

Barking - Gospel Oak Line User Group

Transport 21 Consultancy

One major constraint on London Boroughs is that Transport for London is the lead transport planning authority. TfL is also responsible, directly or indirectly for delivering services for Greater London. The Borough's roll is inevitably dealing primarily with local issues. Local policies can and must influence how those services are delivered.

In setting out a Sustainable Transport Strategy it is crucial to ensure that each London Borough (LB) is fully involved in delivering services managed or procured by other authorities, whether that may be TfL or its many subsidiaries, the Department for Transport (DfT) which supervises the privatised but heavily subsidised Train Operating Companies (TOCs), Network Rail the company that manages the railway infrastructure, and other organisations which provided transport services throughout the London boroughs.

One big problem for many LBs is identify problems with local rail services, and the limited scope to overcome the constraints on actually improving services in individual boroughs.

One of the most important changes of the last decade was the designation of the Mayor's (London local) Rail Network which enshrines virtually all National Rail services within the GLA area, with most services designated continue on to the nearest rail centre close to the M25.

Both Mayor Livingstone and Johnson have worked hard to achieve the London Wide Oyster Network, launched on 2 January, but the hard work must continue to press for better train services operating later in the evenings, as on the Underground. These are now complemented by an excellent network of Night Buses.

LB Haringey benefits from three main service groups that are part of the National Rail system.

- London Overground, formerly Silverlink and North London Railways' Gospel Oak - Barking Line.
- First Capital Connect's Great Northern Services from Moorgate to Welwyn and Hertford.
- National Express East Anglia services to Enfield and Cheshunt, from Liverpool Street.

Haringey's Policy Priorities the policy should

London Overground

Stations in the borough are at South Tottenham and Harringay Green Lanes, but many residents also use Crouch Hill Station which is just in Islington but served by the W7 Bus. The new TfL regime introducing Oyster from November 2007 has led to considerable passenger growth that there is now a two way peak!

New trains are planned but these will be only 2-coach diesels which will become quickly overcrowded and the route urgently request electrification for the benefit of both freight and passenger services.

TO: Work with TfL, London Overground (LOROL) Network Rail (and the DfT) to promote actively electrification of the line, to improve significantly passenger facilities at stations, including shelters and seating, lighting and passenger information, as well as introducing longer 3-coach electric trains, if necessary using eight refurbished trains from the North London Line to deliver the necessary improvements by the 2012 Olympiad.

Great Northern Services

Stations in Haringey are Harringay (West), Hornsey, Alexandra Palace and Bowes Park. Only Bowes Park is near to a Tube station, Bounds Green, but the other three are important for their catchment areas. Finsbury Park is important for passengers changing from local buses, W3 and W7. Stations are spartan and service frequencies are erratic although have been improved under the present franchise.

TO: Work with TfL, First Capital Connect, Network Rail and the DfT to promote improvements to passenger facilities at stations, including shelters and seating, lighting and passenger

information, as well as introducing eight additional refurbished 3-coach electric trains to from the North London Line to deliver improved weekday services to Moorgate by 2012. Liaise with Network Rail and the DfT to secure funding to enlarge and improve stations when Track capacity on the approaches to Finsbury Park.

Enfield Line

Three stations, White Hart Lane, Bruce Grove and Stamford Hill are all some distance from Underground stations, Seven Sisters is an important interchange with the Tube, and a short walk to South Tottenham.

TO: Work with TfL, National Express East Anglia, Network Rail and the DfT to promote improvements to passenger facilities at stations, and introducing more frequent services giving a core to Edmonton Green at least every 10 Minutes, and every 15 minutes on the Enfield and Cheshunt Branches at peak periods to deliver a service every 7-8 minutes to Liverpool Street.

Lea Valley Line and Tottenham Hale Station

Improving the Lea Valley Line is more complex due to severe capacity constraints which probably will not allow any significant improvements before 2012. Nevertheless Haringey must make its aspirations clear now, particularly as this line is the only practical link towards Stratford.

TO: 'Work with Network Rail and the DfT, TfL and National Express East Anglia to promote actively improvements to passenger facilities including full mobility access and construction of an additional London bound platform on adjacent land. This should including shelters and seating, lighting and passenger information, as well as introducing improved services towards Stratford to deliver the necessary improvements by the 2012 Olympiad

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Date