

**Date:** 10 July 2014

**Item 6: London Overground Capacity Improvement and Rolling Stock Programmes**

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## **This paper will be considered in public**

### **1 Summary**

1.1 To update the Panel on the progress of the London Overground Capacity Improvement (LOCIP) and Rolling Stock Programmes (LOTRAIN).

### **2 Recommendation**

2.1 **The Panel is asked to note the paper.**

### **3 Background**

3.1 LOCIP is a programme of works addressing the increasing demand on the London Overground network. It includes conversion of the existing fleet of 57 London Overground Class 378 four car trains to five car trains on all routes<sup>1</sup>. To achieve this increase in capacity, a series of infrastructure enhancements are required including:

- (a) additional stabling at Silwood Triangle and Wembley and the associated connections to the network;
- (b) reconfiguration of New Cross Gate Depot and Willesden Train Maintenance Depot to enable maintenance of the five car fleet;
- (c) platform extensions, signalling and associated systems works; and
- (d) procurement and insertion of 57 new Class 378 rolling stock cars, to extend the existing four-car units to five-car units

3.2 Delivery of five car services on the East London Line (ELL) by December 2014 and the North London Line (NLL) by December 2015 is provided for in the TfL business plan.

3.3 The LOCIP works deliver against all six goals in the Mayor's Transport Strategy, and specifically addresses Proposal 8 (increase capacity on London Overground) and Proposal 14 (provision of further capacity to orbital movement).

3.4 Board Authority for LOCIP was granted on 6 February 2013.

3.5 The LOTRAIN Project comprises the design, manufacturing, commissioning, entry into service and on-going all inclusive maintenance of new passenger rolling stock to support the following London Overground Programmes:

<sup>1</sup>Excluding Gospel Oak to Barking which is being electrified under a different scheme.

- (a) Gospel Oak-Barking Capacity Increase;
  - (b) West Anglia Route (Devolution) Programme, including Romford-Upminster;  
and
  - (c) London Overground Frequency Increase Programme.
- 3.6 To meet the medium term needs of these Programmes, 156 to 180 cars, delivered initially as four car Electrical Multiple Units, will be required between summer 2017 and spring 2018.

#### **4 Capacity Improvement Programme Progress (LOCIP)**

- 4.1 LOCIP remains on target to deliver five car services on the ELL by December 2014 and the NLL by December 2015 within budget.
- 4.2 Works at Silwood have been challenging but the sidings will be available for the start of five car operations. Preparation of this contaminated site involved the removal of 70,000 tonnes of spoil, levelling the entire site, laying down 6,500 tonnes of ballast, 2km of track, 19 sets of points plus all the associated power, signalling and drainage works.
- 4.3 At New Cross Gate depot, the superstructure for the maintenance facility building has now been erected. The difficulties encountered in remodelling an operational depot are considerable, however careful planning and cooperation between all stakeholders means that passenger services have been unaffected.
- 4.4 Stabling works at Willesden have commenced following the complex, but successful negotiations to obtain the required land from Alstom and DB Schenker. This part of the scheme is in the early stages and there are no current issues.
- 4.5 Platform extension works are progressing well with no major issues. Those platforms already handed back have been well received by Infrastructure Maintenance and the operator (LOROL). The most complex extension, at Canada Water, has progressed well, with a hugely successful collaborative approach by London Overground and the Capital Programmes Directorate.
- 4.6 Signalling presents the greatest risk to any railway project and LOCIP is no exception. The signalling element has faced sequencing issues caused by interfacing projects and the lack of specialist resources in the market. Despite these challenges the project team have guided a relatively small contractor into developing a signalling scheme and mitigation plan that will allow five car operations on the ELL by December 2014.
- 4.7 Manufacture of the additional car is on target with the first car completed on 6 June. A four car unit is now at Bombardier's facility for insertion testing.

#### **5 Rolling Stock Progress (LOTRAIN)**

- 5.1 An 'OJEU contract notice' as the call for competition was placed in the Official Journal of the European Union on 7 April 2014.

- 5.2 A pre-qualification questionnaire (PQQ) process inviting prospective bidders to pre-qualify for inclusion in the competition was initiated. At the cut-off date (14 May 2014) submissions had been received from the following prospective suppliers:
- (a) Bombardier Transportation;
  - (b) CAF;
  - (c) Hyundai Rotem Company;
  - (d) Siemens Mobility Rolling Stock;
  - (e) Hitachi Rail Europe; and
  - (f) Stadler Bussnang AG
- 5.3 Evaluation of the PQQ submissions has been carried out in strict compliance with the scoring criteria and the percentage weightings allocated and provided to prospective rolling stock manufacturers in the published prequalification documents. Evaluation will be completed by 23 June 2014 and a verbal update on the outcome will be provided at the meeting.
- 5.4 The programme for completion of the LOTRAIN procurement activity is set out below, which follows the objective of entering into contract no later than March 2015 to allow the manufacturer sufficient time to deliver the first new trains as close as reasonably possible to the anticipated Gospel Oak – Barking electrification completion date (summer 2017), and to deliver the remainder no later than Quarter 2, 2018

| <b>Programme Milestone</b>   | <b>Date</b>             |
|--|-------------------------|
| Invitation to Negotiate to be issued to three/four shortlisted suppliers | 31 July 2014            |
| Tender Date for receipt of Tender Proposals                              | 31 October 2014         |
| Evaluation, negotiation and Contract Award                               | By 6 March 2014         |
| First trains delivered   | Quarter2/ Quarter3 2017 |

## 6 Financial Implications

- 6.1 LOCIP will deliver within budget. The latest financial position is as follows:

| <b>Spend to end Quarter 4 2013/14 £m</b> | <b>Authority £m</b> | <b>EFC £m</b> |
|--|---------------------|---------------|
| 54.4                                     | 174.7               | 174.7         |

- 6.2 LOTRAIN is at pre-tender stage.

**List of Appendices to this Report:**

Appendix 1: LOCIP Progress Photographs

**List of Background Papers:**

None

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## Appendix 1 – Progress Photographs

Rail and Underground Panel 10 July 2014  
London Overground Capacity Improvement Project

Lights on at Silwood Sidings.



Superstructure for Maintenance Facility Building at New Cross Gate



First '5<sup>th</sup> Car' Completed



Unit 378201 Coupled to Loco for transport to Bombardier



Unit 378201 arrives at Bombardier for Insertion Testing



Platform Extension at Surrey Quays nearing completion

