
Secretariat memorandum

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Possible future transport initiatives

1 General

- 1.1. At a recent meeting with the Deputy Mayor for Transport, Isabel Dedring, we were asked to make suggestions for potential long term transport policies and projects, beyond those that are currently agreed and funded, and in particular on areas where we believe that transport projects could have wider societal benefits. This paper suggests ideas which could be put to the Deputy Mayor for consideration in future transport policy development.

2 Background

- 2.1. The Mayor through Transport for London (TfL) has a considerable array of policies and aspirations for long term planning for transport that are set out in documents such as Mayor's Transport Strategy, the London Plan and TfL's Business Plans. All of these have been considered by London TravelWatch at various stages in their inception and implementation, and these documents contain policies and aspirations that London TravelWatch supports
- 2.2. This paper aims to explore ideas and concepts for policies that go beyond these, and so does not cover projects such as the tube upgrade, Crossrail and cycle superhighways that are already in progress, or projects such as Crossrail 2 and the Bakerloo Line extension from Elephant & Castle to which substantive resources have been committed in terms of planning and which London TravelWatch has previously expressed sought for.
- 2.3. The paper draws on previous work by London TravelWatch on small scale projects and potential regeneration effects of transport initiatives, as well as other sources.

3 Principles behind concepts for projects

- 3.1. We have used the following principles in developing the ideas for these projects:-
- Providing alternative routes for travel and opportunities for interchange that avoid central London

- Joining up current services better, so that more efficient use is made of existing infrastructure
- Reusing redundant infrastructure for new links
- Income generation through fares and development
- Making services more efficient and therefore generating cost savings

3.2. The Deputy Mayor has indicated that schemes should also take on the ability to influence wider Mayoral priorities other than transport, such as regeneration, reduction in crime, community cohesion and increasing employment.

4 Potential projects

4.1. These are listed below and set out in more detail in the appendix.

4.2. Large scale projects with potential high impact and significant potential to stimulate growth and regeneration:

- Chiltern Metro
- West Hampstead Chiltern and Metropolitan Line platforms
- Reinvigorating the Northern City Line

4.3. An outer ring of rails:

- North Downs electrification
- New Addington to Orpington via Biggin Hill
- Barking – Gospel Oak rail line electrification, train and platform lengthening.

4.4. Reusing redundant infrastructure to provide an outer public transport ring for North West London:

- Bow Church to Hackney.
- Finsbury Park to Muswell Hill
- Mill Hill East to Edgware
- Belmont to Harrow & Wealdstone

4.5. Connecting London's orbital and radial rail links more effectively in inner London - a 'ring of pearls':

- Maiden Lane – Kings Cross North
- Brixton South London Line
- Brockley High Level line

- 4.6. Connecting West London and providing additional capacity to Heathrow Airport:
- West Drayton to Uxbridge and Uxbridge to Denham
 - Airtrack Lite – southern access to Heathrow Airport
- 4.7. Long ‘corridor’ road routes radiating from central London with potential for regeneration.
- 4.8. Opening up South London for cycling through reuse of former railway routes.
- 4.9. Smaller schemes or policies with wider and bigger impacts:
- Installation of ticket gates at major inner and outer London stations
 - Tackling transport deserts
 - A single door to door transport service for those unable to use public transport
 - Greater pedestrian connectivity between out of town retail outlets
 - Small scale step free accessibility at smaller stations
 - Tackling the 100 barriers to completing the London Cycle network
 - Seven Sisters station rebuild
 - Silver Street station rebuild

5 Recommendation

- 5.1. Members are asked to note the report.

6 Equalities and inclusion implications

- 6.1. There are no equalities and inclusion implications arising from this report for London TravelWatch. However, the recommendations contained in this report would contribute significantly to increasing accessibility of the transport network and increasing social inclusion if implemented.

7 Legal powers

- 7.1. 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 representations with respect to – any matter affecting the services and facilities provided by Transport for London which relate to transport (other than freight) and which have been the subject of representations made to it by or on behalf of users of those services and facilities. Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon it in respect of representations

received from users or potential users of railway passenger services provided wholly or partly within the London railway area.

8 Financial implications

- 8.1. There are no financial implications for London TravelWatch arising from this report.

Appendix A

Potential future transport projects

1 Large scale projects with potential high impact and significant potential to stimulate growth and regeneration.

1.1. Chiltern Metro

- 1.1.1. By the 2020's almost all of London's rail routes will have no spare capacity to accommodate additional infrastructure without substantive demolition of adjacent properties or tunnelling. The one exception to this is the Chiltern route which in the 1960's and 1970's was reduced from a four track railway to a two track one. The route is also the only non-electrified main line route within London.
- 1.1.2. The route is also characterised by the use of shorter length trains compared to other London rail routes, and because of the limitations of the two-track railway very poor levels of service to London area stations.
- 1.1.3. However, reinstatement of a four track infrastructure and electrification would unlock significant opportunities to both improve passenger services both within London and further afield in terms of journey numbers and journey times, provide overcrowding relief on other National Rail and London Underground lines across west and north west London and also unlock significant regeneration and development opportunities at points along the route.
- 1.1.4. The routes close working relationship with the London Underground Metropolitan Line means that this line would also have the potential to benefit from an upgrade of this route, by for example increasing line speeds and improved signalling
- 1.1.5. Replacement of diesel traction with electric would also lead to significant improvements in air quality along the line of the route.

1.2. West Hampstead Chiltern and Metropolitan Line platforms

- 1.2.1. New platforms at this location on the Chiltern and Metropolitan lines would significantly enhance the connectivity of most of North London and surrounding counties by providing interchange with the Thameslink, North London and Jubilee Lines. This interchange could significantly cut journey times between North West London, Buckinghamshire and major destinations for jobs and services such as Stratford, Canary Wharf, London Bridge, Kings Cross, Elephant & Castle and Croydon as well as to Gatwick, Luton and London City Airports.
- 1.2.2. The scheme would potentially need to use 'air rights' above the current railway lines, but would also facilitate regeneration within the local area.
- 1.2.3. Even greater benefit would be derived from this scheme if it were to be delivered as part of a Chiltern 'Metro' local service within London as above.

1.3. Reinvigorating the Northern City Line

- 1.3.1. The Finsbury Park – Moorgate route is currently operated by First Capital Connect. Originally it was a 'tube' line, but in the 1970's was converted to a British Rail operation. However, no investment has been made in the route since the

1970's and so stations and trains are in a 'time warp'. In addition the timetabled service does not operate after 2200 on Mondays to Fridays or on Saturdays or Sundays. This poor level of service is despite major regeneration of sites along the route : Emirates Arsenal stadium at Drayton Park; the development of 'tech city' around Old Street; Stratford City which is accessible by connection on to London Overground at Highbury & Islington.

- 1.3.2. Regeneration of the route with modern stations, trains and times of operation would bring a major benefit to passengers but also support the growth of 'tech city' firms and small enterprises that operating in international markets need to have access in the late evenings and weekends.

2 An outer ring of rails

- 2.1. London at present does not have an equivalent rail route to the M25 motorway allowing travel between its major suburbs and wider economic area without the need to travel into inner or central London. However many of the schemes outlined above have the potential to provide parts of an equivalent rail network. These would need to be supplemented by schemes using new infrastructure or upgrades to existing lines as follows:-

2.2. North Downs electrification

- 2.2.1. The route between Reading and Gatwick Airport is one of the few rail routes that it is not continuously electrified. There are significant gaps (Wokingham to Ash and Guildford to Reigate that if filled would enable significant improvements in outer orbital journeys in and between South West London, Surrey, West Kent, Berkshire and Oxfordshire. Combined with the reopening of the Milton Keynes to Oxford route (East West rail) already agreed or a potential Airtrack type scheme from Heathrow Airport to Staines , this would enable significant numbers of rail journeys that currently require travel via central London or road journeys via the M25 and radial roads to be made by an outer orbital rail route.
- 2.2.2. A by product of such an electrification scheme would be greater resilience of electricity supply to all Southern and South West Trains routes into London from Surrey and Berkshire.
- 2.2.3. Therefore even though this scheme is entirely outside the Greater London area there would significant benefits arising to Greater London as a result of reduced congestion on London's roads and the M25, and in crowding on radial rail routes into London.

2.3. New Addington to Orpington via Biggin Hill

- 2.3.1. New Addington has benefitted significantly from Tramlink over the years, but links eastward are relatively poor. Biggin Hill is one of the largest and growing settlements within Greater London that has no rail based links at all. An extension to Tramlink eastward from New Addington toward Biggin Hill and Orpington would open up significant more job opportunities for this relatively deprived and isolated area, and it would reduce journey times between Biggin Hill and central London, as well as other major employment / growth centres such as Croydon and Lewisham.

2.4. Barking – Gospel Oak rail line electrification, train and platform lengthening.

- 2.4.1. 4.39 A decision on this scheme is awaited shortly. However, there is potential to widen benefit further by extending the services beyond their current terminals at either end toward West Hampstead (for interchange with Thameslink, the Metropolitan and Jubilee lines, and potentially the Chiltern route) or towards the Thames Gateway development area (Dagenham Dock, Rainham, Purfleet and Tilbury), and by reopening the station at Junction Road which would provided interchange with the Northern Line at Tufnell Park
- 2.4.2. Building works at stations could also improve accessibility.
- 2.4.3. Non passenger transport benefits would also include the ability to replace diesel haulage of freight trains with electric, provided that the scheme also included the electrification of access lines to and from Thamesport, connections to the Midland Main Line, the Dudden Hill freight line, the Kew 'curves' lines and the line between Nuneaton and Birmingham (with associated freight terminal connections). Replacement of diesel with electric traction would bring improvements in performance of freight on a wide range of lines radiating from London with associated benefits for passengers on these routes.
- 2.4.4. Non transport benefits would include potential for regeneration at various sites along the line – particularly Barking town centre, South Tottenham and Upper Holloway. Improved services along the route would also potentially allow residents along the route to access more jobs and services – especially as it serves a number of areas of high levels of deprivation. Replacement of diesel with electric trains would also have air quality benefits on the route and on connecting routes in London

3 Reusing redundant infrastructure to provide an outer public transport ring for North West London

- 3.1. Many former railways in London have been reused in recent years. However, there are still a number of former routes that could have potential new transport uses and also enable regeneration of significant areas of London, by reducing journey times and overcrowding on routes to major centres of employment.
- 3.2. It is possible that an all four of the suggestions below could converge into a single project covering a route Canary Wharf – Hackney – Finsbury Mark – Highgate / Muswell Hill – Finchley Central – Mill Hill East – Edgware – Belmont – Harrow & Wealdstone / Harrow-on-the-Hill. Additionally a link could be made between Heathrow and Harrow-on-the-Hill incorporating the current West Ealing – Greenford branch line, taking in areas such as Sudbury and Southall. The sum of the connectivity, regeneration and capacity enhancement parts of this would be considerably greater than the individual constituent parts.

3.3. Bow Church to Hackney.

- 3.3.1. This former rail route to the London Docks could form part of an extension of the Docklands Light Railway linking Hackney directly to major employment areas of Canary Wharf. There are no direct rail links on this axis with users reliant on long bus journeys and congested roads over a relatively short distance. Hackney has a

historic deficit in rail transport provision and despite close proximity to the City of London has suffered from poor links to adjacent areas. The route also could assist in improving cross river transport links if a service pattern of Hackney – Bow Church – Canary Wharf – Greenwich – Lewisham were adopted.

- 3.3.2. Non transport benefits could be further regeneration in Hackney and Bow, and enabling areas of Hackney and Tower Hamlets greater access to the jobs market.
- 3.3.3. This route could provide a parallel alternative to the East London Line and Jubilee lines, and the Blackwall Tunnel road route – with a potential capacity release on these lines and roads to accommodate further growth or in the case of the roads to improve air quality by a reduction in road traffic.

3.4. Finsbury Park to Muswell Hill

- 3.4.1. This former rail route is converted mainly into a ‘Parkland Walk’ using rough footpaths and acting as a nature corridor. However, there is significant potential to upgrade this route for cycling and/or a new public transport route whilst maintaining the Parkland Walk character of the route. The gentle gradient of the former rail route has the potential to help encourage and increase cycling in this hilly area of North London, and act as a parallel cycling route to the A1. There would be a potential impact on the Northern Line as this routes Highgate depot occupies part of the track bed that would be required for any rail based scheme. However, the replacement of Northern Line rolling stock might provide the opportunity to release such land for another transport project.

3.5. Mill Hill East to Edgware

- 3.5.1. This former rail route has significant potential to increase the accessibility of development and regeneration areas of the former Mill Hill barracks site and areas of Colindale, either through upgraded walking and cycling facilities and/or a new public transport route that could take over the Mill Hill East – Finchley Central branch of the Northern Line. This would simplify Northern Line operations and allow resources to be redirected to other parts of this line.

3.6. Belmont to Harrow & Wealdstone

- 3.6.1. This former rail route could provide upgraded cycling and walking routes in the area or it could be used for a new public transport route.

4 Connecting London’s orbital and radial rail links more effectively in inner London - a ‘ring of pearls’

4.1. Maiden Lane – Kings Cross North

- 4.1.1. A station at this location would close a ‘long’ gap in station spacing on the North London line (NLL), and enable access to the Kings Cross Railway Lands development with its large scale residential, university and business areas from the NLL. This has the potential to ease congestion on lines serving Kings Cross St Pancras.

4.2. Brixton South London Line

- 4.2.1. New platforms at this location on the 'Atlantic' lines used by London Overground and Southeastern Victoria – Dartford services would significantly enhance the connectivity of Brixton with inner South and West London, Surrey via Clapham Junction and North West Kent. It would enhance Brixton's role as a major bus interchange. It would enable Brixton to be connected to other local centres such as Peckham, Lewisham and Clapham Junction which are currently only accessible by lengthy bus journeys despite relatively short geographical distance.
- 4.2.2. This scheme has significant non transport benefits in terms of regeneration with Brixton.

4.3. Brockley High Level line

- 4.3.1. Southeastern Victoria to Dartford via Lewisham trains pass directly over the platforms at Brockley station served by Southern and London Overground services to London Bridge, the East London Line, Croydon and Clapham Junction.
- 4.3.2. The provision of such platforms would facilitate a significant number of orbital journeys within South East London, and from North West Kent to North East Surrey that are either not possible by rail at present or would require travel via zone 1 stations such as London Bridge.
- 4.3.3. The benefits would include potential reduction in car traffic on roads such as the A205 South Circular, freeing up capacity on rail routes into zone 1, and enabling rail travel from Brockley to local centres such as Peckham Rye, Denmark Hill, Lewisham, Blackheath, Bexleyheath and Dartford which currently require travel to other stations.
- 4.3.4. There is also potential for redevelopment on adjacent sites that could contribute towards its cost. However, the presence of the existing station means that ongoing operation costs of such platforms are likely to be minimal.

5 Connecting West London and providing additional capacity to Heathrow Airport

5.1. West Drayton to Uxbridge and Uxbridge to Denham

- 5.1.1. These two former rail routes could be reinstated to provide better links to Uxbridge and to Heathrow Airport. Two trains an hour of Crossrail are scheduled to terminate at West Drayton, however Uxbridge town centre, with adjacent centres such as Brunel University, Hillingdon Hospital. Would improve connectivity of Uxbridge to central London, Ealing, Southall and by connection at West Drayton to Slough, Maidenhead, Reading and the Thames Valley. A connection at Denham would allow onward to travel to the Chiltern route. Has potential to attract significant traffic from private cars, and reduce congestion on adjacent road routes such as the A40, M4, M25 and M40.

5.2. Airtrack Lite – southern access to Heathrow Airport

- 5.2.1. London TravelWatch has previously supported the construction of the Airtrack route from Staines to Heathrow Airport Terminal 5. This would provide connectivity from South West London and Surrey by rail to Heathrow Airport, whereas currently a bus link from Woking or Feltham is required for public transport users or access is made by private car or taxi.
- 5.2.2. This proposal has been revived by London Borough of Wandsworth, after the failure of the original scheme proposed by BAA plc and Surrey County Council, as Airtrack Lite.
- 5.2.3. A potential variation on Airtrack Lite would be an additional loop from Brentford to Heathrow Airport using the Brentford – Southall freight line and additional tracks alongside the Great Western Main Line between Southall and Airport Junction. This would give greater flexibility in train service operation and potentially encourage significant regeneration around some large industrial and warehousing sites in Brentford, Hayes and Southall.

6 Long ‘corridor’ road routes radiating from central London with potential for regeneration

- 6.1. London has a number of historic road corridors that radiate from the centre, which formerly were major arterial routes, but whose character has changed over recent decades to be more focused on local journeys.
- 6.2. A corridor based approach to regeneration would enable these routes to become more focused on the needs of local traffic, cycling, buses and pedestrians. Potential routes could include Ermine Street (A10), Harrow Road (A404), Edgware Road (A5), Uxbridge Road (A4020) and the A23 route between Kennington and Croydon via Brixton

7 Opening up South London for cycling through reuse of former railway routes

- 7.1. Crystal Palace (High Level) to Nunhead former rail route reused as part of a Croydon – Canary Wharf cycle superhighway
- 7.2. A key barrier to taking up cycling is the need to go up hills of significant gradient and length. Providing routes where gradients are manageable have the potential to encourage modal shift into cycling from non-cycling groups and also to encourage irregular cyclists to become more frequent in their use of cycling as a principle means of transport.
- 7.3. This former rail route has the potential to encourage and increase cycling in this hilly area of South London, as part of a longer cycle route say from Croydon to Canary Wharf, using existing ‘quiet roads’ and designated cycle routes. There are three major engineering obstacles to achieving such a major new piece of cycling and walking infrastructure
- 7.4. The two tunnels near Crystal Palace are still extant and suitable for reopening. However, these could follow the example of the ‘two tunnels’ cycling project in

Bath. There is an element of social housing that was built on the route after its closure in 1954. However, this may be suitable for redevelopment at higher densities.

7.5. A bridge across the A205 South Circular Road at Lordship Lane – Horniman Museum and Gardens would need to be reinstated so as to give cyclists and pedestrian uninterrupted transit across this busy road.

7.6. This idea would usefully complement the GLA's other objectives for the rejuvenation of Crystal Palace Park, and regeneration of surrounding areas.

8 Smaller schemes or policies with wider and bigger impacts

8.1. Smaller schemes can often have a larger and wider impact than bigger projects, and can also make a significant contribution to make transport services either by making them more efficient or enabling a greater number of users to access existing services.

8.2. Installation of ticket gates at major inner and outer London stations

8.2.1. There are approximately 26 stations operated by National Rail operators and London Underground in the Greater London area that have usage figures of over one million users per year that either do not have ticket gates or are only partially gated. The problem with the fact that these stations are ungated is that this affords considerable opportunity for fare evasion and other forms of fraudulent travel. This reduces the revenue available to transport operators and authorities to invest in both transport operations and improved facilities for passengers. There is thus also an opportunity cost to these stations remaining ungated, regardless of the ownership or form of operation whether it be direct operation by TfL – London Underground, a rail concession agreement operated for TfL or a DfT franchised arrangement.

8.2.2. Gating of these stations could be potentially self-financing but would as with previous such schemes considerably help reduce the incidence of crime, disorder and fares evasion on the transport network and in their immediate vicinities. All of these 26 stations are interchanges with other rail routes, trams or buses, and so such schemes could form part of plans to enhance the interchange function of these stations., and also in some cases – such as Elephant & Castle National Rail station help unlock regeneration in the adjacent areas. The 26 stations are listed in Appendix B and are mixed between inner and outer London.

8.3. Tackling transport deserts

8.3.1. Some areas of Greater London have significant potential for development but are remote from the rail and underground network as it now operates, but have a potential for new schemes at a later date. However, the lack of transport links may have a deterrent effect on development. The solution to this issue may be to repeat the successful strategy adopted in the 1990's in advance of the opening of the Jubilee Line extension and the Beckton branch of the DLR of providing express bus links that would mimic the eventual rail link.

8.3.2. Other areas may lack transport links and have no realistic prospect of additional rail links, but might justify the provision of additional and better bus links to provide

connections to areas of employment. An example like this might be an express bus service from outer areas of Bexley to Canary Wharf.

8.4. A single door to door transport service for those unable to use public transport

- 8.4.1. London TravelWatch has long had aspirations to see improvements to the range of services available to the frail elderly and people with disabilities. These are provided by numerous providers other than TfL – many in the public sector such as councils and health authorities. However, there is often duplication and unnecessarily restrictive rules about who can and who cannot travel and where they can go. Users need a simple single service whether they are going to the shops, day centre, school or hospital. Rationalisation of such services would significantly improve their cost effectiveness as well as give an overall improvement to users. The Mayor would be the most appropriate political leader to co-ordinate such a move.

8.5. Greater pedestrian connectivity between out of town retail outlets

- 8.5.1. Congestion often occurs on major roads where out of town retail outlets have developed incrementally in a linear fashion, as a result of car users driving from one store car park to another, which may be located on opposite sides of the road. Examples of this are the A23 Purley Way, A206 Woolwich Road, A224 Sevenoaks Way and A406 Friern Bridge retail areas. Providing skywalks, subways or other pedestrian links between shops and outlets could reduce the numbers of unnecessary short linked journeys which need to be accommodated on otherwise trunk roads. Such links could also enhance connectivity to local communities and to public transport facilities, such as Waddon station from the A23 Purley Way or New Southgate from Friern Bridge retail park.
- 8.5.2. Potentially this project could also be linked to a road freight and parcels strategy which would look to improve the efficiency of freight delivery services, and encourage shoppers to use retailer home delivery services rather than driving to retail parks to collect the goods themselves. There is some evidence of consumers in areas of lower car ownership in inner London already adopting this model. Examples include IKEA stores in Northumberland Park and Croydon where significant numbers of shoppers access these stores by public transport to examine and choose goods in a showroom type way and then order items for delivery from company websites.

8.6. Small scale step free accessibility at smaller stations

- 8.6.1. There are a number of small scale schemes at stations such as Penge West, Sudbury Hill Harrow, Ravensbourne, Bellingham, Maze Hill and Haydons Road where step free access could be provided by ramp rather lifts. These stations have lower footfall, but could play a more significant role in their local communities if better access were provided. There is potential for encouraging regeneration at Penge West and Sudbury Hill Harrow for adjacent town centres. Penge West as well as serving Penge High Street, is used as a southern access to Crystal Palace Park. Bellingham station also serves a significant social housing area and also has some adjacent land brownfield land that could be released for development.

8.6.2. West Brompton London Underground station has no step free access to the southbound District line platform, whereas the other platforms have full lift access. Providing a lift here would significantly improve the accessibility of the station and of the interchange capability.

8.6.3. Kilburn High Road and Alexandra Palace stations having been rebuilt recently have space available for the installation of lifts to all platforms.

8.7. Tackling the 100 barriers to completing the London Cycle network

8.7.1. The London Cycle Network was never completed due to the presence of over 100 'pinch points' which were considered too difficult to solve, as this would involve reduction in road capacity of other modes. We recommend a reconsideration to look at whether these barriers are insurmountable.

8.8. Seven Sisters station rebuild

8.8.1. This station forms a key interchange between the Victoria Line and the West Anglia route of Greater Anglia, and is also a major access to Tottenham town centre (including for bus routes that call there) and Tottenham Hotspur football club. It is however, a station that lacks modern facilities used by considerably more passengers than originally intended when the Victoria Line was opened in 1968. It is also used on a frequent basis as a diversionary call on the Stansted Express airport route.

8.8.2. Rebuilding could significantly improve the accessibility and ambience of the station, facilitate regeneration in Tottenham town centre and around the Tottenham Hotspur football ground, and allow for better interchange with buses and South Tottenham station on the Barking – Gospel Oak line.

8.9. Silver Street station rebuild

8.9.1. This station provides good public transport access to North Middlesex University Hospital. Improvements to the walking route to and from the Hospital and reorganisation of health care in North London and Hertfordshire have enabled considerable growth in usage of the station. However, the station itself is not accessible with many stairs to and from the platforms, and other facilities do not reflect the increased usage of the station.

8.9.2. Rebuilding could significantly improve the accessibility and ambience of the station as well as assist or open regeneration adjacent to the station, which is also on the main A406 North Circular Road. This could include potential improvements to walking and cycling in the area, improving community cohesion where the A406 motorway standard road has separated local communities.