

Written submissions provided for the Transport Committee’s review into the delivery of improvements to the orbital rail network

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LONDON OVERGROUND BRIEFING INFORMATION

LONDON OVERGROUND

1.1 Overview

London Overground is a National Rail service managed by Transport for London (TfL). It began operating on 11 November 2007 when TfL took over responsibility for the Richmond-Stratford, Willesden Junction-Clapham Junction, Gospel Oak to Barking and the Euston to Watford Junction lines (the former Silverlink Metro franchise).

The overall management of the London Overground network is the responsibility of TfL. TfL has appointed London Overground Rail Operations Limited (LOROL) to run London Overground services. Track and signalling continue to be managed by Network Rail.

London Overground brings enormous benefits with a railway that links 20 of London's 33 boroughs, creates new jobs for local communities, improves access to centres of employment, offers new journey opportunities and helps improve the environment by encouraging modal shift.

On 27 April 2010 TfL opened the first section of London Overground's new £1 billion East London route ahead of schedule. The 'preview service' will provide eight trains an hour between Dalston Junction and New Cross Gate. On 23 May 2010, a full service will start operating from Dalston Junction to New Cross, West Croydon and Crystal Palace.

Investment

The London Overground programme of investment includes the following:

- £260million for new rolling stock
- £240million for the infrastructure improvement works
- £40million for improvements at stations
- £990million for the East London Line works

Key benefits

From the first day of operation London Overground introduced the following improvements:

- **Staff at all stations** during train operating hours
- **Oyster pay as you go ticketing** accepted at all stations. All stations have been fitted with Oyster gates or validators and ticket machines to reduce fare evasion.
- **Improved standards of safety and security** across the network.

Following on from the immediate improvements the following works are also underway/planned:



- **Refurbished station facilities** - reconstructed and enhanced stations by the end of 2011, with additional Help points, increased CCTV, better lighting and enhanced customer information systems
- **Frequent, metro-style services** - longer operating hours, followed by improved service frequencies similar to those on the Tube so that Londoners can simply “turn up and go”
- **New trains** - improved quality of services for passengers with brand new, electric, high capacity, accessible, and air conditioned trains on the majority of the network
- **New stations** – two new stations on the Clapham Junction to Willesden Junction line at Shepherd’s Bush and Imperial Wharf. The opening of the extended East London line has also delivered four new step-free stations at Haggerston, Hoxton, Shoreditch High Street and Dalston Junction in 2010. The line between Dalston Junction and New Cross opened on 27th April.
- **An integrated network** that will join the extended East London line to the Richmond – Stratford line at Highbury and Islington in spring 2011

Achievements

Since opening London Overground has delivered significant improvements in customer satisfaction and service reliability, and thanks to increased staffing levels, gating of key stations and acceptance of Oyster pay as you go from day one, has reduced fare evasion from 15% down to around 3%. Other improvements delivering higher satisfaction levels include the introduction of new trains, a “deep clean” of every station plus a refurbishment programme which is now underway.

Surveys undertaken in spring 2009 showed that on a typical weekday the number of passengers using London Overground services was 127,214. Compared to the 2008 counts (117,046) this indicates an increase of 8.6% in weekday passengers over the last year. Furthermore, punctuality (as measured by the Public Performance Measure) has improved from 89.5% at takeover in quarter 3 2007-8 to 93.10% in quarter 4 of 2009/10.

Key milestones

2009 – New Shepherd’s Bush station opened

2009 – 24 new high capacity three-car electric trains started to enter service on the Stratford - Richmond & Clapham Junction to Willesden Junction

2009 – New Imperial Wharf station opened

2009 – Ten Southern stations transferred to London Overground management

2010 – Extended East London Line reopens with a new fleet of 20 electric trains

2010 – Additional new trains will start to enter service on the Watford Junction to Euston line and a fourth carriage will be added to all 24 new trains on the Stratford to Richmond, Clapham Junction to Willesden Junction and Watford Junction to Euston lines



2011 - Extended East London line joins up with the Richmond-Stratford line with an extension from Dalston Junction to Highbury & Islington

2011 – Three new trains to be added on the West Croydon, Crystal Palace, New Cross Gate and Dalston Junction line

2012 – Fast, frequent and efficient services will play a key role in the transport for the Olympics

2012 – London Overground services between Dalston Junction and Clapham Junction (Phase 2 of the ELL extension) start operating

1.2 Infrastructure improvements

Work to upgrade the London Overground network is underway. This £326m investment programme is jointly funded by Transport for London, the Olympic Delivery Authority (ODA), Network Rail (NR) and the Department for Transport (DfT), with Carillion Rail delivering the track and power works and Atkins Rail in charge of signalling and communications works.

Once the works are completed, the improvements will provide a step-change in service quality. Passengers will enjoy a more frequent and reliable service with up to twice as many trains per hour and longer trains. The works will also help TfL to accommodate the forecast growth in demand and the large numbers of visitors expected during the London 2012 Olympic and Paralympic Games. By 2010/11, the track and train capacity on the busiest parts of the Richmond to Stratford line will have doubled.

2008 closures

The first tranche of works took place in autumn 2008 and required some sections of the London Overground network be closed for up to 11 weeks. These works were part of a programme of works that Network Rail has been undertaking to improve the efficiency of freight transport on the national rail network. Some of these routes are on the London Overground network. The closures were necessary to permit works to widen a tunnel near Hampstead Heath (11 weeks) and for the reconstruction of a bridge in Waltham Forest (4 weeks).

As a result of these closures there were some alterations to train services. These changes included the introduction of a through service between Watford Junction and Stratford (not stopping at Euston) Monday – Saturday. This service maintained links to Stratford throughout the period of the works. In addition to this TfL provided bus replacement services for the sections of track that had to be closed.

The communications plan involved extensive engagement with key stakeholders and customers in the run up to the closures including presentations and briefings followed by a pre-warning campaign for customers including advertising, events, publicity at stations and online information. This was followed by comprehensive



information on the alternative travel options available, with bespoke leaflets for each affected station.

The results of the extensive integrated communications plan were very positive and the overall feedback was that customers were aware of when and where the closures were happening and how to go about making their journey using alternative routes or the rail replacement bus service.

Research was carried out both before and during the closures with a total of 301 face to face interviews conducted at stations and on the replacement bus services. 87% of customers were either satisfied or very satisfied with the amount of information they received.

2010 closures

The next tranche of works is now underway. The Richmond to Stratford Line was closed on 20 February between Gospel Oak and Stratford stations and will remain so until 31 May 2010. Track and signals are being replaced, stations upgraded and four tracks provided between Caledonian Road & Barnesbury and Canonbury, which will facilitate linking the Richmond to Stratford line to the extended East London Line in early 2011.

During these closures Network Rail are responsible for undertaking the works and liaising with residents that may be directly affected by the works taking place. TfL is responsible for providing alternative travel arrangements, i.e. running rail replacement bus services to help keep passengers connected to the TfL public transport network.

A comprehensive communications plan is in place to ensure that passengers and stakeholders are informed about the planned closures and alternative travel options. This has included the following:

- Posters have been displayed at stations since December 2009
- A press release was issued to all London papers mid December 2009
- All station staff and members of the Customer Services Team have been briefed
- More than 1500 letters have been issued to key stakeholders and places of interest (including schools and hospitals)
- Leaflets have been available at all stations since the first week in January 2010
- Information is available on the website
- Over twenty information sessions took place at key stations in January / February 2010.

The closure is progressing well. The rail replacement bus services are being well used and passengers are also using alternative routes through zone 1 via a ticket acceptance programme.



A further two closures will take place over the Christmas period/ early 2011 to carry out the remaining signalling work. Once the Industry Consultation process has been completed further information will be shared with stakeholders and passengers.

1.3 Stations

A programme is underway to refurbish and renew all London Overground managed stations (including the 10 stations between New Cross Gate and West Croydon on the East London Line that transferred to TfL in September 2009).

The station improvement programme is divided into four phases:

- Phase 1 – Introduction of Oyster, station staffing and ticket gates at all stations (completed November 2007)
- Phase 2 – Deep cleaning programme (completed spring/summer 2008)
- Phase 3 – Refurbishment of all stations (2009-2011)
- Phase 4 – Remodelling of some stations - *funding dependent* - including step-free access (2011)

The Phase 2 deep-clean programme included:

- Platform and ticket halls deep cleaned to remove dirt and chewing gum
- Ticket halls, floor markings, lamp posts, handrails, stair-risers and fences repainted to help visually impaired passengers
- Guttering cleared
- Graffiti removed
- PA, CCTV, information displays and lights all checked and repaired
- New-style benches installed
- Anti-pigeon roosting measures installed
- Ticket machines have been branded

The Phase 3 refurbishment programme will see all stations undergo an upgrade programme which includes:

- New floors and platform surfaces
- Installation of entrance canopies and new signage
- Permanent staff accommodation at all stations on the Gospel Oak-Barking line
- New CCTV equipment which will cover at least 90% of all publicly accessible space in the stations
- New PA systems and improved information systems
- Installation of Passenger Help Points and improved lighting

The Phase 3 works are now underway and will be completed in 2011. Where and when possible, TfL and its operator LOROL will undertake these works during planned engineering works to ensure that disruptions are kept to a minimum for the travelling public. All works will be carried out within the footprint of the existing stations.



Work has started at Headstone Lane, Watford High Street, Kilburn High Road, Kensal Rise, Caledonian Road & Barnsbury station and at Canonbury station.

1.4 New trains

£260 million has been invested in commissioning a brand new fleet of electric trains that have been specifically designed to meet the needs of London Overground passengers.

The trains incorporate many important new features including:

- Wider doorways to allow easier, faster access for everyone, including wheelchair users and passengers with bulky pushchairs or luggage
- More space in each carriage due to wider gangways and a metro-style layout. This provides increased passenger capacity which help to ease overcrowding during the busiest periods of the day
- Real-time information, relayed to customers via on-board audio and visual announcements
- Greater security, with walk-through carriages providing clear sightlines for passengers and CCTV
- Air-conditioning, wider seats and more handrails, for greater customer comfort
- Modern, hardwearing and easy-to-clean fittings that will keep the trains in good condition for years to come

Most of the new trains for the Clapham Junction/Richmond to Stratford lines (i.e. where the capacity is most needed) have now been introduced.

Four-car trains are also running on a preview service between Dalston Junction and New Cross Gate on the new East London Line which opened on 27 April. All twenty of the trains will be in service when the full line opens on 23 May.

The remainder of the fleet will shortly be rolled out across the rest of the network.

An additional 24 carriages will be introduced this year to lengthen all of the trains on the Stratford to Richmond, Watford Junction to Euston and Clapham Junction to Willesden Junction lines to four-car.

Additional trains have been purchased for the further extension of the London Overground network between Surrey Quays and Clapham Junction.

Eight new 2-car diesel trains are being provided by LOROL for the Gospel Oak to Barking line.

1.5 Cycle parking

In association with TfL's Cycling Centre of Excellence, TfL London Rail are upgrading cycle facilities at London Overground stations.



These plans include replacing 'Sheffield' style stands with the more secure and customer friendly Camden type stands. Plans for station security, which include lighting provision and CCTV coverage, will extend to cycle parking facilities. Each new stand provides parking for 2 cycles.

Stands have been installed at the following 12 stations already:

- Acton Central
- Bushey
- Gospel Oak
- Hatch End
- Homerton
- Kensington (Olympia)
- Leytonstone High Road
- South Acton
- Wanstead Park
- Watford High Street
- Willesden Junction
- Woodgrange Park

All remaining stands (at a further 15 stations) are due to be installed by spring 2011.

1.6 Policing London Overground & Travel Safe Officers

TfL London Rail initiated the 'Policing London Overground' project to improve passenger perceptions of safety and security on the network. While London Overground does not suffer from high levels of crime or anti-social behaviour, passenger perceptions have been found to be in contrast to this.

The 'Policing London Overground' project is intended to improve passenger's perceptions through:

- Informing passengers of the ways in which TfL and the BTP have been working to improve their safety and security.
- The trial of 20 Travel Safe Officers on the London Overground network

The project has been developed with multi-disciplinary input from across TfL as well as the support and participation of the BTP.

Travel Safe Officers (TSOs) are security staff accredited by the British Transport Police (BTP) to provide a proactive link between passengers and the BTP across the London Overground network. They were deployed on a trial basis for 12 months on the network, which commenced on 20th July 2009. The main aim of the TSOs is to provide a highly visible, uniformed presence at stations and on trains to give passengers reassurance that they are safe. The TSO remit is to reassure passengers and deter anti-social behaviour. TSOs will work closely with the BTP should incidents occur.



Deliberately not a quasi-police force, the officers have been recruited for their supportive approach to customer service. In the first six months of the trial, passengers have seen a rise of over 200 per cent in uniformed staff patrolling their trains, and have been reassured by at least 40,000 friendly encounters on the network each month.

There have been more than half a million reassuring encounters ranging from assisting older people with luggage, making sure that vulnerable teenagers are safe to asking passengers to stop drinking and smoking at stations and on trains, or making excessive noise and putting feet on seats.

2. EAST LONDON LINE EXTENSION - PHASE 1

TfL has recently completed the extension of the previous East London line London Underground (LU) service. The LU service closed on 22 December 2007 to allow TfL to extend the line north to Dalston Junction and south to West Croydon, Crystal Palace and New Cross. This extension now forms part of the London Overground network.

The railway which builds on and extends the old East London Line will give Londoners fast and reliable cross-river rail journeys in a fleet of air-conditioned trains. It will support the regeneration of some of London's poorest boroughs and provide access to jobs, education and leisure opportunities to many who were not previously well connected to the city's transport network.

In 2011 the line will be extended to Highbury and Islington where it will connect with the Richmond to Stratford line - forming a significant new link in the orbital railway around the Capital. This extension is fully funded and construction is underway. Eight East London line trains per hour will continue north from Dalston Junction and terminate at Highbury & Islington.

Project details

The completion of this significant scheme included:

- the conversion of the old East London Line to Network Rail standards
- creating a new route up from Whitechapel over the Liverpool Street approaches, through the historic Bishopsgate Goods Yard (site of the new Shoreditch High Street station) and over Shoreditch High Street itself onto the Broad Street Viaduct
- the refurbishment of the Broad Street viaduct and replacement of a number of bridges, along with the construction of four new stations at Shoreditch High Street, Hoxton, Haggerston and Dalston Junction, where a large new transport interchange and mixed-use development is being built over the new station
- the construction of a new flyover and other links to allow trains on the Sydenham railway line to access the East London line at New Cross Gate
- the reconstruction of Crystal Palace station to accommodate two new platforms for East London line services



- a new depot at New Cross Gate to accommodate the large new Class 378 'Electrostar' train fleet

Train frequency

Twelve trains per hour will serve the core section of the East London Line (Dalston Junction- Surrey Quays). Four trains per hour will carry on to New Cross, four trains to Crystal Palace and four trains to West Croydon.

Rolling stock

The East London Line rolling stock consists of twenty new electric trains. The new trains will run as four car units from 2010. We are planning to further increase capacity on the ELL by adding 3 new trains in 2011.

Opening of services

London Overground opened a 'preview service' to passengers between Dalston Junction and New Cross/ New Cross Gate which will run between 27 April and May 23 2010, when the line will open fully to West Croydon and Crystal Palace. This preview service runs between 07:00hrs and 20:00hrs, Monday to Friday and will give passengers the opportunity to explore their new service before full operations commence on 23 May.

3. EAST LONDON LINE EXTENSION - PHASE 2

In February 2009 TfL and the Mayor reached agreement with the DfT on a funding package to build phase 2 of the East London Line Extension. The project will link Surrey Quays to Clapham Junction, at a cost of approximately £75 million.

This much-needed scheme will provide an additional public transport link for south Londoners who currently have limited access to the Tube network.

The Phase 2 service will run south from Dalston Junction station along East London Line Phase 1 until just south of Surrey Quays station where a new grade separated junction (Silwood Junction) will provide access to a route onto a new length of railway. Provision for this junction has been made under Phase 1 by realigning the original Phase 1 route.

This new railway will begin at Silwood Triangle and will follow a disused alignment that runs under several National Rail lines before joining the National Rail South London Line (SLL) at a new double junction (Old Kent Road Junction) near Old Kent Road (between South Bermondsey and Queen's Road Peckham stations).

TfL is planning to provide four trains an hour between Clapham Junction and Surrey Quays and onto Dalston Junction calling at all stations en route, including the new 'City' station at Shoreditch High Street. Once the phase 2 extension is operational, the frequency of services between Surrey Quays and Dalston Junction on phase 1 of the East London Line extension will increase from 12 to 16 trains per hour (a 33 per cent capacity increase).



The extension would complete the missing link between London Overground services in East and West London, providing an orbital service around London. It will also reduce the disruption caused by the major Thameslink works at London Bridge by providing alternative routes to the City and Docklands.

Project update

Development work for East London Line Phase 2 is continuing. The construction works will be split into new railway works (which will be developed and delivered by TfL), and On-Network works, i.e. those to existing National Rail infrastructure (which will be developed and delivered by Network Rail).

The contract for the detailed design of the new 1.3 kilometre rail link between the existing South London Line and Surrey Quays has been awarded by TfL to Mott Macdonald. The OJEU for the main construction contract for this element of the scheme was issued in early April, with construction work likely to start in the final quarter of 2010.

The On-Network works carried out by Network Rail include construction of a new connection between the new rail link and the existing South London Line at Old Kent Road junction and works at Clapham Junction station. The Clapham Junction works include revised track alignment on the approach to existing Platform 2 and modifications to Platform 2 where the new London Overground services will operate.

Withdrawal of the South London Line / Victoria-Bellingham service

The South London Line service (currently operated by Southern), which runs between Victoria and London Bridge, will be withdrawn in 2012 to accommodate the Thameslink scheme. London Bridge station is being remodelled so that it can accommodate more through Thameslink services which has the effect of reducing the capacity for terminating services. This was a decision by Network Rail and the DfT affecting rail services that are not under the control of TfL or the Mayor.

The South London Line is the lowest used of the services running into London Bridge, operating as 4 car trains in the morning peak and 2 car trains in the evening peak. Given the need to maintain the maximum possible capacity into London Bridge Network Rail has proposed that this service will cease in 2012.

Two new rail services were proposed in the South London Route Utilisation Strategy to help mitigate this loss of the SLL service – East London Line Phase 2 (ELLP2) and a proposed Victoria to Bellingham service, however there was not sufficient funding for both. TfL made a successful argument to the DfT that ELLP2 should take priority as it would provide greater benefits.

South London line: TfL-London TravelWatch joint study

TfL has recognised that there could be some gaps in service when East London Line services are introduced and the South London Line service is withdrawn (e.g. Victoria – Denmark Hill later in the evenings and on Sundays).

We are in the process of carrying out a study with London TravelWatch to explore the possible mitigation measures and determine whether it is technically feasible for them to be implemented and whether there is a sufficiently robust business case to



seek funding for them. The evaluation of the five shortlisted options is being undertaken by TfL, with input from Network Rail and the DfT. In addition to the cost benefit analysis, the deliverability of each option will be considered – for example whether it could be timetabled.

This work is expected to be complete by the end of May.

Surrey Canal Road

The funding package for East London Line Phase 2 did not include the cost of building a new station at Surrey Canal Road.

There is a total funding requirement from construction and net operating costs of £10m over the TfL Business Plan period to 31 March 2018. The Secretary of State has previously offered £7 million, subject to his officials' satisfaction with the business case. TfL and the London Borough of Lewisham have met DfT to present the case and answer follow-up questions on a number of occasions.

A commitment from the DfT for their funding contribution towards a new station has still not been received, although a contribution from the London Borough of Lewisham of £3m as part of its Local Implementation Plan funding that it receives from TfL has been agreed. The Minister of State for Transport has raised a concern that the case for the station is overly reliant on a single planning application, which has not yet been submitted for approval by the Developer to the London Borough of Lewisham. The DfT has also questioned the station's demand projections. However although both of these issues have now been addressed by TfL and Lewisham, no decision has been received.

At a minimum, provision for a station will be included in the design of the scheme which would allow construction at a later date.

4. ACCESS FOR ALL

The DfT's £370m Access for All programme funds the redevelopment of station infrastructure to provide step-free access from the station entrance to platforms, in addition to a range of more accessible facilities, such as improved lighting, hearing induction loops and passenger information screens

Phases 1-3 of the programme will result in step free access being provided at the following stations which are served by London Overground services:

- Clapham Junction (managed by South West Trains)
- Highbury & Islington (managed by LU)
- New Cross Gate (managed by London Overground)
- New Cross (managed by Southeastern)
- Kew Gardens (managed by LU)
- Forest Hill (managed by London Overground)
- Denmark Hill (managed by Southeastern)
- Gospel Oak (managed by London Overground)



- Honor Oak Park (managed by London Overground)

5. NATIONAL STATIONS IMPROVEMENT PROGRAMME

The National Stations Improvement Programme is a programme of station enhancements which was announced in the July 2007 Railways White Paper. A budget of £150m has been made available by DfT to target improvements at medium sized stations.

A 'long list' of 196 stations was put forward in Network Rail's Strategic Business Plan in October 2007 and these are now being taken forward towards implementation through Network Rail's approvals processes. Of the 196 stations, approx 44 are in London and include the following London Overground stations: Crystal Palace, Norwood Junction, West Croydon and Barking. Denmark Hill, Peckham Rye and Queen's Road Peckham stations on the East London Line Phase 2 route are also included.

6. SOUTH CENTRAL FRANCHISE

The DfT rail franchise for services out of London Bridge and Victoria to south London and Sussex was renewed in September 2009.

TfL worked closely with the DfT to define the specification (i.e. the contract which sets out what the franchisee has to deliver) with a view to extending London Overground standards to the inner suburban services, and to agree a role for TfL in the ongoing management of the franchise.

A large number of TfL's recommendations were included in the base specification, which include:

- Longer trains and platforms to meet projected demand to 2014
- A minimum of 4 trains per hour (tph) at each station throughout the day on both weekdays and weekends where the infrastructure allows
- First and last trains to align with LU operating hours
- Oyster acceptance and retailing at stations within Zones 1-6 (*i.e. before the wider extension of pay as you go to National Rail in early 2010*)
- Gating at up to 14 additional London stations
- Staffing during operating hours at each gated station
- The transfer of stations, which will become part of the East London Line Extension (Phase 1), to TfL from the start of the franchise

TfL has also invested £4m to provide the following additional enhancements which were included in the DfT's base specification:

- More staff - to ensure all stations within the London area are staffed (where accommodation is available and there is a service frequency of at least 4 trains per hour)



- Station deep clean and refresh (i.e. clean, repaint and repair)– to bring inner suburban stations up to the London Overground standard
- Additional cycle parking at stations in the London area

These enhancements will be of genuine benefit to customers, helping to address concerns over passenger safety at rail stations during the evening.

Now that the franchise has commenced, TfL has a seat at the regular franchise management meetings alongside DfT. The franchisee is required to provide management information to TfL concerning progress with and performance of TfL's investments in the franchise and performance generally. TfL will use this data to ensure that the value of its investment is protected and to benchmark performance of the franchise against London Overground. TfL will work with the DfT to ensure that the franchisee delivers on the commitments it has made in the London area.

TfL also intends to lobby hard for similar and greater improvements in other franchises as they come up for renewal – notably South Eastern in 2014 and Thameslink in 2015.

7. FUTURE RAIL PLANNING

The Government's first High Level Output Specification covered the period from 2009 to 2014, also known as Control Period 4. This is a very welcome process from the government; it gives the industry certainty of funding over a 5 year period, against a specific set of outcomes to be delivered.

The government is now repeating the process for Control Period 5, from 2014 to 2019, which has been dubbed "HLOS2".

London received a good settlement under the first HLOS, with a successful case being made for a considerable amount of train lengthening, plus the Thameslink programme. Modelling work by TfL, reflected in the Mayor's Transport Strategy (MTS), shows that further capacity increases are needed in the future if London is to continue to grow. Conditions generally improve by 2017 (though not on all corridors) but without further major investment in London's National Rail network, crowding will get much worse again by 2031.

TfL has analysed a short-list of train capacity interventions for HLOS2. These take account of future-year crowding following the additional capacity delivered by HLOS1, Thameslink, Crossrail and the TfL Business Plan.

TfL has produced a list of capacity improvements by train corridor, and for the London Overground orbital routes we will be recommending that the East London Line extension is expanded to five car trains, and the Gospel Oak to Barking Line is electrified and expanded to three car trains. Further capacity is required between Willesden Junction and Clapham Junction in the future, and we believe this can best be achieved by lengthening the Southern services that operate on that corridor to eight car trains.



In addition, we are working closely with Network Rail to identify freight capacity requirements across London.

There are also a number of challenges other than train capacity which were not addressed in the first HLOS. In particular we are looking at station capacity schemes, improved levels of customer service, improving customer accessibility, greater integration across the transport networks, maintaining safety, and reducing carbon emissions.

We are in the process of working up solutions to these challenges and quantifying them; the aim is to identify a list of schemes or interventions in each area, and where possible quantify these in terms of capital cost, operating cost, benefits and revenues.

At the same time, indications are that funding will be constrained for Control Period 5, and work is underway to examine potential efficiency measures to offset the cost requirements. Making the case for further investment in London will be crucial, and on-going engagement with stakeholders is a key part of the HLOS2 workstream.

8. ELECTRIFICATION OF THE GOSPEL OAK TO BARKING LINE

TfL and Network Rail have identified that the electrification of the Gospel Oak to Barking line has a good interim business case, based on initial high level cost estimates. The next stage to progress the scheme would be to conduct a detailed engineering study to fully quantify costs and risks, enabling the business case to be finalised and the affordability of the project to be considered further.

TfL has offered to contribute 50% of the cost of this study but to date has not been able to obtain the balance of the costs from other sources. TfL will continue to work with the DfT and Network Rail to attempt to take this important project forward.

London Assembly Transport Committee review of work on the orbital rail network – written evidence submission from London TravelWatch

May 2010



London TravelWatch is the official body set up by Parliament to provide a voice for London’s travelling public.

Our role is to:

- Speak up for transport users in discussions with policy-makers and the media;
- Consult with the transport industry, its regulators and funders on matters affecting users;
- Investigate complaints users have been unable to resolve with service providers, and;
- Monitor trends in service quality.

Our aim is to press in all that we do for a better travel experience all those living, working or visiting London and its surrounding region.

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Introduction

Thank you for the opportunity to submit evidence to the London Assembly Transport Committee scrutiny meeting on the London orbital rail network. This is subject which has exercised London TravelWatch and its predecessors for many years.

This paper sets out London TravelWatch's view of how improvements to the orbital rail network in London could be achieved. We have also looked at the lessons learned from previous closures of parts of the network as a result of improvement works.

It is worth noting that London TravelWatch and its' predecessor bodies have consistently argued for the development of an orbital rail network for London over a period of at least 50 years and that almost all of the current and previous developments of such a network could be considered to be either a direct or indirect consequence of this work.

Defining the orbital rail network

For the purposes of this report we define orbital routes as any rail route providing a connection between different parts of London without entering Central London (defined as zone 1).

Current service groups that provide such a service are as follows:

- London Overground:
 - Stratford to Richmond,
 - Gospel Oak to Barking,
 - Willesden Junction to Clapham Junction,
 - Dalston Junction to Crystal Palace / West Croydon.

- Southern:
 - Milton Keynes to South Croydon via Kensington Olympia

- DLR:
 - Lewisham to Stratford

- Croydon Tramlink:
 - Elmers End/Beckenham Junction/New Addington to Wimbledon

In addition the following links are under construction or are committed at the present time:

- London Overground:
 - Highbury and Islington to Dalston Junction
 - Surrey Quays to Clapham Junction.

- DLR:
 - Canning Town to Stratford (to give a Woolwich Arsenal to Stratford service).

A number of rail stations perform the role of interchanges between radial and orbital routes. These are:

- Barking,
- Blackhorse Road.
- Canada Water,
- Clapham Junction,
- Finsbury Park,
- Gospel Oak,
- Greenwich,
- Herne Hill,
- Highbury & Islington,
- Lewisham,

- Peckham Rye,
- Richmond,
- Seven Sisters,
- Shepherds Bush,
- Stratford,
- Tottenham Hale,
- Tulse Hill,
- West Brompton,
- West Ham,
- West Hampstead,
- Whitechapel,
- Willesden Junction,
- Wimbledon, and
- Woolwich Arsenal.

Response to London Assembly Transport Committee

The effect of upgrade programme(s) and alternative travel arrangements

Over the past four years there have been a number of significant closures or blockades of most orbital rail routes around inner London. These have often involved lengthy complete closures of entire sections of line. In some cases a diversion via another line has been possible, but in others this has meant replacement by bus services.

In the longest of these cases (the East London Line from 2008 to 2010) initially a set of bus services ran on a station to station basis with the exception of the cross river section. However, it soon became clear that many passengers found their own alternative routes using other rail and bus routes which were quicker than using the rail replacement buses. These bus services were then progressively reduced over a period of time. In a number of cases the cost of the journey to the passenger substantially increased as the alternative rail route involved travelling on radial routes via zone 1. Transport for London (TfL) argued at this time that there was no means of identifying those passengers who were disadvantaged by this change and so could not be compensated for this and the additional inconvenience caused to their journeys.

Another major closure in 2008 was the North London Line between Gospel Oak and Willesden Junction. Here an alternative service pattern was put in place using a freight only route as a diversion. Replacement buses were used to transport passengers to stations on the alternative route used. Again many passengers made their own arrangements to travel via alternative radial routes via zone 1.

In 2010 the North London Line was again closed this time between Gospel Oak and Stratford. Again some rail replacement buses were provided. However, in this case many passengers were encouraged to use alternative radial routes, but following pressure from London TravelWatch, TfL found a way of compensating Oyster Pay As You Go (PAYG) users who formally used the North London Line by reimbursing them the additional cost of travelling via zone 1. This was done by comparing Oyster journey records before and after the implementation of the closure. As an example a person travelling from Camden Road to Stratford before the closure would have only been charged a zone 2 & 3 fare. After the closure the alternative route would have been from Camden Town to Stratford via the Northern and Central lines and thus the fare would have been calculated as a zone 1, 2 & 3 fare. An automatic refund of the difference between the zone 2 & 3 and the zone 1, 2 & 3 fares would have been credited to the travellers Oyster PAYG card. This is a substantive improvement on previous practice.

Changing timescales for the delivery of improvements to the network

London TravelWatch has seen reports of this and has raised the issue with both TfL and Network Rail. However, we would refer you to evidence from TfL and Network Rail.

Some proposed improvements to the network have not yet been progressed – e.g. the electrification of the Gospel Oak to Barking line.

London TravelWatch has long advocated the electrification of the short sections of the Gospel Oak to Barking line, and a number of other short freight lines that provide orbital links around North London. So it is regrettable that neither the Department for Transport nor TfL has been able to come to a workable agreement to fund the electrification of these strategic routes. This means that the inefficiency of current diesel operations (freight and passenger) will continue for some time yet. Electrification would free up capacity on the North London Line, reduce transit times for freight across London (and therefore release line capacity for passenger services), reduce journey times on the Gospel Oak to Barking passenger service and enable a much better fleet utilisation of the existing London Overground electric train fleet. If combined with electrification of other short freight lines such as around Acton and Kew this would allow for a reduction in locally generated pollution. The Mayor's draft Air Quality Strategy recommends electrification as an investment to improve air quality in those areas of London's rail network that are diesel operated.

Existing improvements to the network may not benefit all parts of London – i.e. issues in South London with the withdrawal of the South London Line.

London TravelWatch is working with TfL Rail on options study which will be available shortly. However, it is possible that if sufficient and flexible funding and support can be made available there is the possibility of some better orbital links across South East London.

Potential for developing the orbital network further

The easiest and quickest 'wins' in terms improving the orbital rail network in London are the improvement of interchange stations outside the central area and the building of new stations on existing lines.

In terms of existing stations the strategic interchanges identified in the Mayor's Transport strategy (chapter 5.10) are a good start. However other potential schemes involve adding additional platforms which would potentially give major improvements to connectivity in and around London, these include stations such as:

- Brixton (High Level – South and East London lines),
- West Hampstead (Chiltern line),
- Brockley (Lewisham – Peckham lines), and
- Willesden Junction (London Midland lines).

Improvements at station such as Clapham High Street, Mitcham Junction and Greenwich would also encourage the use of these stations for orbital journeys. Such additional platforms and improvements would mean that existing lines and services would be used more productively at little extra cost.

New stations at Maiden Lane on the North London line would give better connectivity to Kings Cross, and at Junction Road on the Barking – Gospel Oak line, as well as the Northern line at Tufnell Park.

Links between West, South and South East London by rail are very poor with no regular service between stations on the Great Western Main Line, the West London Line and Clapham Junction. Given the increasing popularity of the through service between Milton Keynes and Croydon, particularly to stations such as Shepherds Bush (for White City shopping centre), Kensington Olympia and West Brompton (exhibition areas), London TravelWatch believes that there may be a case for a similar link from Slough, Hayes and Ealing, particularly as it would give good connections between Heathrow Airport. Making this journey by existing public transport links via central London or by road is particularly problematic. It is ironic that at the present time the only 'rail' link over this route at this time is a once a week 'rail replacement service' provided by the DfT between Ealing Broadway, Kensington Olympia and Wandsworth Road stations to avoid the need to go through a legal closure process.

In the long term if a new station is built at Old Oak Common to serve the new high speed line to Birmingham this would solve this problem as this new station would provide easy interchange also with the West London and Great Western main lines. In the short term however investigation of a through service might be worth further development.

Development of better orbital rail links in the outer Home Counties.

There are number of schemes that have been proposed which would have the effect of providing orbital rail journeys around London for both freight and passenger. The most high profile of these is the East-West Link between Ipswich, Cambridge, Bedford, Milton Keynes, Aylesbury, Oxford and Swindon. This would restore services to a route which was severed in the Beeching era, and would connect East Anglia, the South Midlands and the West Country by rail. Currently such journeys whilst not large in number are only possible by a cross London journey between two national rail terminals or for freight services via the congested North London Line.

Other examples are the upgrade of the Felixstowe – Peterborough – Nuneaton, and Southampton – West Midlands freight routes to accommodate larger freight containers. This means that freight which currently has to travel via London does not need to do so, thus freeing up capacity for additional local passenger services within London.

Another route which so far has not been upgraded or developed which could give potential relief to London is the Reading to Redhill / Gatwick Airport / Tonbridge line. This route has a number of sections of line which are not electrified, and which could easily be done so. Electrification would allow for quicker journey times, potential for new services, the rationalisation of existing services, and better utilisation of rolling stock.

8 Conclusions

Orbital rail plays a significant role in London's transport network, linking a range of centres of employment, leisure, education, culture and residence. Without it radial routes would be even more congested than they are at present.

As London resumes its growth investment in the orbital network is likely to produce significant benefits in terms of improved connectivity and journey times (and therefore business competitiveness), reduced overcrowding and better productivity on radial routes and a more robust network in times of service disruption for users by increasing the number of alternative routes available.

Date completed: 20th May 2010

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BARKING-GOSPEL OAK LINE USER GROUP

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A NOTE TO THE LONDON ASSEMBLY TRANSPORT COMMITTEE CONCERNING THEIR FORTHCOMING SCRUTINY A REVIEW INTO THE DELIVERY OF THE LONDON OVERGROUND ORBITAL RAIL NETWORK

SUGGESTING AREAS BGOLUG CONSIDER WORTHY OF INVESTIGATION DEVELOPING THE CURRENT OVERGROUND NETWORK

- To evaluate TfL's plans for linking the core East London Line (ELL) (part of LUL until Dec. 2007) into the TfL sponsored Overground services as part of the national rail network.
- To obtain TfL's explanation of the workings within it's own organisational structures in order to clarify the functions of:
 - TfL London Rail
 - Rail for London Limited (RfL);and their relationships with:
 - London Overground Rail Operations Ltd (LOROL)
 - Network Rail (NR)
 - any other contractor or supplier involved with the management, operation and delivery of the London Overground network.
- TfL/RfL/LOROL/NR to summarize the nature and extent of contracts so far let, noting working with all partners, contactors and their sub-contractors.
 - To set out the costs of these contracts where the contract has been let by, has been completed or is in progress.
 - Where a contract has been let by Network Rail to expend monies from other bodies, including TfL, the Olympic Delivery Authority (ODA), Network Rail itself, the DfT, and other parties to include/cover:
 - North London Railway Improvement Project (NLRIP)
 - Woodgrange Park-Hampstead (Barking-Gospel Oak Line) capacity and gauge enhancement (DfT Transport Innovation Fund) scheme
 - Track and station enhancements between New Cross Gate and Crystal Palace/West Croydon/South Croydon
 - Station improvements and enhancements between Euston and Watford, Barking and Gospel Oak and along the North London Line.
 - To explain the failure of contracts/projects on the Barking-Gospel Oak Line and North London Line (NLL) to be delivered on time and steps being taken to prevent further slippage in the NLRIP to ensure full delivery no later than May 2011.
 - To set out the costs of contracts agreed so far for elements of the Overground/"Orbirail" network.

FUTURE EXPANSION AND INTEGRATION OF THE OVERGROUND NETWORK

- TfL to set out estimates for the remaining elements of the Overground network:
 - Reconstruction of the abandoned railway line from Surrey Quays to Queens Road Peckham, including the costs of Surrey Canal Road station.
 - Works related to improvements on the existing South London Line (SLL), including the extension to Clapham Junction.
 - Estimates for the cost of works at Clapham Junction to provide a cross platform interchange (platform 1 for WLL trains & platform 2 for ELL/SLL trains) to provide high quality interchange facilities between services.
 - Proposed arrangements to provide passenger interchange facilities at Denmark Hill, Peckham Rye, Queens Road Peckham, Brixton High Level and on the NLL at Canonbury, Highbury & Islington, Camden Road, Gospel Oak and Blackhorse Road.
- TfL to advise of firm or outline proposals for new or reopened stations on the Overground network, noting in particular Primrose Hill, York Way/ Maiden Lane (to serve the Kings Cross railway lands regeneration zone), Old Oak Common/Wormwood Scrubs/North Kensington and Tufnell Park/ Junction Road.
- TfL to explain and where appropriate support, with copies of memoranda, correspondence and emails communications between the Mayor/TfL, the DfT and NR regarding funding and delivery of SLL services including Victoria to London Bridge via Peckham Rye, Victoria to Denmark Hill, continuing to Lewisham and Dartford, other services to SLL stations from Thameslink/Blackfriars/Elephant & Castle and other services operating through Peckham Rye via South Bermondsey.
- TfL to state the position regarding the electrification of the Barking-Gospel Oak Line and explain the breakdown of negotiations between TfL, DfT and NR which has caused TfL to continue to use diesel trains. In the likely event of continuing overcrowding, what is TfL's contingency plan for the electrification of the line and procuring additional rolling stock.
- TfL to explain the continuing failure to deliver a 15-minute frequency service or any other measures to relief the chronic peak overcrowding on the Barking-Gospel Oak route and to advise of current plans to extend services from Barking to Willesden Junction and onward to Clapham Junction/Richmond.
- TfL to outline long term aspirations or plans to operate a through train service from either Stratford (NLL) or New Cross (ELL) to Willesden and/or Watford over the Primrose Hill route including the reopening of Primrose Hill station.

STAKEHOLDER AND COMMUNITY INVOLVEMENT-"KEEPING THE PUBLIC INFORMED".

- TfL and LOROL to explain how they engage actively and work with stakeholders specifically passenger groups and their representatives, local authorities and other business/regeneration groupings and partnerships.

26th April, 2010

Update from the South London Line Campaign

1. A meeting is expected to be called in May by Transport for London (TfL) to present their alternatives to the South London Line (SLL). But TfL say they have no money to pay for the alternatives. So there are questions to be asked about how any schemes may be funded. From the community perspective, it appears that a political 'blame game' involving TfL, the Mayor the Department for Transport (DfT), seems to have got in the way of looking constructively at ways of funding any alternative scheme.

2. This TfL meeting is the culmination of a campaign by residents and politicians which started once we discovered that TfL had withdrawn its plan to provide a new Victoria-Bellingham service as a partial replacement for the SLL.

- Victoria-Bellingham was a core part of the Network Rail South London RUS and then incorporated into the DfT South Central Franchise specification. It was withdrawn by TfL because they argued they needed the money to help pay for the East London Line Extension (ELLX).
- The DfT only agreed to transferring the money from this to ELLX on condition TfL "publically proposed and consulted over withdrawal of Victoria-Bellingham."
- TfL was also obliged to consult over proposed withdrawal of a service under Section 183 of the GLA Act 1999

The consultation did not happen. In fact, the TfL kept quiet about the fact they had withdrawn the Victoria-Bellingham plan. There are questions to be asked about TfL's lack of transparency in not publicising the fact that it had withdrawn the plan. There are also questions to be asked what role, if any, the Department for Transport played in this.

3. It would be useful for the Committee to assess how the East London Extension (ELLX) – an essentially orbital service – can be introduced without adversely impacting upon essentially radial services such as the SLL. I detail below the impact scrapping the SLL would have (**box 1**). The Railway Consultancy Report, commissioned by London TravelWatch, which sampled commuter view and data analysis of passengers in Lambeth and Southwark, showed overwhelming demand for radial Central London destinations as end points to journeys.

4. Questions have been raised about the accuracy the cost-benefit analysis which has been done on the ELLX and whether they ignored advice that they may have been overestimating the benefits. It would be useful in our view for the Committee to look at that.

5. The future of the SLL is complicated further by the reduction in the number of terminating platforms at London Bridge because of the Thameslink works. It remains unclear how much capacity will be released when the actual construction work is completed. The Committee could usefully look at this.

Box 1

What scrapping the link would mean

- Residents of Wandsworth Road would lose their link to Victoria – 8 minutes. Alternative journeys would require changes and take a lot longer.

- Residents of Clapham North would lose their 10 minute link to Victoria and are likely to be forced back onto the overcrowded North Line.
- Kings College and Maudsley hospitals at Denmark Hill would lose all evening services to Victoria and lose their direct service to London Bridge. Increasingly, the hospitals are working closely with Guys hospital, based at London Bridge.
- Direct links from Peckham Rye to Central London would be reduced. These have proved increasingly important in attracting business and visitors to Peckham.
- Queens Road and South Bermondsey would lose their direct link to Victoria.
- Battersea Park would lose its direct links to stations to the east. This would disadvantage the significant number of people who make these journeys.



West London Line Group



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NB. This builds on the Group's previous document 'West London line developments – 2008 -15'.

DEVELOPMENT PROPOSALS FOR THE WEST LONDON LINE 2009 – 2019 **JUNE 2009**

The West London Line Group has produced these proposals for enhancements to stations and other infrastructure on the West London Line (WLL) and West Coast Main Line (WCML) between Willesden Junction and Wembley Central.

The aim of this document is to review the present state of the economy and overall demand patterns for travel via the WLL across inner west and south London and areas farther afield and to indicate the main improvements most likely to be achieved to meet rising levels of demand for the existing Southern and London Overground services and future ones looked for by these and/or other operators on the WLL, e.g., on the Heathrow – Ebbsfleet IPS and Greenford – Clapham Junction/South East London metro destinations' corridors.

While many of these are aspirational, most of them are presently physical possible, with relatively short time-frames and ready to deliver benefits quickly.

Implementation would mean that all stations would be able to accommodate eight-car trains, with at least the key interchanges able to accommodate twelve-car trains by 2013. More forward-looking comment in Network Rail's Sussex RUS looks to trains of 16 cars. The WLL is known to have been able to cater for the movement and stabling of 18-car trains for Eurostar, including the now empty depot at North Pole, now that such services have been transferred from Waterloo International to St Pancras with the depot transferred to Temple Mills (near Stratford).

The present position and expected development should be seen in the context of: -

1. the actual growth rates in rail usage generally that are being proven again and again across the UK rail network to be significantly higher than forecast;
2. the particular increases in the usage of both London Overground and Southern services on the WLL;
3. the lack of any sign of lessening demand on the WLL, despite the present recession;
4. the past record of strong resilience in West London compared to other areas of London and the UK in economic downturns;
5. TfL forecasts in T2025 for growth in London's residential populations and employment areas;
6. the strength, range and critical mass of existing business and residential traffic generators and interchanges that are on the WLL and/or served by other rail or tube services at WLL stations;
7. the recent and forthcoming changes to WLL services to give direct links with many more diverse locations, including:-
 - six new locations in South London (from December 2008);
 - six new locations in central Hertfordshire, Leighton Buzzard, Bletchley and Milton Keynes (from February 2009);
 - all stations east of Willesden Junction on the North London Line to Stratford (in the weekday peaks from April 2009 and all day from December 2010); and

- those to be served by the successor to the Ealing 'ghost bus' (in the new South Central franchise and assumed to start from December 2009 or May 2010);
8. the increased number and range of transport services which interchange with these more extensive WLL services;
 9. the density, scale and potential speed of future developments throughout the WLL corridor, as indicated in the WLLG publication, "West London Line Developments 2008-2015";
 10. the additional rise in profile and usage of the West London Line as an Olympic-standard rail facility up to and during the London 2012 Games;
 11. further increases as a legacy of the West London Line's exposure during the London 2012 Games;
 12. the length of time taken for most rail projects in the UK to come to fruition;
 13. the relatively low level of importance that has traditionally been given to all aspects of the WLL and thus the inadequate response to meeting passenger needs for rail services and station facilities on the WLL;
 14. the threat of worsening disparities, especially in terms of platform lengths, between the WLL and other networks across Southern England, particularly the WCML, SWT, BML, SLM and Kent networks. This is most clearly underlined given the proposals within Network Rail's South London RUS and more recently in its Control Period 4 documentation and within the Department for Transport's South Central Franchise Specification to lengthen most South London platforms to 10- or 12-car trains. Meanwhile, there are no such proposals yet to ensure that the relatively small number of platforms on the WLL will be able to accommodate more than 4-car trains. This will mitigate further against running through trains between these networks and the WLL and so, given this context, all WLL stations should provide for train lengths of at least eight cars, with twelve-car trains being accommodated and sixteen-car trains planned for at the key interchanges of Clapham Junction, West Brompton, Kensington Olympia and Shepherd's Bush;
 15. the advantages in terms of passenger convenience during the disruption within those London main line stations serving much of south east England — with the Thameslink project affecting London Bridge and Blackfriars and the nine-year tube station redevelopment affecting Victoria — of running longer trains from the south to North Pole Depot via the WLL, being able to call at all stations between Clapham Junction and Shepherd's Bush inclusive;
 16. the advantages in terms of passenger convenience during the disruption caused by the redevelopment of Euston main line station of running longer trains from the north to either Kensington Olympia, the proposed freight loop, Clapham Junction or Waterloo and all such trains being able to call at most, if not all, intermediate stations on the West London Line;
 17. extending such platforms that require lengthening on the WLL are likely to have a much higher cost/benefit ratio than at the vast majority of stations on the National Rail network, since they will be used by four different passenger flows, i.e., commuter arrivals and departures in both directions at all WLL platforms in both peaks, rather than stations with just two commuter uses, (i) London-bound on the 'upside' in the morning peak and (ii) country-bound in the evening with minimal use of the downside platform with usually almost no dwell time on the platform.

The West London Line Group is therefore recommending that the following enhancements are undertaken (from north to south): -

Existing Stations and Infrastructure

1. Clapham Junction (Platforms 1 and 2) The upgrading and restoration of both platforms will be required, plus associated signalling and trackwork. There may be positive advantages for enhancing track connections in the immediate area, i.e., linking the Windsor Lines with these

platforms and making full use of Kensington Sidings for turning and/or stabling trains for present and future WLL/SLL services. Both platforms should be designed to accommodate 12-car trains, and, later, 16-car trains. On-platform facilities should include a waiting room/café and a staffed information point.

2. Clapham Junction (Platforms 16 and 17) Of all the projects proposed in this document, this would probably involve the longest timeframe as it would need additional land (some of which is not thought to be owned by Network Rail) to be acquired, plus the rebuilding of Falcon Road bridge and straightening the present alignment of Platforms 16 and 17. Both these platforms would need to be 8-cars long as an absolute minimum, but given the general move to extend platforms elsewhere to 10-12 cars, these should also accommodate 12-car trains, and later 16-car trains.

The funds allowed by the ORR to Network Rail for the redevelopment of this station presently appear to exclude the cost of this land acquisition and associated bridge works for this platform lengthening.

3. Latchmere Curve The doubling of the Curve is presently scheduled to be completed by late 2010. However, the West London Line Group is strongly urging that this should be completed as soon as possible to allow the existing growth of demand on the West London Line, together with its substantial fillip expected on the opening of Imperial Wharf station in the second half of 2009, to be accommodated as soon as the station opens.
4. Secondary Lines east of Clapham Junction The Sheepcote Lane, Kensington, Ludgate and Battersea Reversible Lines should be upgraded (if necessary) as passenger lines and so maintained.
5. Cremorne Bridge See below
6. Imperial Wharf (Platforms 1 and 2) A fully-enclosed shelter should be installed on both platforms. Both platforms should also be extended northwards, with an emergency footbridge between and road accesses to and from both platform extensions. Both platforms must be a minimum of 8-cars long, but preferably should accommodate 12-car trains and later 16-car trains.
7. West Brompton (Platforms 3 and 4) Improved shelter has already been requested for the southbound National Rail platform. Similar improvements to passenger shelter should be made on the northbound NR platform. Both these platforms must be extended, either north and/or south, to accommodate 12-car trains and, later, 16-car trains. Northward extensions would facilitate a new access to the Earl's Court Exhibition Centre and a west-east travelator to Earl's Court Underground station. Enhancements such as these could be attached as Section 106 conditions to future planning consents for the redevelopment of the huge Earls Court – North End Road and the Seagrave Road car park sites, the latter with direct access to these platforms at their southern end.
8. Kensington Olympia Freight Loop A freight loop/passenger train terminal holding facility for trains of up to 12 cars and preferably 16 cars from either the north or the south should also be installed between West Brompton and Kensington Olympia stations.
9. Kensington Olympia The existing southbound platforms should be removed and the track slewed to allow installation of an island platform (Platforms 3 and 4, both 12-cars long as a minimum, preferably extended to 16-cars) between it and the existing centre rail, with alterations to the existing footbridge to allow access to the island platform and Russell Road. Normal usage would be as follows: -
 - Platform 1 – District Line (if interchange demand from services on the WLL from the north is sufficient, then through trains should run to/from Mansion House at least in the peaks);
 - Platform 2 – northbound for through WLL services;

- Platform 3 – reversible/flexible. To be used as a freight holding area and/or a terminal/holding platform for trains to/from either north or south;
 - Platform 4 – southbound for through WLL services.
10. This development, plus other station upgrades, could be part-funded by Section 106 arrangements upon consent being granted for the development of the four contiguous NW Warwick Road sites.
11. Shepherd's Bush Both WLL station platforms must be extended to accommodate 12-car trains and, later, 16-car trains to allow long-distance passengers from both the southern and northern Home Counties to reach the West End via the Central Line.
- The power changeover point should be moved to the platforms here as this would (i) add to the capacity of the line, and (ii) mitigate the two problem areas of (a) non-performance in cold weather of pantograph motors in a section of the WLL on North Pole embankment which is very exposed to the weather, unlike the more sheltered location of Shepherd's Bush station, and (b) loss or damage to pantographs and damage to the A40(M) overbridge if pantographs are not, due to driver error and/or mechanical failure, able to be lowered on the move before that point.
12. North Pole Depot Ensure that at least four 12-car trains and, later, 16-car trains from points south of, or on, the WLL can be held and reversed here.
13. Lines west of Willesden Junction The trackwork and signalling in the area between SW Willesden Sidings and Acton Main Line station should be improved, doubled and OLE installed, to allow sufficient capacity for metro-type services to be operated between at least the SLL, the WLL and Ealing Broadway.
14. Lines between Willesden Junction and Wembley Central The Willesden Relief lines must be improved to allow passenger trains at least to travel at higher speeds.
15. Wembley Central Platform 7 and its accesses should be remodelled to allow at least 4-car, and preferably 8-car, trains on the South Central WLL service to terminate there.

Future potential stations and other infrastructure developments

All the entries below are at no more than at outline concept stage. Each would be subject to feasibility and cost-benefit analyses, planning and other consents.

1. Battersea High Street A new station to serve the North Battersea area which must accommodate at least 8-car, and preferably 12-car, trains could be built here. Alternatively, the need for this station could be met by the installation of a pedestrian bridge either within or alongside the existing Cremorne Railway Bridge that would link North Battersea with Imperial Wharf station.
2. Cremorne Bridge Pedestrian Walkway – see above.
3. North Pole A new station to serve the North Kensington and North White City areas could be built here. This should be built with a single island platform to accommodate at least 8-cars and preferably 12-car trains. An island platform would allow cross-platform interchange here for passengers between NLL stations and Heathrow Airport.
4. Old Oak A new station able to accommodate at least 8-car, preferably 12-car and later 16-car WLL trains and providing an interchange between the WLL and Crossrail could be built here.

From Jonathan Roberts – Adviser to the East London Line Group, May 2010

Tony Davis, Secretary to the East London Line Group, has been in touch with me about this review. I have been the transport and policy adviser to the Group.

In general we are very happy with the approach TfL London Rail has adopted to the Overground projects – working within a defined budget and delivering on time.

Replacement of temporarily closed services by buses or other rail routes was an issue in the Tower Hamlets/Southwark area, for the East London Line (ELL). By definition the ELL goes quickly where other transport cannot, so any replacement was going to be problematic. It was unfortunate that the size of the Rotherhithe Tunnel precluded a useful through bus service. DLR and via Central London generally worked as longer distance alternatives, though via Central London led to some ticket price issues via Zone 1. The Jubilee Line was there – though often not at weekends – which had not been the case with the previous ELL closure in 1995. In the example of the current closure of lines through North London, TfL/LOROL deserve considerable credit for pioneering the innovative use of Oyster PAYG reimbursements for the added cost of Zone 1 travel during the Stratford-Gospel Oak closure, so that such journeys are at no extra cost for regular users.

Looking forward, the key question is what and where next with orbital developments, on which the TfL Business Plan is basically saying nothing can be afforded at present. We don't believe that should be the case, though clearly it is a question of prioritisation within available budgets, and identification of new sources of funding including third party funds. An indicative list follows:

- First there is some unfinished business, with Surrey Canal Road not authorised on the Phase 2 extension to Clapham Junction (DfT has been unhelpful recently). We are also aware that other investments mainly in North London are not being progressed, at any rate this side of the 2012 Olympic Games, which has a knock-on effect on Overground train services. Not all stations served by London Overground are in their custodianship, which risks a lower quality of station environment, staffing and passenger facilities. Peckham Rye is an example of a missed opportunity.
- Second the new Overground network is essentially a collation of what could be afforded, not what is desired in full, or possible – it is not a perfectly planned network but a gathering together of historic railways with historic gaps. It creates a basic orbital network which may be very good value to grow in capability and capacity, to support spatial and regeneration objectives as well as improve transport connectivity and achieve further relief of services within Central London. The 'Better Routes and Places' topic is the most applicable part of the newly-defined agenda for the new LIP processes.
- Examples of opportunities include:
 - o marketing more interchanges, even if initially these are just walking at street level between stations – a good example which might lead to a direct passageway in due course is between Camden Town (Northern Line) and Camden Road (Overground), where the Northern Line's suburbs can be plugged into the orbital network. For an eventual physical link, the northern end of the Northern's Barnet branch platforms reach most of the way to Camden Road station, and a direct passage may eventually be worthwhile.
 - o in Hackney, 150,000 passengers a year already transfer between Hackney Central and Hackney Downs station, and a direct interchange is feasible and being investigated by LB Hackney and other parties as part of the Olympics MAA and Greater Anglia re-franchising.

- o new interchanges to increase connectivity – a prime example is Brixton Town Centre which would assist area regeneration and travel capabilities with a bus/tube/rail interchange on the ELL/SLL across South London (cost is the issue here); a lower-cost example with street-level interchange might be Tufnell Park on the Northern Line to a new station on the Gospel Oak-Barking line. Ultimately a High Speed 2 railway could have orbital interchange at an Old Oak Common Crossrail station.
- o service frequency where the apparent continuing escalation in demand is pointing to more and longer Overground trains but in North London line capacity is constrained by freight paths, and in South London may be constrained by operability issues. The ELLG has long taken the view that the cross-river services should be aimed towards 20 trains per hour each way as a minimum rather than the current plan for 16 tph after Phase 2 opens – and it could be 24 tph if operational performance was acceptable. This might open up other routes to ELL trains in South London.
- o new service patterns if line capacity permits – responding to the Outer London Commission interest in ‘chordal’ services linking radial and orbital routes, or alternatively a further round of investment in interchanges.
- o better interchanges between radial bus services and the orbital rail network – an example is the current long walk between the main Uxbridge Road corridor (207/607 – one of the busiest in suburban London) and Acton Central station – could a second station entrance be provided on the Uxbridge Road or, initially, better signposting and stop location be arranged?
- o additional local stations to support a ‘metro’ frequency of stops in the inner urban area – ie, broadly every mile or less to maximise catchment access on routes which are all about accessibility and distribution around inner London. (The new ELL northern extension has stations every $\frac{1}{2}$ – $\frac{2}{3}$ mile between Whitechapel and Dalston.) There are historic gaps in this accessibility, with an example being Kings Cross Lands Redevelopment (Kings Cross Central) between Camden Road and Caledonian Road.

The value for money of different projects is of course important – and some projects might be substitutes for others, not additional. In general, usage of orbital lines is two-way all day, for short distances, so that passenger utilisation of trains is very high. 4 or 5 passengers may use the same space on the train on each end-to-end journey, compared to the conventional radial commuter route where a train starts empty and gains maximum usage only close to central London, with light loadings in the opposite direction and in the offpeak. The high usage of orbital trains will increase the value for money of further investment in the orbital network and its ‘green’ efficiency.

London planning can also support better use of its public transport network through high density developments at radial / orbital hub interchanges, where there is then less need to use or own a car because of the high level of accessibility achieved by public transport.

The organisational context is also important. Since the original Overground schemes were funded, Department for Transport has agreed new terms of engagement for rail franchises in the London area, with TfL having a greater specification rôle with the ability to increment or decrement the specification, at its cost or financial saving. This allows a more consistent approach to rail planning on inner suburban services, and for London network connectivity.

London Borough of Lambeth, May 2010

Submission to the GLA Transport Committee, 26th May 2010, Agenda Item 10 – London’s Orbital Rail Network

Lambeth is affected directly by the development of the Orbital Rail network around London. The South London Line currently has stations at Wandsworth Road and Clapham High Street, and passes through Brixton. Kings College Hospital is also extremely close to Denmark Hill station.

The council fully supports the East London Line extension to Clapham Junction as an additional service to complement the radial services into Victoria and London Bridge, although would wish to see a station at Brixton. Lambeth is keen that the South London Line and the East London Line are not seen as competitors, as to have either service without the other would be a major mistake, and both must be provided to retain an adequate service.

Lambeth awaits TfL’s conclusions on the options regarding the South London Line, due to be announced on the 1st June, with considerable interest, but would like to reiterate the following points which in the council’s view provide strong justification for the retention of Victoria services from the South London Line.

Lambeth is aware that the South London Line will be withdrawn from December 2012 as a result of the Thameslink works at London Bridge rather than due to the East London Line Extension, but is extremely concerned by the loss. Whilst the East London Line will provide a service to the existing South London Line stations in Lambeth, there are still major concerns for Lambeth, namely:

- the loss of all services from Wandsworth Road and Clapham High Street to Victoria and London Bridge;
- the loss of direct services from Denmark Hill (for Kings College Hospital) to London Bridge and Guys Hospital; and
- the service from Denmark Hill to Victoria is also halved.

Wandsworth Road station will be the nearest station in Lambeth to much of the new development proposed as part of the Vauxhall, Nine Elms and Battersea OAPF and as such has the potential to ease congestion pressure on the Northern and Victoria Lines if provided with an improved service to Victoria. Clapham High Street to Victoria also currently provides an alternative to the overcrowded Northern Line, which would be made worse if the South London Line link from Clapham High Street and Wandsworth Road to Victoria is not replaced.

As well as the current level of passenger demand from Lambeth for orbital travel, the Vauxhall, Nine Elms, Battersea Opportunity Area Planning Framework envisages significant development in the Wandsworth Road catchment area, with up to 16,000 new homes and 20,000 new jobs, which would benefit from a service to Victoria, and the plans to regenerate Brixton town centre will also add to passenger numbers on both radial routes and orbital routes, if a station were to be provided at Brixton on the South London Lines.

The Mayor’s Transport Strategy also makes mention of Strategic Interchanges as a key method to relieving pressure at London’s key termini. Despite meeting all of the requirements, Brixton is not proposed in the Strategy as a place to be considered a Strategic Interchange.

The benefits of the proposed orbital network are well documented and extremely beneficial. The boost to service provision already experienced with the West London Line, North London Line and East London Line show the potential of improving these key links, and Lambeth is certain that the extension of the orbital network over the South London Line, if in addition to the radial services, will provide similar benefits.

For the future development of the Orbital network, Lambeth is extremely keen to see the long-proposed Brixton High Level station constructed. This station would provide access from the Brixton area to the key employment districts in the East of London, as well as orbital links to Clapham Junction and wider destinations. It would fully meet the Mayor's objectives regarding Strategic Interchange and would be a key part of the regeneration of Brixton Town Centre. If this station were to be served by both the South London line radial services and the East London Line orbital services it would be a huge success and should be prioritised.

Royal Borough of Kensington and Chelsea

Evidence to the London Assembly Transport Committee on London's Orbital Rail Network

26 May 2010

- 1.1 We are pleased that the Transport Committee has recognised the strategic importance of London's Orbital Rail Network and has invited comments from interested parties.
- 1.2 The West London Line has seen marked improvements in recent years with two new stations and new, more spacious, trains. TfL should be given credit for much of the improvements made. Whilst the increase to four trains an hour next year will be a welcome improvement, we are in danger of the line not fulfilling its potential because the demand pressures may be greater than it can satisfy.
- 1.3 We have highlighted the main issues of concern to the Royal Borough below and would welcome some discussion of these issues at the Committee's meeting.

Extension to Gatwick

- 1.4 The Royal Borough is keen to see the reinstatement of West London Line services to Gatwick Airport. We know from our discussions with other local authorities, both within London and outside London, that such an extension would be supported by all the relevant local authorities and also by the owners of Gatwick Airport. This would also fit in with the Mayor of London's objective of improving interchange between radial and orbital rail lines.
- 1.5 The re-instatement of West London Line services to Gatwick Airport would mean that passengers who currently use the West London Line who wish to go to the Airport would not need to change trains with their luggage. It would also provide an alternative North-South link, bypassing central London, for passengers heading to the airport from the North of England (via the interchange at Milton Keynes).

Frequency

- 1.6 The West London Line provides excellent transport connections to destinations in Inner London but is very overcrowded. Capacity can be increased through longer trains or a more frequent train service. We would favour a more frequent train service as it reduces overall journey times for passengers.
- 1.7 We understand that due to constraints at Clapham Junction station, a maximum of four West London Line trains an hour can reverse here. We

would welcome the Committee's support in lobbying for this capacity constraint to be removed in the next Government funded control period 2014-2019.

- 1.8 Our aspiration for the West London Line is for there to be six trains an hour on the Metro service terminating at Clapham Junction and four trains an hour on North/ South service from Milton Keynes to Gatwick Airport.
- 1.9 We support the Mayor's desire to see through rail freight moved out of London so that capacity is released for passenger services on the West London Line.

Integration with other national rail services

- 1.10 We would like to see more integration in the timetabling of the Southern train services and London Overground train services on the West London Line so that we avoid the current situation where two of the three trains per hour leave Clapham Junction within three minutes of each other, resulting in a 30 minute gap in service.

Interchange and Information at Clapham Junction station

- 1.11 It is essential that all interchange stations are accessible to all, preferably with cross-platform changes, and that the direct links provided by existing orbital rail travel are preserved, as changing trains is difficult for people with mobility problems and luggage.
- 1.12 We would like to see improved interchange facilities at Clapham Junction station, especially between the two platforms which serve the West London Line, which are situated at either end of the station (Platforms 2 and 16/17). This situation is made worse by the lack of information on the departure platform to let passengers know of the alternative services on the West London Line which depart from another platform. For example, passengers could be waiting for up to an hour on platform 16 without realising that other trains are departing on platform 2 to Willesden Junction.
- 1.13 There is no electronic display of train information at the foot of the stairs on platform 2 (which is used by London Overground), so passengers have to climb up the stairs to find out about train services on other platforms. In fact there is very little Overground information available at Clapham Junction. This may be because the station is run by a different operator.
- 1.14 We hope that Platform 1 will be re-opened at some point in the future. This will be especially important for the second phase of the East London Line Extension to Clapham Junction to allow a cross-platform interchange between the East London Line and West London Line. We are concerned to hear reports that Network Rail is no longer planning to re-open platform 1 due to the expense. We would be interested to see Network Rail's plans for Clapham Junction for the period after the second phase of the East London Line

Extension opens, so that we may have some reassurance that passengers will not be left with a sub-optimal solution.

Conclusion

- 1.15 The West London Line has seen a marked improvement in recent years and TfL should be given credit for much of this improvement. Whilst the increase to four trains an hour next year will be a welcome improvement, we are in danger of the line not fulfilling its potential because the demand pressures may be greater than it can satisfy.
- 1.16 Our aspiration for the West London Line is that London Overground and Southern will be able to work together to achieve six trains per hour on the Metro service terminating at Clapham Junction and four trains an hour on North/ South service from Milton Keynes to Gatwick Airport, all arriving at regular intervals throughout the day so one train departs every six minutes from Clapham Junction. We would like to see improvements in train service information, both at platform level and on the over bridge/ underpass, at Clapham Junction station so that passengers will know which platform to go to when arriving at the station. We also hope that Platform 1 at Clapham Junction will be re-opened when the second phase of the East London Line Extension is completed, thereby providing a cross platform interchange between East London Line and West London Line services.

Ends



Ms L. Warren,
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Our ref: DTS / JSI
Your ref:
Date: 24 May 2010

Dear Ms Warren

London's Orbital Rail Network – delivery of improvements Evidence for the Assembly's Transport Committee, 26 May 2010

Further to your conversation with my colleague John Slaughter, I would like to submit the following officer comments on behalf of the Council to the Assembly's Transport Committee on London's orbital rail network.

1. The Council welcomes this review of orbital rail services. We fully recognise the importance of creating an attractive orbital rail network, to relieve congestion at central London terminals and on the Tube network, and to encourage travellers out of cars to relieve congestion on both local roads and on the strategic highway network. We have, therefore, consistently lobbied for many years for improvements to the West London Line services from Clapham Junction and for an extension of the East London Line to Clapham Junction. We have been rewarded by substantial improvements on the West London Line, and by the prospect of the East London Line reaching Clapham Junction in 2012. We have also been impressed by the transformation of the old Silverlink Metro services into the London Overground network, although we are disappointed that Clapham Junction has not benefited from any of TfL's investment in stations on the network.

2. Turning to the Transport Committee's review of the orbital rail network, I am surprised that the Council was not formally consulted, as the report to the Committee appears to state in paragraph 2.23e that relevant local authorities were "asked to contribute views and information". I am disappointed that the East London Line Group is not included in your list of consultees in the report, bearing in mind the listing of the West London Line, North London Line (NORP & Barking-Gospel Oak), and South London Line groups, although I understand that you have had discussions with them. We are also surprised to see in the table in paragraph 2.7 that new trains were introduced in 2009 on the Watford-Euston and Barking-Gospel Oak routes, as it is our understanding that these have still not been introduced even now in May 2010. So I am wondering how accurate some of the other information is in the report.

Director of Technical Services: William G. Myers, OBE
Borough Planner: A G McDonald, BA(Hons) Dip TP MRTPI



3. As far as the substance of the report is concerned, and the discussion over the future of the South London Line (SLL) service in paragraph 2.17, it is worth stressing that, quite apart from the threat to the SLL service posed by the Thameslink project at London Bridge station, the SLL service is likely to cease in its current form because of Network Rail's plans to extend platforms at Battersea Park in 2013. This work is required to serve 10 car trains on the Victoria-Balham route, and will sever the SLL route in the station.

4. We would strongly dispute the suggestion by the Save the SLL Group referred to in paragraph 2.18, that the benefits of the East London Line extension phase 2 might have been overestimated. The latter's potential for enabling residents of south and west London to access the City and Docklands without going through central London, and for Londoners to similarly access the extensive range of rail services at Clapham Junction is enormous. We would anticipate the service quickly being taken for granted, as the West London Line currently is, with frequencies and loadings higher than on the SLL. We hope that a solution can be found to the future of the SLL which is acceptable to all those who wish to see it continue, provided the current East London Line Phase 2 proposal for 4 trains per hour to Clapham Junction is retained. Any reduction in this frequency would make the service much less attractive to travellers.

5. As far as threats from the Thameslink Project are concerned (ref comment 3 above), the Council's priority is to save the existing through-services from the Wimbledon Loop to Luton and beyond. The current plans to curtail the service at Blackfriars would seriously affect access to the City, Kings Cross, St Albans and Luton for many south Londoners.

6. The Council has a number of concerns relating to West London Line services from Clapham Junction. As mentioned in comment 1, the roll-out of the Overground product has not resulted in a visible improvement at Clapham Junction, unlike the substantial improvements which have been made to former Silverlink stations elsewhere on the network. We were hoping that the extension of phase 2 of the East London Line in 2012 might remedy this, but we have recently been advised that only minimal works are planned. We have, therefore, been forced to negotiate with Network Rail to ensure that some of the limited funding available under the "Better Rail Stations" project is spent on improvements to the Grant Road side of the station serving the Overground: this will result in less funding being available for the remainder of the station. However, we now understand that the "Better Rail Stations" funding may now have also been withdrawn.

7. The report makes scant reference to the services on the West London Line provided by Southern Railway. These trains can be very heavily loaded and they provide an important orbital service across London in addition to TfL's Clapham Junction-Willesden-Stratford service. TfL need to avoid repeating the common problem of operators overlooking other operators' services. This has been particularly confusing for passengers when frequent engineering works (usually at Willesden Junction) have disrupted Overground services, and little or no reference has been made to alternative Southern services which have often continued to operate over 90% of the route.

8. There are two other issues concerning the poor co-ordination of the two services on the West London Line provided by TfL and Southern. Firstly, they operate to an unattractive timetable, with bunching of trains, and then long gaps. Generally the Southern service is timetabled to run 3 minutes behind or in front of the Overground service, leaving a 27 minute gap in the basic half hourly Overground timetable. With careful timetabling, it should be possible to provide a more attractive and even service pattern for west Londoners.

9. The other problem with co-ordination occurs at Clapham Junction, where there is no information to passengers on the platforms of the alternative services offered by Southern and Overground. The former uses platforms 16 and 17 whilst the latter uses platform 2, and passengers on one have no indication of services on the other. Consequently a delay or missed train on one platform can result in those passengers with the right information having only 3 minutes to rush across the entire station to find the next departure. Those without the right information can be left for up to an hour waiting for the next Southern service, unaware that the Overground provides an alternative service on the other side of the station.

10. On the subject of the future, we have a number of aspirations for improvements to orbital rail, particularly:-

- (a) Delivery of phase 2B of the East London Line Extension to Clapham Junction in 2012, with a minimum service of 4 trains per hour to north-east London;
- (b) Restoration of the derelict platform 1 at Clapham Junction to provide a convenient cross-platform interchange between East London Line and West London Line services;
- (c) Increase in the frequency of the core Southern service from Clapham Junction to Watford from hourly to half hourly, to relieve congestion and provide a more attractive service; this would allow an attractive 6 trains per hour to operate on the West London Line between Clapham Junction and Shepherds Bush, assuming Overground frequencies are increased as planned in 2011;
- (d) The provision of a further new station on the West London Line in north Battersea to serve the rapidly growing population in this area close to the river;
- (e) Improved interchange with other radial rail routes, such as at Brixton (Victoria Line) and Old Oak Common (Great Western and potentially HS2).

I trust that these comments will be placed before the Committee and will be carefully considered as part of the review. We look forward to working with the Assembly and TfL to further enhance orbital rail services in London.

Yours sincerely



John Stone

Head of Forward Planning and Transportation

cc. Councillor Govindia, Cabinet Member for Strategic Planning
Richard Tracey, London Assembly Member

North Orbital Rail Partnership (NORP)

Purpose and Membership

NORP consists of a partnership of 17 Local Authorities served by the London Overground service. The partnership will continue to liaise with TfL to obtain the best results from investment guaranteeing improvement to train services and stations. The current membership list is:

Hertfordshire County Council, the London Boroughs of Barking and Dagenham, Brent, Camden, Ealing, Hackney, Hammersmith and Fulham, Haringey, Harrow, Hounslow, Islington, Newham, Richmond-Upon-Thames, Tower Hamlets, Waltham Forest, Wandsworth and the Royal Borough of Kensington and Chelsea. These local authorities form the NORP Steering Group which meets around four times a year.

NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, Islington and the SWELTRAC Partnership. The Executive Group meet approximately every three months.

NORP also has a Politicians' Group who meet twice a year and are formed by Councillors who have the lead on rail transport in their borough. London Assembly Members whose constituency contains a member borough or who are a member of the GLA Transport Committee or who have an interest in the London Overground enhancement project, are also part of the Politicians' Group.

Aims

NORP's aims are:

- To ensure that the strategic importance of London Overground is recognised in accordance with the objectives of the member Boroughs and the London Plan.
- To promote the development of London Overground and to provide enhanced passenger services whilst maintaining their capacity for freight.
- To ensure the provision of adequate funding to help promote the Railway and increase its sustainability.

Activities

NORP does:

- Enhance the station environment, and the accessibility of stations, by upgrading passenger safety, signage and information in partnership with TfL London Rail.
- Encourage the provision of quality passenger facilities within stations, including step-free access, information displays, toilets and seating by TfL London Rail and other parties.

- Work with TfL London Rail in the development of their Route Corridor Plans, and provide opportunities for stakeholder engagement.

NORP will provide Station Access Schemes and the reporting of funding proposals to TfL Borough Partnerships for off-station and other schemes, that are complementary to TfL London Rail's on-train and on-station investment programmes. Other possible NORP activities could include promotional measures to increase the awareness of the rail services, and working with developers to rebuild stations.

Review of NORP's Work With LOROL and TfL London Rail

NORP started in July 2005 at the start of the London Overground upgrade. Later that year it became a TfL funded partnership, on the basis that its station access schemes would improve the approaches to the London Overground stations. Which in turn would complement the improvements that TfL London Rail were then planning to make to its stations.

Now many of those station improvements have been made and NORP has completed station access schemes at Acton Central and Stonebridge Park. NORP is now half way through a station access scheme at Gospel Oak. NORP has started a major scheme at West Hampstead that will link all three rail stations there including links to the new entrance of West Hampstead Thameslink station that Network Rail are constructing as part of the Thameslink Programme. That scheme will be completed next year.

It is also hoped that a station access scheme at Crouch Hill will be completed before the end of this financial year.

NORP's other main strand of work has been as a forum that LOROL and TfL London Rail can use to reach all the local authorities affected by the London Overground upgrade. The local authorities have found this communication extremely useful, since it has meant that most concerns can be addressed by the relevant organisation and then a response given.

One example of particular concern of the local authorities was TfL London Rail's plans for 4-car trains on the North London Line (and more trains) would not provide enough capacity to meet the latent demand, that we felt would arise. One of the reasons for our concern was that alterations to signalling equipment is very expensive and resources are scarce. We were able to meet with the signal engineers at Network Rail and look at every station's layout to confirm that the new signal layout would allow trains to be extended to 6-car length should funds ever be provided to pay for the additional trains and for the civil engineering works needed to extend the platforms.

Overall NORP feels that we have had good access to LOROL and TfL London Rail and has found that the level of communication between those organisations to be excellent.

Future of NORP

The TfL funded partnerships are undergoing a change in that the 14 partnerships are being reduced down to 5 sub-regional partnerships. Those remaining partnerships will be enacting various TfL programmes. However, they follow the Mayor's sub-regional plan, i.e. there is a Central London partnership with 4 other partnerships for north, south, east and west.

Those 4 other partnerships are, generally, arranged radially. Therefore, we are concerned that any orbital movement will cut across those borders and will become a lower priority issue for the new partnerships to address.

In the new arrangement it has been assumed that funding for other partnerships will either come from the boroughs or from core funding delegated from the appropriate sub-regional partnership. Since NORP's rail lines cover all 5 sub-regions we are not expecting funding from the partnerships. Most of the boroughs have indicated that due to various funding constraints they will not be able to pay for any administration of NORP. Therefore, there is a risk that the NORP forum will be lost from April 2011.

NORP was originally set up in order to provide a forum that concentrated on orbital rail travel rather than radial travel because most of the improvements to rail lines were only undertaken to radial lines. It would be a shame if the benefits of that forum were lost.

Future of London Overground

NORP welcomes the funding for the completion of the East London Line. TfL are to be congratulated for completing the orbital network in such a relatively short time.

One future concern is the quality of the station environment. On LOROL managed stations the quality is (or is planned to be) excellent but there has been sufficient funding to pay for those planned improvements. However, for LUL managed stations there has been relatively little additional funding available to make the same difference in the stations' environment. This difference in funding is becoming quite prominent on lines such as the London Euston-Watford Junction DC line. On the stations managed by LOROL (south of Queen's Park, north of Harrow & Wealdstone plus Willesden Junction) the station environment is good and improving. However, on the remaining stations it is getting more and more noticeable, whilst there have been some improvements they have not been to the same scale and we know from the plans that LUL have shared with us that there are fewer improvements planned.

NORP would prefer all LUL managed stations that have a London Overground service to be transferred to LOROL/TfL London Rail and for proper funding provided to improve those stations to the same level, that has been achieved on the other LOROL stations.