

**Date:** 27 July 2016

**Item:** London Overground Capacity Improvement Project

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**This paper will be considered in public**

**1 Summary**

- 1.1 The London Overground Capacity Improvement Project (LOCIP) is a programme of works addressing the increasing demand on the London Overground network. It includes conversion of the existing fleet of London Overground Class 378 four car trains to five car trains on all routes. To achieve this increase in capacity, a series of infrastructure enhancements have been required.
- 1.2 The Board granted Project and Procurement Authority for the programme at its meeting on 6 February 2013. This included authority to enter into lease agreements for rolling stock and authority to place rolling stock contracts.
- 1.3 On 19 July 2016, the Board delegated to the Finance and Policy Committee authority to approve any matter reserved to the Board from 20 July 2016 to 21 September 2016. Approval from the Committee is now sought in order to maintain the programme.
- 1.4 A paper is included in Part 2 of the agenda which contains exempt supplementary information. The information is exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from this meeting.

**2 Recommendations**

- 2.1 **Acting under authority delegated by the Board on 19 July 2016, the Committee is asked to:**
  - (a) **note the paper and the supplemental paper included on Part 2 of the agenda;**
  - (b) **approve the recommendations as set out in the paper on Part 2 of the agenda for the London Overground Capacity Improvement Programme (LOCIP);**
  - (c) **authorise the TfL Officer and Subsidiaries (as described in paragraph 2.2 below) to agree and finalise the commercial agreements with the suppliers substantially as described in the paper on Part 2 of the agenda (the Agreements);**
  - (d) **authorise the agreement and execution (whether by deed or otherwise on behalf of TfL or any Subsidiary (as appropriate)) any documentation to be entered into in connection with the completion and**

**implementation of the Agreements and any of the matters referred to in them (including, without limitation, all agreements, deeds, guarantees, indemnities, announcements, notices, contracts, certificates, letters or other documents); and**

- (e) authorise the TfL Officer and Subsidiaries to do all such other things as they consider necessary or desirable to facilitate the execution and implementation of the Agreements and the matters referred to in any of them.**

**2.2 The following Officer and Subsidiaries shall have delegated authority:**

- (a) TfL Officer: the Chief Finance Officer; and**
- (b) Subsidiaries: Subsidiaries of TfL including Transport Trading Limited and any other subsidiary (whether existing presently or to be formed) of Transport Trading Limited and any of the directors of the relevant company shall be authorised to act for and on behalf of that company.**

### **3 Background**

- 3.1 Since Transport for London (TfL) took responsibility in 2007, passenger numbers on the London Overground (LO) have grown at an exceptional rate, outstripping background rail passenger growth in London and South East England. By 2012, following completion of the LO orbital network, provision of additional capacity to meet this demand and continue to support London's growth became critical for TfL.
- 3.2 LOCIP's challenging timescales for introducing longer trains were driven by the commitment to have five-car trains operating by the end of December 2014 on the East London Line. These milestones were achieved ahead of schedule, with first trains delivered into passenger use on the East London Line two months early, in October 2014.
- 3.3 The additional early capacity enabled LO to play a key part in keeping London moving during the disruption at London Bridge over the 2014 Christmas period and during the months that followed. The increase in capacity was delivered to passengers within a period of just 20 months of TfL Board approval, with conversion of all trains to five-cars by December 2015, a year ahead of the initial target.
- 3.4 The original scope included:
  - (a) conversion of the existing Class 378 fleet from four to five cars;
  - (b) remodelling of New Cross depot and extending the maintenance shed;
  - (c) construction of a new 10 road siding at Silwood;
  - (d) construction of new sidings and staff facilities for 12 five car trains at Wembley C-Sidings;
  - (d) remodelling of Willesden depot and extending the maintenance shed;
  - (e) extending 49 platforms and associated station works; and
  - (f) extensive signalling and telecommunications works to enable operation.

3.8 Revised authority is required for the programme in respect of the infrastructure works as set out in the paper on Part 2 of the agenda.

**List of Appendices:**

The paper on Part 2 of the agenda contains exempt supplementary information.

**List of Background Papers:**

TfL Board papers - 6 February 2013

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