
Report of meeting from external body

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Information item (d)
LTW 229
Drafted 2.7.08

West Hampstead interchange group

1 Purpose of report

To record the proceedings of a meeting held by an external body at which a representative of London TravelWatch was present.

2 Information

- 2.1 The (edited) minutes of a meeting of the West Hampstead interchange group held on 3 October 2007 are appended for information. The text has been prepared by Camden council and London TravelWatch has no responsibility for its content or format. Although the meeting was held in 2007, the minutes were not circulated until July 2008.

3 Equalities and inclusion implications

- 3.1 Not applicable – report is for information only.

4 Financial implications

- 4.1 Not applicable – report is for information only.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to it to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act places a duty upon it to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Recommendation

6.1 That the report is received for information.

Appendix

West Hampstead Interchange Group Meeting held on 3 October 2007, Camden Town Hall

Present:

Cllr Keith Moffitt (Chair),	Leader and West Hampstead ward councillor
Virginia Berridge Mark Hutton	West Hampstead Amenity & Transport (WHAT)
Anne Heyman Diana Frost	West Hampstead Local Consultation Group (LCG)
Jean Austin	Combined Residents' Association for South Hampstead (CRASH)
John Cartledge	London TravelWatch
Colin Britt Pontus Lindberg	Transport for London
Richard Workman	Network Rail
Larry Heyman	First Capital Connect
Stuart Yeatman	John Laing
Laurie Baker	Camden, Head of Transport Planning Team

1. **Apologies:** Cllr Mike Greene, Anne Doherty, Richard Jeremy

2. London Overground update

The new concession for North London line (NLL) and East London line begins on 11th November, which will be operated by MTR Laing. The initial work will be a deep clean and repair all stations between November 2007 and March 2008. The concession will be within the Oyster system from November and all National Rail tickets will be able to be purchased from stations (best of both worlds). Refurbish or rebuild stations by 2010.

Safety on line (perceived and actual) will be improved with more staff and more BTP officers on trains.

Capacity will increase with new trains by end of 2008; further carriages have been ordered that can be added when usable lengths of platforms have been extended.

Hampstead Heath will move into Zone 2 (from Zone 3), Willesden Junction will be in both Zones 2 and 3, and Acton Central moves from Zone 2 to 3.

MTR Laing and TfL staff will occupy the same offices, which will assist smooth running of the railway – to become a model for London.

Question of freight use was raised. The majority of the traffic growth from Felixstowe will go across country. However, existing Felixstowe traffic plus some of the growth will run via London since it is one of the few electrified routes. Therefore, there will be additional freight traffic on the North London line, including from Felixstowe and Thameside.

3. Presentation by TfL

Colin Britt gave a presentation on ideas for West Hampstead:

Thameslink Station – a new entrance on Iverson Road and new footbridge to west where platforms are wider to allow lifts. Existing entrance would remain open for people to/from the north. This will reduce pressure on West End Lane (WEL) pinch point.

NLL station – saw off front with a modest development to south at the same scale as current buildings.

West End Lane (WEL) – Make carriageway a uniform 7 metres all the way through and improve the public realm (footways on the west side) and crossings. Fully signalled junction with pedestrian crossing at WEL/Blackburn Road and widened footway between there and to beyond the NLL station would be provided.

Funding sources (not in order of importance)

- Commercial development
- Railways for All (DfT)
- HLOS (High Level Output Statement) funding for station improvements
- Thameslink project
- TfL upgrade
- LUL
- First Capital Connect (FCC)
- Network Rail discretionary fund
- Camden (street works)

Timetable – it could take three years. TfL and Network Rail have assigned funding to take to next stage (GRIP 3 and RIBA stage C) at c. £350k

TfL have had discussions with First Capital Connect, Network Rail and London Underground who all see the scheme as beneficial and affordable.

4. Discussion

Issues raised were:

No works at LUL station, which will remain on east side of road – there could be much improved crossing facilities.

WHAT representatives strongly welcomed the scheme and the sensitive way put forward.

On a question about funding, it is estimated that NLL could cost £2.2m, Thameslink £3.3m and that after development there would be a funding gap of £5-6m, which could come from sources listed above. There would be Railplan modelling to measure improved journey times that could justify some investment.

WHLCG remarked that development is expected since it is a brown field site. The limiting factor will be capacity – by December 2011 there will be 12-car trains on Thameslink.

Railtrack was criticised for taking development gain and not delivering the promised infrastructure. Richard Workman stated that infrastructure is now the responsibility of Network Rail, a not-for-profit company. Therefore any “profit” from commercial development would be spent on infrastructure improvements.

FCC congratulated TfL on the work and will give every bit of support.

London TravelWatch commented that West Hampstead is in third division on interchanges in London but does have a lot of potential – needs to assist large numbers of people to/from West Hampstead area as well as interchanging. He also remarked that good lessons can be learnt from LUL improvements that make people feel more secure – TfL want to use that in redesigning the NLL station.

Keith Moffitt urged the scheme not to be unambitious. WHLCG remarked that the “best bit” of this scheme is that it doesn’t preclude anything further.

Next steps – meeting agreed that the further work should be done to arrive at a scheme. Thought needs to be had about building heights – like to see planning application within next year. One of the biggest issues highlighted by TfL is the trees on the Thameslink Iverson Road side as there is not much green in the immediate area (but a wildlife corridor could be left beneath any buildings).

The brief will be shared with Camden and Network Rail.