

## Transport for London

### RAIL TRANSPORT ADVISORY PANEL

Meeting No.30 to be held on Wednesday 31 May 2006 at 14.30hrs  
in the Boardroom, 14<sup>th</sup> Floor Windsor House,  
42-50 Victoria Street, London, SW1H 0TL

### AGENDA

1. Apologies for Absence
2. Minutes of Meeting No 29 – 1 February 2006
3. Matters Arising and Outstanding Items
4. Finance and Performance
  - 4.1 MD's Report Ian Brown
    - Project Updates for East London Line  
and North London Railway
    - DLR Performance and Projects
  - 4.2 National Rail Report, including Freight Richard  
Wallace / Peter Field
5. Transport 2025 (oral update) Barry Broe
6. Any Other Business

**Date of next meeting: Monday 2 October 2006**

**MINUTES OF THE RAIL TRANSPORT ADVISORY PANEL MEETING No. 29  
held on 1<sup>st</sup> February 2006 in Windsor House at 1000 hours**

**Present:** Peter Hendy (Chair)  
Kirsten Hearn  
Paul Moore  
Ian Brown  
Jay Walder  
Tony West

**In attendance:** Bryan Heiser  
Paul Dean (Head of Rail Planning)  
Peter Field (Director of London Rail Development)  
Jonathan Fox (Director, DLR)  
Gareth John (Director of Legal & Compliance, TfL)  
Peter McGuirk (Interim Director of Governance & Assurance)  
Allan Ramsey (Internet & Media Adviser)  
Hita Sachania (Executive Assistant to MD London Rail)  
Howard Smith (Chief Operating Officer, London Rail)  
Duncan Symonds (Chief of Staff to the Commissioner)  
Valerie Todd (Acting Managing Director, Group Services)

**Secretary:** James Varley / Horatio Chishimba

**ACTION**

**01/02/06 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Richard Wallace.

**DECLARATION OF INTERESTS**

No interests were declared.

**02/02/06 MINUTES OF THE LAST MEETING**

The minutes of Meeting No. 28 held on 16<sup>th</sup> November 2005 were approved and signed by the Chair as a correct record.

**03/02/06 MATTERS ARISING AND OUTSTANDING ITEMS REPORT**

There were no matters arising from the minutes.

NOTED All actions had been completed. Outstanding items from the last meeting were on the agenda for the meeting.

## 04/02/06 FINANCE AND PERFORMANCE

### LONDON RAIL BMR REPORT

NOTED the content of the Managing Director's Summary for Period 9 2005/06 for the 28 days ended 10<sup>th</sup> December 2005 and in particular:

Silverlink Franchise – All the main principles had been agreed with the DfT and a press announcement was planned. The investment plan had been created. It was acknowledged that the public relations aspect of the project had to be carefully managed to avoid creating a situation where the expectations of passengers was lifted to a point beyond which TfL could deliver.

- DLR Performance
  - The formal opening of the City Airport extension took place on 6 December. The result was an additional 11000 to 12000 riders per day with initial indicators showing 40% to be airport traffic.
- Projects
  - Woolwich Extension – the tunnel boring machine was due to start in late February / early March 2006;
  - Stratford International - A meeting had been held with LondonTravelWatch and another was scheduled for the day after the panel meeting.
  - Dalston redevelopment – The application for planning permission for the station, bus facility, housing and retail development had been submitted to the relevant authorities.
- East London Line - The Main Works tender was issued on 28<sup>th</sup> September 2005 and there were four bidders. 4 bids had been received, however 1 bidder had subsequently withdrawn. The second round of the bidding process would take place in March with the aim of reducing the number of bidders to 2 by the final part of the bid process in June. It was understood that the key aspect of the bidding process was to ensure that the maintenance contract fitted the requirements.
- Crossrail – A development manager had been appointed for the project. Cost control for the project was imperative with the aim of bringing the costs down below the original estimate.

## 05/02/06 NATIONAL RAIL REPORT (INCLUDING FREIGHT)

NOTED the content of the report and in particular:

- Freight – The Olympic site had a requirement for large volumes of building materials. The possibility of some of the traffic being moved by the waterways should be welcomed and not regarded as a threat as the priority was to reduce the burden on the road

network. TfL should develop a clear standpoint on the subject.

Ian  
Brown

- TfL sponsored London Network improvements – A number of projects had been successful however there was a need to ensure passengers were aware of the source of the sponsorship.
- South West Trains – As the DfT prepared the RUS, TfL had had significant input which had created the opportunity to align Network Rail with the Mayor's vision.

In response to questions raised, Ian Brown undertook to speak to Ben Plowden about managing communications with the appropriate London Boroughs regarding service frequency standards.

Ian Brown

**06/02/06 GOVERNMENT'S DDA ON RAIL (INCLUDING SILVERLINK)**

The panel noted the content of the report.

**07/02/06 ANY OTHER BUSINESS**

There being no other business raised, the meeting closed.

Signed: \_\_\_\_\_(Chair)

**TRANSPORT FOR LONDON**

**RAIL TRANSPORT ADVISORY PANEL**  
**OUTSTANDING ITEMS REPORT AND ACTION LIST**  
**AS AT FEBRUARY 2006 (from Meeting No. 29 and earlier)**

**Outstanding Items:**

| <b>Target Meeting Date</b> | <b>Description</b>  | <b>Action By:</b>  | <b>Minute No.</b>    |
|----------------------------|---|--|----------------------|
| <b>AGENDA<br/>31.05.06</b> | <b>London Rail BMR Report:</b><br><i>Includes:</i> <ul style="list-style-type: none"><li>• <i>Project Updates for East London Line and Crossrail; and</i></li><li>• <i>DLR Performance and Projects</i></li></ul> | <b>Ian Brown</b><br><br><i>Howard Smith</i><br><br><i>Jonathan Fox</i> | <b>Standing Item</b> |
| <b>AGENDA<br/>31.02.06</b> | <b>National Rail Report, including Freight Report</b>   | <b>Richard Wallace</b>   | <b>Standing Item</b> |

**ACTION LIST - items arising from last meeting**

| <b>Target Date</b> | <b>Description</b>  | <b>Action By:</b> | <b>Minute No.</b>               | <b>Status:</b>                                    |
|--------------------|---|-------------------|---------------------------------|---|
| <b>31.05.06</b>    | Define TfL standpoint regarding Olympic site construction materials transportation.   | <b>Ian Brown</b>  | <b>Mtg. No. 29<br/>05/02/06</b> | <b>In progress, update to be given at meeting</b> |
| <b>31.05.06</b>    | South West Franchise-speak to Ben Plowden about managing communications with the appropriate London boroughs regarding the service frequency standards. | <b>Ian Brown</b>  | <b>Mtg. No. 29<br/>05/02/06</b> | <b>Completed</b>                                  |

**TRANSPORT FOR LONDON**

**STAFF SUMMARY**

**RAIL TRANSPORT ADVISORY PANEL**

**SUBJECT:           MANAGING DIRECTORS'S REPORT: BUSINESS MANAGEMENT  
REVIEW – QUARTER 4 (Period 10-13) 2005-06**

**MEETING DATE:   31 MAY 2006**

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**1 MANAGING DIRECTORS OVERVIEW**

Docklands Light Railway has operated extremely well in the last quarter with all operational targets met in each of the 4 periods. The end of year ridership closed at 53.9 million passenger journeys, slightly ahead of forecast and 8% ahead of last year. Considerable project work has been undertaken on the DLR, including the commissioning of the London City Airport extension which was opened early and provided a consistently reliable service which currently attracts 70,000 riders per week. The DLR has also kept to programme on the various Olympic upgrades, including receipt of a Transport & Works Act Order for the 3 Car upgrade, procuring 31 additional trains and rebuilding Stratford Regional Station.

Work has started on the Woolwich Arsenal extension, the tunnel boring machine was started up by the Mayor on 3rd April 2006. On the North London Line conversion project, the London TravelWatch closure hearing has taken place, resulting in a recommendation to close and the TWA enquiry has now been completed and we await the Order from the Secretary of State. All substantive objections were dealt with prior to the enquiry and both London Underground and Network Rail personally attended the enquiry in support of the Project.

The East London Line Project remains on course for an opening in June 2010. The Commissioner has confirmed the operation of the service will be in the form of a TfL contract, combined with the concession to operate the North London Railway. The team have received bids for the Main Works contract on schedule. The Commissioner has asked us to examine the case and feasibility for the Dalston Curve to link the East London and North London Lines into a single operation.

Work on the specification of the North London Line upgrade is continuing and a framework agreement signed with Network Rail to facilitate the design of station and infrastructure upgrades. We are currently evaluating the bids to operate the concession (NLR and ELL).

Additionally, we have received responses for the tender for new rolling stock to be applied to the ELL and the NLR and there are two bidders currently in the frame.

London Rail's station security programme has achieved CCTV coverage of 50% of London's National Rail stations. TfL has made an offer to all the Train Operating Companies to fund Oyster validation equipment at each station in the GLA boundary. Discussions are taking place with the individual TOCs.

## 2 OPERATIONAL PERFORMANCE (DLR)

### 2.1 Ridership

Total network passenger journeys for the quarter amounted to 17.0m which represents a significant increase over the same period last year (14.8m). Overall DLR was slightly ahead of its overall annual target with 53.9m passenger journeys (target 53.8m) despite the security incidents earlier on in the year.

Passenger journeys for the Lewisham Extension (where DLR has revenue risk) amounted to 15.2m year to date, an increase of 7% on 04/05 actuals and an increase of 1% over the budgeted amount for 05/06.

London City Airport Extension was opened in period 9 and passenger numbers continue ahead of expectations.

### 2.2 DLR Reliability and Service Quality

| Standard                           | Quarter Performance | Target        |
|------------------------------------|---------------------|---------------|
| Departures                         | 98.5%               | 98.0%         |
| Service Reliability                | 96.6%               | 96.0%         |
| TVM Reliability                    | 98.9%               | 98.0%         |
| Lift Reliability                   | 98.6%               | 97.0%         |
| Escalator Reliability              | 97.8%               | 98.0%         |
| PID Availability                   | 99.5%               | 98.0%         |
|                                    |                     |               |
| <b>Overall Service Performance</b> | <b>96.4%</b>        | <b>83.46%</b> |
| Train and Station Cleanliness      | 96.1%               | 92.1%         |
| Service Information                | 95.9%               | 86.0%         |
| Safety and Security                | 94.9%               | 86.2%         |
| Staff Performance                  | 93.7%               | 89.4%         |

All performance targets were achieved in the period.

## 3 PROJECT PERFORMANCE HIGHLIGHTS

### 3.1 DLR

The Stratford International public inquiry started during Period 13, ending on April 4, 2006. Out of 38 objections originally submitted to the Secretary of State, 21 were withdrawn by the time the inquiry closed and of the 17 objectors remaining, 9 made representations to the inquiry. Equally, 6 organisations made supportive appearances at the Inquiry, viz London 2012, LDA, Network Rail, LUL, Thames Gateway London Partnership and the RSA, plus the inquiry received a letter of support from the Mayor.

It is believed that the representations were, on balance, received positively by the inspector and that none of the remaining objectors pose a substantial threat to a positive recommendation by the inspector to the Secretary of State.

### 3.2 ELLP

Two bids were received for the main works contract. Tender assessment is ongoing, but the initial view is that both bids are competent and competitive.

The rolling stock tender on the project entered the Best and Final Offer (BAFO) stage.

### 3.3 LRD

The Station Security Programme has achieved its target of CCTV coverage of 50% of London's stations by the end of the 05/06 financial year.

Five new vehicles have been provided to the British Transport Police in support of their policing London's rail network under Operation Miami.

## 4 FINANCIAL PERFORMANCE HIGHLIGHTS

Full year financial information and variances are detailed below on the basis that this quarter brings the 2005/6 accounting year to a close.

| Expenditure (£m)                    | Year to Date (2005/06) |              |              | Full Year (2005/06) |              |
|-------------------------------------|------------------------|--------------|--------------|---------------------|--------------|
|                                     | Actual                 | Budget       | Var          | Forecast            | Var          |
| Income                              | (15.2)                 | (14.0)       | (1.3)        | (14.7)              | (0.5)        |
| Operating Expenditure               | 53.7                   | 44.8         | 8.9          | 52.3                | 1.3          |
| Overheads                           | 15.3                   | 12.8         | 2.4          | 16.9                | (1.7)        |
| Gross Margin                        | 53.7                   | 43.7         | 10.0         | 54.5                | (0.8)        |
| Net Capital Expenditure             | 80.6                   | 92.9         | (12.4)       | 81.5                | (1.0)        |
| <b>London Rail Mode</b>             | <b>134.3</b>           | <b>136.6</b> | <b>(0.6)</b> | <b>136.1</b>        | <b>(1.8)</b> |
| Crossrail (share of loss to Mar 06) | 22.8                   | 18.6         | 4.2          | 23.6                | (0.9)        |
| <b>Total</b>                        | <b>157.0</b>           | <b>155.2</b> | <b>1.8</b>   | <b>159.7</b>        | <b>(2.7)</b> |

Net Expenditure of £134m for the mode was £1.8m below forecast of which £0.8m was revenue in nature.

#### Key Variances were as follows:

- London Rail Development expenditure of £13.7m was £1.4m less than forecast, due primarily to the delayed decision on the transfer of Silverlink. £1.0m of this spend is required within the 06/07 financial year to cover costs of the refranchise



(£0.45m), South London RCP (£0.35m) and projects (£0.2m). The balance will be considered as part of the 06/07 business planning process.

- East London Line net expenditure of £40.3m was £1.4m less than the quarter 3 forecast, due primarily to the impact of year end accounting adjustments.
- London City Airport expenditure of £7.8m was £3.6m ahead of forecast due largely to increased land costs arising from land use and inflation reassessment.
- DLR railcar refurbishment expenditure of £7.6m was £1.6m ahead of forecast due to the non recognition of forecast deductions for liquidated damages. Whilst the adjudicator found in our favour, which is positive, Alstrom has appealed the decision, hence we have delayed recognition until receipt is virtually certain.

Detailed variance analysis is contained in Appendix A

## **5 KEY ISSUES**

### **5.1 DLR**

Further to internal TfL consultation on funding for Barking Reach extension, following the public comment by the Mayor, DLR is now starting procurement to assemble a team to take the project to TWA submission in 2008.

Woolwich Arsenal Over Station Development is now being progressed through a senior level TfL/LDA discussion on who will take the role of development promoter.

### **5.2 ELLP**

Following discussions on additional scope related to grey assets, surveys are underway to ascertain the extent of work required and the associated funding.

Given the current programme for award of the main contract in August, it may not be possible to include firm prices for these works in the contract. The procurement strategy is being reviewed to understand the mechanisms available for including these works and minimising the risk of cost creep post contract award.

Although the two bids received for main works appear to be satisfactory, it is essential that competition is maintained throughout the evaluation period. The evaluation strategy is being updated to reflect the current position.

## **6 RISKS**

### **6.1 DLR**

The late approval of ODPM grant funding for Langdon Park station is likely to impact on the delivery of the new station project. However the OJEU has now been issued and work is underway to mitigate the risk.

Bombardier, the suppliers of new railcars for the Woolwich Arsenal extension and potentially for Stratford International and the Olympics, have recently won contracts to supply 146 light trains for Frankfurt Transport Authority and 10 trains for the Hungarian National Railways. Management attention is being focused on ensuring that Bombardier direct sufficient resource to DLR's future requirements.

## 7 BUSINESS DEVELOPMENT AND OTHER ACTIVITIES

### 7.1 DLR Yourailway Programme

An urban design consultancy has been appointed to outline strategies for improving the surrounding area of Poplar station. This will act as a pilot study into improvements that can be made to reduce physical and physiological barriers to using the DLR from local communities, women and BME groups.

### 7.2 ELLP

The project team are undertaking a study to assess whether an economic design solution exists for the connection between the NLL and ELL at Dalston.

### 7.3 LRD

Several of the Rail Franchises in the South East of England providing services into London have recently changed franchisee. London Rail Development is liaising with the new franchisees to explore opportunities for joint projects in the future.

## 8 PEOPLE

| Number of FTEs                 | Year To Date |              |              | Full Year    |  |            |
|--------------------------------|--------------|--------------|--------------|--------------|--|------------|
|                                | Actual       | Budget       | Var          | Forecast     |  | Var        |
| DLR                            | 38.6         | 34.0         | 4.6          | 36.6         |  | 2.0        |
| ELLP                           | 46.4         | 44.0         | 2.4          | 44.0         |  | 2.4        |
| London Rail                    | 49.9         | 53.0         | (3.1)        | 49.9         |  |            |
| <b>Total London Rail Staff</b> | <b>134.9</b> | <b>131.0</b> | <b>3.9</b>   | <b>130.5</b> |  | <b>4.4</b> |
| Crossrail secondees            | 32.0         | 42.0         | (10.0)       | 32.0         |  |            |
| <b>Total</b>                   | <b>166.9</b> | <b>173.0</b> | <b>(6.1)</b> | <b>162.5</b> |  | <b>4.4</b> |

### 8.1 Variance against forecast

The forecast for all divisions was reviewed at period 12, where it was anticipated people that positions currently within the recruitment process would not be filled until the new financial year. This was not the case for DLR and ELLP due mainly to staff being recruited from within TFL on shorter notice periods than expected.

## **8.2 Sickness Absence, Workforce Diversity and Churn Rates**

The main highlights are as follows:-

### Sickness Absence

Levels remain low with overall rates remaining lower than other modes.

### Workforce Diversity

Actuals and forecast are below Group targets reflecting the small size of the mode, the limited number of senior management positions and low staff turnover, which restricts our ability to make material changes. However DLR has recently seen a far higher degree of recruitment of people who fall into BME and female categories, which is beginning to address the historical imbalance.

As a result forecasts have been revised in conjunction with E&I.

## **Appendix A            DETAILED VARIANCE ANALYSIS**

### **The main variances against forecast**

#### DLR Margin

Income from Lewisham was £0.4m higher than forecast driven by 2% more passengers than budgeted and increased yield.

#### Rail Services, Refranchise and Studies

This was largely due to an under spend of £0.4m for the Silverlink refranchise due to the delayed announcement on the transfer of the concession and £0.6m on studies due to reduced activity.

#### DLR Projects in Development

This was mainly due to a £1m overspend on Stratford International, due to programme acceleration.

#### DLR Infrastructure Maintenance (Capital and Revenue)

Overall this was broadly in line with forecast.

#### Mode Overheads

The £1.7m under spend against forecast largely arose in DLR and was caused by franchise and concession costs moving back into 2006/7 (£1.0m) and slippage of £0.4m on Planning and Development projects.

#### DLR Capital Projects

The £2.2m overspend against forecast included the following variances ;

##### Adverse

- £3.6m London City Airport due to increased land costs arising from adjustments for inflation and change of land use.
- £1.5m on railcar refurbishment due to non recognition of forecast deductions for liquidated damages

##### Favourable

- (£1.9m) on Stratford Station due to late commencement
- (£0.9m) on Beckton depot due to late programme start

#### East London Line Project

The under spend of £1.4m was largely due to the impact of year end accounting adjustments which were not taken into account in the third quarter forecast.



**To** RTAP  
**From** Howard Smith

**Date** 9<sup>th</sup> May 2006  
**Subject** Safety Report Period 10 - 13  
2005/06

The majority of objectives within all of the Safety Plans were completed within the allocated timescales. Those not completed were as result of external factors e.g. delay in legislation (Railway Safety Regulations)

Although major customer accidents failed to meet this years target but the measure was below the level experienced last year. Major employee assaults saw the moving annual total remaining at zero for the 7<sup>th</sup> period in a row.

There were five RIDDOR reportable incidents recorded this period, 2 in relation to end doors opening, 1 passenger door remained open on departure and 2 staff injuries resulting in more than 72hrs off work.

One of four passenger related incidents this period saw a child fall between the coupled ends of a train after running away from his mother. The child was removed from the track unharmed. A local investigation was carried out and platform train interface risk assessments have been reviewed.

Of the significant incidents (non RIDDOR) this period there were four items of note. The first involved a deliberate criminal act of placing objects on the track in the Devons Road area, the train struck the items but was not derailed. A local has been arrested and charged in connection with this incident. Second incident involved a vehicle derailment in Beckton depot, due to "chocks" not being removed from beneath the train before movement. The third was a depot SPAD, no technical defect was found. Finally, a potential electric shock incident , this incident involved a test boring rig striking a 'live' buried power cable. The operator was uninjured.

As a result of the annual independent Safety Audit on all DLR parties, that showed strong safety management systems in place, action plans have been produced.

The number of minor eye injuries are causing concern on the East London Line Project (ELLP). One of the main contractors has introduced the compulsory wearing of eye protection, and discussions are on going with other contractors on site.

Work has commenced on migrating ELLP Hazard Log to DOORS platform. This is due for full migration post May 2006.

ELLP Rolling stock approvals plan and the use of Independent Technical Certifier were endorsed by Network Rail Acceptance Board. Also the first two ELLP Case for Safety Papers were accepted by LU.

**London Rail  
Financial Summary Period 13**

| Activity   | Year To Date  |               |                | Full Year      |               |                | Var to Forecast<br>£m |
|--|---------------|---------------|----------------|----------------|---------------|----------------|-----------------------|
|  | Actual<br>£m  | Budget<br>£m  | Variance<br>£m | Forecast<br>£m | Budget<br>£m  | Variance<br>£m |                       |
| <b>DOCKLANDS LIGHT RAILWAY</b>                         |               |               |                |                |               |                |                       |
| Lewisham Revenue                                       | (14.6)        | (13.4)        | (1.2)          | (14.1)         | (13.4)        | (0.8)          | (0.4)                 |
| London City Airport Revenue                            | (0.7)         | (0.6)         | (0.1)          | (0.6)          | (0.6)         |                | (0.1)                 |
| <b>DLR Revenue</b>                                     | <b>(15.2)</b> | <b>(14.0)</b> | <b>(1.3)</b>   | <b>(14.7)</b>  | <b>(14.0)</b> | <b>(0.8)</b>   | <b>(0.5)</b>          |
| Lewisham Concession Finance Charge                     | 22.1          | 22.1          | 0.0            | 22.1           | 22.1          |                | 0.0                   |
| Lewisham Concession Maintenance Charge                 | 4.4           | 4.4           | 0.0            | 4.4            | 4.4           |                | 0.0                   |
| London City Airport Charges                            | 5.6           | 5.5           | 0.1            | 5.5            | 5.5           |                | 0.1                   |
| Franchise Margin                                       | (0.7)         | (0.9)         | 0.2            | (0.7)          | (0.9)         | 0.3            | (0.0)                 |
| <b>DLR Operational Costs</b>                           | <b>31.4</b>   | <b>31.1</b>   | <b>0.3</b>     | <b>31.3</b>    | <b>31.1</b>   | <b>0.3</b>     | <b>0.1</b>            |
| <b>DLR Margin</b>                                      | <b>16.2</b>   | <b>17.1</b>   | <b>(0.9)</b>   | <b>16.6</b>    | <b>17.1</b>   | <b>(0.5)</b>   | <b>(0.4)</b>          |
| <b>Services, rebranding and studies</b>                |               |               |                |                |               |                |                       |
| Rail Service Support - Silverlink                      | 0.7           | 0.6           | 0.1            | 0.7            | 0.6           | 0.1            | (0.0)                 |
| Rail Service Support - Other TOCs                      | 0.2           | 0.3           | (0.1)          | 0.2            | 0.3           | (0.1)          | (0.0)                 |
| Silverlink Rebranding                                  | 0.4           | 1.0           | (0.6)          | 0.8            | 1.0           | (0.2)          | (0.4)                 |
| National Rail Studies                                  | 1.3           | 2.5           | (1.2)          | 1.9            | 2.5           | (0.6)          | (0.6)                 |
| <b>Total</b>   | <b>2.5</b>    | <b>4.4</b>    | <b>(1.9)</b>   | <b>3.6</b>     | <b>4.4</b>    | <b>(0.8)</b>   | <b>(1.1)</b>          |
| <b>DLR Capital Projects in Development phase</b>       |               |               |                |                |               |                |                       |
| Capacity enhancements - 3 car                          | 1.5           | 0.3           | 1.2            | 1.6            | 0.3           | 1.3            | (0.1)                 |
| North Route - 3 Car                                    | 0.3           | 0.1           | 0.2            |                | 0.1           | (0.1)          | 0.3                   |
| Stratford International                                | 3.5           | 1.4           | 2.1            | 2.5            | 1.4           | 1.1            | 1.0                   |
| Woolwich/ Capacity Vehicles                            | 0.4           | 0.2           | 0.3            | 0.4            | 0.2           | 0.2            | 0.0                   |
| London City Airport                                    | 0.1           |               |                |                |               |                | 0.1                   |
| Woolwich Arsenal                                       | 0.4           |               |                | 0.5            |               | 0.5            | (0.1)                 |
| Stratford Station                                      | 0.2           |               |                | 0.2            |               | 0.2            | 0.0                   |
| Barking  | 0.1           | 0.3           | (0.2)          | 0.1            | 0.3           | (0.2)          | (0.0)                 |
| Radio & Comms  | 0.0           |               |                |                |               |                | 0.0                   |
| Olympic Projects                                       | 0.1           |               | 0.1            | 0.1            |               | 0.1            | (0.0)                 |
| <b>Total</b>   | <b>6.6</b>    | <b>2.3</b>    | <b>4.3</b>     | <b>5.4</b>     | <b>2.3</b>    | <b>3.2</b>     | <b>1.2</b>            |
| <b>DLR Infrastructure maintenance</b>                  | <b>3.4</b>    | <b>4.8</b>    | <b>(1.4)</b>   | <b>2.0</b>     | <b>4.8</b>    | <b>(2.8)</b>   | <b>1.5</b>            |
| <b>London Rail Development Projects</b>                |               |               |                |                |               |                |                       |
| Silverlink   | 1.5           | 2.7           | (1.2)          | 2.0            | 2.7           | (0.7)          | (0.5)                 |
| Other TOC's  | 9.6           |               | 9.6            | 9.4            |               | 9.4            | 0.2                   |
| <b>Total</b>   | <b>11.1</b>   | <b>2.7</b>    | <b>8.4</b>     | <b>11.4</b>    | <b>2.7</b>    | <b>8.7</b>     | <b>(0.3)</b>          |
| <b>East London Line Property Income</b>                | <b>(1.5)</b>  | <b>(0.5)</b>  | <b>(1.0)</b>   | <b>(1.5)</b>   | <b>(0.5)</b>  | <b>(1.0)</b>   | <b>(0.0)</b>          |
| <b>Total Revenue Projects</b>                          | <b>19.7</b>   | <b>9.3</b>    | <b>10.4</b>    | <b>17.4</b>    | <b>9.3</b>    | <b>8.0</b>     | <b>2.4</b>            |
| <b>Total Operating Expenditure</b>                     | <b>53.7</b>   | <b>44.8</b>   | <b>8.9</b>     | <b>52.3</b>    | <b>44.8</b>   | <b>7.5</b>     | <b>1.3</b>            |
| <b>Overheads</b>                                       |               |               |                |                |               |                |                       |
| DLR Administrative overheads                           | 8.1           | 6.6           | 1.5            | 9.5            | 6.6           | 2.9            | (1.4)                 |
| London Rail Development and HQ overheads and recharges | 7.1           | 6.2           | 0.9            | 7.4            | 6.2           | 1.2            | (0.3)                 |
| <b>Total Overheads</b>                                 | <b>15.3</b>   | <b>12.8</b>   | <b>2.4</b>     | <b>16.9</b>    | <b>12.8</b>   | <b>4.1</b>     | <b>(1.7)</b>          |
| <b>TOTAL LONDON RAIL NET REVENUE SPEND</b>             | <b>53.7</b>   | <b>43.7</b>   | <b>10.0</b>    | <b>54.5</b>    | <b>43.7</b>   | <b>10.9</b>    | <b>(0.8)</b>          |

**London Rail  
Financial Summary Period 13**

| Activity                                       | Year To Date |              |                | Full Year      |              |                | Var to Forecast<br>£m |
|--|--------------|--------------|----------------|----------------|--------------|----------------|-----------------------|
|  | Actual<br>£m | Budget<br>£m | Variance<br>£m | Forecast<br>£m | Budget<br>£m | Variance<br>£m |                       |
| <b>DLR Capital Projects</b>                    |              |              |                |                |              |                |                       |
| Capacity enhancements - 3 car                  | 1.1          |              | 1.1            | 0.1            |              | 0.1            | 0.9                   |
| Beckton Depot                                  | 2.0          | 4.3          | (2.3)          | 2.9            | 4.3          | (1.4)          | (0.9)                 |
| Railcar Refurbishment                          | 7.6          | 14.2         | (6.6)          | 6.1            | 14.2         | (8.0)          | 1.5                   |
| London City Airport                            | 7.8          | 5.3          | 2.5            | 4.2            | 5.3          | (1.1)          | 3.6                   |
| Woolwich/Arsenal                               | 12.5         | 11.9         | 0.7            | 13.5           | 11.9         | 1.6            | (0.9)                 |
| Stratford Station                              | 3.4          | 10.0         | (6.6)          | 5.3            | 10.0         | (4.7)          | (1.9)                 |
| On Train CCTV                                  | 0.3          | 0.2          | 0.1            | 0.2            | 0.2          | 0.1            | 0.0                   |
| Radio & Comms                                  | 0.3          | 0.2          | 0.1            | 0.3            | 0.2          | 0.1            | (0.0)                 |
| Infrastructure maintenance                     | 3.8          | 0.7          | 3.2            | 5.6            | 0.7          | 5.0            | (1.8)                 |
| <b>Total</b>                                   | <b>38.8</b>  | <b>46.6</b>  | <b>(7.8)</b>   | <b>38.3</b>    | <b>46.6</b>  | <b>(8.3)</b>   | <b>0.4</b>            |
| <b>East London Line Project</b>                |              |              |                |                |              |                |                       |
| <b>Total</b>                                   | <b>41.8</b>  | <b>37.4</b>  | <b>4.4</b>     | <b>43.2</b>    | <b>37.4</b>  | <b>5.8</b>     | <b>(1.4)</b>          |
| <b>LRD Capital</b>                             |              | <b>9.0</b>   | <b>(9.0)</b>   |                | <b>9.0</b>   | <b>(9.0)</b>   |                       |
| <b>TOTAL LONDON RAIL CAPITAL SPEND</b>         | <b>80.6</b>  | <b>92.9</b>  | <b>(12.4)</b>  | <b>81.5</b>    | <b>92.9</b>  | <b>(11.4)</b>  | <b>(1.0)</b>          |
| <b>GRAND TOTAL LONDON RAIL</b>                 | <b>134.3</b> | <b>136.6</b> | <b>(2.3)</b>   | <b>136.1</b>   | <b>136.6</b> | <b>(0.5)</b>   | <b>(1.8)</b>          |
| <b>TFL SHARE OF CROSSRAIL LOSS - MARCH '06</b> | <b>22.8</b>  | <b>18.6</b>  | <b>4.2</b>     | <b>23.6</b>    | <b>18.6</b>  | <b>5.0</b>     | <b>(0.9)</b>          |
| <b>TOTAL</b>                                   | <b>157.0</b> | <b>155.2</b> | <b>1.8</b>     | <b>159.7</b>   | <b>155.2</b> | <b>4.5</b>     | <b>(2.7)</b>          |

● Actual & Forecast variance > £5m, favourable or adverse to budget

● Actual & Forecast

● Actual & Forecast variance between < £1m, favourable or adverse to budget

| Activity                       | Year To Date |              |                | Full Year      |              |                | Var to Forecast<br>£m |
|--------------------------------|--------------|--------------|----------------|----------------|--------------|----------------|-----------------------|
|                                | Actual<br>£m | Budget<br>£m | Variance<br>£m | Forecast<br>£m | Budget<br>£m | Variance<br>£m |                       |
| DLR                            | 73.1         | 77.4         | (4.2)          | 71.9           | 77.4         | (5.5)          | 1.3                   |
| ELL                            | 40.3         | 36.9         | 3.5            | 41.7           | 36.9         | 4.9            | (1.4)                 |
| London Rail Development        | 13.7         | 16.1         | (2.4)          | 15.0           | 16.1         | (1.1)          | (1.4)                 |
| LRD and HQ Overheads           | 7.1          | 6.2          | 0.9            | 7.4            | 6.2          | 1.2            | (0.3)                 |
| <b>GRAND TOTAL LONDON RAIL</b> | <b>134.3</b> | <b>136.6</b> | <b>(2.3)</b>   | <b>136.1</b>   | <b>136.6</b> | <b>(0.5)</b>   | <b>(1.8)</b>          |

**London Rail  
Employee & Temporary Worker Summary Period 13 2005/06**

| Department                         | Period Actual    |                             |                         | Long Term Sick<br>fte (L-TS) | Period Budget    |                             |                     | Variance Actual<br>to Budget<br>fte | Full Year Forecast |                             |                       | Full Year Budget |                             |                     | Variance Fcast<br>to Budget<br>fte |
|------------------------------------|------------------|-----------------------------|-------------------------|------------------------------|------------------|-----------------------------|---------------------|-------------------------------------|--------------------|-----------------------------|-----------------------|------------------|-----------------------------|---------------------|------------------------------------|
|                                    | Employees<br>fte | Temporary<br>Workers<br>fte | Effective Actual<br>fte |                              | Employees<br>fte | Temporary<br>Workers<br>fte | Total Budget<br>fte |                                     | Employees<br>fte   | Temporary<br>Workers<br>fte | Total Forecast<br>fte | Employee<br>fte  | Temporary<br>Workers<br>fte | Total Budget<br>fte |                                    |
| <b>Docklands Light Railway</b>     |                  |                             |                         |                              |                  |                             |                     |                                     |                    |                             |                       |                  |                             |                     |                                    |
| Finance                            | 2.0              | 1.0                         | 3.0                     |                              | 3.0              |                             | 3.0                 |                                     | 3.0                |                             | 3.0                   | 3.0              |                             | 3.0                 |                                    |
| Chief Engineer                     | 4.0              | 1.0                         | 5.0                     |                              | 5.0              |                             | 5.0                 |                                     | 4.0                |                             | 4.0                   | 5.0              |                             | 5.0                 | (1.0)                              |
| Projects                           | 8.0              | 2.0                         | 10.0                    |                              | 6.0              |                             | 6.0                 | 4.0                                 | 11.0               |                             | 11.0                  | 6.0              |                             | 6.0                 | 5.0                                |
| Planning & Development             | 5.6              |                             | 5.6                     |                              | 5.0              |                             | 5.0                 | 0.6                                 | 5.6                |                             | 5.6                   | 5.0              |                             | 5.0                 | 0.6                                |
| Other                              | 13.0             | 2.0                         | 15.0                    |                              | 15.0             |                             | 15.0                |                                     | 13.0               |                             | 13.0                  | 15.0             |                             | 15.0                | (2.0)                              |
|                                    | 32.6             | 6.0                         | 38.6                    |                              | 34.0             |                             | 34.0                | 4.6                                 | 36.6 *             |                             | 36.6                  | 34.0             |                             | 34.0                | 2.6                                |
| <b>East London Line Project</b>    | 20.4             | 26.0                        | 46.4                    |                              | 44.0             |                             | 44.0                | 2.4                                 | 44.0 **            |                             | 44.0                  | 44.0             |                             | 44.0                |                                    |
| <b>London Rail</b>                 |                  |                             |                         |                              |                  |                             |                     |                                     |                    |                             |                       |                  |                             |                     |                                    |
| Managing Director                  | 3.0              |                             | 3.0                     |                              | 3.0              |                             | 3.0                 |                                     | 3.0                |                             | 3.0                   | 3.0              |                             | 3.0                 |                                    |
| Rail Development / Planning        | 26.0             | 4.0                         | 30.0                    |                              | 40.0             |                             | 40.0                | (10.0)                              | 29.0               |                             | 29.0                  | 40.0             |                             | 40.0                | (11.0)                             |
| Chief Operating Officer            | 7.0              |                             | 7.0                     |                              | 4.0              |                             | 4.0                 | 3.0                                 | 8.0                |                             | 8.0                   | 4.0              |                             | 4.0                 | 4.0                                |
| Finance & Performance              | 2.0              | 3.0                         | 5.0                     |                              | 2.0              |                             | 2.0                 | 3.0                                 | 5.0                |                             | 5.0                   | 2.0              |                             | 2.0                 | 3.0                                |
| Human Resources / Communications   | 4.9              |                             | 4.9                     |                              | 4.0              |                             | 4.0                 | 0.9                                 | 4.9                |                             | 4.9                   | 4.0              |                             | 4.0                 | 0.9                                |
|                                    | 42.9             | 7.0                         | 49.9                    |                              | 53.0             |                             | 53.0                | (3.1)                               | 49.9               |                             | 49.9                  | 53.0             |                             | 53.0                | (3.1)                              |
| <b>TOTAL LONDON RAIL STAFF</b>     | <b>95.9</b>      | <b>39.0</b>                 | <b>134.9</b>            |                              | <b>131.0</b>     |                             | <b>131.0</b>        | <b>3.9</b>                          | <b>130.5</b>       |                             | <b>130.5</b>          | <b>131.0</b>     |                             | <b>131.0</b>        | <b>(0.5)</b>                       |
| Crossrail Secondees                | 32.0             |                             | 32.0                    |                              | 42.0             |                             | 42.0                | (10.0)                              | 32.0               |                             | 32.0                  | 42.0             |                             | 42.0                | (10.0)                             |
| <b>TOTAL STAFF EMPLOYED BY TFL</b> | <b>127.9</b>     | <b>39.0</b>                 | <b>166.9</b>            |                              | <b>173.0</b>     |                             | <b>173.0</b>        | <b>(6.1)</b>                        | <b>162.5</b>       |                             | <b>162.5</b>          | <b>173.0</b>     |                             | <b>173.0</b>        | <b>(10.5)</b>                      |
| Core Staff                         | 75.5             | 13.0                        | 88.5                    |                              | 87.0             |                             | 87.0                | 1.5                                 | 86.5               |                             | 86.5                  | 87.0             |                             | 87.0                | (0.5)                              |
| Project Staff                      | 20.4             | 26.0                        | 46.4                    |                              | 44.0             |                             | 44.0                | 2.4                                 | 44.0               |                             | 44.0                  | 44.0             |                             | 44.0                |                                    |
| <b>TOTAL LONDON RAIL STAFF</b>     | <b>95.9</b>      | <b>39.0</b>                 | <b>134.9</b>            |                              | <b>131.0</b>     |                             | <b>131.0</b>        | <b>3.9</b>                          | <b>130.5</b>       |                             | <b>130.5</b>          | <b>131.0</b>     |                             | <b>131.0</b>        | <b>(0.5)</b>                       |

Key

● Actual & Forecast variance > 5% above budget

● Actual & Forecast <= 5% from Budget

\* A further 2 candidates have accepted roles and will commence in April so not included in forecast

\*\* There are 12 roles being actively recruited in the East London line which will be filled early in the next financial year.



**Docklands Light Railway Period Performance Report**  
**Operational Summary Period 10 to 13 2005/2006**

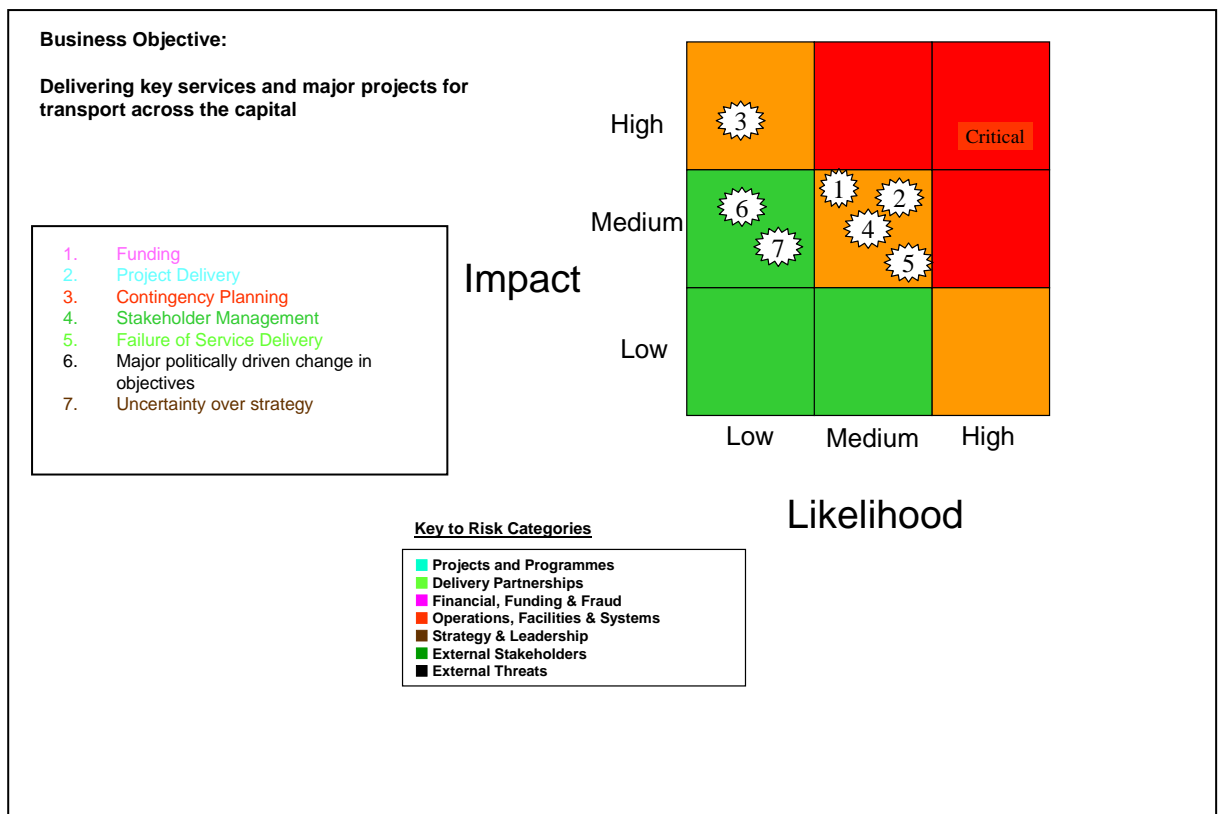
|  | Unit   | Reporting Frequency | Period 10 to 13 |        |            | Year to Date |        |          | Full Year |            |        |
|--|--------|---------------------|-----------------|--------|------------|--------------|--------|----------|-----------|------------|--------|
|  |        |                     | Budget/         |        | Prior Year | Prior        |        | Prior    |           | Prior Year |        |
|  |        |                     | Actual          | Target |            | Actual       | Target | Forecast | Target    |            |        |
| <b>Safety</b>  |        |                     |                 |        |            |              |        |          |           |            |        |
| Total number of staff and passenger RIDDOR incidents             | #      | 4-weekly            | 7               | n/a    | 5          | 16           | n/a    | 15       | n/a       | n/a        | 15     |
| Customer satisfaction Survey (CSS): Safety and Security (note 1) | %      | Qtr                 | 90.6            | 86.3   | 92.0       | 90.6         | 86.3   | 90.6     | 86.3      | 86.3       | 90.6   |
| <b>Ridership</b>   |        |                     |                 |        |            |              |        |          |           |            |        |
| Usage: Total individual trips                                    | # (k)  | 4-weekly            | 17,034          | 17,009 | 14,811     | 53,924       | 49,479 | 50,104   | 53,809    | 53,809     | 50,104 |
| Service Volumes: Numbers of kms operated                         | km (k) | 4-weekly            | 1,295           | 1,029  | 244        | 3,628        | 3,106  | 3,284    | 3,363     | 3,363      | 3,282  |
| <b>Reliability and Service Quality</b>                           |        |                     |                 |        |            |              |        |          |           |            |        |
| % of Scheduled Service Operated (valid train departures)         | %      | 4-weekly            | 98.5            | 98.0   | 98.7       | 98.7         | 98.0   | 98.5     | 98.0      | 98.0       | 98.5   |
| On time performance (adherence to schedule)                      | %      | 4-weekly            | 96.6            | 96.0   | 97.4       | 97.3         | 96.0   | 97.1     | 96.0      | 96.0       | 97.1   |
| TVM availability   | %      | 4-weekly            | 98.9            | 98.0   | 98.7       | 99.0         | 98.0   | 99.0     | 98.0      | 98.0       | 99.0   |
| Lift availability  | %      | 4-weekly            | 98.6            | 97.0   | 98.8       | 99.5         | 97.0   | 98.7     | 97.0      | 97.0       | 98.7   |
| Escalator availability   | %      | 4-weekly            | 97.8            | 98.0   | 99.3       | 98.7         | 98.0   | 99.2     | 98.0      | 98.0       | 99.2   |
| PID availability   | %      | 4-weekly            | 99.5            | 98.0   | 100.0      | 100.0        | 98.0   | 100.0    | 98.0      | 98.0       | 100.0  |
| CSS: Overall Service (note 1)                                    | %      | Qtr                 | 96.4            | 83.5   | 96.0       | 95.4         | 83.5   | 95.1     | 83.5      | 83.5       | 95.0   |
| CSS: Cleanliness (note 1)  | %      | Qtr                 | 96.1            | 92.1   | 92.5       | 93.5         | 92.1   | 92.6     | 92.1      | 92.1       | 92.5   |
| CSS: Service Information (note 1)                                | %      | Qtr                 | 95.9            | 86.0   | 96.1       | 95.9         | 86.0   | 95.5     | 86.0      | 86.0       | 95.6   |
| CSS: Staff Performance (note 1)                                  | %      | Qtr                 | 93.7            | 89.4   | 94.3       | 93.9         | 89.4   | 93.9     | 89.4      | 89.4       | 94.2   |
| <b>Access</b>  |        |                     |                 |        |            |              |        |          |           |            |        |
| % of System Accessible   | %      | Annual              | 100.0           | 100.0  | 100.0      | 100.0        | 100.0  | 100.0    | 100.0     | 100.0      | 100.0  |

**Key**

● KPIs - Actual & Forecast adverse variance  $\geq$  5% from target  
 Financials - Actual & Forecast variance  $\geq$  15% from target

● KPIs - Actual & Forecast adverse variance up to 5% from target  
 Financials - Actual & Forecast variance between 5% to 15% from budget

● KPIs - Actual & Forecast equal to or favourable variance to target  
 Financials - Actual & Forecast variance  $\leq$  5% from target



### Commentary on Risk Map for London Rail for BMR Period 13

The Strategic Risk Map is updated every quarter. Last updated April 2006.

Project Delivery (Risk 2) – Project delivery still represents a significant risk area for London Rail, owing to the diverse range and considerable size of the projects currently being undertaken and proposed. Measures to mitigate against these risks are continually under review.

Contingency Planning remains a high impact and low likelihood this quarter, but has the potential to move to a medium likelihood as the pandemic flu risk increases.

**TRANSPORT FOR LONDON**

**STAFF SUMMARY**

**RAIL TRANSPORT ADVISORY PANEL**

**SUBJECT: NATIONAL RAIL REPORT**

**MEETING DATE: 31 MAY 2006**

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**1. Purpose**

This report summarises the major issues occurring over the reporting period concerning London on National Rail. The following areas are dealt with:

- London Rail Concession
- Rail Corridor Plans & RUSs
- Network Rail
- ORR Matters
- DfT Matters
- Performance of the Network (Passenger)
- TfL Sponsored London Improvements
- Freight Report

**2. London Rail Concession – update on progress**

The terms of transfer of the North London Railway concession have been agreed with DfT and the commencement date is planned for 11<sup>th</sup> November 2007. Following the decision to combine the operations of the North London Railway and the East London Line the concession has been renamed as the London Rail Concession.

The pre-qualification phase of the procurement for the London Rail Concession is proceeding to programme. A number of expressions of interest have been made by potential bidders and these have now been fully evaluated by the TfL team. Several of these bidders will shortly be interviewed following which a shortlist of bidders will be agreed who will be invited to tender for the London Rail Concession.

The shortlist will be announced in early June 2006. It is expected that an ITT will be issued in July and considerable work is being undertaken to complete this documentation.

**3. TfL Rail Corridor Plans (RCPs) / Network Rail Route Utilisation Strategies (RUSs)**

**3.1. Cross-London RUS**

TfL submitted a response, based on its RCP work, to Network Rail's draft Cross-London RUS on 24 February 2006. The draft is now under review.

Despite the already dense population levels in the corridor, the population is expected to grow between 2001 and 2016. TfL's proposals address the high levels of passenger growth forecast which are higher than the average for the remainder of London.

TfL has analysed a range of service options to cater for the projected growth in passenger demand. A phased approach, implementing improved services which will eventually deliver 4 tph or more on each line is being worked on. This will allow

sufficient time for the necessary infrastructure upgrades and the delivery of new improved rolling stock.

TfL is working closely with Network Rail on developing the timetable and infrastructure proposals required to deliver these service plans

Network Rail is expected to publish the final RUS within the next few months.

### **3.2. South West RUS**

Network Rail has published the South West Main Line RUS, which has been informed by TfL's RCP for the area. Principal conclusions of the RUS are:

- Rebuilding of Waterloo to permit much enhanced passenger circulation
- 10 car trains in the suburban area, leading to an eventual 12 car railway

TfL has had a substantial input into the RUS and is pleased that a capacity upgrade forms part of the strategic vision for the route. TfL will liaise closely with NR on the development of these proposals, especially on the rebuilding of Waterloo.

### **3.3. TfL Great Northern/Thameslink RCP**

The Great Northern/Thameslink RCP study is currently underway, and the final RCP report is due to be published in June 2006. The study will inform Network Rail's East Coast Main Line RUS, which is expected to be consulted upon by Christmas 2006.

Of particular relevance to this study is the Thameslink Programme (on which a planning inspector's report is expected later this year), and on how improvements can be made in advance of the significant programme of infrastructure work.

### **3.4. South London RCP/RUS**

Work has commenced on stage one of the South London RCP in April 2006. This will cover South London and South Eastern inner services.

The RCP will assess the effect of the East London Line Extension Phase One timetable (extensions to Crystal Palace and West Croydon) on Southern services, and options for possible destinations of the East London Line Extension Phase Two in the south. Stage Two of the RCP will involve the short-listing and preparation of business cases for schemes that are sifted according to a defined set of criteria. This will follow later this year with the final report published in autumn 2006. The study will inform TfL London Rail's response to Network Rail's Southern RUS

### **3.5. Eastern RCP**

TfL London Rail has also started work on an Eastern RCP in April 2006. This covers suburban services in north-east London operated by 'one' Railway on the Lea Valley Lines and Great Eastern Main Line, and by c2c on the London, Tilbury and Southend route. The study will inform TfL London Rail's response to Network Rail's Greater Anglia RUS, which will run concurrently. TfL will liaise with Network Rail throughout the RCP study to ensure consistency with the RUS.

The key issues that must be addressed as part of this RCP include capacity for additional demand on West Anglia services due to expansion of Stansted Airport and assessment of services calling at stations on the Lea Valley area, which is identified for development in the London Plan. The RCP will also assess the effects of schemes associated with the Olympics.

## **4. Network Rail**

### **4.1. North London Railway – infrastructure enhancement**

Detailed engagement has commenced with Network Rail to develop the upgrade of infrastructure on the North London Railway to enable operation of new trains and enhanced service frequencies. This includes:

- Conclusion of a framework agreement between TfL and NR to cover the provision of development services
- Receipt and review/revision of NR Proposals

A series of working meetings have been held with various functions within NR dealing with the interface issues between the infrastructure upgrade, RUS activities and in relation to NR activities in support of the NLR Concession.

Project reporting lines have been revised and the NLR upgrade will now be managed alongside the ELL Project, which already has resources in place to support the development activity. Work to build up a small team to support the programme is ongoing.

### **4.2. Other Network Rail projects**

#### Graffiti

The joint-funded proposal to implement a strategic plan for cleaning up graffiti on the North London Railway has now been implemented. The team has now been working for a number of weeks but it is too soon to assess results.

## **5. ORR Matters**

### **5.1. Costs of London Franchises**

The pilot study (joint with ORR) on the disaggregation of costs and charges of North London Rail routes has now been concluded. A number of options were reviewed and, in parallel, ORR undertook a 'bottom-up' assessment to test the results. The findings of both studies indicate a potential rise in the variable element of charging but not by a significant amount. At present the variable element of NLR routes/train costs is lower (under 10%) than is to be expected due to specific circumstances (e.g. present rolling stock access rates). The assumption is that once ORR use a new 'avoidable cost' model the split between fixed and variable charges will be closer to 80/20. However the overall level of charges is unlikely to rise by much as a result of such changes. The studies have also provided an improved level of detail on the impact of removal of route sectors on both NLR and LUL access charges.

The findings of the studies will be shared with other Departments in TfL.

## **6. DfT Matters**

### **6.1. DfT Consultations**

#### Mayor's Powers – National Rail

As predicted in the previous report DfT issued a consultation paper in February on proposals to extend the Mayor's powers over national rail in London as set out in the objectives of the 2004 white paper 'The future of rail'. The consultation outlines possible powers over local rail services both within the GLA area and on selected routes outside the boundary as well as allowing the Mayor fares setting powers over rail. Briefings have been taking place with key stakeholders and the major concerns appear to relate to the proposal to allow the Mayor to specify additional stops on longer-distance trains. There appears to be broad support at officer level with limited

political resistance at this stage. The London rail consumer watchdog 'London TravelWatch' has supported the proposals.

The deadline for response is 31 May and TfL London Rail is currently preparing its submission.

### Brighton Main Line RUS

The DfT published, on 2 February, the final version of the BML RUS.

The proposals confirm that the idea of a dedicated non-stop airport service between Gatwick and Victoria, four times per hour, is no longer supported. The precise definition of what is proposed is not clear although an overall increase in the number of trains from the coast also calling at Gatwick and additionally at East Croydon is a fundamental cornerstone of the proposal.

TfL supported the principle of providing additional capacity for commuter flows, and accepted that the current Gatwick Express service is comparatively poorly loaded. It specifically requested that all trains should call at Clapham Junction, and the DfT is suggesting that at least four of the eight fast coastal services – in addition to all the others – should call there. TfL's opposition to the curtailment of the Watford - Brighton service is being addressed through Network Rail's Cross-London RUS and the ongoing plans for the Southern suburban services.

BAA is still voicing its opposition to the plans and has contacted various stakeholders in an attempt to gain support for its opposition. However, TfL has reaffirmed its support of the overall strategy.

## **6.2. Franchise Replacement/Extension – Progress**

### Integrated Kent Franchise (IKF)

This franchise transferred to GoVia in April. TfL London Rail has been informed that GoVia plan to reinstate some late trains from December and to strengthen the post-pm peak on a number of London commuter routes. They are also planning to review with DfT the post-CTRL timetable to address possible overcrowding on some Kent commuter routes.

### GN/Thameslink

This franchise, renamed First Capital Connect transferred to First Group in April.

### Greater Western

This franchise was renewed in April and continues to be operated by First Group. There have been concerns on proposals to cut back late night local services from December and TfL has registered its objection to these changes.

### South West Trains

The DfT has now published the ITT for the new South West Trains franchise due to commence in February 2007. This includes a requirement of the new franchise holder to introduce zonal fares and accept Oyster throughout the GLA area by January 2009. The retailing of Oyster products is a discretionary requirement.

Meetings have been held with short listed bidders Arriva, First Group and GSWR – and one has been arranged shortly with the incumbent, Stagecoach - on TfL's expectations from the new franchise. These discussions have principally focused on the conclusions of the Rail Corridor Plan and on the level and detail of information that TfL wishes from the new franchise holder.

## 7. Performance of the Network (Passenger)

These statistics are taken from the National Rail Trends report produced by the Office of Rail Regulation.

The current London and South East Quarter 3 figures (percentage of trains arriving within 5 minutes of time) are shown below:

| Year   | Quarter | London and South East (all day) | London and South East (peak services) |
|--|---------|---------------------------------|---------------------------------------|
| 2004-2005                                    | 3       | 81.9%                           | 77.7%                                 |
|  | 4       | 88.0%                           | 83.9%                                 |
| 2005-2006                                    | 1       | 89.1%                           | 87.1%                                 |
|  | 2       | 88.5%                           | 86.5%                                 |
|  | 3       | 83.2%                           | 77.9%                                 |
| Year on year change for quarter 2 (see note) |         | 1.3%                            | 0.2%                                  |

Note: Year on year changes do not always correlate due to rounding.

A review and further analysis of Travelcard survey data has concluded that the effects of changes in customer behaviour that were contained in the provisional data for Quarter 2 and quoted in the previous Rail Panel report were overestimated. The new analysis has determined more realistic factors that have resulted in new figures being presented in the ORR's Quarter 3 report. These factors have also been applied retrospectively to ticket sales made in 2004.

### Passenger Journeys

Passenger journeys increased during Quarter 3. The London and South East figure was 190 million for the quarter, compared with 172 million for Quarter 2.

### Passenger Kilometres

Passenger kilometres on London and South East were 5.6 billion in Quarter 3, compared with the previous quarter's figure of 5.0 billion. The current figure is an increase of 0.1 billion on the same quarter last year but due to the changes in calculation, direct comparisons should continue to be treated with caution.

Despite the calculation changes for these statistics, the overall trend is still upwards in terms of passenger patronage.

### Train Kilometres

Train kilometres for London and South East remain steady at 48.9m kilometres.

## 8. TfL Sponsored London Network Improvements/Services

Since the previous report, the following projects have been approved by London Rail.

- Further service sponsorship has been agreed with Silverlink to support additional peak service PIXC busters on the Gospel Oak – Barking line. This will allow a 20 minute service in both peaks to address overcrowding. These trains will commence in June 2006.
- A study to determine a communications solution for the NLR Oyster project. Depending on the outcome of this there may be implications for other stations in London.

## **9. Freight Report**

The proposals for a CTRL connected major freight terminal at Barking have been incorporated into the options for English Partnerships' A13 Regeneration Framework Study. This will inform Barking & Dagenham's Local Development Framework. The next steps are to work with internal and external stakeholders to ensure the impacts are understood and in particular that they are compatible with plans for the development of key interchanges on the A13. TfL is also working in parallel to gain more certainty about the conditions surrounding access to CTRL for freight – in particular the likely scale of access charges.

As part of its cross-London RCP work TfL has recommended that Network Rail considers creating a parallel W10 gauge route across London on the Tottenham & Hampstead line (Gospel Oak to Barking), a proposal which appears to have national strategic benefits. Network Rail is now investigating the case for gauge enhancement of the route as part of a wider plan to provide enhanced freight capability and capacity and to increase capacity across London. It intends to make a Transport Innovation Fund business case submission for this in partnership with others by July. The proposal would also facilitate the electrification of the route, which in turn could provide additional freight benefits and which would also deliver further environmental and efficiency benefits for London by the ability to operate an all-electric fleet of trains across the London Rail concession.

## **10. Recommendations**

The Rail Transport Advisory Panel is asked to NOTE the content of this report and the continuing investment in National Rail in London.

### **Submitted by:**

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