AGENDA ITEM 7

TRANSPORT FOR LONDON

RAIL AND UNDERGROUND PANEL

SUBJECT: HIGH LEVEL OUTPUT SPECIFICATION – FEBRUARY UPDATE

DATE: 8 FEBRUARY 2011

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1 PURPOSE

1.1 The purpose of this paper is to update the Panel on the current status of the High Level Output Specifications for 2009 - 2014 and 2014 - 2019, following on from the report submitted to the meeting of the Panel on 11 November 2010.

1.2 In particular, further information was released by the government in late November on the rail impacts of the Comprehensive Spending Review (CSR), and Network Rail has recently published the Draft London and South East Route Utilisation Strategy (RUS) for consultation.

1.3 The Panel is asked to note this paper.

2 HIGH LEVEL OUTPUT SPECIFICATION 1 (2009-2014)

Comprehensive Spending Review

2.1 Further to the situation reported at the Panel meeting on 11 November, in late November the Government announced that Crossrail and the Thameslink programme will both proceed in full, though both 12-24 months later than previously planned. These are essential schemes to relieve rail congestion in London and enable further growth, and will also deliver journey time, journey quality and regeneration benefits. Between them they will add in the order of 1,200 net additional vehicles by the end of the decade.

2.2 The original High Level Output Specification for 2009 – 2014 (HLOS1) included the provision of 1,300 net additional vehicles (carriages) to be delivered across England and Wales. London's share of the 1,300 vehicles was 845, or 65 per cent.

2.3 The Thameslink programme enables train lengthening on other corridors through cascade of the existing Thameslink rolling stock, which is the source of many of the additional 1,300 vehicles originally scheduled to occur by 2014 under HLOS1. Following the CSR the government has announced that, in addition to the 206 extra vehicles introduced between January 2008 and May 2010, there will be a further 650 net additional vehicles in service between May 2010 and May 2014. Of these, roughly 440 were committed prior to the Spending Review, so the CSR has effectively announced a further 210 vehicles beyond what was previously committed.

2.4 Compared with the original plan (January 2008), HLOS1 will now deliver roughly 850 of the 1,300 net additional vehicles, or 65 per cent, across England and Wales.

2.5 The Government also announced a further £750m for high speed rail, electrification of the Great Western Main Line (GWML) as far as Newbury and Oxford, and that there will be "a new fleet of intercity trains". A further announcement would be made in the New Year regarding the preferred option for the Intercity Express Programme (IEP) and further electrification of the GWML. That announcement is still awaited.

Reference Case for Demand Modelling

2.6 To analyse the impact of the CSR announcements and recommend any further schemes to be implemented in HLOS2 (2014 – 2019), it is necessary to model a reference case scenario as a starting point. For HLOS2, the modelled reference case year is 2021, which is the closest year to the end of the period for which London Plan population and employment forecasts exist.

2.7 What is not yet known following the CSR is the distribution of the unallocated element of the 650 extra vehicles. The Government has entered into commercial negotiations with the various franchise operators regarding this, however in order to undertake the modelling work it is necessary to make assumptions about the allocation of the 650 vehicles.

2.8 The following table shows the post-CSR scenario that has been assumed for modelling, in terms of additional vehicles compared with the DfT's 2008 Rolling Stock Plan (the point from which the original 1,300 extra vehicles was measured).

Corridor	**Net additional vehicles in HLOS1 – original plan**	**Vehicles assumed for modelling of HLOS1**	**% of original plan**
Great Northern / Thameslink	256	153	60
Greater Anglia	188	188	100
Essex Thameside	40	0	0
South Eastern / Thameslink	110	48	44
South Central	106	60	57
South Western	105	105	100
Chiltern	12	8	67
West Coast (London Midland – London)	28	28	100
London TOCs total	**845**	**590**	**70**
Rest of England and Wales, and Intercity	**455**	**260**	**57**
Total	**1,300**	**850**	**65**

2.9 The difference between this and the version previously shown to the Panel is the assumption that train lengthening will proceed as originally planned on the south western corridor. This is TfL's own assumption, based on the strength of the case for train lengthening on the south western corridor relative to other potential uses of the 210 extra vehicles post-CSR.

2.10 Compared with a 2007 base, the 2021 Reference Case includes Crossrail, the full Thameslink programme (Key Output 2) with 24 trains per hour through the core section, the East London Line extensions, the HLOS1 train lengthening schemes, and the North London Railway Infrastructure Project. This represents an unprecedented amount of new rail capacity, but is set against a background of significant demand growth arising from the London Plan forecasts.

2.11 The results of the 2021 Reference Case modelling reflect this combination of new capacity and demand growth. Overall in the AM peak, crowded travel time has increased by 25 per cent between 2007 and 2021, while inner and outer suburban rail demand entering central London, plus that on representative orbital links, has grown by 34 per cent by 2021 (increasing to 48 per cent by 2031). This is in line with previous forecasts.

2.12 Results show capacity problems (i.e. passengers standing at more than three per square metre) on parts of South West Trains, parts of the Overground network, c2c, and South East Trains into London Bridge. The train service crowding plots are shown in Appendix 1. Demand growth also results in some big increases in flows at certain stations such as Wimbledon, Clapham Junction, Finsbury Park, Bromley South, Fenchurch Street and Charing Cross. These findings are consistent with the contents of the Mayor's Transport Strategy.

3 HIGH LEVEL OUTPUT SPECIFICATION 2 (2014-2019)

HLOS2 workstream

3.1 Following the CSR announcement of Thameslink, assumptions around train lengthening, and an updated version of the Railplan model (RP6), London Rail is undertaking a new assessment of the problems facing the rail network, and potential solutions for HLOS2.

3.2 The work programme considers each corridor into central London, plus the orbital Overground network. Within each corridor, the programme consists of:

(a) Modelling of 'candidate' options to determine their network impacts and social benefits;

(b) Assessment of operating and capital costs, and hence a judgement of their affordability;

(c) Production of business cases, and hence their value for money; and

(d) Assessment of the strategic fit with policy, and more general public acceptability.

3.3 Additional analysis is being undertaken on the West Anglia Main Line to identify different infrastructure options and the extent of potential three or four-tracking, such that a phased approach can be adopted in the likely event that a full solution is unaffordable in the next control period.

3.4 The work programme includes the assessment of a London-wide combination of the preferred options, plus assessment of non-train capacity workstreams, including station issues and freight.

3.5 The intention is to publish a TfL HLOS2 recommendations document in June 2011 to assist with stakeholder engagement, which is an ongoing activity, and to inform Network Rail's Initial Strategic Business Plan, which is due to be published in September 2011.

3.6 London Rail's activity on HLOS2 remains a work in progress, and an update will be provided to the Panel in May 2011 on the preferred options for recommendation to the Government.

London and South East Route Utilisation Strategy

3.7 In December 2010, Network Rail published the Draft London and South East RUS for public consultation. It makes long term peak capacity recommendations for each corridor into central London, and also considers freight capacity and connectivity issues.

3.8 A number of the issues in the Draft require further analysis, and working groups have now been established to develop the ideas for: Great Western capacity (where Crossrail taking over Heathrow Express has been proposed as an enabler for more intercity services), West Anglia additional tracks, the impacts of High Speed 2 demand on London, South West Main Line capacity, and the Chelsea Hackney line. Network Rail has asked TfL to lead the CHL working group, and has asked London Rail to undertake the modelling and analysis of orbital rail services on their behalf.

3.9 London Rail will continue to work closely with Network Rail and the rail industry on the development of the RUS schemes, and will also coordinate TfL's response to the consultation draft, the deadline for which is 18 March. TfL's response will be supportive of the analysis to date. Although the London and South East RUS is primarily a long term planning document, it is likely to be influential in the selection of those schemes to be taken forward under HLOS2.

4 RECOMMENDATION

4.1 The Panel is asked to NOTE this paper.

5 CONTACT

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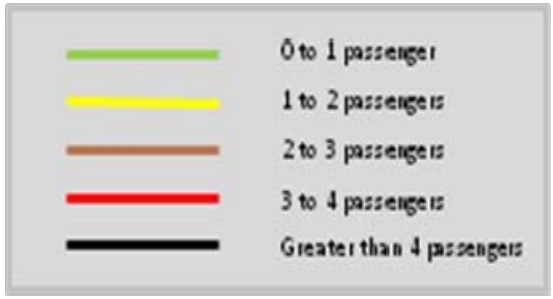
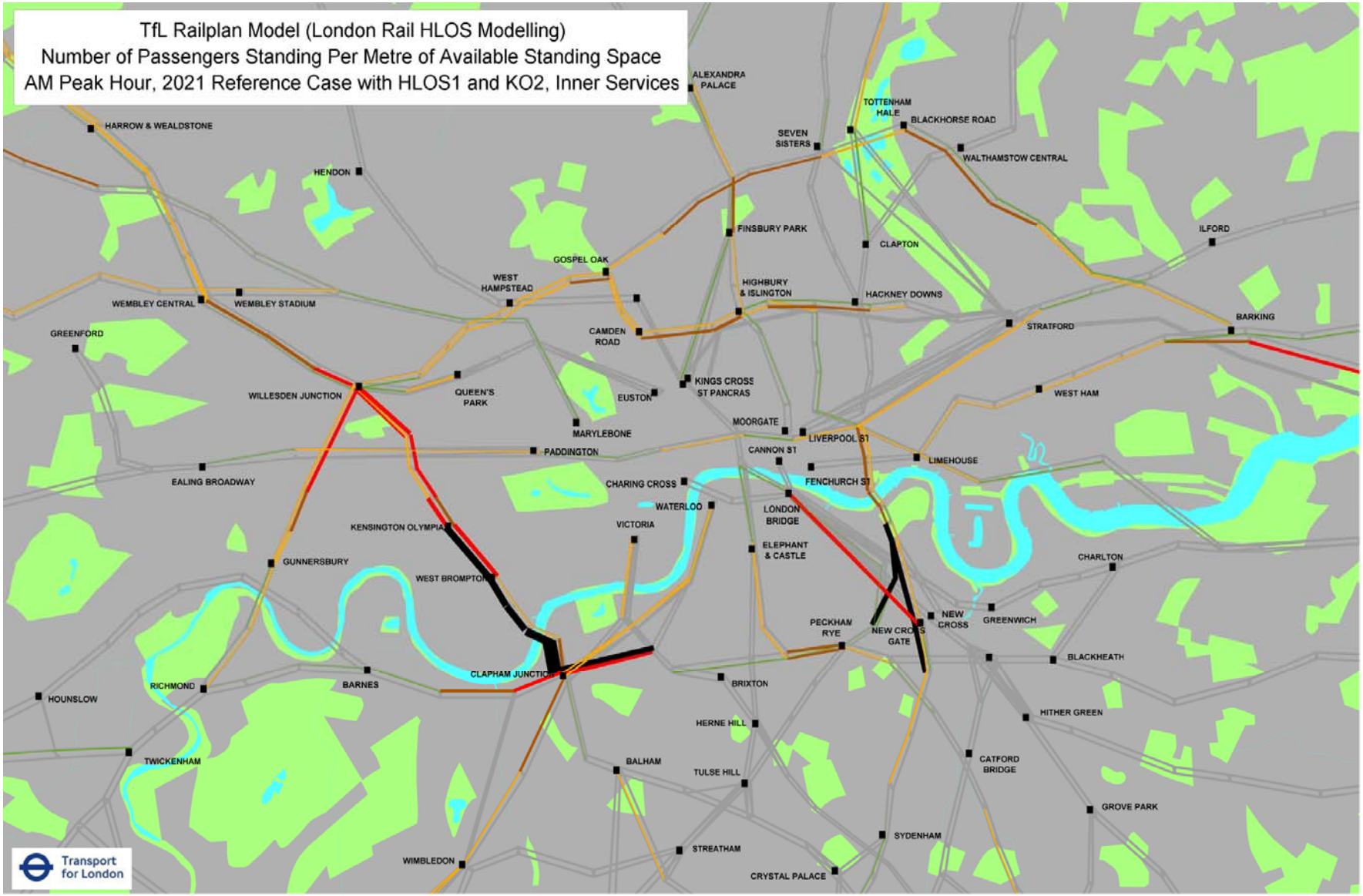
2021 Crowding Plots

Appendix 1

Key (passengers per m^2):



2021 National Rail crowding – inner suburban services



2021 National Rail crowding – outer suburban services