
Secretariat memorandum

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Agenda item: 14

TRS007

Drafted: 28.03.11

Confidential: Major projects review

1 Purpose of report

1.1 To provide members with an updated overview of major projects in the London TravelWatch area.

2 Recommendation

2.1 This report is for information only.

3 Information

3.1 There are a number of major projects which are ongoing to improve the infrastructure of the transport system both to services and on stations.

3.2 The purpose of this report is to update members on the progress, from the perspective of transport users, of the current positions of major infrastructure projects which are being carried out across the London TravelWatch area. The table shows the following information for each major project:

- Current status (which will be updated as project timescales move along)
- The expected completion date
- Statutory permission
- The description of the project
- Web link to each projects website
- The date at which the information has been updated in the table

3.3 This project update includes National Rail, Tube, DLR, Buses, Streets, Cycle, Taxi and Private Hire Vehicles.

4 Equalities and inclusion implications

4.1 This report gives no rise to no specific equalities and inclusion issues.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Financial implications

- 6.1 There are no specific financial implications arising from this report.

Project	Current Status	Expected Date of Completion	Statutory Permission	Description	Web link	Date updated
Crossrail	Substantial initial works are proceeding e.g. at Farringdon station. The intention to award contracts was announced in December 2010. Tender process for central London stations started in January 2010.	Year 2017	Yes	Crossrail is a project which has been set up to build a major new railway connection under Central London. It is a high frequency, convenient and accessible railway system for passengers in London and the south east. Crossrail will travel from Maidenhead and Heathrow (west London) to Shenfield and Abbey Wood (east London) via two new twin tunnels under central London. This railway will link Heathrow Airport , the West End, the City of London and Canary Wharf.	http://www.crossrail.co.uk	17/03/2011
Thameslink	There are presently major works at London Bridge where the bus station and flyover are being constructed and rebuilt. There are major works at Blackfriars and Farringdon station. The building programme at Blackfriars will mean the new terminating platforms, the rebuilt LUL station and the South Bank entrance will be completed by December 2011. There is complication to remove the existing temporary footbridge and maintain passenger access to and from the northbound platform. There are various ongoing platform lengthening projects at various stations on the Crossrail route. This programme is planned around the Olympic Games, therefore it will pause.	Year 2018	Yes	The Thameslink programme is a government funded programme of work to introduce new and improved stations, new tracks, new cross-London routes and longer and more frequent trains with the objective of reducing overcrowding. Most of the Thameslink routes is over the Brighton Main Line and the southern part of the Midland Main Line. There is also a suburban loop through Sutton and Wimbledon. The majority of fast trains run between Brighton and Bedford via London Bridge. The stopping suburban services start at either Wimbledon or Sutton and call at stations to Luton. These services do not serve London Bridge but mostly call at all stations via Elephant & Castle to Blackfriars and on via St Pancras then all stations to Luton. There are also now stopping trains from Sevenoaks calling at all stations via Swanley and the Catford Loop Line and terminating at Kentish Town. In addition there are peak-only Southeastern services to and from Rochester, Ashford International or Bearsted with a northern terminus at Bedford.	http://www.thameslinkprogramme.co.uk/cms/pages/home	17/03/2011
Evergreen 3 - Chiltern mainline Upgrade	Works which do not require the Transport and Works Act approval are proceeding however, because the original main contractor (Jarvis) went into administration and the contracts had to be relet, work has been delayed, as has the introduction of an enhanced timetable in May 2011 will not now occur until the 5th September 2011. The two week blockade of the Chiltern route between Bicester and London (originally planned for Easter/May Bank Holiday weekends has now been substantially reduced in scope and instead a blockade has been proposed for the last 2 weeks of August 2011. <i>Week 1: 13th - 20th August</i> Neasden Junction blocked - 2 tph from West Midlands, Banbury, Bicester, High Wycombe to Paddington (7 car 168s). This requires the First Great Western - Greenford service to be cancelled to provide paths into Paddington. A compensation package will be offered to First Great Western passengers and Heathrow Connect will stop additionally at Acton Main Line. <i>Week 2: 21st - 27th August</i> Neasden Junction will reopen but Bicester North - Wembley Stadium will be blocked. There will be 1tph from West Midlands, Banbury to Didcot for onward travel via First Great Western services into Paddington. There will be 1 tph from West Midlands, Banbury to Bicester with a bus connection to Aylesbury Vale Parkway for onward travel via Chiltern railways s to Marylebone via the Met line. There will be bus connections from various Heartlands Stations to the Met line stations for onward travel via Chiltern Railways/London Underground to Marylebone/Baker Street and from Gerrards Cross and Denham to Hillingdon. There will be an additional Chiltern Railways Aylesbury line services to and from Marylebone strengthen to 6 cars - this will require the Rickmansworth stops to be removed from all Chiltern Aylesbury line services. There will be an additional compensation package for users from Northolt Park, Sudbury & Harrow Road, Sudbury Hill Harrow and Wembley Stadium stations who would also be affected for the whole 2 week period.	Trains running by year 2014	Yes	A new railway (including a reconstruction of an existing railway) between Bicester and Oxford - including a reconstruction of stations at Bicester Town, Islip, Water Eaton and Oxford. These improvements will facilitate the operation of a direct railway service between London Marylebone, High Wycombe, Bicester Town and Oxford.	http://www.chiltern-evergreen3.co.uk/	21/03/2011
High Speed 2 (HS2)	The government has asked HS2 Ltd to carry out further work on the Heathrow connection along with a report on the comparative case for different ways of connecting the West-Midlands, Manchester and Leeds. This work will inform the Government's overall strategy and timetable for establishing a high speed rail network. The Government has now launched the consultation on its proposed high speed rail strategy and the recommended route for an initial high speed line from London to the West Midlands. A consultation was announced on February 28th 2011 that will last 150 days; information can be found at http://highspeedrail.dft.gov.uk	Year 2025	No	HS2 Ltd was established in January 2009 to look at the feasibility of, and business case for, a new high speed rail line between London and the West Midlands; and to consider the case for high speed rail services linking London, northern England and Scotland.	http://www.hs2.org.uk/	21/03/2011

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Crossrail 2	1) This line was protected in 2008, including linking the District lines Wimbledon branch with the Central Lines Epping branch via a route from Parson's Green to Leytonstone via Chelsea, Sloane Square, Victoria, Piccadilly Circus, Tottenham Court Road, King's Cross St. Pancras, Angel, Essex Road, Dalston Junction, Hackney Central and Homerton. This line protection also includes a spur from Victoria across the Thames to Battersea Park for stabling and access to a tunnelling site. The tunnel size that has been safeguarded is national rail standard (same as Crossrail 1). However the final decision as to the loading gauge has not yet been decided. Piccadilly Circus is not a "definite" station due to the constraints upon construction of a large-scale Crossrail 2 station in the area. A station can only be built here if Crossrail 2 is built to Tube standards; that would make the whole project cheaper (smaller tunnels) although it would have to use smaller trains.	n/a	No	Crossrail 2 is a mainline tunnel from Clapham Junction via Victoria, Tottenham Court Road and Kings Cross to undecided lines in the north east. This nominal route is protected via the planning process. Crossrail 2 services would replace various National Rail suburban services in order to free up capacity at terminals like Victoria, Waterloo, King's Cross and Liverpool St.	http://www.alwaystouchout.com/project/5	21/03/2011
London Overground	1) <u>Connection to Clapham Junction</u> The connection to Clapham Junction is proceeding. This project has been controversial because of its effect on the South London Line services. The works at Clapham Junction station requires closure of platform 2 from the 26th March 2011 and services will be redirected to platform 17. 2) <u>Barking to Gospel Oak</u> The electrification and train lengthening does not need further progress, but the new service is up and running and overcrowding at peak times is assumed to have been largely eliminated. 3) <u>North London Line</u> The upgrading of signalling is near completion. The full enhanced timetable is scheduled to commence in May 2011.	n/a	No	London Overground is responsible for running the London Overground network which is done under a Concession Agreement with TfL. TfL works very closely with London Overground to observe its service including punctuality of trains, customer service and the readiness to operate the new East London Line. TfL employ a dedicated team to monitor and support LOROL in the delivery of all the obligations set out in the Concession Agreement. This team works alongside LOROL at our headquarters in Swiss Cottage and a close partnership has developed between the teams.	http://www.lorol.co.uk/index.html	21/03/2011
Croxley Rail Link	Taken from Hertfordshire County Council press release: on the 4th February 2011, the DfT announced that after rigorous assessment, as part of the Coalition Government's Comprehensive Spending Review. The Croxley Rail Link scheme has entered into the 'Development Pool' group of projects. This means that the DfT has acknowledged that this scheme represents good value for money, and enables the Croxley Rail Link to compete with other selected projects in the funding for the development pool. Even though this scheme is outside London, it is recognised as an London Underground project and has strong support.	Year 2018	No	Croxley Rail Link is the proposed extension of London Underground's Metropolitan line from Croxley to Watford Junction via Watford High Street. This scheme has been championed by Hertford County Council in partnership with London Underground and Network Rail. The proposals are currently in the design phase and are being developed with the aim of having trains running along the new track by 2018.	http://www.croxleyraillink.com/	21/03/2011
Network Rail - Main Rail Termini	<u>London Blackfriars</u> The station is being redeveloped as a key part of the Thameslink programme, funding is secure and once complete the station will be the first to span the Thames. It will make London's Bankside and South Bank tourist areas more accessible, deliver direct links to Gatwick and Luton Airports and St Pancras International and eventually to destinations on the East Coast Main Lin, including Peterborough and Cambridge. <u>London Bridge</u> The works at this station includes a redeveloped concourse with a new glass roof will be delivered by the Shard development. Then as part of stage two of the Thameslink programme the station will be completely redeveloped from 2013 and provide a track layout that allows many new journey opportunities. Funding is secure and Network Rail will shortly consult on the plans prior to submitting a planning application later in 2011. <u>London Cannon Street</u> This project is part of a joint venture with Hines which will see the station improved by July 2011 as part of the new commercial development above the station. The office development above the station will complete later in 2011 and a new interchange with LUL will complete in 2012. <u>London Euston</u> Already is better connected with quicker journey times to the Midlands, North West and Scotland. The redevelopment of the station remains an aspiration for the industry and the station would require redevelopment as part of plans for HS2.	Year 2012 Whole completion Year 2018 Whole completion Year 2012 n/a	Yes Yes Yes Yes	This scheme consists of New development/improvement/Upgrade projects at Network Rail's managed stations.	http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/appendices/appendix%204.2.pdf	22/03/2011

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Network Rail - Main Rail Termini	<u>London Kings Cross</u> The new Western concourse is in working progress. Funding is secured and planning for the station has been granted - a planning application for the design of the public square will be submitted later in 2011. On track to complete in 2013. Western concourse opening in 2012.	Year 2012 and 2013	Yes	This scheme consists of New development/improvement/Upgrade projects at Network Rail's managed stations.	http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/appendices/appendix%204.2.pdf	22/03/2011
	<u>London Liverpool Street</u> New underground Crossrail platforms are due to complete in 2018. Funding for Crossrail is secured and questions in relation to planning should be addressed to Crossrail Ltd. Work is also ongoing to improve services into London Liverpool Street.	Year 2018	Yes			
	<u>London Paddington</u> The renovation of Span 4 (roof above platforms 9-12) is due to complete in 2011. Additionally, preparatory work has started to prepare for the interchange with the new Crossrail station. Funding for Crossrail is secured and questions in relation to planning should be addressed to Crossrail Ltd.	Year 2011	Yes			
	<u>London Victoria</u> The eastern part of the station roof has been completely refurbished and is substantially complete. Sections of the scaffolding are already being removed and final works will be ongoing until June 2011. Future redevelopment around the station remains an aspiration but no planning applications have been made.	Year 2011	Yes			
	<u>London Waterloo</u> Work to provide more space for passengers and provide a better choice of restaurants and shops is due to commence in Spring 2011. It will see retail moved off the station concourse and on to a new first-floor balcony. Funding is secured. Network Rail remains in discussions with regard to the future of Waterloo International.	Year 2012	Yes			