
Secretariat memorandum

Author : Rufus Impey

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Infrastructure Monitoring

1 Purpose of report

- 1.1. The purpose of this report is to update members on the progress, from the perspective of transport users, of the Thameslink Programme and Crossrail.

2 Recommendation

- 2.1. Members are recommended to note the information contained within the report.

3 Thameslink Programme

3.1. Background

- 3.2. As members are aware, Thameslink is a £5.5bn investment in new infrastructure and rolling stock to expand the north-south cross London rail services. The investment in infrastructure is being delivered by Network Rail and rolling stock procurement is being undertaken by the DfT. London TravelWatch has been monitoring its progress from its inception as Thameslink 2000, through its various stages of development up to the present day Thameslink Programme. The investment aims to increase the capacity of trains both by increasing their length and frequency through the central core section between Blackfriars and St Pancras low level stations to 24 trains per hour.

3.3. The Thameslink Programme is split into three phases of completion :

- Key Output 0 – achieved in 2009 and involved closing the Moorgate branch, new electrostar trains, and adding new routes to Kent into the Thameslink timetable.
- Key Output 1 – An intermediate stage in the Thameslink Programme. By December 2011 a 16 trains per hour capability will be provided over the Thameslink route, including a significant number of 12-car services.
- Key Output 2 – The final stage in the Thameslink Programme, the completion of the remodelling works at London Bridge, providing 24 trains per hour capability over the Thameslink route.

- 3.4. The Thameslink programme was planned to be completed by December 2015. In the course of the 2009/10 financial year this has now been delayed until December 2016. This delay has some consequences wider than the Thameslink Programme for the cascade of rolling stock.

- 3.5. The Thameslink rolling stock is currently being procured by the DfT. The process has reached the stage of two bidders, but a preferred bidder and financial close has not been reached. Given that the delivery schedule for the rolling stock was very short (between 2013 and 2015) the delay in procuring the rolling stock is likely to have knock-on consequences to the delivery of the trains into service for the passenger. On the Thameslink Programme website it states that “The first new trains are scheduled to enter service between 2014 and December 2016” (http://www.thameslinkprogramme.co.uk/news/news_items/view/8). This is around 6 to 12 months after the original delivery dates in the invitation to tender which had first deployment as either July 2013 or 39 months after contract award. 39 months implies that contract award was planned to take place in May 2010, but it now stated that contract award will take place by the end of 2010.
- 3.6. London TravelWatch has three areas of priority for the project :
- London Bridge Station – London TravelWatch has been briefed and consulted on the various aspects of the station design and bus station and continues to monitor progress. There is concern at any attempts to reduce the scope of works due to budget constraints will not result in the planned for benefits to passengers.
 - Rolling stock order – as discussed the order is delayed, but there is also concern that the number of trains ordered will be reduced due to funding pressures. London TravelWatch believes that the planned outputs are needed by passengers and a full programme will be the only way to justify the disruption.
 - 24 trains per hour timetable in the core section – this concern relates to the number of trains ordered and also the infrastructure requirements to operate this high frequency timetable. As with all three key items, London TravelWatch believes that this level of output is necessary to meet passengers’ needs both now and into the future.
- 3.7. Upcoming and current impacts on passengers in 2010-11 :
- Blackfriars run-through 20 November 2010 – 16 January 2011. Blackfriars station will be closed to passengers during this period. During this time trains will run non-stop and passengers will be directed to alternative stations such as City Thameslink. London TravelWatch has been consulted both about the phasing of the works and the communications plan.
 - Blackfriars Tube station is closed until late 2011.
 - Night time closures of the route between St Pancras International and London Bridge into 2012.
 - Ongoing weekend closures into 2012 with current arrangements from 23 May 2010 being most Saturdays, from approx 7.30am to 7.30pm, stopping services to and from all stations between St Pancras International and Luton will start from/terminate at Kentish Town. Thameslink services will run during these times and during week night closures from East Midlands Trains (High Level) St Pancras platform to destinations north of London.

3.8. London TravelWatch's activities monitoring Thameslink in 2010.

Date	Activity
02/03/2010	<p>London TravelWatch briefed by Network Rail on the Blackfriars 'run-through' which is a period at the end of 2010 when all trains will run without stopping at Blackfriars to allow essential work to be carried out on the station. From 20 November 2010 – 16 January 2011 Blackfriars will have to close to allow Network Rail to carry out vital engineering work as part of the station's reconstruction. Trains will run through the station but not stop.</p> <p>As well as briefing about the plans and sequencing of the work, Network Rail also took London TravelWatch Officers on site to show the construction constraints which mean that the platforms cannot remain open to passengers during the period of the work.</p> <p>Subsequent to the meeting, London TravelWatch was also consulted on the communications programme for the period which Blackfriars is not available to passengers.</p>
Ongoing	<p>At Quarterly meetings with the train operators affected by Thameslink Programme and Network Rail London, TravelWatch has raised issues about Thameslink to understand its progress and monitor the views and participation of the bodies involved.</p>

3.9. Next Steps

- 3.10. One of the most important future areas of involvement in the Thameslink Programme will be the consultation on the final December 2016 timetable. The scale of the task of creating the timetable is such that this will commence well in advance of 2016 and at the point when we have the opportunity to contribute views on behalf of passengers, members will be heavily consulted. One key issue which has already been highlight in correspondence with individuals and user groups is the termination of the Wimbledon Loop services at Blackfriars and the limited benefit to these passengers as frequency will not substantially improve. These users have faced disruption as with other Thameslink passengers and will see new rolling stock but also have the disadvantage of no through services north of the Thames.
- 3.11. In addition the current First Capital Connect franchise is due to expire by, at the latest, 2015. The process for franchise replacement will begin approximately two years prior to this date. The franchise replacement process will also be an opportunity for London TravelWatch to provide input on behalf of the passenger to the train services that result from the Thameslink Programme's final output.
- 3.12. Continue to raise the Thameslink Programme at meetings with the rail industry organisations involved with the project.

4 Crossrail

4.1. Background

4.2. The Crossrail project will deliver a new east-west cross London railway from Shenfield and Abbey Wood to Maidenhead and Heathrow. Through the central section, 24 trains per hour are planned. The project has dual aims of relieving the pressure on the Central line as well as providing an east-west link, most notably between Canary Wharf and Heathrow. The project budget is £15.9bn and funding is coming from the DfT, TfL/GLA, a levy on business rates and developer contributions. The project is scheduled to be completed in 2017. The Secretary of State for Transport, the Rt Hon Philip Hammond MP, has affirmed the government's commitment to delivering the Crossrail project.

4.3. Enabling works at sites such as Tottenham Court Road and Canary Wharf have been underway since 2009. From 2010 construction begins in earnest at many of the station locations and from autumn 2011 tunnelling works commence. London TravelWatch has not focused as much attention on Crossrail as the Thameslink Programme in the past year because the impact on passengers has not been as significant. However, with the main construction phases set to commence in the next 18 months to 2 years the organisation's attention on Crossrail will increase.

4.4. Crossrail Overall Works Programme

Description	Date
Demolition works at Tottenham Court Road	Apr-10
Preparations works at Paddington station begin	Jun-10
Start of construction of joint Crossrail, Thameslink and LU station at Farringdon	Aug-10
Whitechapel Visitor Information Centre opens	Summer-10
Demolition works and commencement of construction at Bond Street	Nov-10
Tunnelling preparatory works begin at Royal Oak and Pudding Mill Lane portals	Mar-11
Network Rail works commences on existing surface network	Mar-11
First service commences	2017

4.5. Crossrail Core Stations Work Programme

Location	Enabling works start	Construction starts	Works complete
Canary Wharf	Dec 2008	May 2009	2016
Tottenham Court Road	Jan 2009	Early 2010	2016
Farringdon	July 2009	Aug 2010	2017
Paddington	Sep 2009	Mid 2010	2016
Whitechapel	Jan 2010	Jan 2011	2016
Woolwich	Early 2010	Early 2011	2016
Bond Street	Dec 2009	Mid 2011	2016
Liverpool Street	Feb 2010	Late 2011	2016
Custom House	Early 2012	Late 2012	2014

4.6. Crossrail Tunnelling Works Programme

Location of Tunnel Drive	TBM Launch	Tunnel Drive Complete
Royal Oak to Farringdon (Drive X)	Oct 2011	March 2013
Limmo to Farringdon (Drive Y)	April 2012	April 2014
Stepney Green to Pudding Mill Lane (Drive Z)	July 2013	March 2014
Limmo to Victoria Dock Portal (Drive G)	July 2014	Nov 2014
Plumstead to North Woolwich (Drive H)	Sept 2012	Oct 2014

<http://www.crossrail.co.uk/construction/overview/crossrail-works-programme>

4.7. The works on the Network Rail infrastructure are currently being developed. London TravelWatch has discussed the high-level proposals of Network Rail on the means of undertaking the works on the National Rail network. Discussions focused on minimising the impact of Crossrail engineering works on passengers.

4.8. Communication to transport users and businesses of the impact of Crossrail's construction on London is a very substantial challenge. The Thameslink Programme has undertaken a very comprehensive communication campaign linked into the engineering programme and wider stakeholder management process. The Thameslink Programme communication has largely been led by First Capital Connect as the train operator for most of the train services affected by the construction work. While Thameslink is a complex project, the presence of a single train operator spanning most of the existing train network that is affected by construction means that communication channels are already in existence. Crossrail by contrast is both a more complex project and also does not have an

existing train operator who can take the communications lead.

- 4.9. The impact of the construction of Crossrail has wide reaching consequences for London's Streets, Bus and Underground networks, as well as the National Rail network. In addition, the works on the existing National Railway are spread between several train operators who will not ultimately operate the eventual train service.
- 4.10. London TravelWatch therefore believes that there is a key communication challenge for Crossrail to overcome. The main construction phase has not yet arrived but now is the time to be planning and preparing for the period from 2011 onwards when tunnelling works commence. London TravelWatch has contacted Crossrail Ltd and they are currently considering with their partner organisations a response to our request for reassurance on this subject. Officer's will pursue this issue and report back to members with the outcome of these discussions.
- 4.11. London TravelWatch's activities monitoring Crossrail in 2010

Date	Activity
29/01/2010	Response to the London Assembly Transport Committee Crossrail scrutiny on Crossrail's construction impact.
19/04/2010	Greater Anglia Franchise consultation response included issues about Crossrail
12/05/2010	Discussion with Network Rail about high level options for engineering work relating to Crossrail.
30/06/2010	Questions to Crossrail Ltd about their future communication strategy

4.12. Next Steps

- 4.13. To pursue discussions with Crossrail about the communications strategy for the main construction phases of the project and report back to members.
- 4.14. Establish regular meetings in 2010/11 with Crossrail Ltd to discuss the project from the perspective of the passenger.
- 4.15. To continue to engage with Network Rail on their possessions strategy for the National Rail portion of the Crossrail project.
- 4.16. To continue to raise Crossrail in our regular meetings with the parties involved in delivering the project.

5 Equalities and inclusion implications

- 5.1. No equalities and inclusion implications for London TravelWatch arise from this report.

6 Legal powers

- 6.1. 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.

7 Financial implications

- 7.1. This report raises no specific financial implications for London TravelWatch.