London Assembly Transport Committee

Submissions to
Broken rails: a rail service fit for passengers
transport investigation and additional notes
November 2018

16 July 2018

Meeting with Ben Condry – the Railway and Transport Strategy Centre

Background

Transport Committee members met with Ben Condry from the Railway and Transport Strategy Centre (RTSC). Ben is Associate Director and Head of Railway Benchmarking and leads the RTSC's international railway benchmarking groups.

The Railway and Transport Strategy Centre (RTSC) was established in 1992 as a centre of excellence serving the railway industry on strategic, economic and technology issues. The RTSC facilitates and manages eight programmes of public transport benchmarking, including on rail. The RTSC also carries out research and consultancy. The RTSC has expertise in many areas including transport economics and policy.

The rail network in London and the south east

It is important to think about the purpose of the rail network and how it fits within the hierarchy of other transport modes. There is a challenge that rail fulfils a number of different functions, including national, regional and local passenger transport and freight. Thus, is it important to ensure rail – and investment in rail - is focussed on the sectors of the transport market where it is most efficient and can provide the greatest benefits compare to other modes (e.g. relative to investment). Sometimes these markets could be better accommodated by metro, bus or light rail, for example – short local trips which could otherwise create localised congestion on the rail network (and be costly to provide for) at the expense of longer distance trips.

Transport influences where people live, and the presence of transport services can fundamentally change areas over time. If more people move to an area due to the transport links, this can end up causing capacity demands and lead to the need for more transport investment (and operating support) to provide service to/from that area in future (e.g. lower density London commuter suburbs). This can end up being a cyclical process. There is a need to think more holistically about where transport investment is directed and what the longer-term impact of this will be. There is a risk that planning rail infrastructure sometimes ends up being reactive to current capacity constraints and travel patterns, similar to the now discredited roads policy of "predict and provide", rather than taking a more strategic view.

Peak-time demand drives the costs for rail (infrastructure, resources and operations). Peak-time volumes are changing as people are working flexibly and remotely. A reduction in peak users means a reduction in income. However, the reduction in peak demand is not uniform – there are still times when demand remains as high as before and hence the level of peak capacity provided must be maintained (e.g. homeworking is more common on Fridays, but if everyone still travels on Wednesdays, the same level of maximum peak capacity must be provided on the network as before). The consequence is that revenue will fall (people

travelling less) but costs will remain the same (peak capacity still needed, but less often), thus creating a greater gap between fare revenue and cost. It is not yet entirely clear where costs will shift to in order to account for this.

Eventually there is likely to be automation in suburban rail. However, unlike on metros where automation is the norm for new and upgraded lines, automation is challenging on suburban (and mainline) railways for a number of reasons. Routes are usually complex with many junctions and conflicting movements, trains have varying lengths, different braking and acceleration profiles, higher speeds (than metros) and not all trains stop at the same stations. There are also challenges with safety and security as railway lines are generally more accessible than metro line. But railway operators increasing believe that automation could be possible in the next 10 to 20 years, so the rail industry should be starting to think about future-proofing for this. For example, the new trains being procured for the Copenhagen suburban rail network (S-Tog) will be capable of automation in future (the Copenhagen metro, a separate system, is already automated).

Devolution

It would be challenging, though not impossible, for TfL to take over running south London rail services and implement a south London metro. South London rail services are more complex than the previous services TfL have taken over as part of London Overground, particularly because of the high number of longer distance services which run on this part of the network. There are not many examples elsewhere of urban and longer distance rail services being run by separate organisations while being so closely integrated operationally on a complex network.

The south London metro area would require major infrastructure investment to enable urban and longer distance service to operate more independently. For example, south London has a lot of flat junctions which impact on capacity and reliability, as trains have to wait for other trains to cross (there are over 30 flat junctions in the Greater London area, compared to only three in Tokyo). Ideally, there would need to be infrastructure investment in order to address these junctions – i.e. by grade separation with flyovers and dive-unders. TfL would need a clear infrastructure investment plan to allow for this if the devolution and enhancement of south London suburban services is to be achieved.

Aside from running services, TfL could improve the south London rail network by taking over the management of some stations, and implementing similar changes to those seen at London Overground stations. This could provide a means to achieve some of the benefits of devolution more easily in the short term.

Rail performance

16 July 2018

Meeting with Ben Condry – the Railway and Transport Strategy Centre

The UK is somewhere in the middle in terms of rail performance internationally. UK rail services are not especially reliable, but a lot of this is linked to the level of complexity of the rail network. The UK does quite well on efficiency, but this in turn probably pulls it down on some of the softer attributes such as cleanliness. Fares in the UK are quite high, but this primarily because fares are far less subsidised compared to elsewhere.

Demand forecasting

Current forecasting models did not anticipate the current changes being seen in peak demand patterns. Suburban rail is reliant on peak commuter traffic into central London. There may be opportunities to pick up more off-peak demand, but these will not compensate for a loss in peak travel. But it is worth noting that rail is doing well in other areas such as long-distance, off-peak and leisure. Some low fares are attracting people to rail who wouldn't have otherwise been using it. Having a broader range of fares leads to higher overall demand and revenue than having just one price for each journey according to economic theory (Willingness to Pay), although this has contributed to the current complexity of the fares structure in Great Britain.

CP6 and the Mayor's Transport Strategy

Crossrail and proposed Crossrail 2 are both very good schemes. In addition to the benefits to passengers and the economy, and being good for accessibility in London, running service across London is allows more efficient use of rolling stock and train crews than the existing situation of separate routes terminating at different stations. This will be advantageous for long term sustainability from an operating cost perspective.

It is important to consider the impacts of investments *outside* London on the capacity and performance of the rail network within London. For example, the planned grade separation of the junction at Woking during Network Rail's CP6 could have a positive impact on the rail network in London as it will reduce delays on service running into Waterloo, which have knock-on consequences for the suburban services within London.

Digital Railway

There are a number of constraints that mean that improvements may not be as large as suggested. Digital railway technology should improve reliability and bring some capacity improvements, but there are still limits caused by physical constraints (e.g. flat junctions, dwell times at stations) which it will not alleviate. There are also challenges with successfully implementing this technology. Digital Railway alone will not solve the challenges on the rail network. Investment in infrastructure will also be needed.

Freight

16 July 2018

Meeting with Ben Condry – the Railway and Transport Strategy Centre

The UK is not unique in having the challenge of needing to balance freight and passenger services. If freight was to travel at night, this would cause problems for rail maintenance work. More freight could go around London e.g. Felixstowe to Peterborough (but this route is not electrified and there are no firm plans for this. This is another example of where investment outside London could release capacity within London).

Rail strategy

A rail strategy could be useful, it would need to be for whole London and South East region as the rail network in this area must be considered holistically.

4

Meeting with Chris Gibb

Background

Transport Committee members with Chris Gibb to discuss the Gibb report on the issues affecting performance on the Southern Rail network.

Rail devolution

- The Gibb report found that it would be best for TfL to operate some rail services and in other areas TfL management would not be suitable. For example, the Milton Keynes to East Croydon has a poor reputation amongst passengers, although it is a popular service. The Gibb report recommended that this service should be transferred to TfL management. But did not recommend that the Southern Metro Service should be transferred to TfL management. The judgement for whether services should be devolved to TfL was based on how easy it would be to separate a certain aspect of a service and whether it would be beneficial to passengers.
- There is a franchise obligation in the TSGN Franchise Agreement that requires GTR to engage with TfL and the Department of Transport (DfT) to look at the future shape of the franchise.[1] The franchise agreement ends in September 2021. A conversation is needed promptly as it takes a long time and potentially a large amount of money to move people around.

Passenger behaviour

- Passenger travel patterns are changing and the rail industry has been slow to respond to these patterns.
- The traditional business routes on Friday mornings are now quieter. Rail companies who operate long distance travel services can offer passengers inexpensive fares or run a Saturday service on a Friday morning.
- Rail services obtain about a quarter of the market between London and Scotland. However, air has the majority of the market.

Infrastructure

- Passengers want to see ongoing investment in stations. For example, London Victoria, requires a joined-up approach from TfL, DfT, and local authorities to make the station fit for the next 50 years. London Victoria has the lowest passenger satisfaction of any London termini.
- There is currently a shortage of spaces to park trains in central London with some trains being located in suburban areas for the night. There is a desperate shortage of

[1] TSGN Franchise Agreement *Clause 3.1 c iii of part 1 to Schedule 6.1.* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/525766/tsgn-franchise-agreement.pdf

stabling at the main suburban depot located at Selhurst. This indicates that a new maintenance depot is needed.

- Maintaining trains requires a lot of space, it has been a challenge finding space for a new depot as the night activities will disturb nearby residents.

Meeting with Ed Butcher – HS1

Background

The Transport Committee met with Ed Butcher, Business Development Manager at HS1, to discuss the future of rail services in London.

HS1 has the 30-year concession to own and operate High Speed 1 and the stations along the route: St Pancras International, Stratford International, Ebbsfleet International and Ashford International. High Speed 1 is the rail line between International and the Channel Tunnel.

Meeting demand for domestic Highspeed railway

London's highspeed connection has relieved pressure on London's housing stock by placing new destinations and affordable housing in the reach of Londoners. There are opportunities to enhance the highspeed network to benefit London and the southeast. At present, it takes 1 hour 40 minutes to travel from Hastings into London. A service connecting Hastings to the highspeed network via Ashford would last 1 hour 10 minutes, reducing travel time by 30 minutes. However, the required upgrade on the line between Hastings and Ashford will be costly.

International rail

There are over 200 return flights a week from London to Frankfurt. A large proportion of these journeys could be made by rail. For example, 80 per cent of journeys made from London to Paris are by rail. International rail is the greenest and most economically productive way to travel to the near continent.

The train journey between London and Frankfurt would take between 4 and 5 hours. Having trains as a method of international travel is a viable option which will bring benefits to Londoners. Many of the barriers associated with international rail are non-commercial, for example, regulatory barriers and border control. HS1 suggests that support from the government at all levels is central to overcoming the barriers.

HS1 has plans for a new service from London to Bordeaux, France. The proposed plans include a direct high speed international service with a journey time of less than a five-hours.

Securing a new 'port of entry' is an essential commercial component to setting up a new service. However, creating a new rail border is filled with uncertainty, risk and unquantifiable cost. There are no existing guidelines about how to set up a new border. This has hindered London from getting new international rail connections.

Brexit could present barriers to growth and competition for international rail. HS1 suggests that pressure should be applied to the government to conclude a deal that guarantees competition and permits open and fair mutual access for all rail users.

West London Line Group

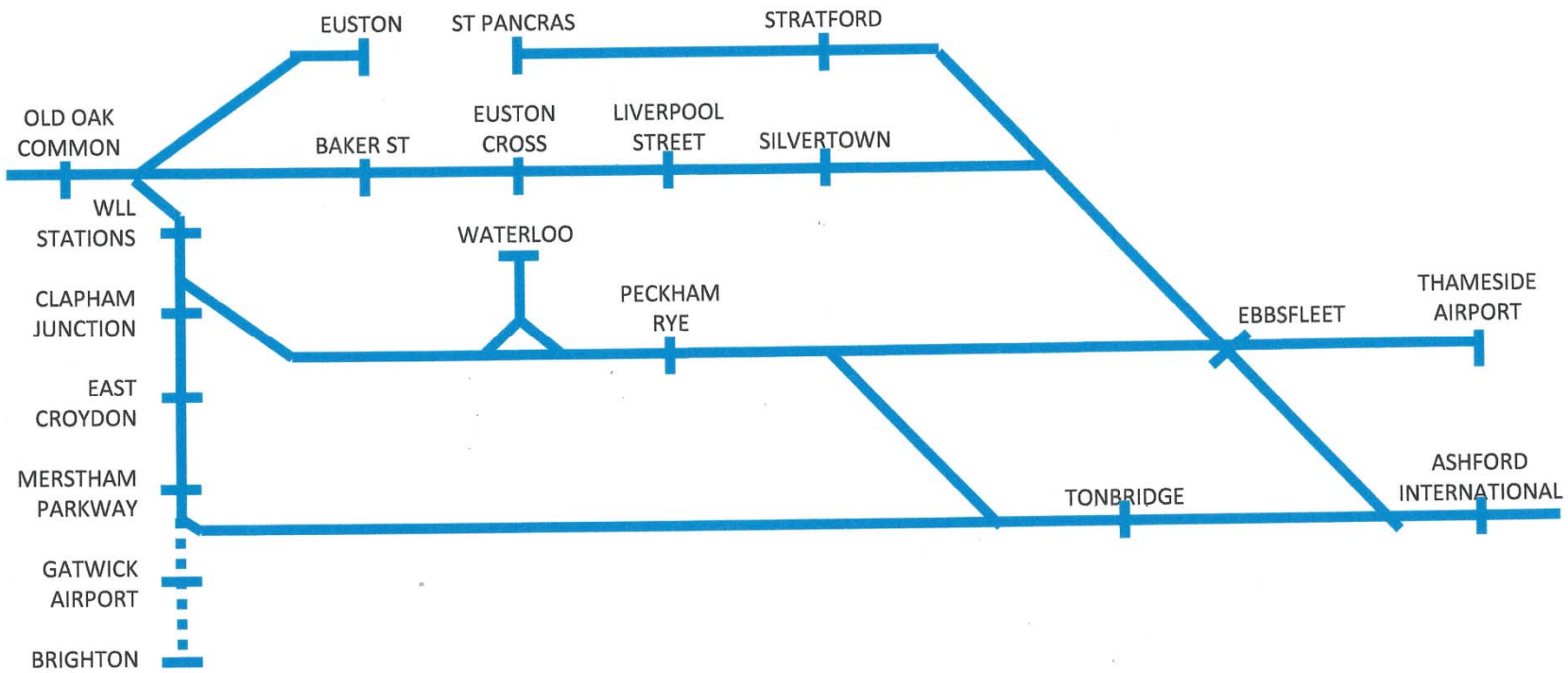
Improving HS2
Stations, Interchanges and Connections

Presentation to the
GLA Transport Committee Meeting on

"The Future of Rail in London"

10 July 2018

Possible HS2-HS1 Links



Outline

- The West London Line
  - Location, History and Support
- Positives
  - Revival, Successes and Potential
- Negatives
  - Engineering works, Freight and Lack of Vision

The West London LIne

- Location
  - Clapham Jn–Willesden Jn (for NLL)/WCML corridor
  - Other links – North and South
- History
  - Colourful and varied
  - Links still in place
- Support
  - West Brompton Station Users' Group
  - West London Line Group

Positives

- Revival (1994 – 2026 and beyond)
  - Two operators
  - West London Line Group – wider focus
- Successes
  - Retention and re-introduction of services
  - New stations, more and longer trains
- Potential
  - Assisting WLL corridor developments (OPDC, OA's)
  - Easing future strain on Termini and Underground

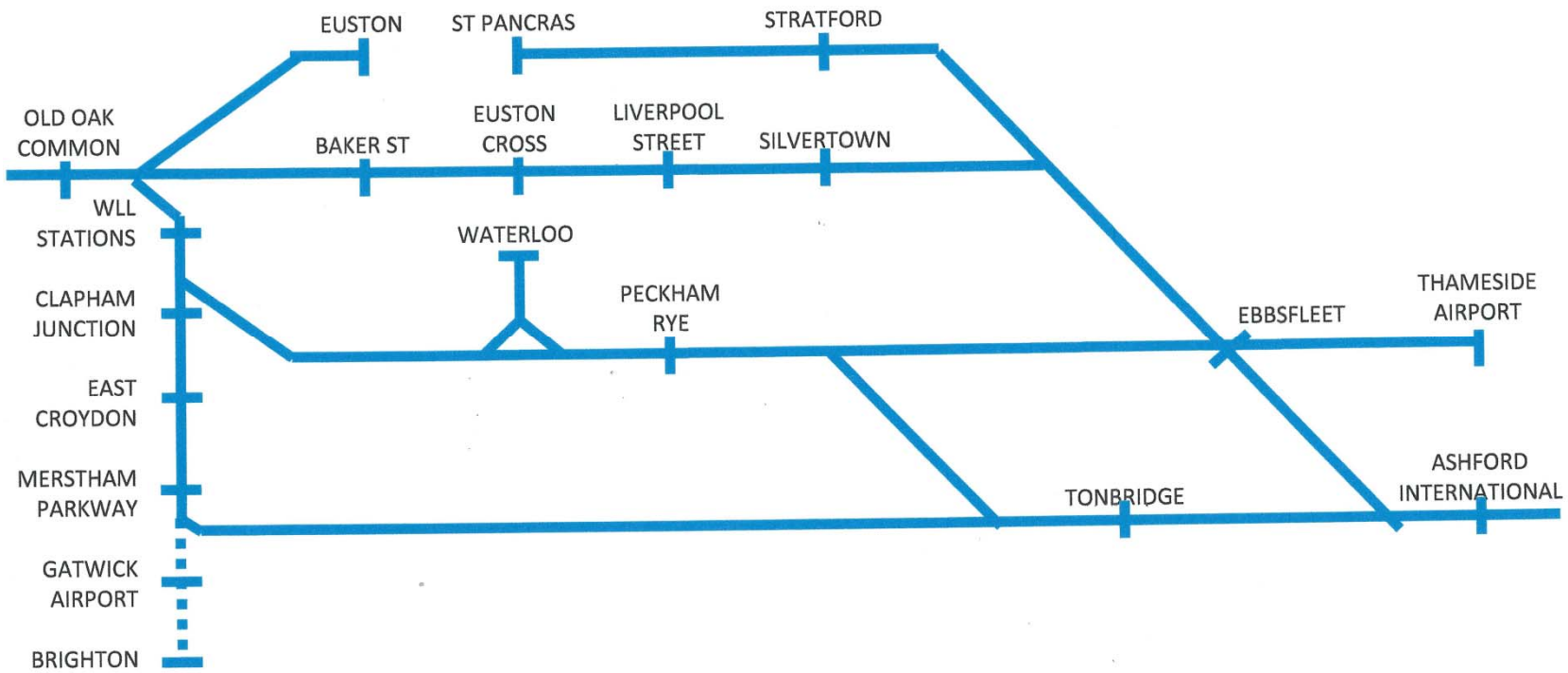
Negatives

- Engineering works
  - Too many/unco-ordinated disruptions all along WLL
  - No use of bi-directional signalling to keep pax on trains
- Freight
  - Unchanging unused paths
  - No move on Redhill flyover
- Lack of vision
  - No imagination, care or desire to capitalise on co-incidence of HS2, WLL and other lines in OPDC area
  - HS2 London/SE does not reflect other HS2 Hubs
  - No move on transport/regeneration aims post-Grenfell

Crossrail 2

- How can Crossrail 2 cross a whole Central London borough without a station?
- Is RBKC against Crossrail 2 or just Chelsea Old Town Hall station?
- WLLG proposals
  1) Chelsea Old Town Hall – Install box for later fit-out
  2) Imperial Wharf – Interchange with WLL to:-
     - Take pressure off Clapham Junction
     - Assist regeneration where it is needed in RBKC/LBHF
     - Provide cross-RBKC tube link to WLL for HS2/Heathrow when COTH opens
- Crossrail 2 **ADDS** 15 minutes from SW London to HS2
  - Prime purpose to relieve Victoria and Piccadilly Lines

Possible HS2-HS1 Links



Hythe Road-HS2 Hub Link

Next Steps

GLA Transport Committee to raise and review, with others (Cabinet Office, HMT, DfT, HS2, HS2 Design Panel, DHCLG, TfL, OPDC) issues in this presentation to develop case for:-

- Link, Raft, Way-stations, Eastward extension, Westway Circus, Crossrail 2 at Imperial Wharf
- Principle of building on and above raft above HS2 at OOC and safeguarding connecting viaducts

Key Opportunities for HS2 and 'Classic' Network

1. Link to Southern England via West London Line
2. Step-change in interchange at Old Oak Common
3. 'Way-stations' between OOC and Birmingham
4. Eastward HS2 extension to Central London and Thameside Airport
5. Double-Deck Trains
6. Westway Circus

Recent Developments

- LUL 2026 forecasts on Underground and Crossrail
- ‘One-Rail’ team (HS2 & Existing Networks)
- Re-design of Euston
- DfT commitment to HoL Grand Committee
- OPDC Local Plan – viaducts
- RBKC Plan – links to Old Oak Common
- Emphasis on interchange at Birmingham, Manchester, Crewe, Leeds and Sheffield

Who are we?

Our Formation

- West Brompton Station Users' Group (1999-2004)
- West London Line Group (2004 to date)

Our Primary Focus

- Clapham Junction – Willesden Junction (Brighton - Birmingham)

Our Activities and Achievements

- 7-day operation of all services at West Brompton
- Retention and restoration of cross-Clapham services
- Full responses to relevant Network Rail RUS's
- Safeguarding loading gauge under Earls Court for double-deck trains

Recent Rail History

- Significant continuing rail growth (pax & freight)
  - WLL, Thameslink, Main Line upgrades and electrification, leisure travel (Sundays, Railtours, Re-openings (Borders Line), ‘Heritage’ extensions)
- Need for long-term planning
  - Victoria Line (1943, 1968, 2015, 2026)
  - Alloa, SE Wales, East London Line Extension
  - Elizabeth Line (2017, HS2 Phase 1 2026-7, Phase 2 2033)
  - Impacts arising from HS2 (Euston & Underground)
  - To ensure Opportunities are not missed, but taken

Issues to be Addressed

- London's handling of HS2 traffic from the North, reflecting other HS2 Hub developments
- Increased mutual benefits for HS2, other rail and OPDC at OOC, plus other regeneration areas
- Greater HS2 use - and Modal shift - by Southern London, Southern England, South Midlands, and East Anglia
- Linking all these areas with both HS2 and HS1 and HS2-HS1 services
- Visible action by rail sector post-Grenfell
- Long-term planning for L&SE rail and air growth

WLLG Reactions to HS2

- General Support

- When Old Oak Common announced

Delight!.....initially,

but insufficient regard given to potential mutual support between HS2/Crossrail/OPDC and West London Line

hs2 engine for growth

HS2 OPERATION AND TRAIN TYPES

Technical July 2013

High Speed Two (HS2) is the planned new high speed rail network connecting London with the West Midlands ('Phase One') and running lines on to Manchester and Leeds ('Phase Two'). This fact sheet, produced to accompany the consultation on the proposed route from the West Midlands to Manchester, Leeds and beyond, explains the key operating requirements of HS2, such as speed, capacity and hours of operation, as well as the types of train that will run on the HS2 network.

Guiding principles

In order to ensure that the UK reaps the full benefits of HS2, we have adopted the following guiding principles when designing the scheme:

- HS2 rail services will serve long-distance, city-to-city journeys;
- HS2 will be used by high speed trains only;
- benefits will be extended to destinations further north by running HS2 trains beyond the Phase Two network onto the existing railways; and
- HS2 must be well integrated with other transport networks so door-to-door journeys are as fast and convenient as possible.

HS2 key operating requirements

Speed

To deliver quicker journeys, we need to maintain high speeds wherever possible. The scheme has been designed to allow speeds of up to 250mph (400kph), although the maximum speed on opening will be 225mph (360kph), which is consistent with current technology. In practice, services will operate at variable speeds – often lower than 225mph – along sections of the route, particularly when approaching stations in built-up areas. This has been taken into account when calculating journey times.

Trains in Europe and Asia already operate at over 200mph (330kph). Operation at speeds above 225mph (360kph) is possible in the future, depending on assessments of the operational benefits and the suitability of the technology.

Capacity

The HS2 network will provide high-frequency, high-capacity services for passengers. Up to 18 trains an hour will run between the UK's major cities in each direction, each carrying up to 1,100 passengers. The HS2 network is expected to carry around 350,000 people every day.

Hours of operation

It is envisaged that passenger services will operate between 05:00 and 24:00 from Monday to Saturday and between 08:00 and 24:00 on Sunday. Maintenance and engineering work will normally take place outside these hours, unless it can be performed without affecting services, or can be fully enclosed to enable it to be undertaken while trains are operating.

Train types

All trains running on HS2 and continuing to locations such as Liverpool, Newcastle and Scotland will be high speed trains designed with the same operational characteristics (such as maximum speed, rate of acceleration and braking). This is essential to maximise the number of trains that can run on the HS2 network. The trains will meet the European Technical Specifications for Interoperability (TSIs).

'Interoperability' is the ability of different systems to work together. Many of the requirements used to develop the HS2 design will be derived from the TSIs.

Guiding principles

In order to ensure that the UK reaps the full benefits of HS2, we have adopted the following guiding principles when designing the scheme:

- HS2 rail services will serve long-distance, city-to-city journeys;
- HS2 will be used by high speed trains only;
- **benefits will be extended to destinations further north** by running HS2 trains beyond the Phase Two network onto the existing railways; and
- **HS2 must be well integrated with other transport networks so door-to-door journeys are as fast and convenient as possible**

A far-seeing opportunity

Move the HS2 to HS1 link

from

Euston – St Pancras

to

Old Oak Common – Shepherd's Bush

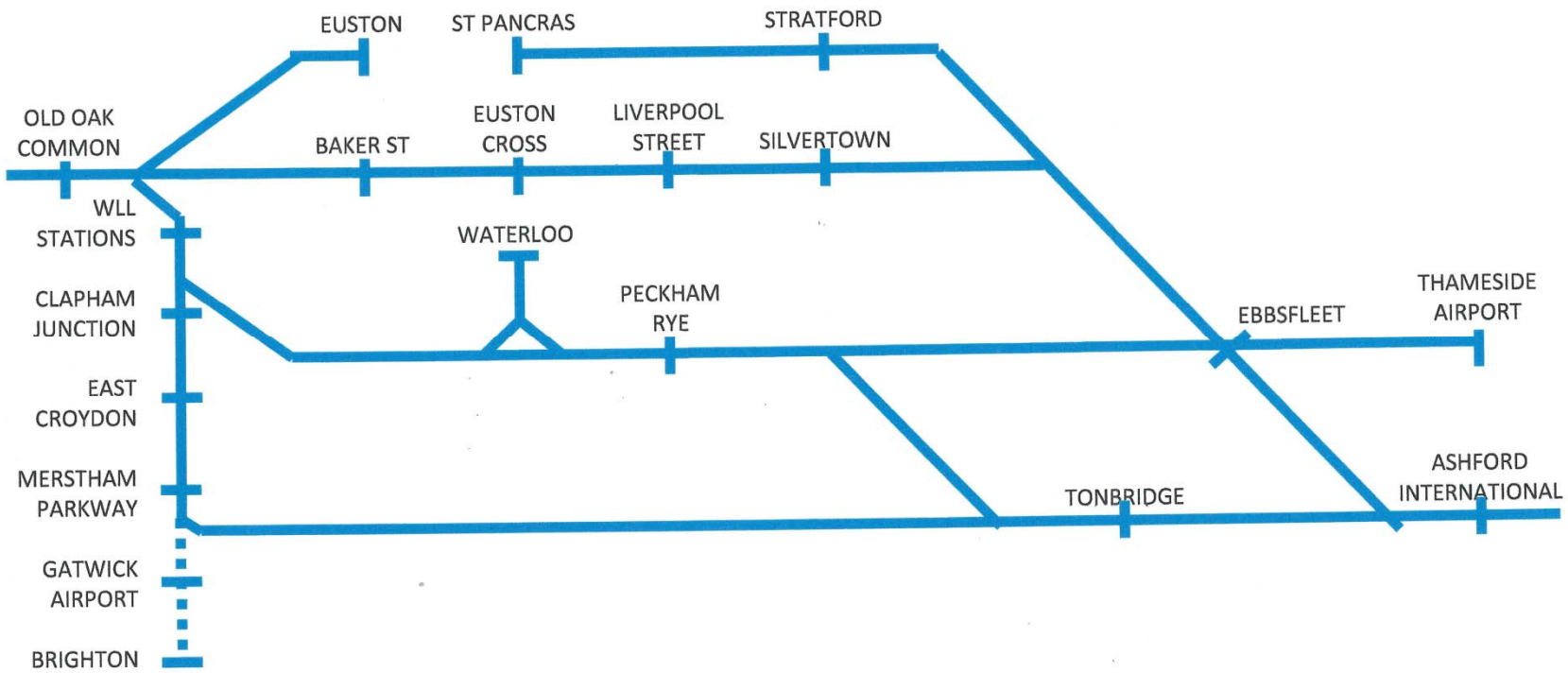
and bring both High Speed networks to

Waterloo International and **Peckham Rye**

and

Croydon, Gatwick and **Tonbridge**

Possible HS2-HS1 Links



Benefits of HS2-WLL-HS1

- Government wish to link both HS networks is achieved – with minimal infrastructure
- All those able to access HS2 can also access HS1 and vice versa
- c.80% of all rail stations between Exeter and Ramsgate can easily access HS2 (and HS1) with no more than one change
- Fewer people are cut off from HS2 and this will put less pressure on London termini and central tube network to reach Euston (which may not be built)
- Greater modal shift from car to rail
- Possible use for materials movements for HS2 construction to reduce HGV in Old Oak Common and West London areas

Our Objectives (HS2 and Old Oak Common)

- OPDC area to succeed for existing and future residents and businesses
- OOC Hub as an integrated interchange central in OPDC area, with more orbital travel options using a 6-platform ‘raft’ above HS2 box

---

- Linking HS2 to HS1 via WLL
- Four HS2 ‘way-stations’
- HS2 eastern extension – ‘Crossrail 3’
- Westway Circus (for Grenfell Tower)

Our Concerns about HS2 in London

- **Will the HS2 London terminal be at Euston or Old Oak Common?**
- **Even if it opens in 2026, will Euston properly cope**
  - **(i) then?**
  - **(ii) with HS2 to Crewe (for Liverpool and Manchester) (2027)?**
  - **(iii) with Phase 2 (2033)?**
  - **(iv) over the next 50 years (2083)? (see Victoria Line)**
- **How far will the Elizabeth Line's first nine years' growth compromise its HS2 handling capability, when**
  - **(i) Elizabeth Line/HS2 Old Oak Common 'hub' opens (2026)?**
  - **(ii) HS2 to Crewe (for Liverpool and Manchester) (2027)?**
  - **(iii) HS2 Phase 2 opens (2033)?**
  - **(iv) only another 50 years have elapsed (2083)?**

Our concerns about Old Oak Common rail hub

- Small site for rail interchange development
- Other existing and future pressures
  - A ‘statement’ station for HS2?
  - A new city
  - Crossrail and Hitachi depots
- Later alterations – very expensive
- “Old Oak Common Czar”

Scale of under-estimation

3, 4, 5

...or more?

Tweedbank Station

Pressure on Elizabeth Line

- After 10 years' demand growth along its length

- OOC opens on Elizabeth Line as a new station to cater for:-
  - 24,000 homes and 55,000 jobs (OPMDC - 0.1m)
  - Interchangers to/from GWML (LDS & TValley – 6.7m)
  - Interchangers to/from HS2 (2026 (WMids – 2.6m))
  - Interchangers to/from HS2 (2027 (NWest – 6.4m))
  - Interchangers to/from HS2 (2033 (Yorks/NEast – 8.4m))

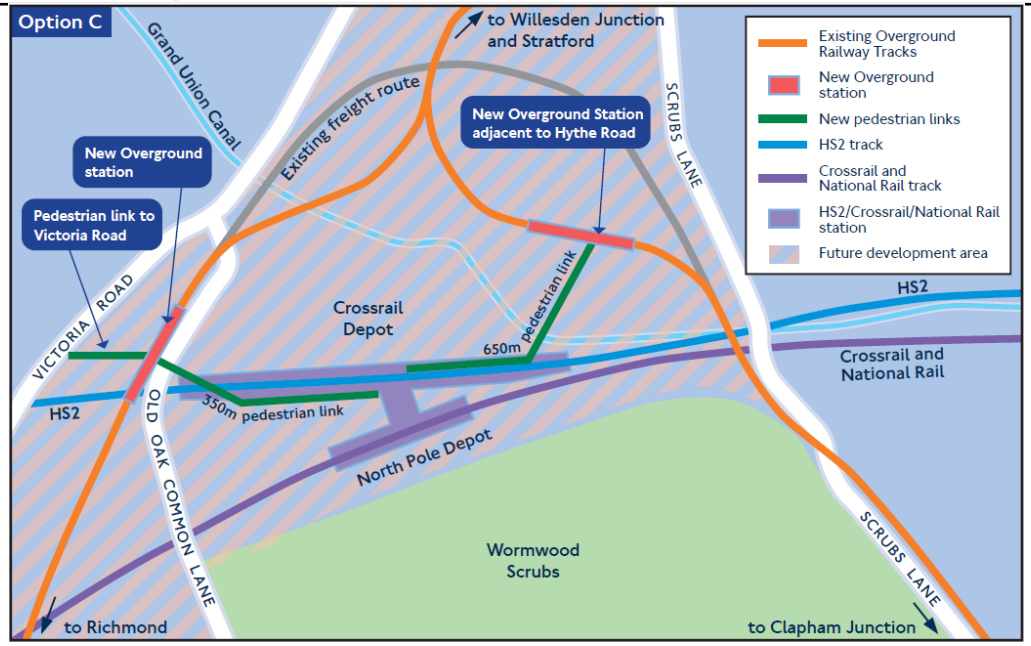
- Probable further augmentation from:-

  (i) new station at Kensal Portobello; and
  (ii) two new corridors:-

  (a) Reading-Wokingham-Staines-Heathrow; and
  (b) Weybridge-Virginia Water-Egham-Staines-Heathrow

  (see Heathrow Southern Railway proposal)

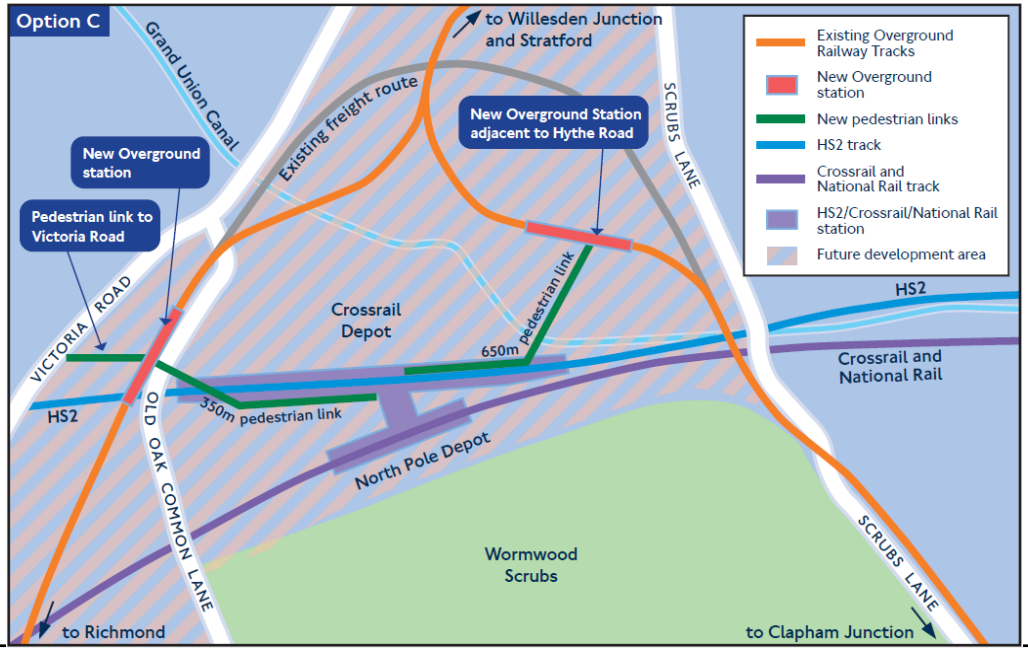
Hythe Road Station



Operational Constraints

- Only London Overground WLL not GTR (Southern) trains
- Limited turnback facility
- No link to the north for the WCML or the MML
- Clapham Junction is only station via WLL south of the Thames with a direct service to this station

Hythe Road Station



Engineering Constraints

- Need for 650m interchange walkway
- Maximum train length?
- How far can station be enlarged to meet future demand?

Local Regeneration Role

- How far can the station support the large Northern third of the MDC and also be a major interchange hub with High Speed and Heathrow rail services?

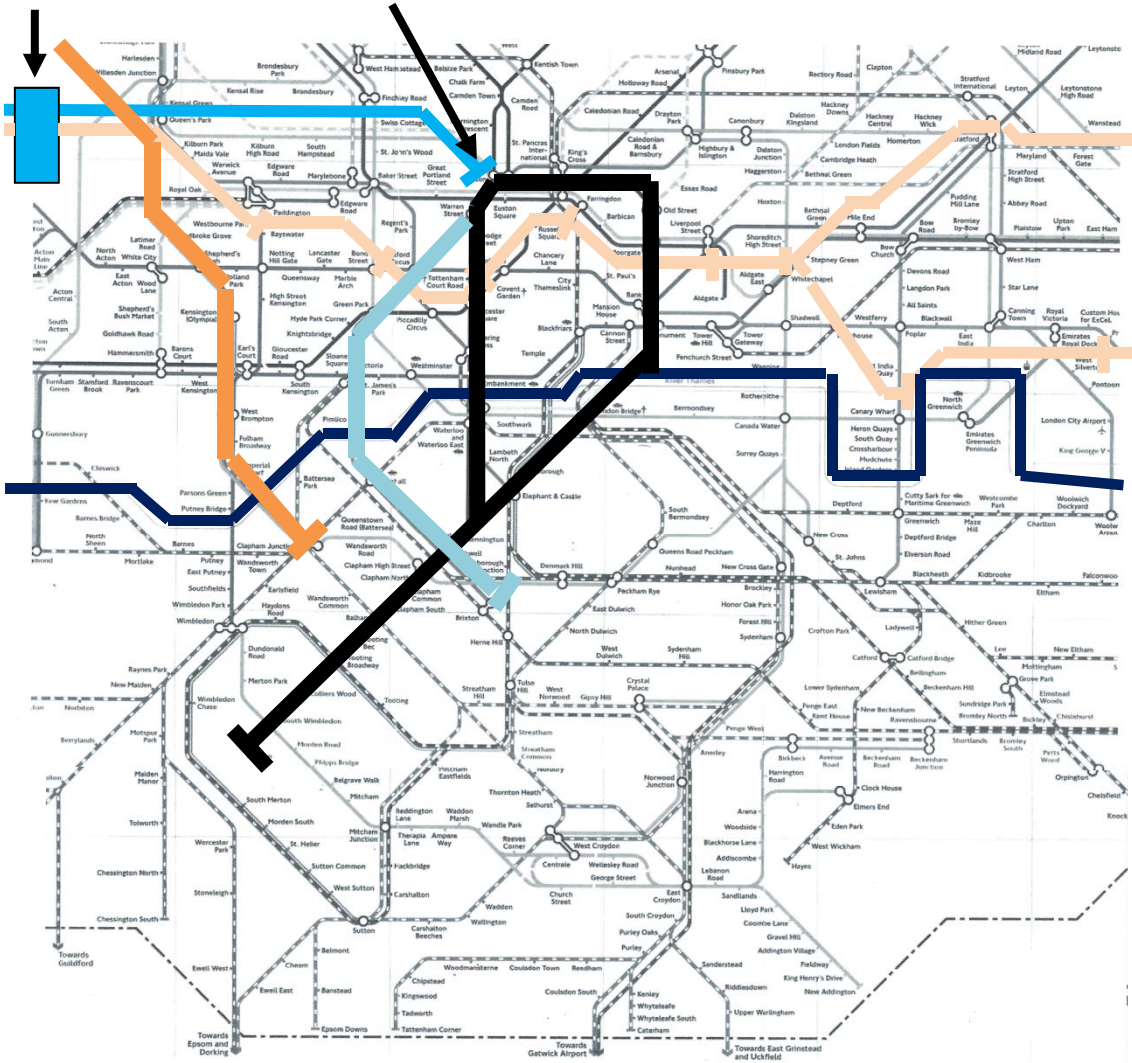
Hythe Road-HS2 Hub Link

London TravelWatch on Interchanges

There is no excuse for...new infrastructure projects such as might be provided at Old Oak Common not to provide passengers with a ‘five-star’ experience.

Interchange matters: passenger priorities for improvement

London TravelWatch **July 2015**



KINGS LYNN

GREAT YARMOUTH

LOWESTOFT

Nearly everyone in East Anglia and Southern England will need to change TWICE to reach HS2

SOUTHEND

RAMSGATE

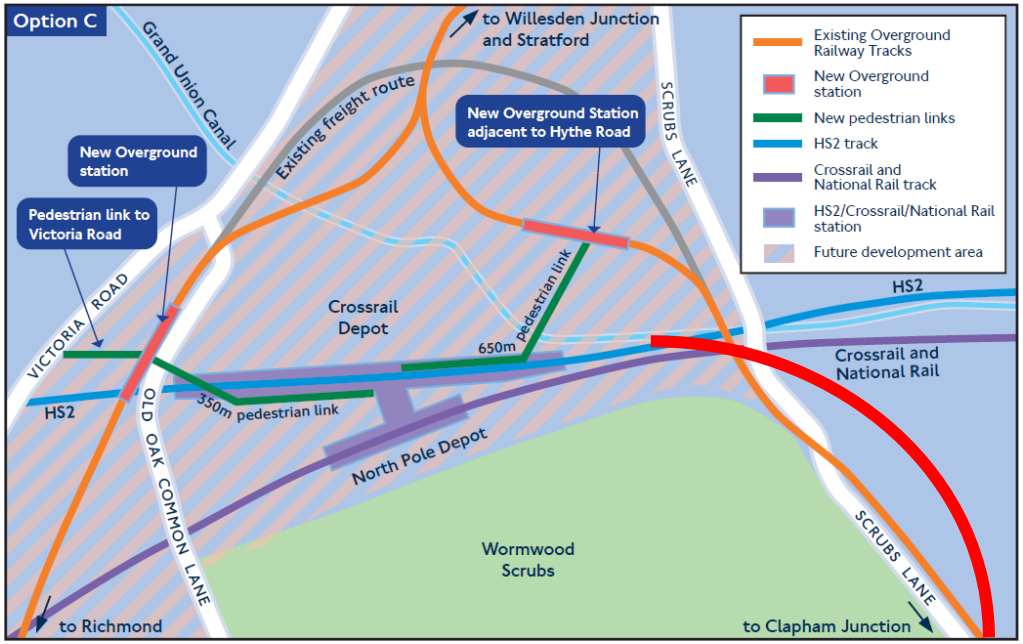
DOVER

BRIGHTON

SOUTHAMPTON

EXETER

HS2 – HS1 Link via WLL



Operational and Political Advantages

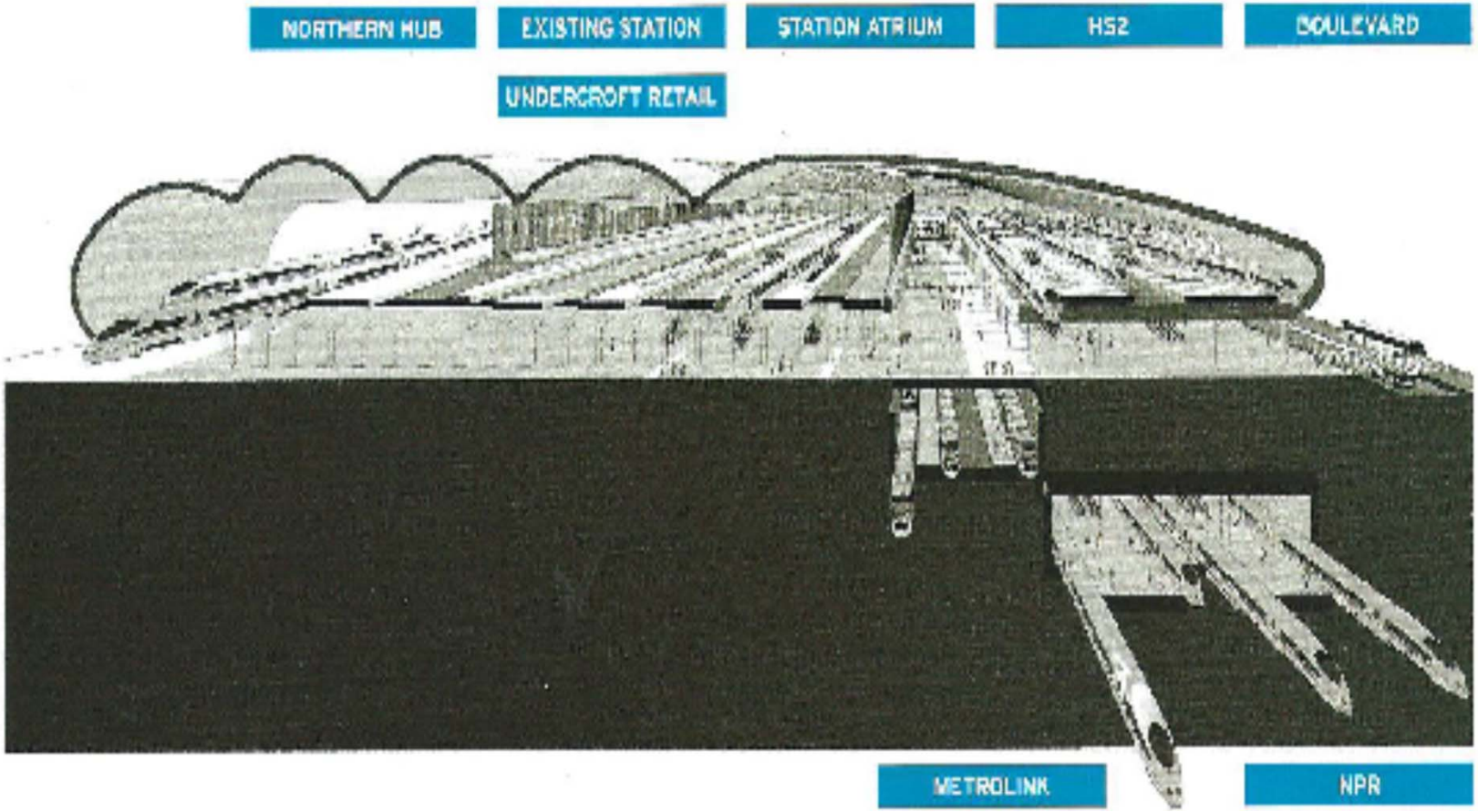
- Provides missing HS2-HS1 link, connecting more places in Britain with BOTH the
  - Domestic (HS2) and
  - International (HS1) High Speed rail networks

Engineering Advantages

- Short section of line
- No or minor derogation from HS2/NR curvature rules

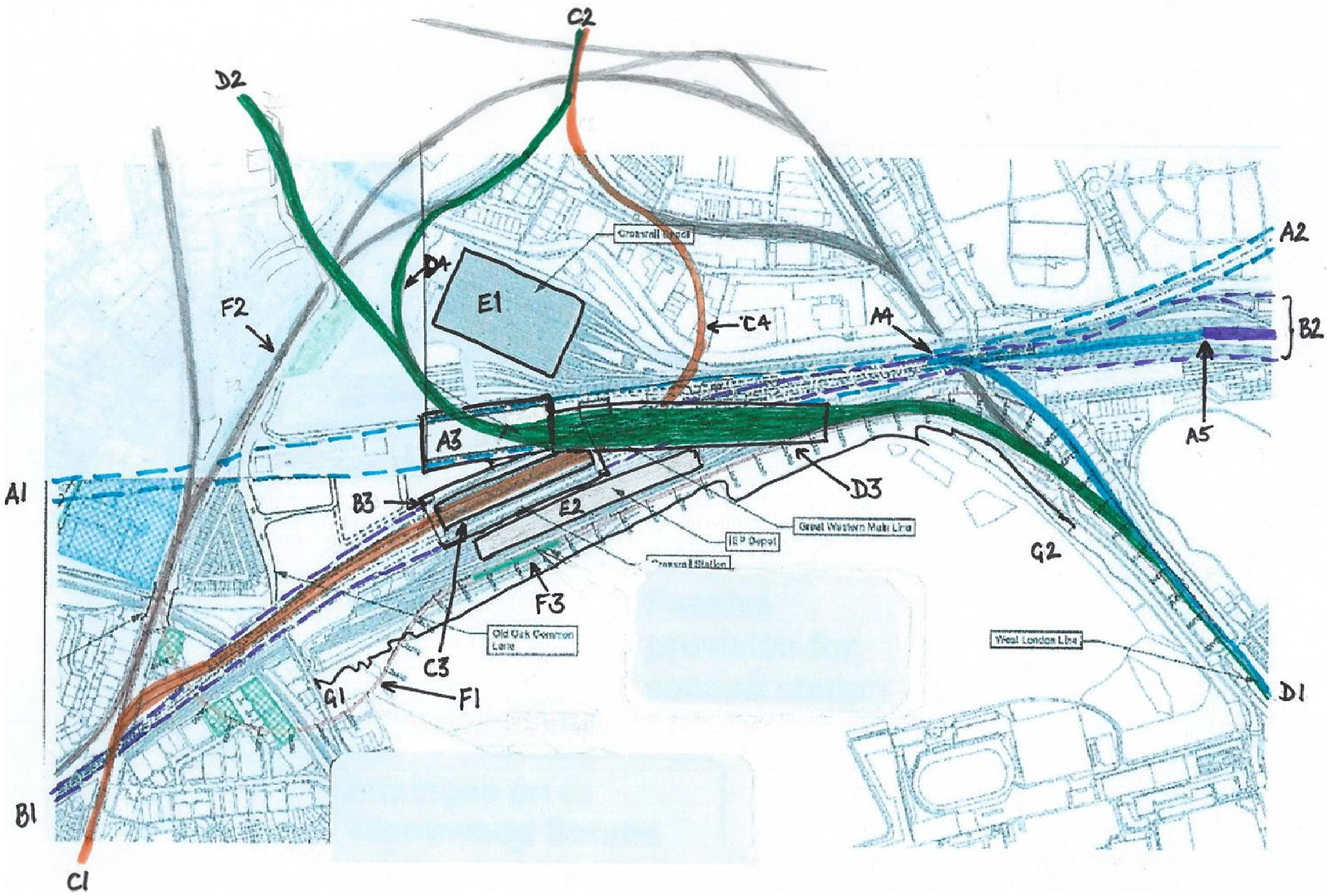
Hythe Road-HS2 Hub Link

Manchester Piccadilly



Manchester Piccadilly

Old Oak Common – West London Line Group proposals



Rail Links to and from Old Oak Common - 2026

- HS2 Birmingham – **HUB0** – Euston [6]
- Crossrail Reading/Heathrow – **HUB1** – Paddington – West End – City – Docklands – Shenfield/Abbey Wood [12]
- GWML South West/South Wales/Hereford– **HUB1** – Paddington [6]
- GWML Reading/Thames Valley– **HUB1** – Paddington [6]
- LO Richmond – **OOCL** – NLL – Stratford [4]
- LO Clapham Junction – WLL – **HR** – NLL – Stratford [2]

- Sn/GTR Brighton – Gatwick – East Croydon – Clapham Junction – WLL – Watford Junction – Milton Keynes – Birmingham [2]

- LO/SWT Hounslow – **OOCL** – Dudding Hill Line – *MML* – *Luton* [4]
- Chiltern High Wycombe – **HUB1** [4]

More Rail Links to and from Old Oak Common - 2026

- Crossrail Reading/Staines – T5 – Heathrow – **HUB1** – Paddington – West End – City – Docklands – Shenfield/Abbey Wood [12]
- LO Clapham Junction – WLL – **HUB2** – NLL – Stratford [2]

- Sn/GTR Brighton – Gatwick – East Croydon – Clapham Junction – WLL – **HUB2** – Watford Junction – Milton Keynes – Birmingham [2]

- SWT Basingstoke – Hounslow – **OOCL –** NLL – Stansted [4]

- Chiltern High Wycombe – **HUB2** – WLL – Clapham High St – Lewisham – Dartford – Ebbsfleet [4]
- SWT Guildford/Woking – Surbiton – Clapham Junction – WLL – **HUB2** – Dudding Hill Line – MML – Luton – Bedford [4]

- HS2 Birmingham – **OOC** – WLL – Clapham Junction – East Croydon – Gatwick/Merstham – Tonbridge – Ashford – HS1 [1 every 2 hours]
- HS2 Birmingham – **OOC** – WLL – (Waterloo International) – Peckham Rye – Ebbsfleet – Ashford – HS1 [1 every 2 hours]
- HS2 Birmingham – **OOC** – Baker Street – Euston Cross – Liverpool Street – Silvertown – Ebbsfleet – Thameside Airport [6] (by 2050)

- HS2 Birmingham – **HUB0** – Euston [6]

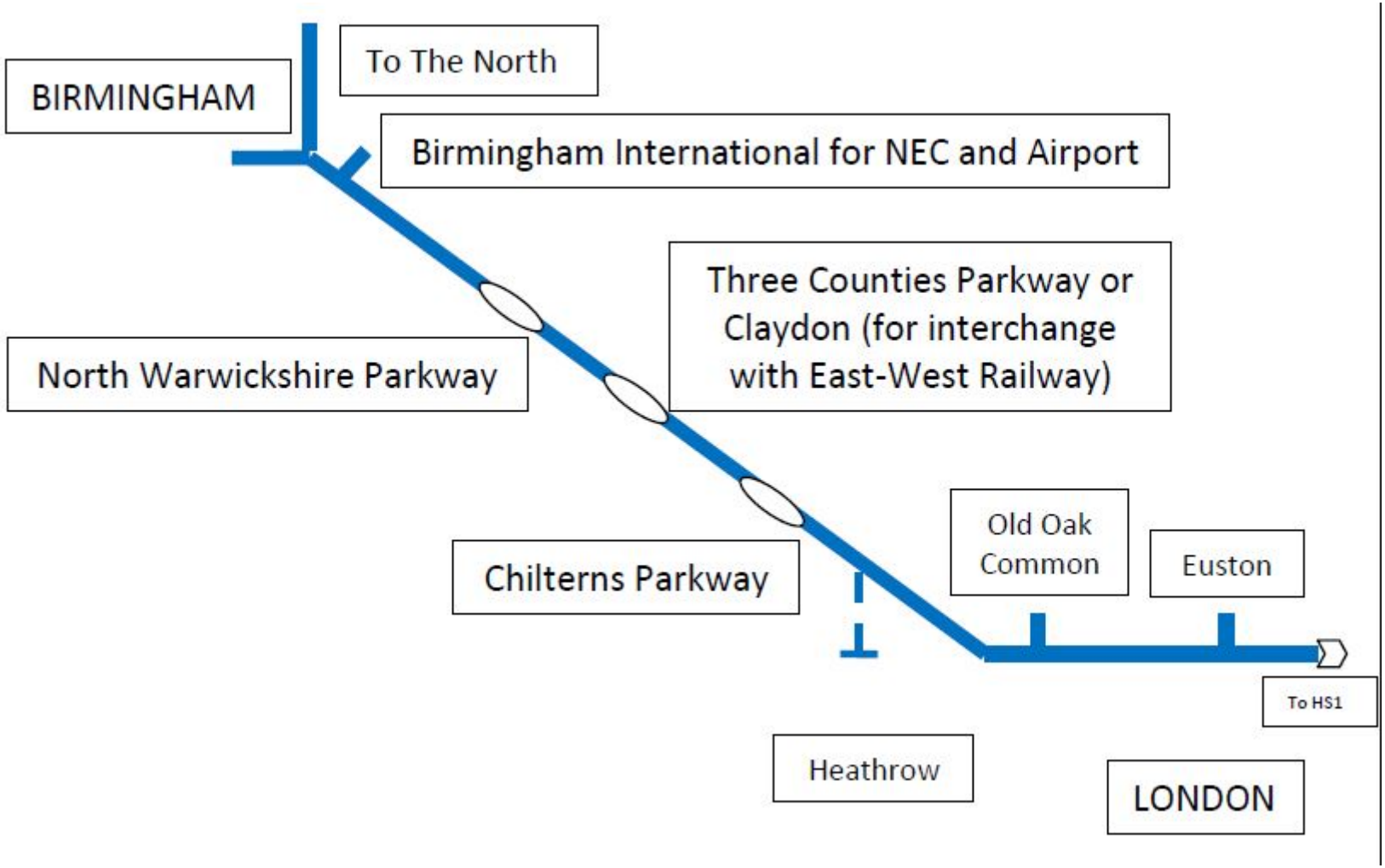
- Crossrail Reading/Staines – T5 - Heathrow – **HUB1** – Paddington – West End – City – Docklands – Shenfield/Abbey Wood [12]
- GWML South West/South Wales/Hereford– **HUB1** – Paddington [6]
- GWML Reading/Thames Valley– **HUB1** – Paddington [6]
- LO Richmond – **OOCL** – NLL – Stratford [4]
- LO Clapham Junction – WLL – **HR** – NLL – Stratford [2]
- LO Clapham Junction – WLL – **HUB2** – NLL – Stratford [2]

- Sn/GTR Brighton – Gatwick – East Croydon – Clapham Junction – WLL – **HUB2** – Watford Junction – Milton Keynes – Birmingham [2]
- SWT Basingstoke – Hounslow – **OOCL** – NLL – Stansted [4]
- LO/SWT Hounslow – **OOCL** – Dudding Hill Line – MML – Luton [4]
- Chiltern High Wycombe – **HUB2** – WLL – Clapham High St – Lewisham – Dartford – Ebbsfleet [4]
- SWT Guildford/Woking – Surbiton – Clapham Junction – WLL – **HUB2** – Dudding Hill Line – MML – Luton – Bedford [4]

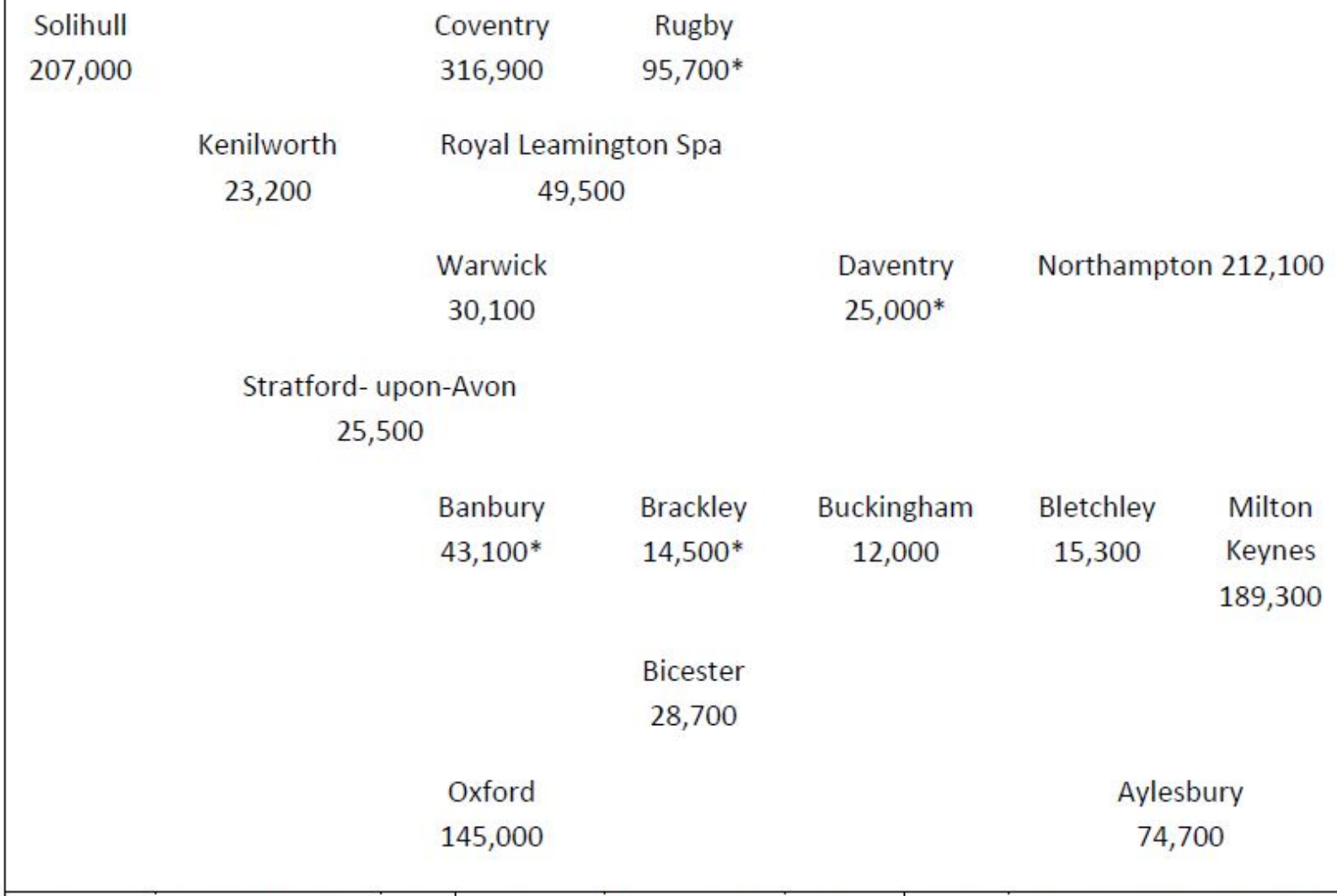
- HS2 Birmingham – **OOC** – WLL – Clapham Junction – East Croydon – Gatwick/Merstham – Tonbridge – Ashford – HS1 [1 every 2 hours]
- HS2 Birmingham – **OOC** – WLL – (Waterloo International) – Peckham Rye – Ebbsfleet – Ashford – HS1 [1 every 2 hours]
- HS2 Birmingham – **OOC** – Baker Street – Euston Cross – Liverpool Street – Silvertown – Ebbsfleet – Thameside Airport [6]

Four Way-Stations

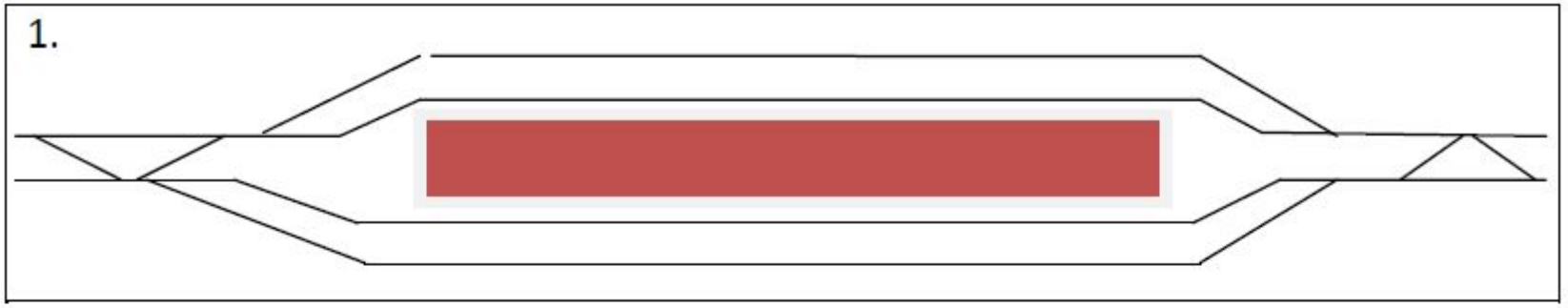
- WLLG not to be involved in desirability and location of these
- However, if desire for greater support for, and engagement, with HSR across the UK:-
  - Double benefit in using HS2 (i) to fill London jobs and (ii) for those employed to bring London levels of remuneration to boost South Midland economies
  - Greater rail options for business and leisure travel between South Midlands, London and Continent (HS2 Phase 1) and between South Midlands, North and Scotland (HS2 Phase 2)

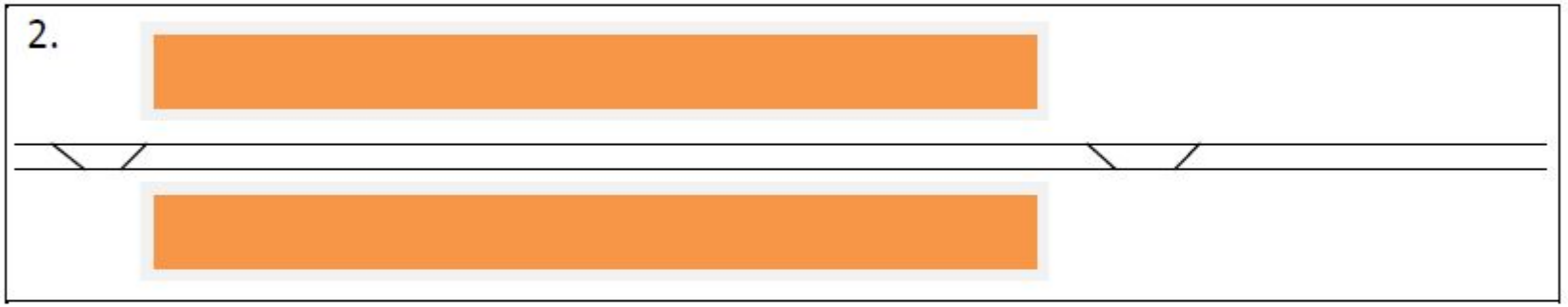

BIRMINGHAM
To The North
Birmingham International for NEC and Airport
Three Counties Parkway or Claydon (for interchange with East-West Railway)
North Warwickshire Parkway
Old Oak Common
Euston
Chilterns Parkway
To HS1
Heathrow
LONDON

Main centres within 15 minutes drive time of an HS2 Intermediate station



Original Total 10,380,000	Areas Above 1,318,300	Revised Total 11,698,300
100%	13%	113%


1.


2.


3.

Way-Station Design

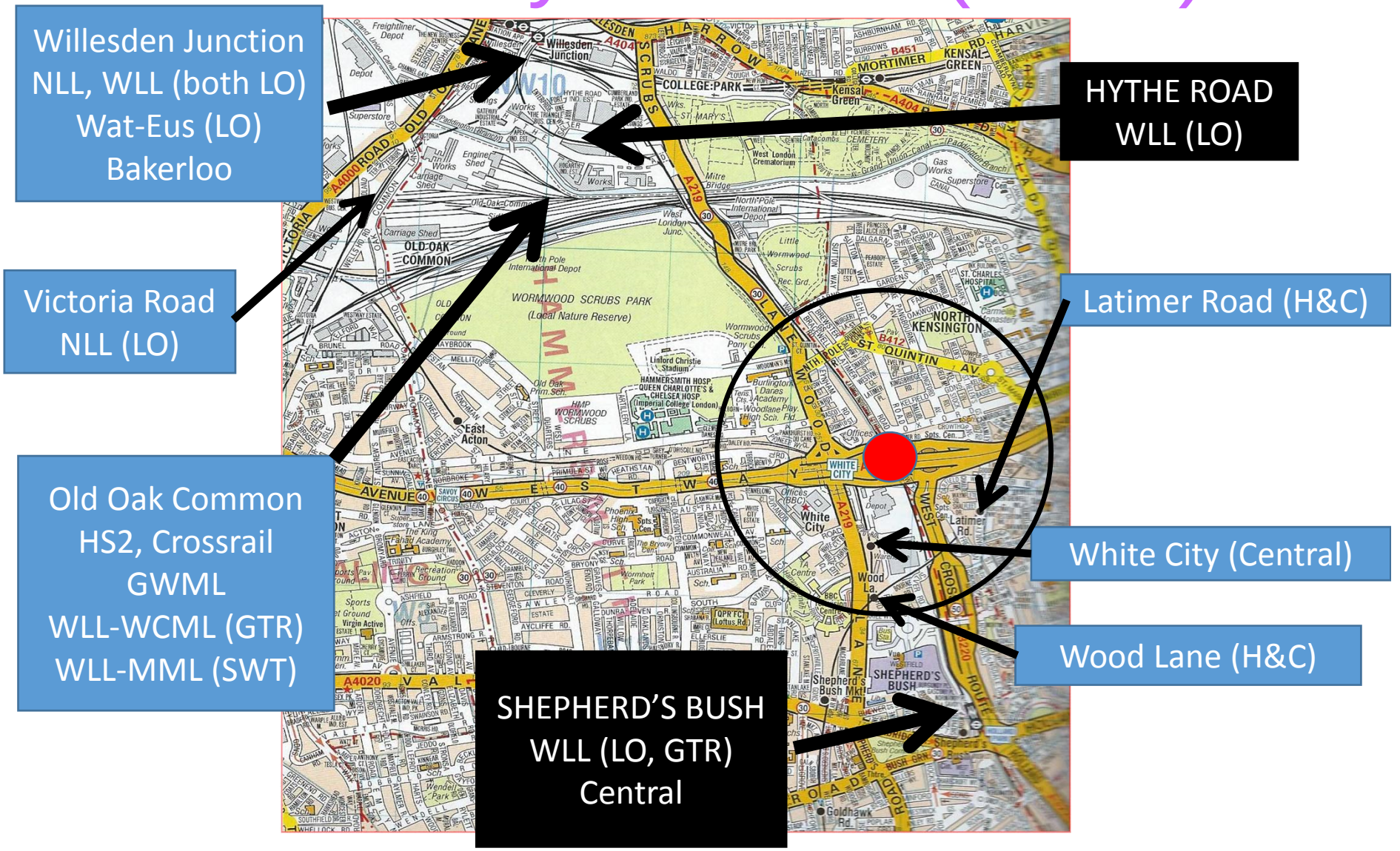
Double Deck Trains

As a completely new, stand-alone railway, HS2 should be built large enough for Continental gauge freight trains and double deck passenger trains

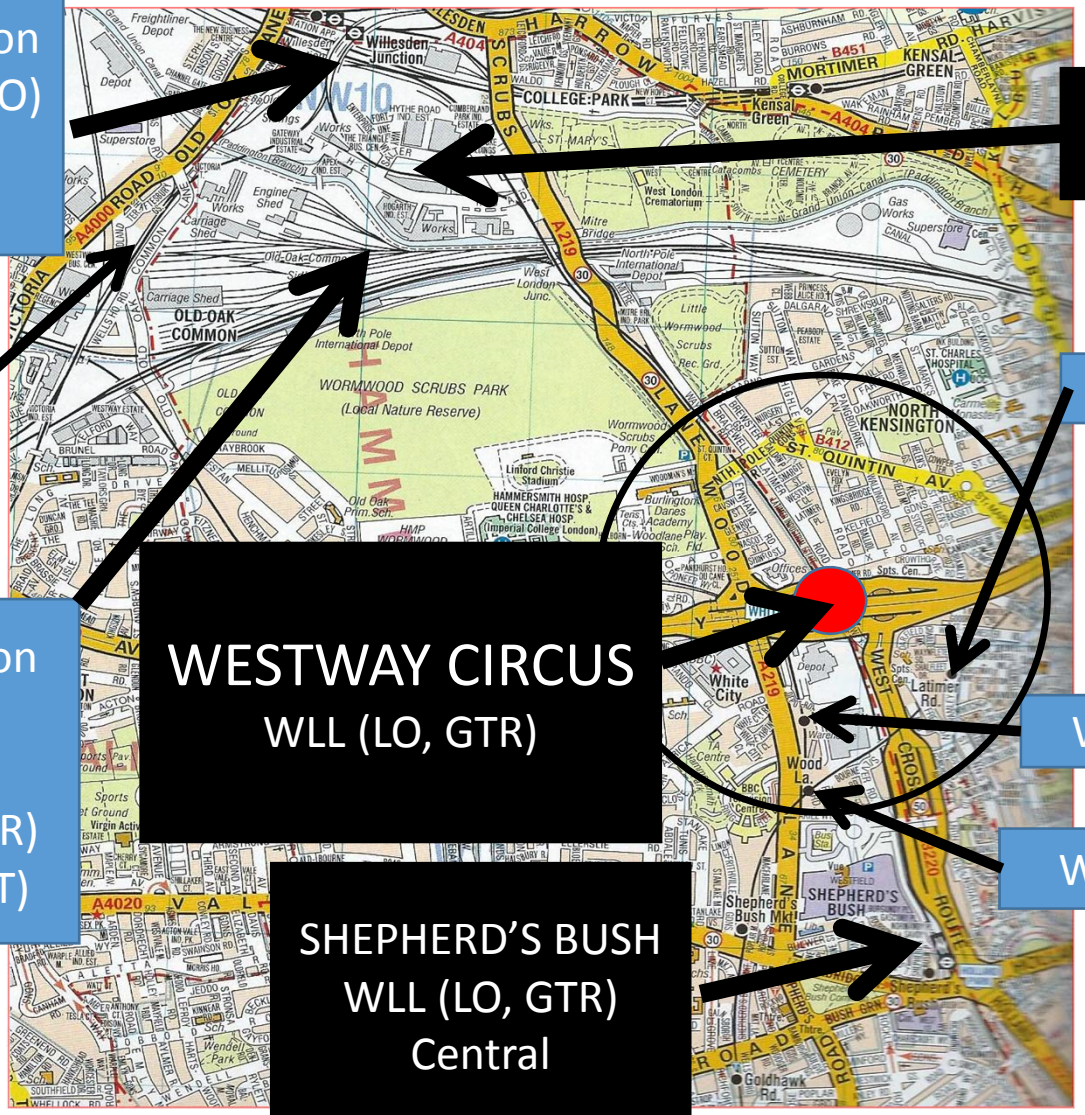
IC 2000 between Zurich and Luzern

French suburban double-deck train

Westway Circus (WLL)



Westway Circus (WLL)



Willesden Junction
NLL, WLL (both LO)
Wat-Eus (LO)
Bakerloo

HYTHE ROAD
WLL (LO)

Victoria Road
NLL (LO)

Latimer Road (H&C)

Old Oak Common
HS2, Crossrail
GWML
WLL-WCML (GTR)
WLL-MML (SWT)

WESTWAY CIRCUS
WLL (LO, GTR)

White City (Central)

Wood Lane (H&C)

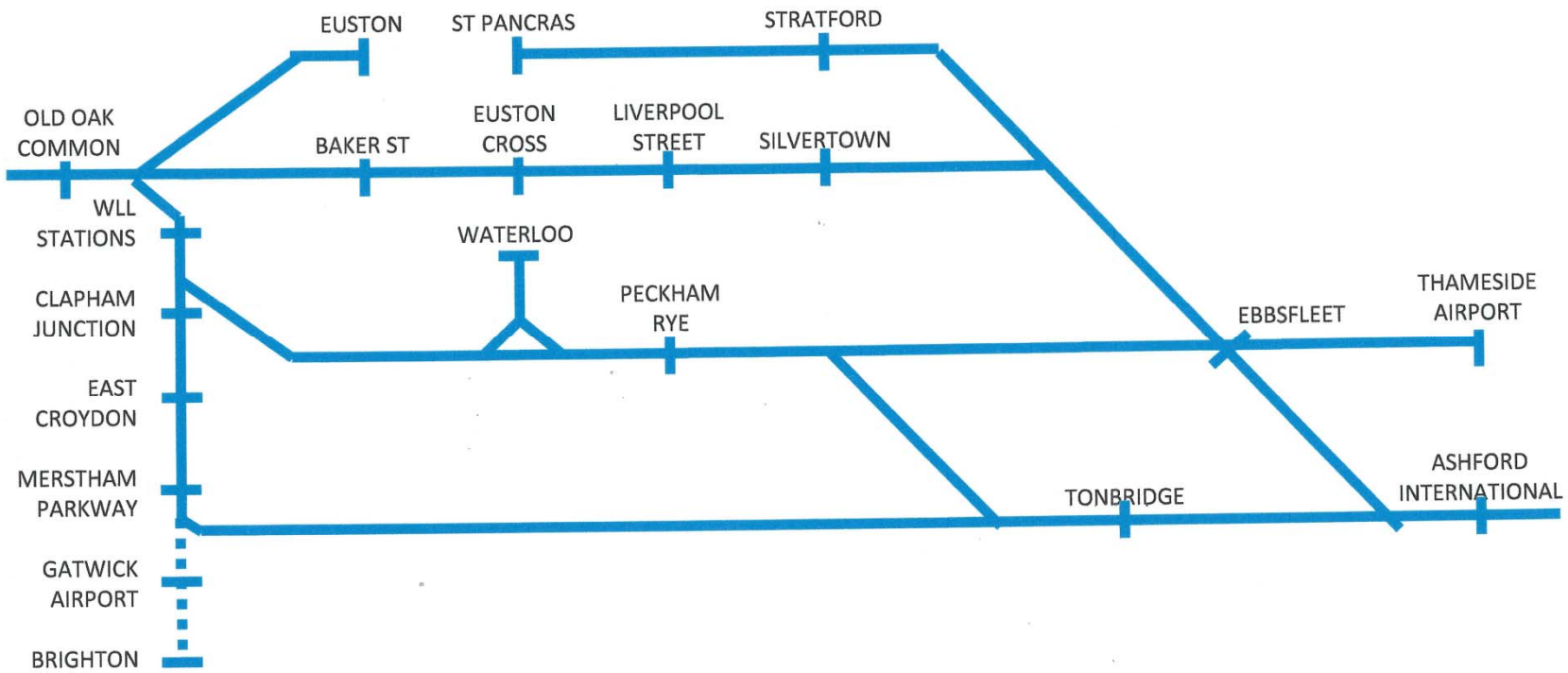
SHEPHERD'S BUSH
WLL (LO, GTR)
Central

Recent Developments

- LUL 2026 forecasts on Underground and Elizabeth Line
- ‘One-Rail’ team (HS2 & Existing Networks)
- Re-design of Euston
- Petitions to HoL Select Committee (Birmingham – West London)
- HS2 to buy ‘Classic-Compatible’ stock
- Re-issued HS2 Design Vision document – emphasis on passenger convenience

- Interest at Grand Committee, HoL -> DfT commitment to more discussions with WLLG
- OPDC Local Plan – viaducts
- RBKC Plan – links to Old Oak Common
- North Kensington tragedy at Grenfell Tower

Possible HS2-HS1 Links



Issues Addressed

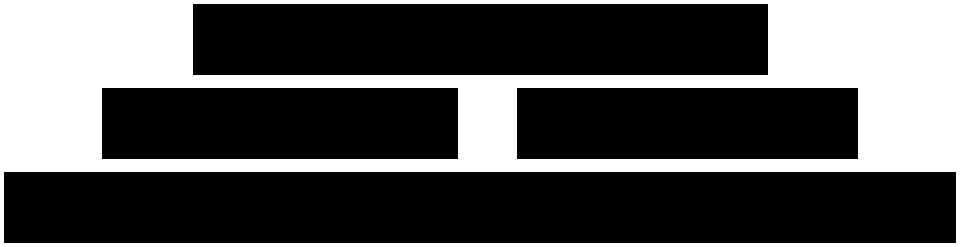
- London's handling of HS2 traffic from the North, reflecting other HS2 Hub developments
- Increased mutual benefits for HS2, other rail and OPDC at OOC, plus other regeneration areas
- Greater HS2 use - and Modal shift - by Southern London, Southern England, South Midlands, and East Anglia
- Linking all these areas with both HS2 and HS1 and HS2-HS1 services
- Visible action by rail sector post-Grenfell
- Long-term planning for L&SE rail and air growth

Next Steps

GLA Transport Committee to raise and review, with others (Cabinet Office, HMT, DfT, HS2, DHCLG, TfL, OPDC) issues in this presentation to develop case for:-

- Link, Raft, Way-stations, Eastward extension, Westway Circus
- Principle of building on and above raft above HS2 at OOC and safeguarding connecting viaducts

West London Line Group



www.westlondonlinegroup.org.uk

Future of Rail in London

The perspective of the Crofton Park Transport Users Group

[redacted]

fb.com/acinderellaline

@acinderellaline

Agenda

What is the ‘Cinderella Line’

- What is the route?
- Who the group is
- Why we exist

Achievements to date

- Local engagement
- Consultation responses
- Victoria services
- Building rapport and collaborating

The passenger experience

- Positive experiences of our rail service
- Negative experiences of our rail service

Priorities for the group

- Things that would improve our service

What is the Cinderella Line?

What is the Cinderella Line?

Crofton Park is a rail station in zone 3, South East London that forms part of the ‘Catford Loop’ group of stations – the Cinderella Line

The stations are served by Thameslink and Southeatern, running services to Blackfriars, Victoria and St Pancras northbound, and Sevenoaks and Orpington Southbound

Prior to the May 2018 timetable change, there were just two trains an hour off peak – the same as to Edinburgh or Paris.

Just 7 (of 149) London stations in zone 3 have such a reduced service.

Background to the campaign

There were more passenger trains calling at our stations per day in 1956 than in 2017

Passenger numbers have gone up 34% in a four year period and before May 2018 there was no extra provision in service to accommodate this

Passenger numbers are under counted as there are no ticket barriers at our stations

Passengers have routinely been left stranded at platforms due to a lack of capacity and this is further augmented when there are short notice cancellations and delays

The Campaign Group

- We are a group of 10 local residents that formed to campaign to improve our service
- We all use the service at different times, some peak time commuters, some off peak and weekend users, some use the service daily and others a few times a week
- We are from all walks of life, and age ranged from 30 – 60+ with a good deal of diversity among the group
- None of us work in the rail industry or had any prior experience or understanding of how it works – we are simply frustrated passengers that want to make a change!

What is the Cinderella Line?

Q: Why the ‘Cinderella Line’?

A: Even Cinderella could get home at midnight – we can’t without using night busses or alternative routes!

Our Achievements to date

Local Engagement

We have been campaigning for over 4 years to improve our service:

- In that time, we have developed a huge amount of local engagement
- Working with local MP Vicky Foxcroft (Lewisham Deptford)
- 2-3 public meetings each year
- Mailing list of 3,000+ supporters

A Royal Connection

- In December 2016, after an extended campaign Southeastern Rail introduced several services that call at Crofton Park and Bellingham that run fast to London Victoria
- This was done as a result of the work our campaign had done to provide a vital link to central and west London as many users commute to this part of the city each day
- As well as providing a new route, it has taken some pressure off the core

The Timetable consultation

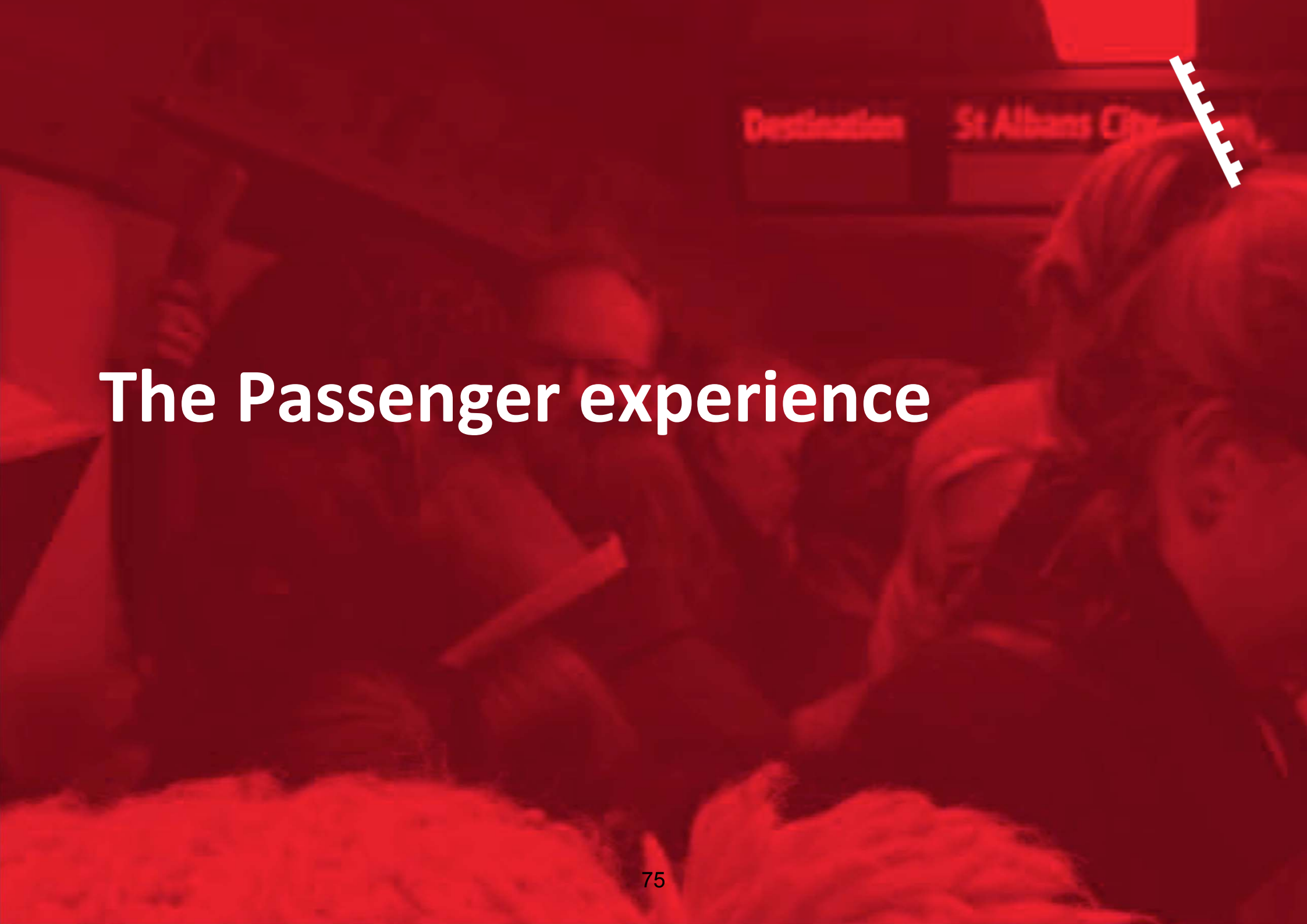
- We engaged the local community in responding to the Thameslink Timetable consultation process
- There were three phases to the consultation, and in each phase, Crofton Park as a station had the highest number of responses across the whole Thameslink, Southern and Great Northern networks (all 130 stations on the route)

Working with our train operators

- We have always conducted our campaign in a balanced way; celebrating the improvements our operators have delivered but holding them to account when they have failed

- As a result of this approach, we have built good relationships with management from Thameslink, Network Rail and Southeastern trains and they have been broadly receptive to our feedback and suggestions to improve the passenger experience

- During the recent issues surrounding the May timetable implementation, the operators have continued to engage with us in a positive way



The Passenger experience

The good

The route itself

- The route our line is on is fantastic – from Crofton Park, you can be in the City within 20 minutes.
- There are multiple useful interchanges along the route:
    - Denmark Hill for London Overground Services
    - Elephant and Castle for tube services
    - Farringdon for Crossrail
    - St Pancras for National and International onward journeys
    - As well as direct services to London Victoria

When the service works its great – not only does it take local residents to where they want to go, it provides a vital connection to our local, vibrant economy.

The good

The rolling stock

- The Class 700 trains on our route have transformed the capacity on our line, and allow passengers to travel in relative comfort even during the peak periods

Engagement from the operators

- Increased Victoria services
- Station improvements

The 2018 timetable

- When the new timetable is correctly implemented, it will provide a huge boost to our local community, moving us closer towards the type of turn up and go service you would expect to see for a London Zone 3 station

The not so good

Reliability and stability of our service

- Prior to the May 18 timetable changes, our service had slowly stabilised over a 12 month period, with fewer delays and cancellations
- Since May, we have been subject to short notice cancellations, delays and and overall reduction in service compared to the previous service

Disparity between station standards and level/frequency of service

- Neighbouring stations, for example Honor Oak Park (also in zone 3) have a vastly different service– it has 12 trains per hour to London plus first to last staffing, improved lighting, CCTV and station upkeep.

The not so good

Communication

- Poor communication seems to be pretty commonplace in the rail industry – passengers are often left with a lack of information (especially during disruption) to be able to plan and make a journey

Poor decision making

- Often operational decisions are made based purely on maintaining the timetables, especially during the morning peaks
- A greater focus should be placed on passenger needs during disruption eg: using PIXC data to inform decision making

Lack of accountability

- As the recent timetable implementation has shown, the current management contract structure means there is a lack of accountability when there are major issues

What could improve our service?

Devolution & Metroisation

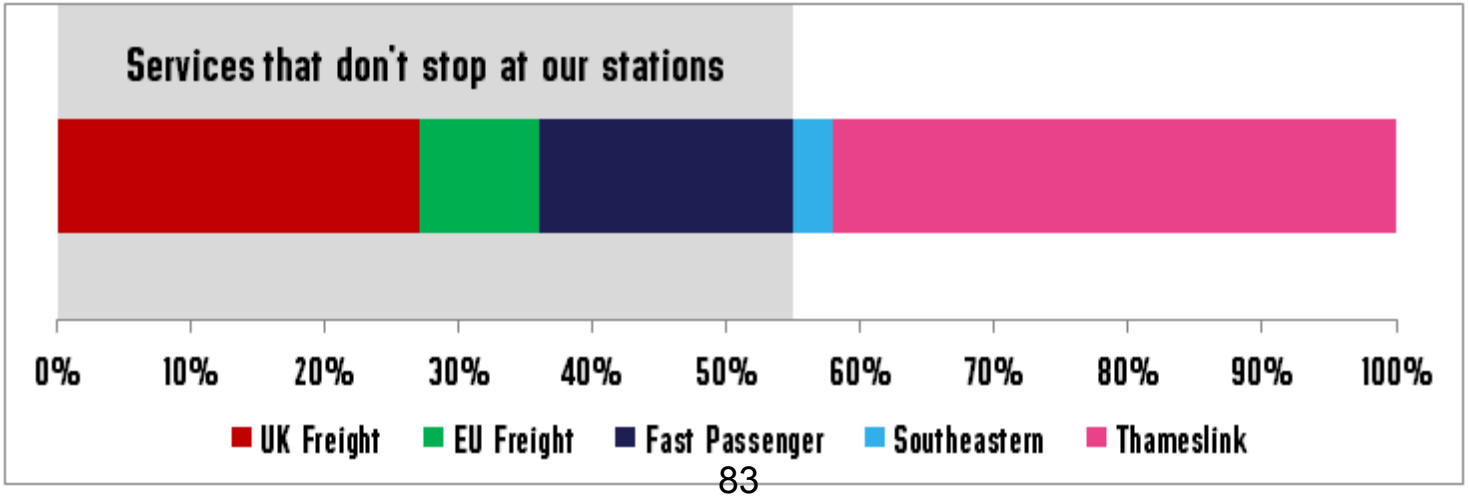
- We would like to see our services devolved to Transport for London (TfL)
- TfL and TfL Rail have consistently high passenger satisfaction scores, PPM scores and have delivered key improvements
- We believe TfL Rail have the right approach for ensuring that the appointed operators deliver the right service for passengers
- When we talk about ‘metroisation’ we believe that services that call at our stations should operate within the travel zones and the routes shortened – the current routes are simply too long to provide a reliable service
- Shorter routes would help to de-risk our services and to guarantee them passing through the core at the right time
- We would like to see our route run from Bellingham/Orpington – Kentish Town/Cricklewood as all four of these stations offer an obvious operational terminus

Standardisation South of the River

- Historically there has been a huge disparity of service South of the river, largely as the tube network is much more sparse
- Different operators mean a lack of consistency
- Disabled passengers suffer greatly as a result of this
- In the example we gave earlier, neighbouring stations Brockley and Honor Oak Park have a vastly improved passenger experience & service yet are only a mile away in either direction
- We want to see a committed programme to standardise passenger services and the passenger experience south of the river

Longer term strategic planning

- There needs to be better strategic planning for rail services on our route and surrounding areas
- Smarter use of data available
- Greater emphasis on linking proposed housing developments to available infrastructure
- We already have limited capacity on on our route (45% is currently allocated for passenger services)
- We would like to see a committed programme to improve capacity and address the issues of unused freight paths, granfathered pathing rights and under used EU freight paths – there needs to be a balance between all users needs



Summary

- We are going to keep pushing until we see the 2018 timetable properly implemented to deliver the vital upgrade in service that we need
- We will continue to engage with our current operators and Network Rail to ensure they are delivering the best service to meet local needs
- There is still a long way to go to improve our local service – RailPlan 2020 is only a starting point as we see it
- Ultimately we will continue to fight for our services to be devolved to Transport for London to see a continued programme of improvement


A
Cinderella
Line
Thank you
fb.com/acinderellaline
@acinderellaline

London Assembly Transport Committee

Rail services into and within London

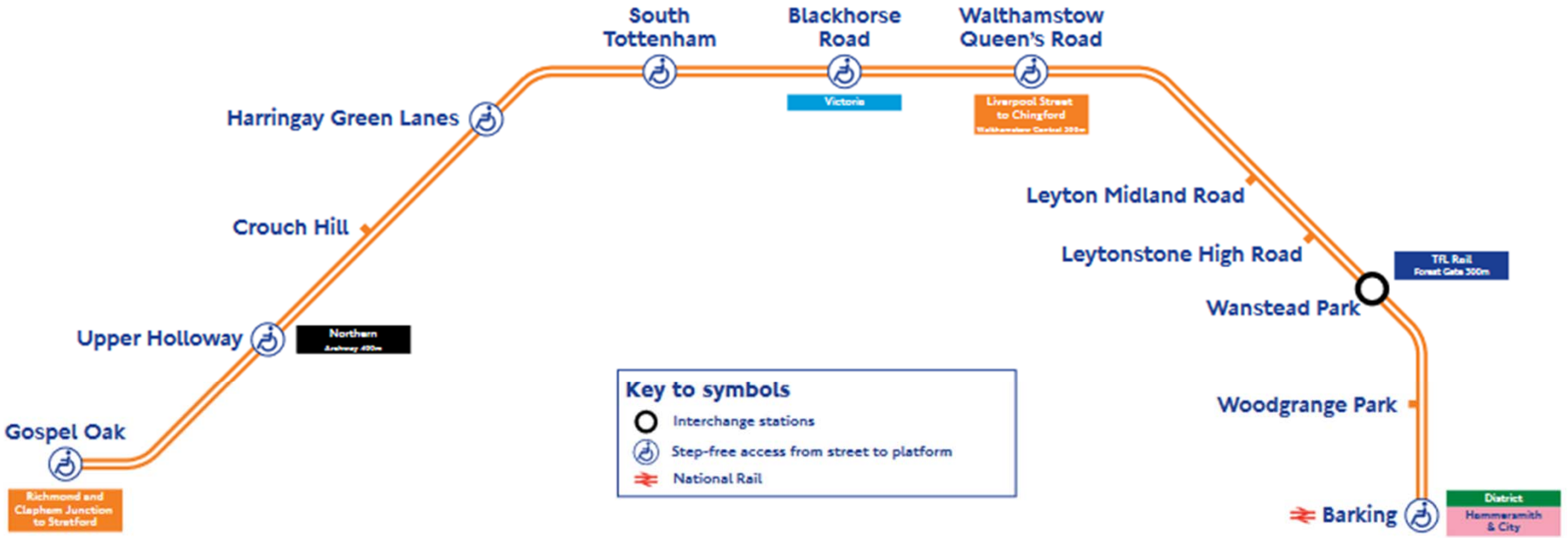
Barking – Gospel Oak Rail User Group

[redacted]

[redacted]

10 July 2018

Gospel Oak to Barking route



Valid from Sunday 20 May until Saturday 8 December 2018

The top things that would improve our rail service
In addition to urgent resolution of immediate crisis -

Improved train service-
Genuine “turn-up-and-go” - at least 10 mins frequency all day (present = 15 mins, late evening = 20 mins)
Extend traffic day to match Tube – say first & last times at Blackhorse Road (main Tube interchange station) 0530 – 0100
Shorter journey times to take advantage of better new electric train performance
Extend west from Gospel Oak – direct trains at least to West Hampstead & Willesden Junction (major interchanges), preferably to planned Victoria Road station for connection to Crossrail, Heathrow & major new Old Oak employment area.
Night service Friday / Saturday – at least for new Barking Riverside section

Improved stations
Step-free access at all stations
Effective weather protection canopies at all stations
Maintain present policy of all stations staffed at all times
Review station names to better reflect actual locations & interchange opportunities (potentially a London-wide issue)
Serious study of entrance / exit capacity at Blackhorse Road in light of adjacent re-development.
Serious study of new Tufnell Park station – for Northern line interchange (and taking account of train service proposals as above).

Communications
Better information about delays, cancellations and timetable changes.
Better liaison with and quicker response to BGORUG – and moderation of TfL's overly self-confident “We know best” culture.