Beeching and London
- the capital dimension

Jonathan Roberts, JRC

2 December 2013

The 1963 Beeching

Basic
Evidence
Evangelises
Cuts
Hitting
Inner
Network
Groups

The 1963 Beeching

Basic
Evidence
Evangelises
Cuts
Hitting
Inner
Network
Groups

London & Home Counties:

- Core of the national passenger network
- UK Capital + nearby commuting
- Zone with largest population and jobs

Policies:

InterCity	Sustain volume on fewer trunk lines
Outer Lines	Retain & improve where worthwhile
Inner Lines	Manage down as population falls
Orbital & branch	Shut, not a job for rail
Freight	Reorganise as part- or full trainloads plus containerisation
Income vs costs	Potential for denser volume & higher fares levels to balance finances

London trends ca. 1963

Population ↓ Railway ↓ Decentralisation ↑ Roads ↑

• **Population declining**	Especially in inner area, though foreseen increased peak period outer commuting and Central area distribution
• **Decentralisation**	Incl. Location of Offices Bureau quango
• **Car ownership**	Growth and use taken for granted (Marples = Minister)
• **Transport needs**	Motorways & trunk roads, street widening
• **Railway's poor financial results**	Modernisation Plan business failure – so economise/cut back No valid case for main lines to lose money

Yet… Key structural changes under way

• **Cost Benefit Analysis**	1962 1st use **of** CBA for major infrastructure project Victoria Line go-ahead, dowry to new London Transport Board
• **Changes to London Govt**	1963 London Government Act, in place from 1965 Creates Greater London Council and larger boroughs
• **Strategic duties**	Allocated to the GLC at its start, including main roads, planning
• ***'Traffic in Towns'***	1964 Colin Buchanan seminal report on urban impacts

JRC

Battleground: 1963 - 73

Negative factors and trends

Cutbacks

• ***'A Railway Plan for London'***	1965 unpublished report inc. Beeching in London Joint report by BRB and LTB – forward planning for 200,000 more commuters by 1981, but discusses BR inner closures
• **Operational cuts**	On inner London lines. Branch closures mostly achieved

Planning presumptions

• **Town planning issues**	*'A Railway Plan for London'* concerned by housing growth and peak outer commuting, and new jobs in non-rail served areas. Case for planning to take account of rail, but largely ignored
• **Greater London Development Plan 1969-72**	Top transport priority **Ringways 1>4** (eg Westway / Blackwall Tunnel). Public transport seen as limited use in London except for Central London commute
• **Roads & Planning**	Main roads, + unconstrained planning & parking permissions
• **Public finances**	Govt financing pressures (Rail selective pricing after 1969)
• **Other factors**	Labour unrest and industrial decline underway in this period

JRC

Battleground: 1963 - 73

Positive factors and trends

Realpolitik

• **Tight electoral margins**	Nationally and locally: Eg 1964 (Labour), 1970 (Conservatives) Eg, Broad Street line saved after 1964 Election

Transport politics

• **Subsidy ✓**	1968 Transport Act (Mrs Castle). Restated within EEC 1973
• **Devolution**	GLC took control of London Transport in 1970
• **Ringways disliked**	By 1972, Greater London Dev. Plan inquiry rejected most roads Greater role for public transport, GLC focus on LT outputs

Population, Planning & Investment

• **Bus Reshaping**	London 1966 'hub & spoke' – many journeys to rail
• **New tubes**	Victoria Line success, Fleet Line Stage 1 go-ahead 1972
• **Better planning**	1970 Sharpe report: *'Transport Planning - The Men for the Job'* LT uses 'passenger miles per £ spent' and other criteria
• **Rail positives**	InterCity, Outer Suburban high usage. HST designed.
• **Jobs growth**	Service industry jobs, not population, drive London economy

JRC

GLC weighs in, 'Parkerail': 1973 - 83

GLC & DoE initiatives

- **Docklands renewal starts** — 1970-1972 Docklands report > mid-70s strategies & 'transport spine' ideas > Fleet Line powers > LDDC creation > 1983 DLR ✓
- **Inner area revival** — Population nadir not until 1988, but early progress this decade Department of Environment inner area grants (eg, ELL upgrade)

Joined-up London rail planning BRB+LT+GLC

- **1972-74 London Rail report** — Not Ringrail, but NLL Docklands, Chelsea-Hackney, Crossrail v1 GN electrification by 1976-77, Thameslink, NLL Docklands in
- **London main lines progress** — stages 1979-85 – all low-cost high-value projects, GLC funded a few BR services (eg NLL). Tube to Heathrow 123 and T4, not BR
- **BRB positive** — *'The age of the train'*, HST success, Serpell cuts and Marylebone busway stopped. ***Projects lost***: Maplin, Chunnel, electrification

London politics

- **GLC under Ken Livingstone** — 1977>. Night Bus boom. Fare Zones, 'Fares Fair' + legal cases led to joined-up Travelcard & Capitalcard, 10%+ travel growth
- **Road widening cancelled** — eg Archway. Bus priorities accelerated. Radical environment & transport policies emerging, eg Transport 2000 formed

JRC

Buoyant despite changes: 1983-93

Conservative Govt dismantles previous structures

- **GLC axed 1986** LT re-nationalised 1984, no London co-ord. **DLR** to LDDC 1992
- **Railways Act** 1993 Act to break-up, privatise British Rail as elements

Growth pressures enforce need for more rail capacity

- **Stakeholder actions partly restore strategy** Stakeholder initiatives across London incl: ***Canary Wharf Group*** > DLR City, Jubilee Line. ***Lewisham Borough*** > DLR cross-river. ***Croydon*** > Tramlink. ***Grand Met + Boroughs*** >ELL
- **Capacity expansion plans** Underground Capacity Report 1986-87 > Central London Rail Study 1988-89 > East London Rail Study 1989-90
- **LUL funding issue** 1991 MMC report • **3rd party funding** required by Govt
- **Powers sought** Jubilee & ELL Extns, DLR Lewisham, Tramlink, Crossrail, CTRL
- **Nationally** Chunnel restarted. Multi-Modal studies but no London roads

Key rail wins and lessons learnt

- **Reorganisation** Good results: BRB>Sectors (NetworkSE), LUL>Corporate change
- **Project wins** NetworkSE modernising brand, ECML electrification *not WC250*
- **Lessons learnt** 1987 KingsX fire, 1989 Purley+Clapham crashes> Safety priority

JRC

Brave new worlds: 1993-2003

BR privatisation retained but London devolved

- **Conservatives privatise BR** — in 1993-97. Private infrastructure (Railtrack), Operating & Supplier cos. Grant-aid for railway. 1997 Labour kept scheme.
- **Delivery of Labour policies** — Devolved governments incl London, Integrated transport initiatives, London orbital railway/ELL extension in manifesto

Transport conforms increasingly to wider goals

- **Stakeholder and passenger voice** — User objectives built into BR privatisation, eg measuring TOCs, more watchdog teeth. Stakeholders prominent, eg London 1st
- **Railtrack replaced** — Result of serious accidents eg Hatfield, & West Coast upgrade £ New **Network Rail**, large spend on Regulated Asset Base ‘credit’
- **London strategic government** — 2000 > **London Mayor & GLA** logical tier from Mayor *chief exec* to **Transport for London** *delivery exec*. Congestion charge. PPPs & PFIs still in place. Priorities: World City, environment, growth

Expanding and growing rail system

- **Fast rail growth** — Despite expectations of static use for railways, with TOC ideas (eg Chiltern, Connex) and wider London & SE economic growth
- **More schemes** — JLE, Lewisham, Tramlink, CTRL pt1, ELLX powers. Crossrail again

JRC

Creditable growth : 2003-2013

Political support, investment steady, no longer stop/go

- **Consensus on rail** Rail investment an all-party priority. Organisations mostly retained with Coalition Government, so focus on delivery
- **The economy** Top priority investment for economic growth, rail good for this
- **Stable rules for investment** PPPs ended, TfL bonds, 3-year Spending Rounds, HLOS/SOFA, Control Periods, Industry Plans, Long Term Planning Process
- **Revenue cuts** eg McNulty, DfT franchise issues, Rail Delivery Board, costs of Network Rail ‘credit card’, bus funding rules changing
- **Localism** RDAs gone, top-up investment via LEPs, devolved specifications

Growth pressures require transport capacity <u>and</u> quality

- **Large growth** Population and jobs growth, capacity pressure, tube use 25%↗
- **Passenger focus** Visible staffing, Access for All, Oyster, information systems
- **Working harder** Get more from assets, Overground/Orbital success, TfL Anglia rail deal, tube upgrade, Olympic prelude to better delivery & capacity
- **Powers>building** Crossrail 1, Thameslink, Chiltern+EWR, Lea Valley 3rd track, main line resignalling/capacity/electrify, Croxley Link, freight bypass
- **Planning>powers** HS2, Crossrail 2, airport capacity, Battersea tube

Scale of change

	1938/39	1951	1961	1971	1981	1991	2001	2011	2031	2041	2051
									projected		
	POPULATION MILLION				turning point 1988 6.7m						
England								53.5	*60.4*	63.3	65.9
Greater London	**8.6**	**8.2**	**8.0**	**7.5**	**6.8**	**6.8**	**7.3**	**8.2**	***9.7***	**10.1?**	**10.5?**
Central & Inner London	4.4	3.7	3.5	3.0	2.6	2.6	2.9	3.2	*4.0*		
Outer London	4.3	4.5	4.5	4.4	4.3	4.2	4.5	4.9	*5.7*		
	PASSENGER JOURNEYS MILLION										
London Underground	**492**	**702**	**675**	**654**	**541**	**751**	**970**	**1,171**		**1500+?**	
National Rail	1,237	1,030	1,025	816	719	792	960	1,462			
						London & South East Rail operators	*664*	*994*		**1500+?**	
						of which wholly within London	*248*	*405*			
	GROSS VALUE ADDED £MILLION NUTS 2 valuation										
						GREATER LONDON	**174,426**	**282,972**			
						EAST AND SOUTH EAST	**207,040**	**306,466**			
						Rest of England	379,728	535,443			
						Rest of UK	144,412	215,746			
						TOTAL UK GROSS VALUE ADDED	**905,606**	**1,340,627**			
	Sources: TfL Travel in London Issue 5, ONS, ORR										

Scale of change

Figure 3.1 Passenger kilometres and journey stages travelled by bus.

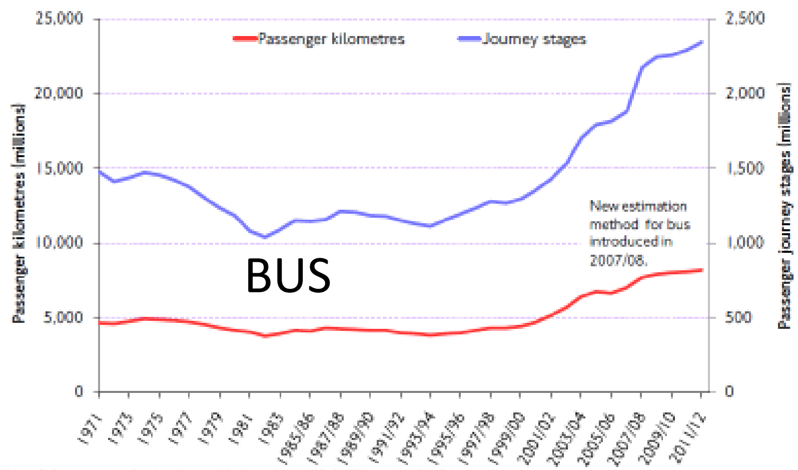


Figure 3.2 Passenger kilometres and journey stages by Underground.

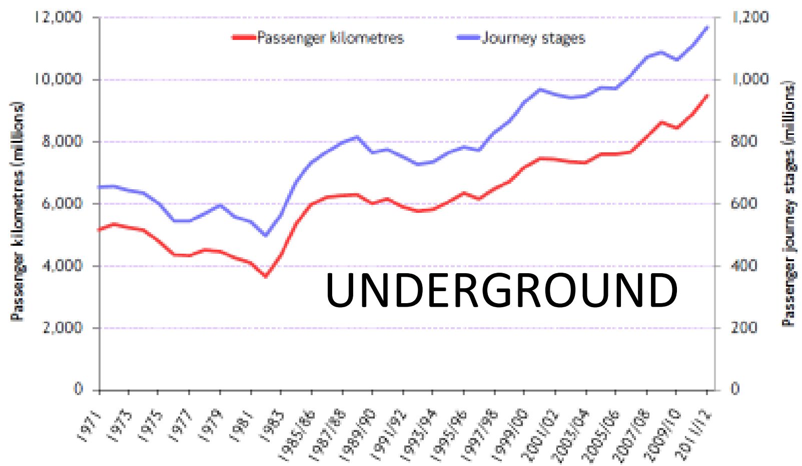


Figure 3.3 Passenger kilometres and journey stages by DLR.

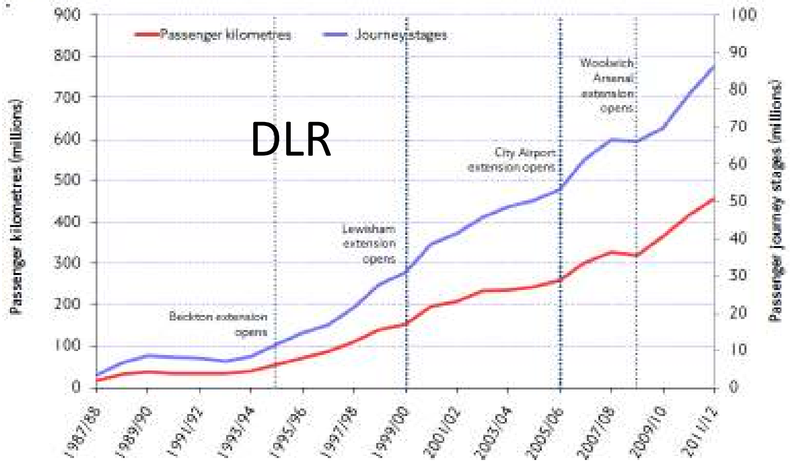
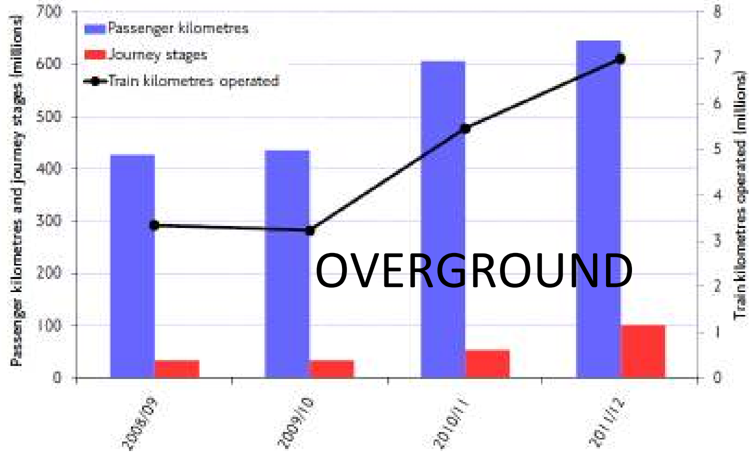


Figure 3.5 Passenger kilometres and journey stages by London Overground.



JRC

Scale of change

Figure 2.17 Trends in trips in London: trips, population and employment growth.

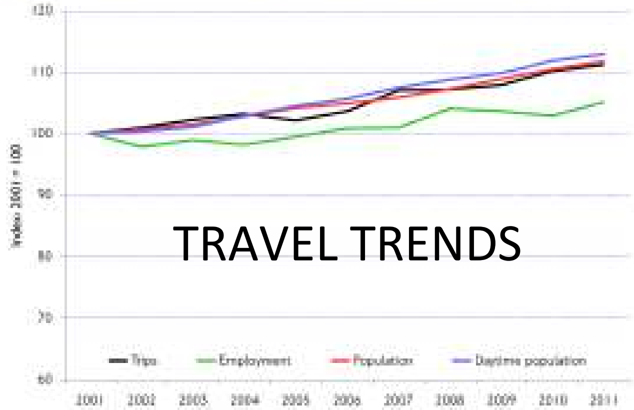


Figure 2.16 Trends in London workforce jobs and year-on-year change.

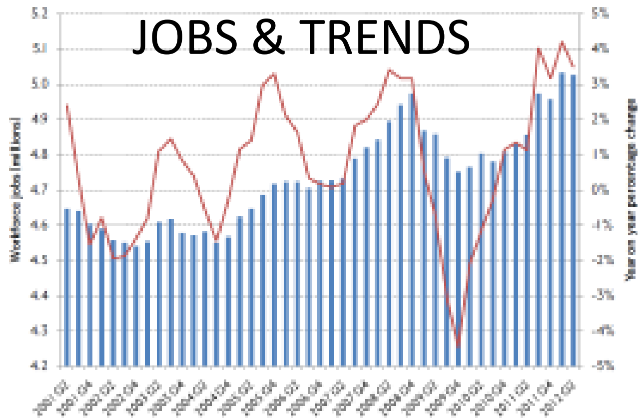
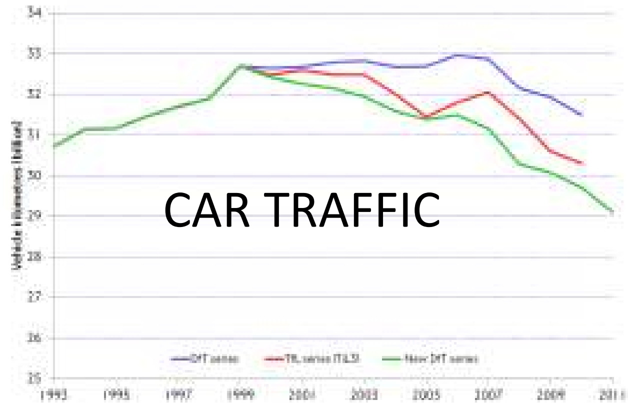


Figure 3.6 Comparison of recent traffic series for London – previous DfT series, TfL series, and re-benchmarked DfT series.



Rail for London – 2013

The rail market in London and the South East is dominated by demand for travel into central London, in which public transport predominates with a 90 per cent market share.

Roughly half of the trips into central London involve use of National Rail, delivering 575,000 people into the centre each morning.

Continuing growth in such peak demand, dominated by commuting, is predicted at a rate of 1.3 per cent annually.

The remainder of the market, consisting of off-peak travel and non-Central London commuting, has been growing faster over the last 20 years at a yearly rate in the region of four per cent, a trend that is expected to continue.

Thus rail plays a critical role in the economy of London and its surrounding area and will face continuing challenges to deal with the growing demand, driven in part by the projected substantial increase in Greater London's population.

NETWORK RAIL LONDON & SOUTH EAST MARKET STUDY 2013

Rail for London – 2013

Table 7.1: Long term conditional output for capacity – capacity to accommodate, in the busiest hour of the day, by 2043			
Route	Service group	Passengers in 2011	Passengers in 2043
London Paddington	Crossrail & Relief line	4,100	14,200 – 16,500
	Main line + other fast trains	8,500	12,700 – 17,000
London Marylebone	All services	6,500	9,300 – 11,400
London Euston	Long Distance	3,300	4,500 – 7,100
	Suburban services	8,800	13,900 – 16,600
London St Pancras International	Thameslink Midland Mainline (MML)	9,700	14,900 – 15,600
	MML Long Distance	2,500	3,500 – 5,800
London King's Cross / Moorgate	Great Northern / Thameslink ECML	16,700	23,600 – 27,200
	East Coast Mainline Long Distance	2,600	3,500 – 5,300
London Liverpool Street	West Anglia	15,700	20,100 – 21,800
	Great Eastern (GE) Main Line	19,500	29,600 – 34,100
	Inners & Crossrail GE route	13,600	22,700 – 24,900
London Fenchurch Street	All services	16,300	20,200 – 23,800
London Bridge	Thameslink & Sussex fast	15,200	27,900 – 31,400
	Sussex stopping services	9,300	11,700 – 12,900
London Blackfriars	All services via Elephant & Castle	10,900	12,600 – 13,200
London Victoria	Sussex routes - fast trains	12,100	14,700 – 16,200
	Sussex routes - inner suburban trains	12,900	16,500 – 18,600
London Waterloo	South West Main Line	15,800	19,700 – 22,100
	Stopping trains via Wimbledon	23,600	26,900 – 28,100
	Windsor Lines	13,300	17,200 – 18,300
Kent routes	All services excluding via London Blackfriars	60,500	79,200 – 88,900

Table 7.2: Long term conditional output for capacity – capacity to accommodate, annually, by 2043		
	Passengers in 2011	Passengers in 2043
West London Line & North London Line	42.4 million	118.4 million
East London Line	32.3 million	131.7 million
Gospel Oak - Barking Line	8.1 million	17.1 million

JRC

Rail for London – 2013 onwards

London & Home Counties:

- Core of the national passenger network
- An 'Alpha' World City, high quality standards 24/7
- Population now > 8.2m 2012, ~~ 13m M25
- Population new > 9.7m > 2031, ~~ 10.5m 2050, ~~ 16m+ M25
- Jobs +¾m > 2031?, ~~+1.5m 2050?

Policies:

InterCity	New high capacity lines, max use of existing routes
Outer Suburban	London & Home Counties expanded capacity, all main routes 12-cars, Home Counties orbital (East West Rail)
Inner Lines	Full integration inner main lines & tube, Crossrail 2, more Orbitals & Crossrails (2050 Infrastructure Plan)
Freight	Freight diversionary lines, railheads
Quality	Improved passenger experience, a trusted system

JRC

Beeching Old and New

1963	2013
Basic	**B**uilding
Evidence	**E**conomy &
Evangelises	**E**xpanding
Cuts	**C**apacity
Hitting	**H**elped by
Inner	**I**nvestment &
Network	**N**ew
Groups	**G**rowth