



# **WARG station counts**

## **Autumn 2012**

Jonathan Roberts, JRC

8 February 2013



# Reporting

## **Outputs provisional, being moderated by TfL**

6 reports:

- Summary of WARG 2012 survey results and methodology
- Comparison between WARG and ORR passenger estimates
- LUL station multiplier rates and use on West Anglia Routes
- Passenger usage of Stratford station
- Level crossing survey at Northumberland Park
- Information for Lea Valley Third track scheme

**Excel spreadsheets are also available**

Incl. full spreadsheet for WARG 2010-11 surveys (updated to 2012)

## Headline results

### **16 stations surveyed by JRC and RMS - Zone 2 to Outer Home Counties**

- Still more passengers 'on the door' than ORR
- Inner London Z2+3 ~ 60-75% more
- Outer London Z4+5+6 ~ 50% more
- Inner Home Counties (Hertford) ~ 14% more
- Now comparable @ Outer Home Counties
- This is after ORR has included PAYG in 10-11

# Methodology

## **New basis for JRC analysis**

- Daily to annual multiplier changed from fixed x300 to variable x280-320
- Analysis of LUL multipliers 1999-2011, by zone, miles from Ctl.London, & West End/not W.End lines
- All WARG 2010 and 2011 results also adapted
- ORR 2010-11 numbers 'grown' to 2011-12 & 2012-13 with average L&SE increase (+6.2%, +11.2%)
- Fair comparison with current WARG data, in absence of ORR data even for 2011-12

# Summary % variations

	WARG 2012-13	WARG 2011-12	WARG 2010-11
	vs ORR 2012-13	vs ORR 2011-12	vs ORR 2010-11
<b>WARG compared with ORR</b>	<b>Percentages are compared with ORR = 100%</b>		
Inner London Zone 2	158%	160%	160%
Inner London Zone 3 excl Stratford 2011, 12	176%	173%	187%
Zone 4	138%	157%	166%
Zone 5+6	182%	173%	216%
Outer London Zones 4+5+6 combined	151%	163%	180%
Inner Home Counties	114%	123%	116%
Outer Home Counties	102%	104%	109%

So some improvement in ORR data quality, but not a lot

## Zonal headlines – Inner London

	WARG 2012-13	WARG 2011-12	WARG 2010-11
	WARG estimated annual passenger entries/exits		
<b>Zone 2</b>			
CAMBRIDGE HEATH	582,000	618,320	623,858
LONDON FIELDS	940,816	892,490	833,839
HACKNEY DOWNS	1,655,714	1,764,643	2,229,405

<b>Zone 3</b>			
BRUCE GROVE		1,018,571	
WHITE HART LANE			1,132,857
STRATFORD Lea Valley	2,142,080	1,511,324	1,246,000
TOTTENHAM HALE	7,464,286	7,542,857	
NORTHUMBERLAND PARK	250,200	248,976	
ST JAMES' STREET	1,325,714	1,173,333	1,310,476

## Zonal headlines – Outer London

	WARG 2012-13	WARG 2011-12	WARG 2010-11
WARG estimated annual passenger entries/exits			
<b>Zone 4</b>			
EDMONTON GREEN	3,136,905	3,472,000	3,380,476
ANGEL ROAD		44,640	
WOOD STREET		1,065,000	
HIGHAMS PARK	2,152,500	2,295,000	2,347,500

<b>Zones 5+6</b>			
BUSH HILL PARK	1,187,619	1,173,810	1,215,238
ENFIELD TOWN		1,560,476	
PONDERS END		750,228	
BRIMSDOWN		1,120,571	
ENFIELD LOCK	1,629,524	1,608,452	1,784,048

## Zonal headlines – Home Counties

	WARG 2012-13	WARG 2011-12	WARG 2010-11
	WARG estimated annual passenger entries/exits		
<b>Inner Home Counties</b>			
BROXBOURNE	1,657,143	1,650,238	
WARE	1,111,667	1,201,429	1,132,381
HERTFORD EAST			676,667

<b>Outer Home Counties</b>			
BISHOPS STORTFORD	2,803,333	2,658,333	2,699,762
STANSTED MOUNTFITCHET	497,060	506,667	
AUDLEY END	800,952		814,762



# Main topics arising (1)

- **New December 2011 timetable:**
  - some stations winners, others losers
  - slight increase in overall passenger volume (2012 vs 2011)
  - weak volume or sensitivity to service changes at some stations
  - Tottenham Hale -1% (within statistical error)
  - Little growth where some expected eg Audley End, Stansted Mountfitchet
- **Passenger growth at specific locations**
  - Stratford (+42% in 1 year), Bishops Stortford (+5%)

## Main topics arising (2)

- **A good baseline for:**
  - Lea Valley Third track scheme
  - Lea Bridge reopening, Hackney Interchange
- **Stronger revenue protection** cut some volume  
Eg- Hackney Downs, Edmonton Green – leads to case for more gating incl. at neighbouring stations
- **Better station data important** for new specification  
Eg- new longer term franchise, any devolved routes, and services, ‘future-proofing’ capacities, staffing and standards, later return travel in evenings

# Positive for Lea Valley

relevant stations only		Variation WARG / ORR
WARG 2012 vs ORR	excl Stratford	+61%
WARG 2011 vs ORR		+77%
WARG 2010 vs ORR		+129%
WARG 2012 vs ORR	incl Stratford	+67%
WARG 2011 vs ORR		+78%
WARG 2010 vs ORR		+101%

Stratford-Lea Valley rail				
Station	Miles from Stratford in a straight line	Zone	Notes	Growth strategy
Stratford (Lea Valley)	0.0	3	Rail hub, Westfield Sep.2011	Stratford City, Lower Lea Valley
<i>Lea Bridge (2014)</i>	2.2	3	Planned to open in 2014	Lower and Upper Lea Valley
Tottenham Hale	4.0	3	Rail hub, Tottenham renewal	Upper Lea Valley regeneration, London Anglia growth area, large scale housing and new jobs planned 2014-2031, early rail service improvements required to stimulate homes, jobs, developer commitment.
Northumberland Park	4.7	3	Part industry, Tottenham Stadium	
Angel Road	5.3	4	Part industry, Future town centre	
<i>Pickett's Lock (2020s)</i>	6.0	4	Station not planned until 2020s	
Ponders End	7.0	5	Part industry, New academy	
Brimmsdown	7.9	5	Part industry	
Enfield Lock	8.9	6	Former industry, New homes, jobs	
Waltham Cross	9.9	7	Oyster zone from January 2013	
Cheshunt	11.1	8	Oyster zone from January 2013	
Broxbourne	14.0	special zone	Oyster zone from January 2013	

# Opportunity gaps

## Six main elements

- ORR data still deficient – what can be done?
- Oyster to Broxbourne is a challenge to ORR to do it better
- Large potential for offpeak leisure and recreation travel  
Eg- Stratford, football, Olympic stadia
- High frequencies with ‘Overground’ style marketing
- Potential to review service levels and timetable detail,  
for December 2013 or May 2014
- Other stations merit surveys to extend knowledge base:  
options incl. high volume stations at Clapton, Seven Sisters  
or Walthamstow Ctl. interchanges, Wood Street, Waltham  
Cross, Cheshunt, Harlow