

A new approach to rail passenger services in London and the South East
Working in partnership to improve services and support growth

This consultation report is submitted to Crossrail 2 by [REDACTED]
[REDACTED]
[REDACTED]

Qu 1. Do you agree with the principle of a partnership to better integrate the specification of rail passenger services across London and the South East?

Yes we do. Any ability that there is to establish a more effective partnership as soon as possible between DfT, TfL, Govia Thameslink Railway (GTR), Network Rail and the supply chain will be welcomed by [REDACTED]
[REDACTED] Clearly more a more joined up approach will bring benefits to Streatham quicker than would otherwise be the case.

We note your reference to there being “an intrinsic link between the frequency and quality of these services and the infrastructure upon which they operate.” Any significant improvements to be made to the frequency of services on all lines passing through Streatham are very dependent upon Network Rail and the speed at which these lines are to be prioritised by them with regard to implementation of new block signalling. This is a point to which [REDACTED] [REDACTED]
[REDACTED]
[REDACTED]

Qu 2. Do you agree with the principles that the partnership will work to? Are there any specific issues that have not been captured?

Yes, [REDACTED] agrees with the principles that the partnership will work to. We were particularly pleased to see reference made to “using the value in TfL and Network rail property in and around stations,where improvements in transport unlocks housing and office developments” as we are firm believers that significant transport infrastructure improvements should have the capacity to bring with them both new housing and new jobs. [REDACTED] foresees great potential in and around Streatham station in this regard and urges TfL, Network Rail and The Mayor’s Office to explore these possibilities further when actively considering both immediate and future transport infrastructure improvements for the central Streatham area.

Qu 3. Do you agree with the proposed governance arrangements?

The proposed partnership would cover the train operator contracts specified by the DfT and TfL. We understand these to be Southern Rail and Thameslink in our area. We agree that the partnership must take into account the views of local authorities and other local organisations as part of its work to recommend the specification and management arrangements to the Secretary of State for Transport or the Mayor of London depending on the rail service in question. We want to be assured that the views of people living at local authority boundaries are amalgamated to reflect the opinion of the locality, irrespective of local government borders.

In very diverse boroughs such as Lambeth, the needs and opportunities for regeneration and new housing development offered by border areas tend to be overlooked. Lambeth contains very expensive, well-connected and prosperous central London areas at the south bank areas, rapidly gentrifying areas such as Brixton (owing much of its regeneration and new prosperity to the Victoria Line and the fast connection to central London), and transport-poor areas like Streatham, and comparatively deprived Streatham Vale, Mitcham Lane, and Knight's Hill at its borders. The way that the GLA makes strategic plans based on Local Authority area plans is skewed so that the needs of border areas are largely disregarded. Governance and consultation should take particular care to work with community groups and local councillors as well as using the latest available Small Area statistics to examine the needs, views, and regeneration potential of border areas. Relying on local authority analysis is inadequate and usually out of date.

We support clear lines of accountability, and in particular, greater local accountability involved in transferring responsibility from the DfT to TfL for inner suburban rail services, though we would like that responsibility for Southern Rail/ Thameslink services to be brought forward to 2018 - any potential break clauses in the franchise agreements allowing. We welcome a joined up approach to the underground, Crossrail and overground network to inner suburban services, assuming this will no longer downplay the value and needs of passengers (and council tax precept payers) due to the necessity to maximise services for more financially lucrative long distance commuters from outside London.

We look forward to hearing details of the process by which franchise bidders will be asked to produce plans for a separable business unit for inner London services as set out in November 2015. We support the principle of no detrimental effect on fares, but do not support a commitment to no adverse impacts on the frequency and journey times or stopping patterns of longer distance services to and from London if it prevents extra capacity and necessary frequency being provided on peak local London services as is clearly necessary to meet current and future demand. We think such a commitment likely to be impractical and likely to lead to conflict and impasse.

Qu 4. What form do you propose the input from local authorities and LEPs could take?

We leave it to [REDACTED] to respond to this question in specific detail.

Qu 5. Do you agree with the safeguards for transfer of inner suburban services to TfL, as set out here?

As also mentioned in our answer to Question 3 above, [REDACTED] trusts that there will be no lessening of the benefits to be gained by Streatham passengers from these proposals once discussions become more detailed between

the wishes of those of us within the inner suburban services network and those located further afield across the outer suburban network.

Qu 6. Are there other outcomes you might expect to see achieved?

- a) Crossrail 2 for Streatham to be built on the back of the inter-station connectivity between Streatham and Streatham Hill stations that will come about from implementation of the Streatham “Virtual tube”
- i) **Crossrail 2 for Streatham:** [REDACTED] recommends that the Crossrail 2 route map, as it currently stands in the SW London area, be adjusted to one that would omit Balham as a CR2 station, but instead run from Clapham Junction, through a new CR2 station at Streatham - thereby providing the vital Southern Rail interchange required in SW London - and on to a reinstated CR2 station approaching from a south-easterly direction at Tooting Broadway - thereby providing the vital interchange in SW London with the Northern line. Of all of the three mainline stations in Streatham, Streatham station provides the ideal location for a CR2 station as it has the potential, through further expansion without considerable disruption, to develop to become a “strategic interchange” station to complement Balham station’s existing sole role in that capacity in SW London. The area around Streatham station has experienced huge unpredicted population growth over the course of the past six years and this has been reflected also in a massive, and an equally unforeseen, surge in train usage. [REDACTED] also recommends that the cost of building an additional CR2 station at Streatham, in addition to accommodating the additional journey time associated with the route curving round to Streatham, be offset by the CR2 route not incorporating a CR2 station location at King’s Road Chelsea but instead running directly from Victoria to Clapham Junction, thereby providing additional relief to both the Victoria and Northern lines.
- ii) **Streatham “Virtual tube”.** [REDACTED] would like to see things move forward beyond the Streatham interchange that is mentioned in this report both on pages 25 and 35 and which would be positioned to the south of Streatham town centre near to Streatham Common station at the point where the Thameslink, London Bridge and Victoria lines all converge. Whilst this would no doubt, as this report makes clear on page 24, provide more frequent services in particular, it would not of itself get away from the fact that Streatham town centre would not also see a commensurate improvement for passengers travelling towards Clapham Junction and Victoria. [REDACTED] therefore, also supports the innovative proposal contained within the *Centre for London “Turning South London Orange” report of January 2016* on page 45, whereby their proposal “is to take advantage of existing railway tunnels east of Streatham Hill and north of Streatham station and build a **tunnelled flying junction** between the two lines. Streatham station

would be 4-tracked with parallel lines in each direction and cross-platform interchange between services. **A second flying junction** with the Streatham Common local tracks would also be implemented. This would allow a much higher frequency at Streatham Hill at the north end of the town centre and allow many Victoria-stopping trains to be re-routed via Streatham Hill and Streatham to provide extra services. Streatham station would see a service frequency of 2-3 minute intervals in peak periods.”

██████████ foresees the considerable benefits that would come thereby to Streatham not only in order to provide the connectivity between its three stations that we should be so keen to see implemented, but also with such new transport infrastructure thereby serving as a very useful pre-cursor to Streatham station housing a new CR2 station. This would immediately thereby also link Streatham Hill to a new Streatham hub station at Streatham station.

b) i) We expect a complete review of TfL's delivery of its commitments in South London across all transport modes, and to meeting environmental and safety guidelines. Our experience in Streatham, where the A23 is both dangerous and congested indicates this to be a crucial part of requisite due diligence for the project. There have been 45 deaths or serious injuries on Streatham High Rd over the past 5 years. 45% of passengers using the Victoria line at Brixton travel there by bus – many down the A23 from Streatham and beyond.

ii) Models such as Rail Plan and other TfL and Network Rail tools use **up to date statistical data**. As evidence of this need, we cite our experience that despite an unprecedented population increase in Streatham since Crossrail2 undertook modelling to assess potential routes and stations in 2009-11 based on data likely to be 2007 or older (Streatham has grown by 16% in the past 5 years alone) and one of the biggest surges in railway station usage (Streatham station up 58% in the past 5 years) TfL and Crossrail2 persist in refusing to review the current proposed route in South London.

iii) The use of unacceptably dated statistics in TfL's road traffic modelling has also recently been highlighted by a current proposal to close Dr Johnson Avenue in Wandsworth. Traffic modelling cited in the proposal used 2007 data for current traffic impact assessment as the latest available. Neither did it consider adverse impacts on the roads (some of which TfL are also responsible for) in neighbouring boroughs (Merton and Lambeth).

http://www.wandsworth.gov.uk/info/200435/consultation/1972/consultation_on_the_closure_of_dr_johnson_avenue_to_motor_vehicle_through_traffic/2

iv) Rapid, unpredicted and unprecedented population changes in dynamic cities such as London demand that its infrastructure planning and modelling uses up to date statistical information, and keeps such modelling contemporary, or risk making multi billion pound mistakes and impoverishing significant towns (such as Streatham in zone 3), while also incurring huge economic opportunity costs for London as the

creation of new housing and jobs in these areas becomes stymied by the lack of transport infrastructure to support them.

v) We also expect the use of **better transport accessibility assessment tools** than PTAL, which does not consider vital factors such as destinations available, congestion, frequency, and journey time when rating an area's quality of transport connection. Better tools exist, as TfL acknowledge with the **TIM** model that is available on their website, though not yet used by planners.

c) consideration of holistic view on Gatwick expansion –

i) As we all know only too well in Streatham across the A23 corridor from Brixton tube all the way southwards to Croydon, air quality in London is very frequently in breach of the EU's 2008 Air Quality Directive (Directive 2008/50/EC), as a direct consequence both of car and bus traffic.

ii) Aircraft have been a significant and growing part of the problem in various other parts of southwest London in particular. Any added flight capacity at Heathrow (much more than the same at Gatwick) will affect air quality in London. In 2015, the UK Government was ordered by the Supreme Court to come up with a plan to bring down pollution in London and elsewhere to legal levels under EU law, in a case brought by ClientEarth. For as long as the UK continues to be a member of the EU and thereby subject to EU law, any decision to add a third runway at Heathrow will be challenged straightaway in the courts - by ClientEarth in particular – with the Air Quality Directive making it very hard for the UK to allow another runway to be built at Heathrow. We at [REDACTED] would, therefore, suggest that all medium and long term transport infrastructure improvements planned for South Central London may need to be revisited if the UK Government's decision for an additional runway to be built in the London area were to be Gatwick rather than Heathrow.

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