

# London and South East Route Utilisation Strategy (RUS) Rail User Group Meeting - Saturday 11 July 2009

## Appendix 1 – Flip chart notes from Breakout Groups

Groups were asked to consider what gaps and issues the London and South East RUS needs to address, what potential solutions to the problems might be and suggest the top three priorities for action.

### Group 1

#### Issues:

Everyone seems obsessed to forcing people into overcrowded centre of London:

- Increasingly uncomfortable journeys
- People don't necessarily want to go there.
- Orbital routes (especially in West London sector) are not made full use of
- Buses feed into tube (overcrowded) not walk
- Therefore orbital routes take pressure off road (M25), busses and tube. Need for better links. Northern home counties – South East by-passing zone 1
- Anticipating future “areas” for growth, for example, Watford/Milton Keynes - South East
- Need for minimum 4 trains per hour – radial routes and 4 trains per hour – orbital routes
- Growth of Gatwick Airport and Luton Airport will increase demand for orbital needs
- Difficult choice –
  1. New links for new traffic or;
  2. Relieving pressure on existing corridors?

London Rail services need to be dealt with in a London/Greater London – specific strategy framework. For example, London RUS – covering 50 mile radius and incorporating:

1. Future pressure on radial travel to Zone 1 (Tube congestion)
2. Orbital needs for inner-suburban travel to take pressure off buses
3. Using longer distance regional rail line to also, along the way, provide good orbital London links (for example, Birmingham – Brighton via West London links)
4. Provide minimum of 4 Zone 1 trains plus 4 orbital trains
5. No sufficient studies for passenger journeys to ascertain strategy
6. Addressing balance for North to South London services and surroundings to take pressure off Tube
7. Off peak commuting
8. Use orbital rail to tap into M25 traffic and encourage modal shift.

### Three Priorities:

1. Gaps are in lack of sufficient orbital rail links to take pressure off tube and mainline rail termini, this would enable capacity at Central London rail termini for more radial services. Within London a lot of inner suburban journeys require long bus journeys
2. For radial: Taking pressure off tube and bus by having a 4 train per hour (turn up and go) to central London (Zone 1)  
For orbital: Boosting long distance regional rail services (for example, Birmingham to Brighton) via orbital London “corridors” (for example, West London Line), tapping into demand hubs, for example, airports (Luton, Gatwick) and motorways
3. Identifying growing markets (for example, Watford) and new developments.

So:

- 3.1 Study of long term passenger and freight journeys, peak and off peak, orbital and radial
- 3.2 New services and infrastructure including electrification. Long distance/high speed extension via West London line to relieve capacity at London rail termini in order to provide more “metro” services. Redhill fly over to take pressure off freight through London
- 3.3 Plan to give a turn up and go minimum 4 trains per hour radial service to central London (so taking pressure off Tube) and 4 trains an hour orbital for all inner London rail station giving each a 4 total minimum departing takes heat off Tube and bus and all stations to be capable of accommodating minimum 6 car trains.

**Group 2:**  
**Issues:**

1. Capacity of Network
  - Caused by flat junctions, in other words, not grade separated
  - Fast and slow trains on same tracks
  - Platform space at mainline stations. Also at outer ends of routes.
2. Freight
  - Look at flyover at Redhill as part of network by-passing London
  - Capacity to handle freight destined for London.
3. Off Peak – rules for calling a service “Metro”
  - Better services could encourage passengers to switch travel plans from busier times
  - 4 trains per hour is not the same as every 15 minutes
4. New Tracks/Lines/Improvements
  - As with CTRL, fast lines in tunnels
  - Double deck trains - develop networks
  - Central London: Access to central London 17/21 Tube stations on either Central/Piccadilly lines – both lines have poor connections to South London
  - Bakerloo line several options looked at.

**Solutions:**

1. Grade separated Junctions
  - Balham
  - Lewisham
2. Extend Bakerloo/DLR
3. Run round loop Victoria/Marble Arch.
4. - 10/15 Minute routes
  - 06.00 -01.00 like the underground look at 24hrs.
5. More stopping of fast services, e.g. Thameslink at Norwood Junction

### **Group 3:**

#### **Brighton Line issues:**

1. Look at whole line! (A network) metro, outer London/ Surrey, Sussex, West and East Cost (Tonbridge Reigate), Branches & Gatwick
2. Peak and off peak connectivity
3. Coordination of Gatwick service into and with other services. A Gatwick – Brighton express
4. coordination with other services SE/FCC; GWR WLL(tfl), SWT – Epsom Southampton & airport. Havant, London Bridge. Tonbridge, Clapham Junction, East Croydon, Sutton
5. Sunday services same as week day off peak
6. Electrification:
  - Redhill – Reading
  - Ashford – Hastings
  - Oxted – Uckfield
7. DfT influence not in line with passenger needs.

### **Group 4:**

#### **Radical doc for CP5 – 7 needed.**

Demographic changes – Population

Regional plans conclusion – houses/jobs and work at home. Medway East Thames corridor.

1. Hubs – all transport
  - Decline of domestic air travel (Copenhagen talks)
  - Finance – new sources.

#### **Gaps:**

2. Electrification gaps –
  - Salisbury to Basingstoke and Salisbury to Southampton
  - Reading/Gatwick and extend electrification Hastings/Ashford
  - Reading/Oxford/Birmingham
  - Norwich/Liverpool
  - Non London travel – Oxford/Cambridge
  - Outer loops to hubs.
3. Freight network – Containers (Dedicated network)
  - Do we need to re-open great central?
  - Gauge problems (Redo to European Standards)
  - Extend cross rail to Reading Hub
  - Heathrow all transport. Hub (inc rail)
  - Redhill issue to solve (Gatwick/Medway) and freight
  - Waterloo
    - Double decking platforms
    - Redoing and assessing transport links.
  - Flat junctions to grade Seperate eg Woking, Swanley, Redhill, Herne Hill.
  - Speed inc needs:
    - Directional signalling need
  - Tube line extension planned and transport for London takeover of defined heavy rail

- Lewes/uckfield and re openings (ref ATOC report, in other words, Guildford/Horsham, Bentley/Bordon).

### **Group 5:**

#### **Issues:**

1. Assumption all travel into London and return
  2. Virtually no thought regarding avoiding lines (avoiding London) for example, freight and E-W Rail
  3. How does anyone get a new line on the agenda? Or reopen a closed line assuming the track bed has been protected?
  4. Is there a plan B if disruption occurs?
  5. Capacity constraint of freight
  6. Flat junctions
  7. Access to London Heathrow from West and South West London
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1. Do not assume re-establishment of rail heads, e.g. Watford Jnc Luton, Bedford – coordinate with other RUS's.
  2. Re-instate orbital routes with regard to railheads. In order to ease capacity at London Termini. Can create new travel opportunities.
  3. Through strategic thinking.
  4. Longer & fewer long-distance trains, more freight loops, reinstatement of lifted track e.g. Kettering to Sharnbrook?.
  5. Create grade separated junctions
  6. New Lines – Heathrow T5 Colnbrook – Iver, Bourne End – High Wycombe, Waterloo Airtrack – Staines to Heathrow T4..

#### **Priorities:**

1. Reinstatement of track  
Grade separated junctions
2. Orbital Routes
3. Heathrow Airport.

### **Group 6:**

#### **Issues:**

#### *Great Eastern & West Anglia Lines – Lack of capacity.*

- Volume of passengers: Liverpool Street and Stratford – Changing passengers.
- How much charging at Stratford 20% Guess.  
Growth around Stratford – uncertainty over stats.
- Station counts – often show official stats not accurate  
Station date usage – ORR figures not accurate.
- Need to look at trends
- GAP identify growth trends – look at origin and destination  
Oyster PAYG will increase demand. How much?  
How is count carried out “electronic measuring”?

#### *Great Eastern / West Anglia cross London link with Sussex – NE/SW*

- Further consideration for Cross London Routes
- GAP: capacity to handle freight growth =

- GAP: improving Radial Linkages by orbital connections
  - Access to Stanstead from East
  - Reopen Sudbury to Cambridge and electrify
  
- GAP signalling to boost route capacity
  - Some schemes lowest capacity
  - Line capacity by improving track and structures
  - Identify and monitor four/three tracking and bi-directional working.
  
- Regional Orbital Links.
  - Passengers and Freight
  - East West Route – Electrification?
  - Round London “Conundrum” when?
  - 3 or 4 Tracking
  - Dynamic loops All radial Routes
  
- Cross London Links
  - Scope to review service patterns.  
East beyond Shenfield – Abbeywood West to Maidenhead.
  - How might NE/SW route develop linkages?
  
- Station design and layout
  - Dispersal of passengers to ease dwell time? Access? Public Transport or car park?
  - Capacity at stations – handling growing capacity