



Southfields protest as TfL confirms no funded plan for District branch signalling

Commuters will gather outside Southfields station on Thursday 15 October. They are asking the Government to fund modern signalling on the District line's Wimbledon branch, after TfL said it has no assessment of re-signalling the branch since 2020.

Passengers on the District line's Wimbledon branch, campaigning as **Fix The District**, will demonstrate outside Southfields station on Thursday 15 October, from 5pm to 7pm. They are asking the Government **to fund modern signalling** between Wimbledon and Earl's Court. The branch was left out of TfL's signalling upgrade in 2020, and nothing funded has replaced it.

The demonstration follows two replies from Transport for London under the Freedom of Information Act. On 1 October, TfL said it **holds no assessment since December 2020** of whether the branch's signalling could be replaced. It said there is **"no specific plan or potential plan"** for it in its Business Plan or Capital Plan, and **"no associated funding assumed"**. A long-term strategy for the District line's descoped areas is on TfL's list of improvement work, but TfL said there are **"no plans to start this piece of work in the short term"**.

On 9 October, TfL confirmed that it **holds figures on the cost or saving of leaving the District line's western branches out of the upgrade**. It has **not yet decided whether to withhold them** as commercially sensitive, and expects to decide by 6 November.

On 17 September the campaign held its first demonstration, at Wimbledon. In BBC London's report on it, Richard Jones, TfL's Director of Asset Performance Delivery, said re-signalling the branch would be **"very, very expensive"**, and that TfL **"would definitely be looking for support from central government"**.

Max Barber, who set up Fix The District, said:

"TfL told the BBC it would need the Government's help to fix this branch. Then it told us in writing that it has no plan for the branch, no assessment since 2020 and no money set aside. So nothing will happen unless the Government steps in. **We're asking the Transport Secretary to fund it**, and we'll help TfL make the case any way we can."

Susan Cusack, the campaign's spokesperson, said:

"We're not here to have a go at TfL. Its own director said on television that this needs money from central government, and we agree with him. We want ministers to hear that from the people who stand on these platforms every morning, waiting for a train that doesn't come."

Since February, passengers have logged more than 500 reports on fixthedistrict.org, and the site records TfL's live status next to each one. On the campaign's analysis, **47% of the reports** where a passenger lost time were filed while TfL's status said "Good Service".

The campaign's petition has passed **2,250 signatures**, more than 400 of them in the past three weeks.

The group photograph is at 6pm, and everyone is welcome.

WHAT	A peaceful, family-friendly demonstration by commuters on the District line's Wimbledon branch. No political party is involved.
WHEN	Thursday 15 October 2026, 5pm to 7pm. Group photograph at 6pm.
WHERE	On the pavement outside Southfields station, Wimbledon Park Road, London SW18 5RJ
PICTURES	The campaign banner, the quote-wall banner of verbatim passenger reports, and testimony placards, with commuters coming out of the station.
INTERVIEWS	Max Barber and Susan Cusack, on the day from 5pm, and before by email. Passengers who have logged delays can be interviewed by arrangement. Please ask us rather than approaching people at the barriers.

CONTACT	Max Barber , founder, and Susan Cusack , spokesperson · campaign@fixthedistrict.org
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Notes to editors

1. **About the campaign.** Susan Cusack set up a District Line Demo group in November 2025, off the back of a 1,000-strong local WhatsApp group. Max Barber built fixthedistrict.org in February 2026 so passengers could log their journeys alongside TfL's live status. The branch has nine stations, from Wimbledon to Earl's Court. Press pack: fixthedistrict.org/demo. Sources: fixthedistrict.org/evidence. BBC London's and ITV News London's reports of the first demonstration, on 17 September: fixthedistrict.org/coverage.
2. **The descope.** TfL decided in a September 2020 review that "the western branches of the District line will not be re-signalled". The decision first appeared on the public record at TfL's Programmes and Investment Committee on 11 December 2020, and was restated in July 2021 and June 2024. The new signalling runs as far as East Putney (TfL FOI-4657-2526). The Richmond and Ealing Broadway branches were left out too.
3. **The FOI replies.** FOI-2112-2627, answered 1 October 2026: whatdotheyknow.com/request/foi_wimbledon_branch_re_signalli. FOI-2152-2627, extension letter of 9 October 2026 citing section 43(2): whatdotheyknow.com/request/four_lines_modernisation_the_cos. In the first reply, TfL also lists joint reliability work with Network Rail: upgraded communications, heat-protective coatings on signalling equipment, and upgraded track circuits with drainage works.
4. **Who does what.** TfL owns the branch. Network Rail is contracted to maintain and operate its signalling and power (Mayor's Question 2025/4108, 25 November 2025).
5. **The "Good Service" figure** is the campaign's own analysis of passenger reports against TfL's live status feed (181 of 386 reports where a delay was experienced, 12 February to 12 October 2026). It is not a TfL statistic. The campaign does not say TfL misreports its status: the status covers the whole line, so trouble on one branch may not show in it. TfL does not publish reliability figures for the branch.
6. **The petition** is at change.org/fixthedistrict. It had 2,253 signatures on 12 October 2026.