

Transport for London

RAIL TRANSPORT ADVISORY PANEL

Thursday 10 May 2007 at 1400hrs
In the board room, 14th Floor,
Windsor House, 42-50 Victoria Street,
London SW1H 0TL

AGENDA

- | | Sponsor |
|---|---------------------------|
| 1. Apologies for Absence | |
| 2. Minutes of Meeting No 32 –
14 December 2006 | |
| 3. Matters Arising and Outstanding Items | |
| 4. Managing Director's Report | Ian Brown, MD London Rail |
| 5. DfT 30 Year Rail Strategy | Ian Brown, MD London Rail |
| 6. Any Other Business | |

Date of next meeting: 3 October 2007 (joint meeting of all Panels)

Transport for London

Minutes 23/12/06 – 30/12/06

MINUTES OF THE RAIL TRANSPORT ADVISORY PANEL MEETING No. 32

Held on 14 December 2006 in City Hall at 14.30 hours

PRESENT:

Peter Hendy (Chair)
Ian Brown
Paul Moore
Tony West

IN ATTENDANCE:

Howard Carter (General Counsel)
Stephen Critchley (Chief Finance Officer)
Jonathan Fox (Director, DLR)
Peter Field (Director of London Rail Development)
Innes Ferguson (Head of Design, Group Marketing, for minute 28/12/06)
Geoff Hobbs (Head of Strategy, London Rail)
Nigel Marson (Director of Group Marketing, for minute 28/12/06)
Stuart Munro (Finance Director, London Rail)
Stuart Ross (Chief Press Officer)
Duncan Symonds (Chief of Staff)
Hita Sachania (Executive Assistant to MD London Rail)
Howard Smith (Chief Operating Officer, London Rail)

SECRETARY:

Vickram Bhakar

23/12/06 Apologies for Absence

Apologies for absence were received from Jay Walder, Kirsten Hearn and Brian Heiser.

Declaration of Interests

No interests were declared.

24/12/06 Minutes of Meeting No. 31

The minutes of the meeting held on 3 October 2006 were approved as a correct record subject to an amendment being made to minute **19/10/06**. The third sentence would now read: "In reply to a question from Paul Moore, Peter Field explained that, with **an additional 11 stations being gated**, it was understood that 91% of passengers would travel through at least 1 gate on their journey".

25/12/06 Matters Arising and Outstanding Items Report

All actions had been completed and all outstanding items were on the agenda for the meeting.

26/12/06 Finance and Performance

London Overground Project: (i) Infrastructure and (ii) Operations

The Panel noted the Infrastructure and Operations update on the London Overground Project presented by Howard Smith.

(i) Infrastructure

It was noted that the DLRL Infrastructure Manager Safety Authorisation submission was currently being developed and was a requirement of the Railways and Other Guided Transport Systems Safety Regulations. Howard Smith went on to explain that a draft version had been sent to the DLRL Executive members for comment and sign-off. The signed off version would be sent to the Office of the Rail Regulator by 1 December 2006.

The Panel noted that the Transport Innovation Funding was likely for the upgrade and gauge capacity on Gospel Oak - Barking. The position on timing and works would need to be confirmed with DfT and Network Rail.

(ii) Operations

Howard Smith informed Panel members that closure of the existing East London Line would take place in December 2007. All staff would be moved from stations and accommodated elsewhere within LUL. It was noted that during the closure, extra buses would be deployed north and south of the River.

Stuart Munro presented the Finance update to Panel members. It was noted that London Rail was £20 million under budget. The variance was largely on capital expenditure.

DLR: (i) Performance and (ii) Projects

The Panel noted the DLR Performance and Projects update given by Jonathan Fox.

(i) Performance

It was noted that Operational Performance was very good during the period. Total network passenger journeys for the quarter amounted to 13.9m, an increase of 2.7m over the same period last year.

Passenger journeys for the main franchise amounted to 9.1m for the quarter, an increase of 14%. London City Airport Extension passenger numbers for quarter 2 were 0.9m.

Panel members noted that whilst the majority of reliability was good and ahead of target in the quarter, escalator reliability underperformed due to one escalator at Tower Gateway being unavailable for the majority of period 6. Jonathan Fox also noted that results from Customer satisfaction surveys for the second quarter were very pleasing.

(ii) Projects

It was noted that the tunnel boring machine (TBM) for the Woolwich Arsenal extension was launched on 3 April with completion expected by the end of December 2007. Jonathan Fox further explained that both construction of the station and intervention shaft, were on schedule.

Members noted that DLR vehicle refurbishment was progressing well. A total of 82 refurbished vehicles from the fleet of 94 were back in service.

National Rail Report, including Freight

The Rail Panel noted the National Rail Report introduced by Peter Field who noted that the DfT had confirmed that it wished to adopt the wider boundary proposals in respect of service powers. However, discussions were ongoing between DfT and TfL on the form of guidance that would be issued by the Department to TfL. Once the guidance has been approved, the DfT would announce its conclusions.

Peter Field informed members that the DfT had announced the short-listed bidders for the West Midlands franchise. The short-listed bidders were Serco, Arriva and MTR. However it was noted that MTR had now withdrawn its bid. Panel members were informed that TfL had already held discussions with one of the prospective bidders. It was also noted that Stagecoach had been awarded the South West franchise for at least another 10 years.

Peter Field introduced the London Rail Freight Strategy which Panel members noted. Tony West raised the point that TfL was not receiving the full recognition for installing CCTV on national rail services. It was noted that a poster campaign would be adopted to get that recognition. Peter Field further informed the Panel that a timetable was in place so that people would be aware that this was a TfL sponsored service.

Paul Moore raised the issue regarding the future of Gatwick Express and whether the service was back to be reinstated in the National Rail Route Utilisation Study. It was noted that this issue was still under discussion.

It was agreed that a report on Freight would be circulated to all panel members.

Peter Field

The Rail Transport Advisory Panel **NOTED** the content of the report and the continuing investment in National Rail in London.

27/12/06 Rail 2025 – Strategy and Presentation

The Panel noted the presentation given by Geoff Hobbs.

Members discussed the issue of what National Rail service would be like in 2025. Paul Moore noted that it covers the issues covered by the DfT's high level output statement (capacity, performance and safety), but TfL could usefully do further work on issues of governance. Peter Hendy further noted that this was a good piece of work which would be improved over time.

28/12/06 Overground Branding Strategy – Presentation

The Rail Panel noted the presentation given by Nigel Marson and Innes Ferguson.

Peter Hendy noted that the Overground was likely to have a good passenger growth for 3-4 years, however careful work would need to be done to ensure that capacity was sufficient thereafter.

Tony West asked if sufficient train staff would be in place from the start of the concession to operate TfL's enhanced service specification. It was noted that Silverlink had been given instructions to recruit and train additional staff in readiness for the Winter 07 service changes.

29/12/06 Crime and Disorder Reduction Strategy 2007 – 2008

The Panel noted the Crime and Disorder Reduction Strategy 2007 – 2008 draft paper. There were no further comments other than those raised at the Surface and Underground Advisory Panels.

30/12/06 Any Other Business

There being no further business the meeting closed.

Signed: _____(Chair)

TRANSPORT FOR LONDON**RAIL TRANSPORT ADVISORY PANEL****OUTSTANDING ITEMS REPORT AND ACTION LIST**

TARGET MEETING DATE:	DESCRIPTION:	ACTION BY:	REFERENCE: MINUTE NO: MEETING NO:
ITEMS FOR NEXT MEETING			
10 May 07	Managing Directors Report (Includes London Overground, National Rail Report, including Freight and Oyster PAYG on National Rail)	Ian Brown	Standing item
3 October 07	Managing Directors Report	Ian Brown	Standing item
13 December 07	Managing Directors Report	Ian Brown	Standing item

ACTION LIST - Items arising from last meeting

Target Date	Description	Action By:	Minute No.	Status:
10 May 07	Circulate a report on freight to all panel members	Peter Field	Mtg. No. 32 26/12/06	Completed

TRANSPORT FOR LONDON

STAFF SUMMARY

RAIL TRANSPORT ADVISORY PANEL

SUBJECT: MANAGING DIRECTORS’S REPORT: BUSINESS MANAGEMENT REVIEW – QUARTER 4 (Period 10-13) 2006-7

MEETING DATE:

1. MANAGING DIRECTORS OVERVIEW

- The East London Line project (ELLP) site was handed over by the enabling works contractor to the main works contractor on 23 January as planned, after 680,000 man hours without reportable incident.
- DLR carried over 61m passengers in the year.
- The main phase of the DLR railcar refurbishment project was completed in March 2007.
- A major milestone was reached when the up tunnel at Woolwich Arsenal was completed on 19 December 2007. The Tunnel Boring Machine (TBM) restarted on the second bore on 14 March 2007.
- DLR now have secure station status for all of its stations, 1 of only 6 train operating companies to do so and was the first to achieve 100% accreditation.
- North London Rail Infrastructure Project – successful agreement was reached with the Olympic Delivery Authority (ODA) on their funding for £81m.

2. OPERATIONAL PERFORMANCE (DLR)

2.1. Ridership

Total network passenger journeys for the quarter amounted to 18.7m, which was an increase of 1.7m over the same period last year. Year end ridership was 61.3m, some 14% higher than last year.

2.2. DLR Reliability and Service Quality

Standard	Quarter Performance	Target
Departures	99.0%	98.0%
Service Reliability	97.8%	96.0%
TVM Reliability	99.6%	98.0%
Lift Reliability	99.6%	97.0%
Escalator Reliability	97.3%	98.0%
PID Availability	100.0%	98.0%

Customer Service Satisfaction Survey	Quarter Performance	Target
Overall Service Performance	96.57 %	90.0%
Train and Stations Cleanliness	94.93 %	90.0%
Service Information	98.02 %	90.0%
Safety and Security	97.63 %	90.0%
Staff Performance	96.94 %	90.0%

Whilst the majority of the reliability KPIs were ahead of target in the quarter, escalator reliability underperformed due to failures at Tower Gateway and Canary Wharf in period 12. The franchisee is currently undertaking a review of escalator maintenance strategy.

Customer satisfaction performance for the fourth quarter was all above target.

3. PROJECT PERFORMANCE HIGHLIGHTS

3.1. DLR

The bids for package 6 – North London Line works on Stratford International were received on 12 March 2007, which completed the receipt of all bids for the Three Car and Stratford International works.

The inquiry for the Three Car North Route and Delta Junction was formally closed on 7 March 2007, with only two objectors appearing and strong support from the Olympic Delivery Agency and Canary Wharf Development. The final decision is expected in September 2007.

The tunnel boring machine (TBM) for the Woolwich Arsenal extension was launched on 3 April and completed the 'Up' tunnel towards Woolwich on the 19 December 2006. The TBM restarted on the second bore on 14 March 2007 and by the end of the quarter had driven 91.5 metres.

The main phase of the railcar refurbishment has now been completed with all 94 vehicles back in service at quarter end, following the last 4 vehicles re-entering service during the quarter.

3.2. ELLP

The main works contractor continued to mobilise their team in the quarter, following handover on 23 January as planned. There has been a push on planning consent submissions, with 18 submissions made in support of main works implementation. BBC JV have now awarded all the major subcontracts and produced a quotation for the rolling stock maintenance facility (the first major compensation event) within the quarter.

3.3. London Rail Oyster Programme

Four tenders were received on 8 January 2007 for the supply of ticket vending machines (TVMs) for North London Railway and the East London Line. On 29 March 2007 a contract for the TVMs was awarded to Shere Ltd.

Negotiations are underway with Scheidt & Bachmann to agree terms for the Oyster enabling of existing TVMs on the North London Railway. Manufacturing of validators & gates continued, as did the enabling work for their installation on the North London Railway.

4. FINANCIAL PERFORMANCE HIGHLIGHTS

Final quarter financial information and variances are detailed below.

Expenditure £m	Quarter 4			Full Year			Full Year	
	Actual	Budget	Var	Actual	Budget	Var	Forecast	Var
Income	(16.9)	(17.9)	1.0	(53.9)	(57.2)	3.3	(54.0)	0.1
Operating Expenditure	37.9	37.4	0.5	110.0	111.6	(1.6)	111.2	(1.2)
Overheads	5.5	3.9	1.6	16.6	13.4	3.2	16.6	0.0
Net Revenue Expenditure	26.5	23.4	3.1	72.7	67.8	4.9	73.8	(1.1)
Net Capital Spend	60.5	47.9	12.6	173.5	178.8	(5.3)	169.9	3.6
London Rail Mode	87.0	71.3	15.7	246.2	246.6	(0.4)	243.7	2.5
Crossrail (P13)	15.8	26.1	(10.3)	47.0	82.1	(35.1)	48.0	(1.0)
Total	102.8	97.4	5.4	293.2	328.7	(35.5)	291.7	1.5

4.1 Performance Against Budget

Quarter four net expenditure of £87.0m was £15.7 more than budget with overspends on capital projects and net revenue expenditure of £12.6m and £3.1m respectively.

The year to date total net expenditure of £246.2m was £0.4m under budget. The variance consisted of a £5.3m under spend on capital projects, which was partly offset by a £4.9m net revenue expenditure over spend.

Key year to date capital expenditure variances were as follows:

East London Line – £11.7m under spend due largely to main works award deferral (£15.6m) offset by changes in project phasing.

DLR - £3.9m over spend due mainly to the purchase of land North of Beckton Depot (£4.1m) and brought forward spend for DLR Olympic railcars (£4.1) offset by changes in project phasing.

ELLP and NLR railcars - £2.5m overspend due to manufacture and supply agreement deposit which was £2.3m higher than budget and costs related to approved variations.

Key year to date net revenue expenditure variances were as follows:

DLR income - £3.3m lower due to reduced number of customers than budgeted.

Silverlink refranchise - £1.4m due to scope increase to include the East London Line.

Overheads - Circa £2m of the variance arose as a result of the responsibility for certain costs moving from the franchise operator to DLR following the refranchise process. This is reflected in a reduction in operating expenditure.

4.2 Performance Against Quarter Three Forecast

The year to date total net expenditure of £246.2m was £2.5m more than forecast with an over spend on capital expenditure of £3.6m partially offset by an under spend of net revenue expenditure of £1.1m.

The key year to date capital and revenue expenditure variances were the purchase of land North of Beckton Depot and the re phasing of the NLR station upgrade project respectively.

5. PEOPLE

Number of FTEs	Full Year			Full Year	
	Actual	Budget	Var	Forecast	Var
DLR	44.0	44.6	(0.6)	44.0	0.0
ELLP / NLRIP	65.0	70.0	(5.0)	72.0	(7.0)
London Rail	55.4	58.9	(3.5)	54.0	1.4
Total London Rail Staff	164.4	173.5	(9.1)	170.0	(5.6)
Crossrail secondees	21.0	31.0	(10.0)	25.8	(4.8)
Total	185.4	204.5	(19.1)	195.8	(10.4)

Effective FTE of 164 (excluding Crossrail) remained below budget for the year end but represented an overall increase of 29 full time equivalents from the corresponding period last year.

Equality and Inclusion - % of BAME staff

The percentage of BAME staff was 18.2% for period 13 which was above the 12% target. London Rail is working with Group Equality and Inclusion to encourage applicants from diverse backgrounds into engineering and other specialist job roles.

6 NATIONAL RAIL

6.1 TfL Rail Corridor Plans (RCPs) / Network Rail Route Utilisation Strategies (RUSs)

6.1.1 Freight RUS

The Network Rail Freight RUS was published in March 2007. The main issue of interest for London is the upgrading of the Felixstowe / Peterborough / Nuneaton route which can help relieve the North London Line (NLL) for those services running between the Haven Ports and the West Coast Main Line (WCML) via London. Key points to note from London Rail's perspective are as follows:

- WCML route between Primrose Hill and Wembley is also congested, so lack of capacity on the NLL is not the only reason for the need to develop the Felixstowe to Nuneaton by pass route.
- Of the ten paths on the Great Eastern Main Line which were earmarked for additional growth in the Cross London RUS, two have already been taken up.
- The Felixstowe to Nuneaton capacity scheme for funding through the TIF (as opposed to gauge enhancement) will deliver an additional five paths. However the provision of more paths will be conditional on implementation of further upgrades in the long term including essential improvements at Leicester.

6.1.2 South London RCP/RUS

Network Rail are intending to publish their draft consultation RUS in June 2007. The RUS should include the majority of schemes recommended by TfL's RCP including lengthening south central suburban services to ten cars and south eastern suburban services to twelve cars. TfL has aspirations for an expanded Overground, with services operating between South London and the West London Line. Network Rail will include this aspiration as an option in the RUS and will undertake further detailed operational analysis to determine whether the services can feasibly run in addition to a higher frequency of service between south London and Victoria. TfL will continue to work closely with Network Rail to ensure London Rail recommendations are included in the RUS.

6.1.3 Greater Anglia RUS

Network Rail published the consultation document for the Greater Anglia RUS in April 2007. The recommendations of the RUS are generally consistent with TfL's proposals for this area. The most important options are:

- Lengthening peak services on the Thameside Main Line and Tilbury Loop to twelve cars.
- Some additional peak services on the Great Eastern corridor.
- All Great Eastern outer services to call at Stratford.
- Lengthening trains on West Anglia inner services to Chingford, Hertford East and Enfield Town.
- Four-tracking of the Lea Valley line in the longer term to accommodate more frequent services from Cambridge and Stansted Airport in addition to suburban services.

Consultation on the RUS closes in July 2007 and TfL will submit a response signalling our agreement with the majority of recommendations.

6.1.4 East Coast Main Line RUS

Publication of the consultation document for the East Coast Main Line RUS has been significantly delayed and is now expected in May 2007. TfL have made various recommendations for improvements to services on the Great Northern corridor. These proposals include additional peak services between Hertford North and Moorgate, four trains per hour to both Welwyn Garden City and Hertford North in the interpeak period, evenings and weekends, and increased capacity on outer services from Cambridge and Peterborough. Virtually all of TfL's proposals will be included as options in the draft consultation document.

6.2 Network Rail

6.2.1 Business Plan

Network Rail published its business plan in April 2007. This sets out its investment plans for the next two years up to the next control period. The plan sets out an ambitious programme announced as £2.4bn worth of investment but this disguised the fact that a significant element is still not committed. It comprises detailed specifications for each of twenty six routes, eleven of which serve London. Performance is stated at being at a seven year high, with punctuality at 88% and the company declaring an operating profit over the six months up to September 2006. A summary of the major renewal and enhancement projects for London is published on page 9 of the additional information supplement to the route plans. This is available on Network Rail's website.

6.2.2 Declaration of congested infrastructure

Network Rail is still working on its assessment of congestion and mitigation plans for Gospel Oak – Barking regarding its obligations under the Railways Infrastructure (Access and Management) Regulations 2005. An initial report is expected imminently.

6.3 Office of the Rail Regulator (ORR) Matters

6.3.1 Periodic Review 2008

The ORR is now preparing for the detailed work leading up to the Periodic Review 2008. As is formally required by the Railways Act 1993, ORR has now issued its advice to Ministers along with the framework for setting access charges. Now that the programme has been set in place, the Secretary of State for Transport has to publish their High Level Output Statement (HLOS) and the Statement of Funds Available (SoFA) in July 2007. Network Rail will be required to submit its strategic business plan together with indicative access charges in October. These plans will then be assessed by ORR with final determinations and the agreed levels of access charges being published towards the end of 2008. The next control period commences in April 2009.

6.3.2 ORR Consultations

The most important ORR consultations issued since the last panel include:

- Application of a reservation charge for track access.
- Rebate mechanism of access charges for third party funders.
- Access options for securing guaranteed paths prior to network investment.
- Criteria and procedures for track access.
- Investment policy framework.

TfL London Rail has responded on all these matters.

ORR has also advised TfL that it intends to consult further on the procedure for access charge funding changes relating to service increments and decrements, this is particularly important for TfL given likely changes in the extension of the Mayor's powers on rail.

6.4 DfT Matters

6.4.1 DfT Consultations/announcements

Brighton Main Line Route Utilisation Strategy (BML RUS)

DfT announced its conclusions on the BML RUS in April. Unfortunately the DfT has opted to retain elements of the Gatwick Express service and this will not provide the additional stops at East Croydon and Clapham Junction that TfL lobbied for. However, as a result of complementary decisions on the purchase of additional rolling stock, a cascade of trains to First Capital Connect (Thameslink) services will result, which will improve the overall capacity on offer on these services. These vehicles will be part of the Department's plans to add 1,000 extra coaches on the rail network

Mayor's Powers – National Rail

The DfT has yet to make an announcement on this matter. It is understood that the proximity of local elections is the reason for deferment.

6.4.2 Franchise Replacement/Extension – Progress

West Midlands Franchise

The announcement of the successful bidder for this franchise is not expected before July.

6.5 Performance of the Passenger Network

These statistics are taken from the National Rail Trends report produced by the Office of Rail Regulation and relate to Quarter 3 2006-2007.

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)
2005-2006	3	83.2%	77.9%
	4	90.8%	87.7%
2006-2007	1	91.4%	90.2%
	2	89.6%	88.7%
	3	85.2%	80.6%
Year on year change for quarter 3 (see note)		2.0%	2.6%

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

Passenger journeys, passenger kilometres and train kilometres have all increased compared with Quarter 2.

6.6 Freight Report

London Rail Freight Strategy

The London Rail freight strategy will be published in May. The TfL website now has a new rail freight section which provides access to a suite of documents which complement the freight strategy. These are intended to assist the planning of rail freight terminals at the Borough level in London and over the past three months, a communications strategy has been put in place. The GLA has also published its “London Plan Supplementary Planning Guidance: Land for Transport Functions” which supports a number of types of rail freight terminal development in and around London.

Transport Innovation Fund

In July 2006, TfL made a joint bid with NR for gauging and capacity upgrade of the Gospel Oak – Barking line. In December 2006, this was included in the list of DfT announced schemes which were being taken forward for further assessment. There have been no further announcements.

Barking

TfL is working towards the inclusion of a longer term vision for facilities to support freight on the Channel Tunnel Rail Link (‘High Speed 1’) with the London Borough of Barking & Dagenham and the London Thames Gateway Development Corporation. Land at Ripple Lane is in the process of being sold and TfL aim to work with the buyer, which is understood to be a developer, towards the creation of a partnership of stakeholders to take the project forward, in order to secure an appropriate site for possible development of a rail served freight depot.

Rail Freight Growth Trend

Performance of the Freight Network

These statistics are taken from the National Rail Trends report produced by the Office of Rail Regulation and relate to Quarter 3 2006-2007.

The current Quarter 3 figures for Freight Moved (billion net tonne kms) and Freight Lifted (million tonnes) are shown below:

Year	Quarter	Freight Moved (bn net tonne/kms)	Freight Lifted (million tonnes)
2005-2006	3	5.52	27.94
	4	5.70	27.12
2006-2007	1	5.65	28.08
	2	5.40	26.09
	3	5.50	26.86
Year on year change for quarter 3 (see note)		-0.4%	-3.9%

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

Quarter 3 shows a slight decrease of 0.4% in rail freight moved compared with the same quarter last year, while freight lifted decreased by 3.9% over the same period. This contrasts with continued strong growth in passenger kilometres and journeys over the

same period. However, the overall trend over the last 5 years is still one of growth in freight moved and lifted.

Of the three major London sectors in terms of tonne kilometres, construction is decreasing slightly, international is flat and domestic intermodal (e.g. deep sea container traffic) is increasing. London Rail concludes that there is not yet evidence to suggest that rail freight growth is likely to be lower than industry forecasts, but we will watch carefully for any change in growth trends over forthcoming quarters.



To RTAP
From Howard Smith

Date 23rd April 2007
Subject Safety Report Period 10-13 2006/07

Most of the objectives of the Safety Improvement Plans have progressed well. New plans are being developed for the next year and uncompleted objectives will be carried forward into the new plans.

The DLRL Infrastructure Manager Safety Authorisation (submitted in Period 9) - a requirement of the Railways and Other Guided Transport Systems (Safety) Regulations 2006 has been formally accepted by the Office of the Rail Regulator (ORR).

There were two RIDDOR reportable incidents recorded this period:

3 January 2007 – a Passenger Service Supervisor slipped on a wet vehicle floor in Beckton depot. As a result he suffered a twisted ankle which led to more than three days off work.

17 February 2007 – a contractor received injuries to his legs during re-railing work being carried out near Shadwell. A length of rail struck the contractors legs causing ligament and tendon damage, whilst it was being moved.

On East London Line project the main works contractors have continued the positive trend established by the enabling works contractors, with no reportable injuries.

This quarter, the following (non RIDDOR) incidents, were of note:

- There were two instances of passengers being over carried into DLR depots.
- A non-mainline signal was passed at danger in Poplar depot.
- Extreme weather conditions (high winds) caused infrastructure damage at various locations across the DLR network. The damage resulted in certain operational restrictions but no injury to staff or passengers
- There were two separate instances of youths throwing stones and smashing glass panels in the roof of East India station.
- There were three instances of Passenger Service Assistants not being at the Leading Emergency Driving Position when going past work parties on the track (procedural requirements not adhered to).
- Serco staff discovered that split pins were missing from a set of points, initial investigation suggests that they had been incorrectly fitted during overhaul work the previous month. Responsible contractors were stopped from carrying out further works. This incident is still under investigation.
- Main works contractors on the East London Line project were felling trees in the playground of a closed school which resulted in a tree falling and destroying playground equipment. This incident has been investigated and appropriate measures put in place to prevent reoccurrence.

AGENDA ITEM 5

TRANSPORT FOR LONDON RAIL TRANSPORT ADVISORY PANEL

SUBJECT: DfT's 30 YEAR STRATEGY

MEETING DATE: 10 MAY 2007

1 PURPOSE

- 1.1 The aim of this report is to provide the Rail Transport Advisory Panel with an update on TfL's aspirations for the Department for Transport's (DfT's) 30 year strategy for National Rail.

2 BACKGROUND

- 2.1 In order to determine future funding, the DfT will be publishing its 30 year vision for National Rail in July 2007 as well as a High-Level Output Specification (HLOS) for the passenger railway. It is in this context that TfL will submit its strategic ambitions for railways in London to the DfT.
- 2.2 London is a world-class city. It is also Europe's fastest growing city with population expected to grow by 1 million over the next 25 years. For London to remain a driver of the UK economy and competitive with other world cities, the city's rail system needs substantial improvement.
- 2.3 Whilst progress has been made over the last two years, improvements to the current rail network will allow London to better meet the increasing transport needs of this important city and the growing south-east region.
- 2.4 TfL believes that in order to achieve the necessary improvements, the focus should be on:
- customer service
 - additional capacity, and
 - reducing carbon emissions

In each case, our aspirations can be made a reality by improving the governance arrangements giving TfL greater powers of integration

3 CUSTOMER SERVICE

- 3.1 TfL wants to create a service strategy that better reflects anticipated changes in customers' priorities as the London travel market evolves over the coming decades.

Service & Technology

- 3.2 Given the expected changes in the customer market, TfL believes that the long-term strategy must provide for a higher quality of service, including running trains at a “turn-up-and-go” frequency, increasing accessibility, providing increased personal security, ensuring available and knowledgeable staff, improving signage and information availability, and developing better integration with other modes - cycle storage, safer pedestrian access routes, bus stop facilities.

Utilizing new technologies will allow improved service quality while also potentially reducing costs. Key improvements could include computer aided train operation, intelligent infrastructure, modular stations, new ticketing methods which incorporate mobile technology, new signalling technology, improved real time data services, and expanded WiFi services.

Interchange

- 3.3 With 44% of rail journeys in London involving transfers to LU or DLR, TfL believes that integrated solutions across all modes in London offer the most advantages to customers. TfL has a clear role to ensure the interchange between modes is as seamless as possible – for example ensuring that the ticketing system covers all modes and is as simple as possible. As a multi-modal service provider, TfL would be able to ensure that improved interchanges benefit from technological advances and improved services.

4 ADDITIONAL CAPACITY

Growth

- 4.1 The London Plan forecasts the creation of another million jobs over the next 20 years. Most will be located in the international financial and business concentrations of Central London, leading to substantially increased pressure on transport services. Rail is vital to Londoners, with passenger use about six times higher per capita than other UK urban areas. As a result, improvements to London’s railways will affect more people and have a greater impact than elsewhere. Yet travel in London is rated poorly by passengers compared with elsewhere, notably in terms of crowding. It is well recognized that the 10 most crowded trains in the UK are all in London and the South East region.

These statistics are indicative of the fact that London’s current rail system is unable to effectively cope with demand and requires a substantial amount of investment.

Rail 2025

- 4.2 TfL’s vision for improved rail capacity in London, as reflected in Rail 2025, includes a number of vital enhancements to the existing infrastructure:
- a new east-west rail link - Crossrail 1 - as the only realistic solution to capacity issues into London and through central London;
 - an upgraded main north-south route - Thameslink;

- the upgrade of a major London terminus - Waterloo - which allows longer trains for routes terminating there;
 - longer trains and some increase in track capacity on the Lea Valley line between Liverpool Street and Stansted;
 - lengthening trains and some platforms on Southern and South Eastern;
 - purchase of additional rolling stock and reconfiguration and refurbishment of existing stock to make best use of existing infrastructure.
- 4.3 Taken together, these improvements would have transport benefits of 2:1, or 7:1 when the wider economic benefits as recommended in the Eddington report are included. Current data on levels of crowding show that over a third of all rail services arriving at London termini exceed guideline capacity requirements. Many of the proposals put forward in Rail 2025 are closely aligned with proposed capacity improvements in Network Rail's ISBP. Enhancing capacity provides excellent value for money but TfL believe it could provide additional capacity with a stronger planning role.

5 SUSTAINABILITY / CARBON

- 5.1 TfL believe that the long-term strategy for rail in London should support wider Government policy to reduce greenhouse gas emissions. TfL have evidence to show that it is possible to improve train services in order to better meet customer needs and accommodate London's growth, while, at the same time, reducing the volume of emissions. This can be achieved through the adoption of measures that improve energy efficiency, support land-use changes in the London Plan which reduce emissions, encourage the move from high emission modes such as the car, and produce a switch to low-carbon technologies.
- 5.2 Many of these initiatives can be delivered by the rail industry as a whole, but TfL believes it is uniquely positioned to facilitate the necessary modal shift that could transform the transport sector's emissions as a whole. Giving TfL the ability to provide additional specification for rail services could result in a reduction in emissions compared with 1990 levels as high as 68.2% even when the additional capacity enhancements in Rail 2025 and Cross Rail are included. Whilst, much of this reduction is dependent on changes in the power grid mix and the incorporation of new technologies, TfL believe that a portion of this reduction results from modal shifts and the ease of interchange TfL could provide.

6 COORDINATION

- 6.1 The railway industry has a great opportunity to improve the customer experience, upgrade its capacity, and increase its sustainability. TfL believes these changes can be brought about concurrently. We believe that strategic decision making and specification of rail in London should be integrated with TfL's planning for all of London's transport modes.

In particular, this would mean that TfL would pursue the following service quality specifications:

- At least four trains per hour all day, every day;
- A traffic day consistent with LU;
- Standards for trains and station facilities are quality consistent with the Overground;
- Staffing consistent with Overground standards;
- Gating to reduce fare evasion and reduce anti-social behaviour;
- A program of station and interchange upgrades;
- Full integration of fares with London Overground and the wider TfL network

7 LEGAL IMPLICATIONS

- 7.1 TfL does not anticipate any legal implications inherent to the proposals outlined in this brief.

8 IMPACT ON FUNDING

- 8.1 TfL is currently working with the DfT to review funding and other issues of practicality.

9 EQUALITIES IMPLICATIONS

- 9.1 TfL anticipates that pursuing improvements in the customer experience, increasing rail capacity, and reducing carbon emissions will benefit all Londoners.

10 CRIME AND DISORDER IMPLICATIONS

- 10.1 TfL believe that the proposed service enhancements will improve the safety and security of rail passengers in London.

11 RECOMMENDATIONS & NEXT STEPS

- 11.1 The Rail Transport Advisory Panel is asked to note the content of this paper and also note a final paper detailing TfL's aspirations for the DfT's 30 year strategy is currently in progress. Working in consultation with the DfT, a programme will be but in place to take this proposal forward.