REGIONAL TRANSPORT FORUM – 1st July 2011

RAIL INFORMATION AND CONSULTATION UPDATE

Report by: Southend Borough Council

Purpose of report:

• To inform members of the upcoming rail proposals and the recent consultations.

Recommendation:

1. To note the report.
2. Members are asked to provide a regional response to the HS2 consultation; and
3. Members are asked to consider a regional response to Network Rail’s Station and Passenger Rolling Stock RUS consultations.

This update provides information on Crossrail, the McNulty Report, the Greater Anglia Franchise, Station RUS and the newly created TGSE Rail Group. A view from RTF is sought on whether a response to the HS2 and RUS consultations is appropriate.

1 Overview of Crossrail

1.1 Crossrail is the generic term for the new east-west rail link between Maidenhead and Heathrow in the West via tunnels under Central London to Shenfield and Abbey Wood in the East. When it opens in 2018 Crossrail will deliver new train services and reduced journey times across London and the South East. With up to 24 trains per hour between Paddington and Whitechapel during peak times, Crossrail will carry over 200 million passengers each year.

1.2 Construction of Crossrail began in May 2009 at the Canary Wharf site. The station, which has been built ‘top down,’ now extends 28 metres below the waters of North Dock in Canary Wharf, with the ticket hall and platform levels excavated. The station box needs to be complete for the two tunnel boring machines to break-through from the east of Canary Wharf in summer 2012.

1.3 Canary Wharf will be served by 12 trains per hour. Each Crossrail train will be 200 metres long with the capacity to carry 1,500 passengers. Journey times from Canary Wharf will be: Liverpool Street (6 minutes), Bond Street (13 minutes), Ealing Broadway (24 minutes), Heathrow Terminals 1,2,3 (39 minutes) and Abbey Wood (11 minutes).

1.4 Elsewhere along the Crossrail route, work is now underway across all central London station sites and intensive construction activity will take place during 2011 and beyond. The first of the main construction contracts for the central London stations will be awarded in summer 2011.
1.5 Construction of the tunnel portal at Royal Oak in west London is advancing. A further four tunnel portals will be constructed as part of Crossrail at Pudding Mill Lane, North Woolwich, Victoria Dock and Plumstead.

2 McNulty Report

2.1 The McNulty Report (Rail Value for Money Study) has taken place against a background of GB rail achievements – in terms of growth in passenger and freight markets, continued improvement in safety, increasing customer satisfaction, improved operational performance and significant investment. Despite its many successes, there is widespread recognition that the GB rail industry still has major problems in terms of efficiency and costs.

2.2 The study did not examine possible cuts to the rail network. The Terms of Reference made it very clear that the aim of this study was “to identify options for improving value for money to passengers and taxpayers while continuing to expand capacity as necessary”.

2.3 The study has confirmed the dimensions of the efficiency gap, and it is estimated initially that GB rail costs should be 20-20% lower than they were in 2008/09. Part of the contribution to GB’s rail high costs are the Train Operating Company (TOC) and Rolling Stock primarily because of the lower level of train utilisation i.e. fewer passenger-kilometres generated per train-kilometre.

2.4 Given the extent of the barriers, the Study’s key recommendations are summarised under three main headings:

- Creating an enabling environment
  - The principal catalysts for change, and the need to be in place to enable delivery of the main savings from other areas:
    1. for leadership from the top
    2. for clearer objectives
    3. for devolved decision making
    4. for changes to structures and interfaces
    5. for more effective incentives
    6. for regulation

- Delivering greater efficiencies
  - The areas from which the principal savings are expected to come are as follows:
    1. on asset management, programme and project management, and supply chain management
    2. on safety, standards and innovation
    3. on HR management
    4. on information systems
    5. on rolling stock
    6. on lower cost regional railways

- Driving implementation
- A small independent team for change programme management to work closely with the Rail Delivery Group, and to report to the Secretary of State against an agreed implementation plan.

2.5 The Study estimates that the cost savings from these and the Study’s other recommendations, when added to the savings planned from Network Rail in Control Periods 4 and 5, have the potential to close the 30% efficiency gap by 2018/19, with further savings accruing beyond that date.

3 Greater Anglia Rail Franchise

3.1 The Greater Anglia franchise is currently out to tender, with three preferred bidders for a short management contract from 5th February 2012 and will operate for 17 months until July 2013 with option to extension up to one year. This shorter franchise will allow time for reforms arising from the McNulty review into value for money to be properly considered and built into the terms of the subsequent Greater Anglia Franchise. The main issue currently in the TGSE region is that Southend Airport station is still not open.

3.2 The new operator will be responsible for delivering services to destinations from London and across Greater Anglia - including Great Yarmouth, Kings Lynn, Southend, Ipswich and Cambridge. As one of the rail franchises serving Stratford and the Olympic stadium the new operator will be responsible for introducing longer and more frequent trains during the London 2012 Olympic Games.

3.3 The Department's Objectives for the Greater Anglia Franchise are:

• Controlling operational costs
• Maximising revenue
• Delivering a quality of service for passengers for the entire rail journey
• Working with the Department and other stakeholders to ensure value for money
• Managing and delivering changes required to accommodate Crossrail
• Implementing the station responsibilities
• Working effectively with Network Rail to maintain performance
• Delivering the plans around the Olympics
• Managing and deploying the Class 379 HLOS vehicles

3.4 Bids must be submitted by 12.00 hours GMT on 7 July 2011.

3.5 The preferred bidders are: Abellio Greater Anglia (NV Nederlandse Spoorwegen) Eastern Railway Limited (Go-Ahead Group PLC) and Stagecoach Anglia Trains Limited (Stagecoach Group PLC).

3.6 All the additional rolling stock for Greater Anglia is now transferred in/built. Given trends at Stansted (throughput down from 23m in 2007 to 18m in 2010) and the fact that some rolling stock was provided for growth it could be said that there is currently a surplus.

4 HS2

4.1 The HS2 rail consultation is open until 29th July 2011. The Government believes that a national high speed rail network offers a once-in-a-generation opportunity to transform the travel in Britain. A Y-shaped national high speed rail network is proposed linking London to Birmingham, Manchester and Leeds, and including stops in the East Midlands and South Yorkshire, as well as direct links to the HS1 line and into Heathrow Airport. By linking the high speed network to the existing East Coast...
and West Coast Main Lines, London would be brought within around three and a half hours of both Glasgow and Edinburgh. High speed rail also has the potential to play a central role in promoting long-term and sustainable economic growth.

4.2 Thirteen Councils, collectively known as “51”, have come together to challenge the evidence base about the HS2 project. They are known as “51” because that represents how much they believe HS2 will cost each and every Parliamentary Constituency, £51M. The 13 Councils that have joined together are:


4.3 Network Rail have informed that they are exploring a link between HS2, at the proposed station at Old Oak Common, and HS1, at St Pancras. A number of options are currently under consideration.

5 Stations RUS

5.1 Network Rail has issued two Draft for Consultation RUSs in May.

5.2 The responses for the Station consultation are due back by 8th July 2011. The consultation document can be found at:


5.3 Along with the Stations Draft for Consultation RUS Network Rail have also published A Guide for Promoters and Developers for opening new stations, title Passenger Rolling Stock, found at:


5.4 The responses for the Passenger Rolling Stock RUS consultation are due by 1st August 2011. The consultation document can be found at:


5.5 The work on the RUS is continuing and Network Rail have published a briefing sheet that covers the Great Eastern and West Anglia routes. The final London & South East RUS is due to be published this summer 2011.

6 TGSE Rail Transport Group

6.1 At the last TGSE Transportation Board meeting it was agreed that a working group on rail should be set up. At the first meeting some key priorities and objectives were set for the group, these include:

- The development of a ‘vision’ for the North Thameside Line which will facilitate growth
- Working with DfT to influence the franchising process
- Provision of economic evidence to demonstrate the case for investment in the line.
- Raising the profile of the Thameside Line
- Working in partnership with Network Rail and Train Operating companies to realise infrastructure improvements that contribute to the delivery of the ‘vision’
- Working with the Great Eastern Mainline Vision Group on the Southend to Shenfield Section of the line

6.2 The group will report back to the next board for endorsement for the terms of reference and a plan of initial activities.

7 Other Updates

7.1 The new station footbridge with lifts has opened at Ipswich station.

7.2 Work is progressing on Witham station’s second entrance.

7.3 Work has also now started on constructing the new Island Platform at Cambridge.

7.4 An update will be provided at RTF regarding progress with the opening of the new station at London Southend Airport.