

Transport led regeneration – an informal discussion document

November 2011

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 for all those living, working or visiting London and its surrounding region.

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Executive Summary

London TravelWatch believes that transport can play a key role in the regeneration of communities in London that were affected by civil disorder in August 2011. The provision of transport has a direct impact on the ability of people to access jobs and services. Provision of good transport links is therefore a crucial part of any plan to bring or maintain regeneration of areas and communities.

In this report we highlight issues, projects and areas where we believe improved transport services could make a significant difference in repairing and renewing both the physical fabric of different neighbourhoods and the communities that live and work there.

These range from large scale projects such as new rail stations and tram lines, that take many years of planning through to small scale improvements that could be done immediately (such as providing ticket machines at stations without them, or making bus stops more accessible) .

In particular, we highlight the potential regeneration benefits to north and east London of electrifying the Barking – Gospel Oak rail route – already a national priority but one that we believe also has significant local benefit, and the importance that young people (aged 16-25) place on having reliable bus routes with consistent journey times.

We hope that this document will be a stimulus for discussion for decision makers in local councils, the Greater London Authority, the Mayor and the Department for Transport.

1 Introduction

1 Purpose of document

- 1.1. To give a London TravelWatch's perspective on behalf of London's transport users on the response to the civil unrest that affected areas of London in August 2011.
- 1.2. This is not a detailed critique of these particular events, nor is it a detailed operational account of what happened. It is however, an attempt to quantify how transport deprivation (as a contributory factor to overall deprivation) could be tackled in those areas that suffered during this period.
- 1.3. Neither is this report an academic study of potential linkages between the quality and quantity of transport provision and economic and social deprivation. This has been more than adequately demonstrated by other publications such as those produced by the Joseph Rowntree Foundation¹, the Economic and Social Research Council², Imperial College³ and Transport for London (TfL)⁴
- 1.4. What this report does attempt to do is to use London TravelWatch's extensive knowledge and experience of the needs of passengers to inform policy makers on how improvements in transport provision and the way in which transport is delivered can have a significant impact on the life chances of people living in deprivation. This can range from simple improvements to footways, and improved bus services through to major infrastructure schemes such as new roads and railways.
- 1.5. In 2010 we researched bus passengers priorities for improvement. We found that the top priority for passengers in the age bracket 16-25 in London (Brixton was the inner London sampling point) was to improve the reliability of bus journey times, as they were often very inconsistent. For this group – which featured heavily in the disturbances of August 2011, this was important for ensuring timely arrival at places of work and education. An importance that is underlined more heavily in areas where there is a greater dependence on buses as a mode of transport.⁵

¹ <http://www.jrf.org.uk/sites/files/jrf/2228-transport-regeneration-deprivation.pdf>

² <http://www.esrc.ac.uk/my-esrc/grants/WD08250022/read>

³ <http://www.imperial.ac.uk/college.asp?P=3674>

⁴ <http://www.london.gov.uk/priorities/transport/vision/strategy/transport-opportunities>

⁵ <http://www.londontravelwatch.org.uk/documents/view?id=4127>

2 Background

- 2.1 Transport deprivation can be described in terms of the lack of ability of a population to easily access a range of employment, educational and social opportunities, goods and services: either through poor services, sub-standard facilities, lack of access or unaffordable fares.
- 2.2 Transport services and infrastructure also have a significant impact on communities just by their very presence and the ability to get people to and from the jobs and services that they need.
- 2.3 Chapter 5 gives a breakdown of:-
- the state of current service provision,
 - schemes which are already in the planning stage and which could be brought forward or approved and
 - radical alternative new schemes which would address current issues and stimulate community development in each of the areas of London that experienced substantive civil unrest.
- 2.4 TfL is currently putting together in conjunction with the Boroughs and the Greater London Authority of a package of interventions which will include some transport schemes for the areas affected by disorder. This mainly covers the areas of Haringey, Enfield and Croydon. Other schemes (such as the electrification of the Barking – Gospel Oak line) are most likely to be funded through other programmes, but will substantially benefit a number of areas affected by civil unrest: and some such as the fitment of ticket gates could even be mostly self funding.

3 Analysis

3.1 London TravelWatch believes that using the evidence of previous academic studies (listed under chapter 1) and its own knowledge and experience, that the areas where civil unrest occurred can be characterised by one or more of the following common traits:

- Lack of community / passenger involvement in (transport) decision making
- High reliance on buses for local and longer distance travel
- Poor facilities and services on national rail routes / stations
- Poor connectivity to centres of employment and economic / social activity
- Lack of priority to local services on national routes in the areas (i.e. lots of non-stopping trains)
- Community severance by major roads and railways
- Significant congestion on the road network
- Poor pedestrian and cycling environments

3.2 However, it should be noted that some areas (such as Croydon and Clapham Junction) where unrest occurred have very good transport networks and have benefitted from significant investment in recent years.

3.3 There is also no clear link with the affordability of fares. As a proxy measure for the affordability of fares, the take up of discounted fares for those on Job Seekers Allowance could be used. Some areas with the lowest take up of Job Seekers Allowance discount on bus and tram fares did not experience major civil unrest, whilst other areas that have a high take up did. (see <http://www.londontravelwatch.org.uk/document/14001>).

3.4 There is no evidence to say that good transport accessibility contributed to the ability for disturbances to occur, as a majority of those arrested were local to the area their crimes were committed in. (See analysis by The Guardian. <http://image.guardian.co.uk/sys-files/Guardian/documents/2011/08/15/rioteventsandaddresses.pdf>).

3.5 However, some areas such as Clapham Junction, Wood Green, Tottenham Hale and Ealing Broadway were very close to transport hubs.

- 3.6 There is no evidence to say that poor transport accessibility led to difficulties for the police in accessing the areas affected by civil unrest.
- 3.7 However, the affect of the civil unrest was to disrupt passengers' journeys by virtue of the rail and underground station closures and bus diversions and curtailments that were necessary in the interests of public safety.

4 Recommendations

- 4.1 London TravelWatch reiterates its previously agreed policies in regard to the development of the transport network in response to the needs of users, but in the context of this issue, emphasises that there is a need for operators and authorities to
- acknowledge the problem of transport deprivation and
 - genuinely engage with communities and passengers to involve them in decision making, and give a sense of empowerment over transport policy decisions affecting them. It therefore supports further development of the projects outlined in chapter 5
- 4.2 London TravelWatch recommends that in view of its importance and benefits to the national economy, and the regeneration benefits that would be brought to the local economy in north and east London, that the electrification of the Barking – Gospel Oak line be brought forward at the earliest opportunity.
- 4.3 London TravelWatch recommends that priority should be given to small schemes that would a) improve the range of travel opportunities available (such as extended operating hours) and b) potentially cover their own costs, reduce fare evasion or numbers of 'incomplete' Oyster journeys, or reduce crime and anti-social behaviour.
- 4.4 London TravelWatch also believes that in a number of cases there, is a case to examine radical options to provide new and revitalised transport links that would stimulate the regeneration of whole areas. An example of this is the removal of gyratory systems. By removing gyratories it has been possible to reduce bus journey times, improve pedestrian and cycle safety and reduce community severance, without necessarily increasing car journey times.
- 4.5 London TravelWatch recommends that priority should be given to improving the reliability of bus services and providing consistent journey times, as it found in its May 2010 research 'Bus Passenger Priorities for Improvement' that for young people, aged 16-25, this was their top priority to enable them to get to work and education in a timely manner.

5 Specific local schemes

There are a number of transport (passenger) related issues that are relevant to the August 2011 civil disturbances and regeneration schemes in the areas that were affected. These are:-

- The state of current provision in the area
- Schemes which are already in detailed planning stages and which could be either approved or brought forward.
- Radical alternative new schemes which would address current issues and stimulate community development.

These are set out in the priority order that the GLA has set out for its' regeneration agenda, dealing with Tottenham and Croydon first as the areas that experienced the most severe damage in August 2011.

5.1 Tottenham / Haringey / Enfield

5.1.1 State of current provision in the area.

The biggest single providers are the Victoria Line and the bus routes on the A10/A1010 Ermine Street corridor. Rail services through Seven Sisters and Tottenham Hale also account for significant movement, but contain significant numbers of journeys through the area but not originating or destined for it. The A406 and A10 are the significant trunk roads and are principally for through movements, but have a major effect of reducing local mobility, as they are more or less a barrier separating communities.

Reducing bus passengers' 'in vehicle' journey time and increasing bus reliability would have a significant benefit to local people⁶. Increasing the range of destinations for local people to gain employment would be a significant benefit. In particular free movement up and down the Ermine Street corridor (which as a built up area extends beyond the GLA boundary to Cheshunt, Broxbourne and Hoddesdon) would aid community cohesion and economic growth. When the last cross boundary buses between Cheshunt and Enfield were withdrawn a couple of years ago, London TravelWatch surveyed users at Waltham Cross bus station and found lots of people travelling from Tottenham and Edmonton going to work or college or shop in the Hertfordshire A10 corridor.

⁶ <http://www.londontravelwatch.org.uk/documents/view?id=4127>

Rail services in the area have been blighted by the fact that :-

- investment where it has occurred has been in long distance services through the area and not necessarily serving it,
- many of stations are in poor condition, and
- existing services at local stations on the line between Tottenham Hale and Cheshunt are very infrequent.

Some investment has happened, for example new trains on the Barking – Gospel Oak line (first new ones since the 1960's rather than cascaded vehicles), and some station improvements, and there are some planned improvements – such as improving Tottenham Hale station which are in the pipeline. However, what is needed is a step change in local service provision and the connectivity to areas where jobs are expected to be created.

5.1.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

There are a number of schemes which could potentially benefit the area which are already planned but need approval and funding.

The most important of these is the electrification of the Barking – Gospel Oak line – which of course has stations at South Tottenham and Harringay Green Lanes, and in other areas where civil disturbances happened such as Barking and Walthamstow Queens Road. The rail industry Initial Industry Plan (IIP) identifies this scheme as a top priority of national importance because of the economic benefits it brings to UK plc and efficiency ones to national rail generally, especially to freight, but also by getting rid of the need for a dedicated diesel train fleet for this local service. Locally this means that stations such as South Tottenham could be improved, and potentially the train service extended beyond the current termini at Gospel Oak and Barking to West Hampstead, Willesden Junction, Shepherds Bush, Kensington Olympia, Clapham Junction, Old Oak Common (HS2 interchange), Richmond in one direction and Dagenham, Tilbury or Chafford Hundred (Lakeside Shopping Centre) in the other. This would significantly increase the catchment area for jobs for people based in Tottenham.

The IIP also recommends as a high priority investment in an improved local service up the Lea Valley line to Brimsdown, that would involve reinstating the third and fourth tracks on this line from south of Tottenham Hale to Cheshunt. This is a version of the scheme that was put forward for the second runway at Stansted Airport. But the advantage of this scheme is that it prioritises the local service and station improvements, and enables much better transport links from the Lea Valley to the government planned growth areas in South Cambridgeshire and Peterborough. As such it fits in with the economic growth agenda.

These two schemes fit in with government priorities for other policy areas and so could be potentially funded from other sources but where there would be significant benefit to Tottenham / Enfield. In terms of stations, a programme of upgrades and refurbishment would also be relatively easy to implement, so for example step free access at Silver Street would help, especially with health service reconfiguration and relocation of services to the North Middlesex University Hospital. There would also be potential for community involvement and development through reuse of redundant buildings and rooms by community groups, 'seed corn' premises for new businesses, cafes etc, and things such as station adoption groups along the lines of successful community rail partnerships that have been developed elsewhere in the UK. Abellio, the new franchisee at Greater Anglia has said to London TravelWatch that it would be quite open to the idea. It would also make sense in terms of encouraging usage of the station and improving security. It would also be worthwhile considering bringing forward schemes to gate more national rail stations in the area, and also to revive the major scheme for improving access to Finsbury Park (London Underground and National Rail) and putting in a full gating scheme and alternative local pedestrian routes.

Many people from the sections of the population that are most deprived rely on buses to get them to and from jobs and services. This can be problematic, because of the long journey times that are often inconsistent and unreliable. Improving the reliability of the bus network and reducing journey times would need significant implementation of bus priority measures⁷. Implementing the Tottenham Hale gyratory proposals is welcome, as would be to progress Hackney's proposals to take out the Stoke Newington gyratory. However, more radical proposals, would need to displace or discourage other traffic elsewhere.

5.1.3 Radical alternative new schemes which would address current issues and stimulate community development.

Reclaiming the A10/A1010 Ermine Street corridor for local traffic, public transport, pedestrians and cyclists is the biggest challenge the area faces. There are alternative corridors in the form of the Great Cambridge Road and Watermead Way/Meridian Way/Mollison Avenue. However, south of Tottenham there are no real alternatives, and traffic heading to and from the Blackwall Tunnel and the City has to negotiate its way through the town centres of central Tottenham, Stamford Hill and Hackney, or Stoke Newington, Dalston Kingsland High Street and the Shoreditch gyratory. However, if there were to be a road link between the end of Orient Way (Lea Bridge Road) and Watermead Way. This would provide an alternative route that would not only relieve the A10, but also central Hackney and Walthamstow as well. This would then allow reallocation of

⁷ <http://www.londontravelwatch.org.uk/documents/view?id=4127>

road space across a large swathe of North London in favour pedestrians, cyclists and public transport. A trolleybus or tram route along the length of the A10/A1010 Ermine Street corridor from either London Bridge or the new bus station at Dalston Junction through to Cheshunt, with additional branches to Wood Green, Enfield etc would be the ideal mechanism to do this.

On the rail network, enhanced capacity into Liverpool Street is required and, reinstating the links from Tottenham Hale to South Tottenham, and Upper Holloway to Kentish Town, might enable diversion of some Lea Valley trains such as Stansted Express into St.Pancras International or on to the Thameslink route.

5.2 Summary by project – key providers / decision makers in brackets. Tottenham / Haringey / Enfield / Waltham Forest

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Electrification of Barking – Gospel Oak line and intensification of service / enhancement of capacity. Put forward as a National Priority by Network Rail under Electrification RUS, London and South East RUS and the Initial Industry Plan. (DfT/ NR / TfL)	Increased capacity on the Lea Valley line via Tottenham Hale (Abellio / DfT / NR / TfL)	Traffic removal/reduction scheme for the A10/A1010. Reallocation of road space to pedestrians, cyclists and public transport. (Enfield / Hackney / Haringey / HCC / TfL)
Station enhancements at Seven Sisters, Tottenham Hale and Silver Street (Abellio / DfT / NR / TfL)	Bring forward again the congestion relief scheme at Finsbury Park (DfT / FCC / LUL / NR / TfL)	The public transport element of this could be an ‘Ermine Street’ tram / trolleybus route London Bridge / Dalston Junction / Finsbury Park to Enfield Town / Cheshunt. (Enfield / Hackney / Haringey / HCC / TfL)
More national rail stations to be fully gated and staffed e.g. Enfield Chase, Gordon Hill, Edmonton Green, Tottenham Hale, Walthamstow Central (Abellio / DfT / NR / TfL)		Reopen Lea Bridge station (also benefits Hackney). (Abellio / DfT / NR / TfL / Waltham Forest)
Implement Tottenham Hale gyratory scheme. (Haringey / TfL)		
Expand the accessible bus stops programme to tackle Enfield’s low score (Enfield)		

5.3 Croydon

5.3.1 State of current provision in the area.

Croydon has enjoyed significant investment in the transport network over the past 20 years, with projects such as Tramlink, the East London Line extension, expansion of the bus network and the hours of operation of local train services. This has benefitted and uplifted a number of areas that in the past have experienced high levels of deprivation. To an extent this expansion of the network has been a victim of its own success and Tramlink for example now has serious capacity constraints. However, some areas of the borough notably the London Road corridor through Thornton Heath have not benefitted from such investment. Croydon Town Centre also has some poor pedestrian and cycling areas, particularly where large roads predominate, with poor linkages to and from East and West Croydon stations

5.3.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Detailed work has been going on for many years on redeveloping East and West Croydon stations in association with their surrounding areas. Plans have also been made to expand capacity on Tramlink, including an extension of Tramlink to Crystal Palace, which also requires major works at Norwood Junction station.

Croydon Council have also developed plans to reorder Croydon Town Centre with a number of schemes to further improve the public realm in favour of the pedestrian and cyclist and prioritise linkages to East and West Croydon stations.

5.3.3 Radical alternative new schemes which would address current issues and stimulate community development.

The London Road corridor from central Croydon towards Brixton through Streatham would be a prime contender for conversion to tram operation. There would be an opportunity to significantly improve journey times over the current 109 bus service, and improve the pedestrian and cycling environment.

5.4 Summary by project – key providers / decision makers in brackets. Croydon

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Enhancement of Croydon Tramlink – replacement of outdated ticket vending machines. (TfL)	Redevelopment of both East and West Croydon stations (Croydon / DfT / NR / Southern / TfL)	Replacement of buses from Brixton – Streatham – Croydon – Purley corridor with trams (Croydon / Lambeth / TfL)
Provide night buses to areas such as Norwood Junction and Addiscombe currently unserved by these. (TfL)	Extend trams to Crystal Palace, together with associated upgrade of Norwood Junction station for National Rail services (NR / TfL)	
Improve bus access to Croydon University Hospital and Canterbury Road area from central Croydon (TfL)	Improvements to the public realm of Croydon Town Centre including links to and from East and West Croydon stations. (Croydon)	
Improve bus services in New Addington estate. (TfL)		
Expand the accessible bus stops programme to tackle Croydon's low score (Croydon)		

5.5 Barking

5.5.1 State of current provision in the area.

The District and Hammersmith & City Lines, together with the c2c National Rail service provide the bulk of rail services in this area. Buses are a major provider of local links. The road network is characterised by high speed motorway style roads linking the area to the North Circular, Docklands, Essex and the M25. Provision of services to development areas in the south of the borough has been hampered by the cancellation of schemes such as the DLR extension to Dagenham Dock and the bus based East London Transit phase 2.

5.5.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Electrification of the Barking – Gospel Oak national rail route would be beneficial allowing an intensification of the service and also the possibility of extending the service at either end to widen the range of employment possibilities (as per Tottenham / Haringey / Enfield above).

Making the District and Hammersmith & City Lines more reliable by completing the resignalling programme and adding real time and next train indicators at stations would be a major benefit. Reinstating the East London Transit and DLR Dagenham Dock proposals would be feasible and encourage redevelopment.

5.5.3 Radical alternative new schemes which would address current issues and stimulate community development

Consideration should be given as to whether some parts of London Underground stations on the District line could be enhanced by community use of redundant buildings.

5.6 Summary by project – key providers / decision makers in brackets. Barking

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Replacement of customer information screens on station concourse for London Underground. (c2c / LUL / NR / TfL)	None	Complete DLR extension to Dagenham Dock (TfL)
Electrification of Barking – Gospel Oak line and intensification of service / enhancement of capacity. (DfT/ NR / TfL)		
Expand the accessible bus stops programme to tackle Barking and Dagenham’s low score (Barking and Dagenham)		

5.7 Brixton

5.7.1 State of current provision in the area.

The last major investment in public transport infrastructure in this area was the opening of the Victoria line in 1972. A gyratory system was removed in 2010 as part of a regeneration initiative. National Rail stations in the area are blighted by poor facilities, even as basic as a ticket vending machine in the case of Brixton, lack of ticket gates, low staffing and reduced train services in the evenings and weekends compared to daytime services. Consequently buses and the Victoria and Northern Lines form the bulk of the areas public transport usage. Buses suffer from poor reliability and extended journey times⁸. Connectivity with adjacent town centres is relatively poor given their proximity.

⁸ <http://www.londontravelwatch.org.uk/documents/view?id=4127>

5.7.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

The extension of the East London Line to Clapham Junction is currently underway, but will not serve Brixton, even though trains pass through the town centre. Lambeth Council and others have long had aspirations to provide station platforms here which could be connected with the Southeastern station. However, lack of enthusiasm on the part of National Rail (Network Rail, Southeastern and the DfT) has blighted this aspiration as it has been seen to be too problematic and costly to provide. But providing such a station and allowing East London Line and Victoria – Dartford Southeastern services to call would transform the connectivity of Brixton to areas of employment such as Docklands and South West London at a stroke, and provide fast and frequent connections to the adjacent South London centres of Clapham Junction, Peckham Rye and Lewisham.

A short term priority and gain would be a programme of enhancements to the fabric and facilities at National Rail stations in the area.

5.7.3 Radical alternative new schemes which would address current issues and stimulate community development

As noted under Croydon, a conversion of the 109 bus route to tramway would have a transformational effect on journey time reliability and length on the major corridor linking Croydon and Brixton.

5.8 Summary by project – key providers / decision makers in brackets. Brixton

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Brixton National Rail station needs an immediate refit, with ticket office relocated to street level, and ticket vending machines added. (DfT / NR / SER)	Provide additional National Rail platforms on the high level viaduct, to enable East London line trains, and Southeastern services from Victoria to Peckham Rye, Lewisham and Dartford to call (DfT / Lambeth / NR / SER / TfL)	Replacement of buses from Brixton – Streatham – Croydon – Purley corridor with trams (Croydon / Lambeth / TfL)
Herne Hill, Loughborough Junction and Brixton national rail stations to be fully gated and staffed. (DfT / FCC / NR / SER / TfL)		
Enhanced evening and weekend services between Victoria and Orpington (DfT / SER / TfL)		
Measures to improve bus reliability on routes serving central Brixton. (Lambeth / TfL)		
Expand the accessible bus stops programme to tackle Lambeth's low score. (Lambeth)		

5.9 Clapham / Clapham Junction

5.9.1 State of current provision in the area.

This area has some of the best connectivity anywhere in London, with frequent train, bus and tube services. However, in some cases, where proposals have come forward to enhance local services these have been 'blighted' by the needs of long distance through services, which do not stop either at Clapham Junction or at Clapham High Street / Wandsworth Road. Buses are also affected by the South Circular Road (see Lewisham / Catford), which means that they can be unreliable and incur long journey times. The East London Line extension will improve connectivity to the east (but not Brixton), and will without a replacement service between Victoria and Wandsworth Road/Clapham High Street, worsen connections with the West End for the area around these stations.

5.9.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Retention of direct rail links from Clapham High Street / Wandsworth Road to Victoria would be relatively easy to achieve, provided platform extensions were provided at these stations and if combined with a service to the Catford loop and Bromley South, would improve orbital travel across South London considerably. This would necessitate improved interchange between Clapham High Street station and Clapham North Northern Line station.

5.9.3 Radical alternative new schemes which would address current issues and stimulate community development

The Battersea Power Station extension of the Northern line will bring major redevelopment to the area, but to maximise its benefits a further extension should be considered to Clapham Junction.

5.10 Summary by project – key providers / decision makers in brackets. Clapham / Clapham Junction

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Improve interchange between Clapham North and Clapham High Street stations. (DfT / Lambeth / LUL / TfL)		Further rebuilding of Clapham Junction station to reduce train – platform step gaps. (DfT / NR / TfL / Wandsworth)
Implement Victoria – Bromley South off-peak, evening and weekend service proposal with stops at Clapham High Street / Wandsworth Road. (DfT / SER / TfL)		Extend Battersea Power Station Northern line extension to Clapham Junction, with station entrance on site of current carriage sheds/sidings. (LUL / NR / TfL)
Reinstate peak hour services from Clapham High Street / Wandsworth Road to Victoria. (DfT / SER / TfL)		

5.11 Ealing

5.11.1 State of current provision in the area.

Ealing is a very divided borough with very prosperous areas that are well served by rail based services, but also with areas and populations that suffer significant deprivation, and who are reliant on local bus services and other road based transport. Many of the people who could be described as suffering deprivation, do not normally use rail services but instead use buses or cars to make short local journeys either within the borough or to major employers associated with Heathrow Airport. Schemes such as Crossrail will bring major benefits to the area, but in most cases it does not improve local journeys within centres such as Southall. Traffic congestion is a major issue, and circulation between and within

the major M4, A40 and A406 corridors is difficult, and journey times can be extremely variable.

5.11.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

An immediate upgrade of facilities at National Rail stations would be worthwhile, including installation of ticket gates at major stations. However, improvements to the bus network and addressing the short comings of the current network would give the greatest benefit to the borough as a whole.

Access to Acton Central station could be substantially improved if additional access points could be provided from the main A4020 Uxbridge Road, and enable much better interchange with bus services. Land is available on either side of the railway which could be used for this purpose.

5.11.3 Radical alternative new schemes which would address current issues and stimulate community development

Reviving of the West London Tram project would give a major opportunity to improve the overall lot of bus passengers and other road users, through the reallocation of road space on the core Uxbridge Road corridor. However, this should not be a top down TfL led approach, but could be a community led initiative, involving consideration of other ideas such as a branch from Southall to Heathrow Airport, or conversion of the Greenford national rail branch from West Ealing. In the case of the latter, a short term solution may be to use light weight Parry People Mover vehicles after the implementation of Crossrail, when through services between the Greenford branch and London Padding ton are withdrawn, and the service is reduced to a Greenford – West Ealing shuttle.

It should also be noted that even if a tram scheme is not developed that there are significant opportunities to improve the Uxbridge Road corridor which would benefit existing users.

5.12 Summary by project – key providers / decision makers in brackets. Ealing

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Improve evening and weekend GW Thames Valley services, including Greenford branch (DfT / FGW / TfL)	Convert Greenford branch services to Parry People Mover or tram train service. (DfT / FGW / NR / TfL)	Revive West London tram scheme, but with additional branch from Southall to Heathrow Airport. (Ealing / Hammersmith & Fulham / Hillingdon / TfL)
Provide direct bus links Smiths Farm Estate – Southall, and Wembley – Southall. (TfL)	Provide direct access to Acton Central station from the Uxbridge Road and improve bus interchange at this location (Ealing / NR / TfL)	Improvements to the public realm along Uxbridge Road corridor . (Ealing / Hammersmith & Fulham / Hillingdon / TfL)
Install ticket gates at West Ealing, Southall, Hayes & Harlington and West Drayton stations. (DfT / FGW / TfL)		
Install ticket vending machines at South Greenford, Castle Bar Park and Drayton Green stations. (FGW)		
Reinstate ability to pay by cash at FGW ticket vending machines (FGW)		
Expand the accessible bus stops programme to tackle Ealing's low score (Ealing)		

5.13 Hackney

5.13.1 State of current provision in the area.

Hackney in many respects has very similar and related problems to those experienced in the Tottenham / Haringey / Enfield areas. However, its lack of tube services directly to the borough (unusual for a north London borough), means that it has a very high dependence on the bus network and National Rail / London Overground services. The improvements to the North London Line and the opening of the East London Line extension have made a significant difference to some parts of the borough, but fundamentally, it is the bus network that needs to be improved both in terms of bus service reliability, journey time and coverage.

In the short term a number of bus service enhancements such as the provision of direct link between Stamford Hill and Golders Green, and the extension of buses terminating at Hackney Wick into Stratford City would make a significant difference to Hackney residents.

5.13.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

The implementation of the scheme to provide interchange between Hackney Downs and Hackney Central stations, plus the refurbishment and return to rail use of the old Hackney Central station buildings would have a significant impact on the attractiveness of using these stations as an interchange between London Overground and Greater Anglia services.

5.13.3 Radical alternative new schemes which would address current issues and stimulate community development

The major scheme that would benefit Hackney would be the implementation of the Chelsea – Hackney 'Crossrail 2' line. However, other proposals should be considered such as the 'Ermine Street' programme as listed under Tottenham / Haringey / Enfield. Improving access to Canary Wharf by an extension of the DLR over the track bed of the former North London Railway from Bow Road to Homerton, would transform the ability of Hackney residents to take jobs in this area or in Greenwich / Lewisham compared to slow and unreliable journeys by bus.

5.14 Summary by project – key providers / decision makers in brackets. Hackney

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Provision of direct bus link between Stamford Hill, Stoke Newington and Golders Green (TfL)	Reopen Lea Bridge station (also benefits Waltham Forest).	Consider DLR extension from Bow Church toward Homerton Hospital and central Hackney to give better access to jobs in Docklands for Hackney residents. (TfL)
Extend bus routes 26, 30, 236 and 388 from Hackney Wick to Stratford City (TfL)		Implement A10/A1010 'Ermine Street' programme as above for Tottenham. (Enfield / Hackney / Haringey / HCC / TfL)
Hackney Downs station to be fully gated and staffed (Abellio / DfT / NR / TfL)		Remove Victoria Park gyratory (Hackney / TfL)
Hackney Downs – Hackney Central interchange to be completed (Abellio / DfT / Hackney / TfL)		Remove Shoreditch gyratory (Hackney / TfL)
Complete refurbishment and return to use of old Hackney Central station buildings. (NR / TfL)		
Implement the route 38 enhancement scheme through central Hackney (Hackney / TfL)		
Implement removal of Stoke Newington gyratory. (Hackney / TfL)		

5.15 Lewisham and Catford

5.15.1 State of current provision in the area.

Investment in the East London Line extension and the Docklands Light Railway has brought significant benefits to many areas of Lewisham borough. However, many National Rail stations still have poor basic facilities, lack of ticket gates, low staffing, and low levels of service (e.g. the Catford loop). Orbital journeys by rail are often difficult and often it is easier to travel via London Bridge, or to use buses with a longer journey time and reliability issues. The South Circular Road is a major route, but is in reality, a collection of local streets signed as a through route.

5.15.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Improving facilities at national rail stations in the area would be a significant benefit, especially by providing a new ticket gate line and entrance at Lewisham into the adjacent Tesco car park. Improving the levels of service on the Catford Loop, by providing a link to Victoria and Clapham High Street, would improve Orbital links and enable easier access to areas of employment in the West End and South West London. Similarly providing high level platforms at Brockley on the Lewisham – Peckham Rye line to provide an interchange with the East London Line, would improve orbital journeys between Lewisham and Croydon / Crystal Palace.

5.15.3 Radical alternative new schemes which would address current issues and stimulate community development

An extension of the Bakerloo line to Hayes and Beckenham Junction would provide a major redevelopment stimulus around New Cross Gate, Lewisham town centre and Catford.

Removal of the Catford gyratory system would also give the opportunity to improve road journeys on the South Circular Road, bus journey time and reliability and the pedestrian environment in the town centre.

5.16 Summary by project – key providers / decision makers in brackets. Lewisham and Catford

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Provide new ticket gate line and entrance from Lewisham station to Tesco's car park. (DfT / Lewisham / NR / SER / TfL)	Redevelopment of Catford and Catford Bridge stations (DfT / NR / SER / TfL)	Ensure that Bakerloo line extension to Hayes goes ahead and serves New Cross Gate and Lewisham stations as an interchange (DfT / LUL / NR / TfL)
Add evening and Sunday Victoria – Peckham Rye – Lewisham – Dartford train service. (DfT / SER / TfL)	New high level platforms at Brixton would also benefit Lewisham and Catford by providing a high quality, high frequency link between these two town centres, that are poorly connected. (DfT / Lambeth / NR / SER / TfL)	Remove Catford gyratory and improve South Circular Road. (Lewisham / TfL)
Enhance train services on the Catford Loop line to at least 6 per hour peak and 4 per hour off-peak, evenings and weekends. Taking up the proposals for additional stops on Kent services in the peak and an off-peak Victoria – Bromley South service. DfT / SER / TfL)	Provide high level platforms at Brockley to improve interchange and journey times between Lewisham and Croydon, in addition to enhancing local accessibility. (DfT / NR / TfL)	
Install ticket gates at Blackheath, Deptford, Hither Green, Catford, Catford Bridge and Grove Park stations. DfT / SER / TfL)		

Progress immediately Bellingham station community garden and accessibility scheme to reduce graffiti attacks on rolling stock in adjacent sidings. (NR / SER / TfL)		
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5.17 Peckham

5.17.1 State of current provision in the area.

The extension of the East London Line to Clapham Junction currently under construction, is the first major investment in transport infrastructure in this area since electrification of the rail network in the 1920's. Like Brixton, National Rail stations in the area have been blighted by poor basic facilities, lack of ticket gates, low staffing and reduced train services in the evenings and at the weekends. Some recent investment has occurred at Peckham Rye station with installation of ticket gates and a general refurbishment, although some parts of the station, which community groups wish to use for community use and / or a café have not yet been completed. Poor national rail services and the need to travel to Elephant & Castle for the Underground, means that again buses are the principal means of public transport to and from the area.

5.17.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Completion of schemes to renovate Peckham Rye and Denmark Hill stations, and in the latter case, to add step free access and gating will be a major improvement. Installation of gates at other stations such as Elephant & Castle and Queens Road Peckham would reduce fare evasion and improve security.

Retaining and improving rail services to and from Victoria and St.Pancras International, would also be 'easy win' initiatives that could be done with no need for major investment in infrastructure or new rolling stock. Improving bus services in the North Peckham area especially by providing direct links to areas of employment in the West End would be a major step forward for an area largely dependent on just one single route (343/N343) .

5.17.3 Radical alternative new schemes which would address current issues and stimulate community development

Extension of the Bakerloo line to Hayes and Beckenham Junction, with stations serving the North Peckham estates and Bricklayers Arms, would be the major driver of redevelopment and improving access to the area.

5.18 Summary by project – key providers / decision makers in brackets. Peckham

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Complete the restoration of Peckham Rye station and access for all improvements at Denmark Hill. (DfT / NR / Southern / SER / TfL)	New high level platforms at Brixton would also benefit Peckham by providing a high quality, high frequency link between these two town centres, that are relatively close but poorly connected (DfT / Lambeth / NR / SER / TfL)	Ensure that Bakerloo line extension to Hayes goes ahead and serves the North Peckham estates with a station in the vicinity of Bricklayers Arms. (DfT / LUL / NR / TfL)
Install ticket gates at Denmark Hill, Elephant & Castle and Queens Road Peckham stations (DfT / FCC / NR / Southern / SER / TfL)		
Improve bus services in Southampton Way / Rodney Road with a direct service to the West End by diverting half of route 12 via this route and curtailing the service at Peckham Bus station. (TfL)		
Enhance train services on the Catford Loop line to at least 6 per hour peak and		

4 per hour off-peak, evenings and weekends. Taking up the proposals for additional stops on Kent services in the peak and an off-peak Victoria – Bromley South service. (DfT / SER / TfL)		
Add evening and Sunday Victoria – Peckham Rye – Lewisham – Dartford train service. (DfT / SER / TfL)		
Enhance Thameslink Catford Loop service to run later in the evening and at weekends to and from St.Pancras International (DfT / FCC / SER / TfL)		
Complete build of Surrey Canal Road station. (Lewisham / TfL)		

5.19 Walthamstow

5.19.1 State of current provision in the area.

This area shares many of the characteristics, problems and solutions to those in Tottenham / Haringey / Enfield and Hackney. These include poor facilities at national rail stations, traffic congestion, community severance by major roads, poor bus reliability and long journey times.

5.19.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

See Tottenham / Haringey / Enfield and Hackney above, but also the reopening Lea Bridge station on Tottenham Hale – Stratford route.

5.19.3 Radical alternative new schemes which would address current issues and stimulate community development

See Tottenham / Haringey / Enfield and Hackney.

5.20 Summary by project – key providers / decision makers in brackets. Walthamstow

See under paragraph 5.3 above

5.21 Woolwich

5.21.1 State of current provision in the area.

Woolwich has been in the midst of substantive change with the opening of the DLR extension to Woolwich Arsenal, and the advent of Crossrail. However, the area is characterised by the need for bus links to the large Thamesmead estate. The lack of a fixed river crossing toward the North Circular Road south of Barking, means that disruption to the Woolwich Free Ferry can often have a knock on effect locally with congestion and disruption to bus services commonplace.

5.21.2 Schemes which are already in detailed planning stages and which could be either approved or brought forward

Ensuring that the Woolwich station on Crossrail is completed is fundamental to the redevelopment of Woolwich and enabling good access to Canary Wharf, the City, the West End and Heathrow Airport.

Reinstating the previously dropped Greenwich Waterfront Transit bus priority scheme, would have a major benefit of freeing up buses from congestion in Woolwich and on the approaches to the Blackwall Tunnel.

5.21.3 Radical alternative new schemes which would address current issues and stimulate community development

Providing a fixed link road crossing across the river Thames to connect with the North Circular Road would alleviate problems of congestion and disruption to bus services.

Consideration should also be given to providing a rail link to Thamesmead of some form to eliminate the need for separate bus journeys to and from this major population centre.

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5.22 Summary by project – key providers / decision makers in brackets. Woolwich

Short term immediate and low cost initiatives (either already in the planning process or simple to implement):-	Medium term / higher cost initiatives (already in the planning process):-	Long term initiatives
Complete Woolwich station on Crossrail (Crossrail)	Reinstate Greenwich Waterfront Transit (Greenwich / TfL)	Provide a rail link into Thamesmead Town Centre e.g. branch of Jubilee Line from North Greenwich. (DfT / TfL)
		Improve cross river road connections (TfL)

Abbreviations used :-

- DfT = Department for Transport
- FCC = First Capital Connect
- FGW = First Great Western
- HCC = Hertfordshire County Council
- LUL = London Underground Limited
- NR = Network Rail
- SER = Southeastern Railways
- TfL = Transport for London