railfuture.org.uk/London-Metro) | [www.railwatch.org.uk](http://www.railwatch.org.uk)  
follow us on X/Twitter: [@Railfuture](https://twitter.com/Railfuture) | [@RailfutureLSE](https://twitter.com/RailfutureLSE) | [@Railwatch](https://twitter.com/Railwatch)

Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634.  
Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7NP (for legal correspondence only)  
All other correspondence to 3 Chandos Court, Martlesham, Suffolk IP12 4SU