

# Cross London RUS Scoping Document

## Background

Following the Rail Review, DfT will specify the outputs required of the network and award franchises to TOCs. Other stakeholders, in particular the rail freight industry, will provide input on their requirements. Network Rail will develop Route Utilisation Studies (RUSs) on behalf of the rail industry, balancing passenger and freight demand, operational performance and cost, to address the reasonable requirements of the DfT and other stakeholders. RUSs will then inform the development and delivery of timetables and infrastructure maintenance and renewals for the network. They will underpin the development of the franchise specification. This paper outlines the scope of the Cross London RUS.

*Network Rail wishes to engage stakeholders in the development of the RUS and would welcome comments.*

## Purpose of Cross London RUS

The development of a RUS for Cross London routes is required for a number of reasons. The primary driver of the RUS is to inform the development of the franchise specification for Silverlink Metro and infrastructure optimisation. The RUS will inform the specification process through the identification of optimal patterns of train services against expected passenger and freight demand, and specified targets for performance and cost.

The RUS will enable Network Rail to develop an informed renewals and maintenance programme for the North London Line, West London Line, and South London Line in accordance with franchise specifications and reasonable requirements for freight. The RUS will also enable Network Rail to develop an optimum engineering access strategy that takes into account both cost issues and the impact on passenger and freight users in light of changes in rolling stock and timetables. The RUS will recommend efficient use of the network and identify opportunities to improve it. The RUS will examine TfL's proposals for an orbital rail service, and its impact on the North London Line, West London Line, and South London Line..

## Network Rail's approach to RUSs

Our approach to the development of a RUS is described below:

- understand existing information on the high level requirements of DfT, and other stakeholders. In particular, we will seek clarity from the Government of its high level specification for the route expressed in terms of passenger and freight growth to be carried, the performance required from the route and the cost of the route;
- analyse the current position for this route using a consistent appraisal framework (i.e. passenger and freight demand, capacity, capability and both infrastructure and TOC performance). This will be a detailed baselining exercise which will involve a thorough audit of existing information and available data;
- undertake a gap analysis to understand how the current situation for the route differs to the high level requirements specified by the DfT. The gap analysis will give rise to alternative scenarios for meeting the reasonable requirements of DfT and other stakeholders;
- consult informally with stakeholders throughout the rail industry and wider community to ensure that their aspirations are considered and where appropriate included within the route utilisation study. Stakeholders, as members of the RUS Stakeholder Group will be regularly informed of progress. Network Rail will consult with Government on an ongoing basis;

- prepare and cost alternative options for the route using appropriate criteria, modelling and analytical tools. We anticipate examining options that explore the trade offs between increased use of capacity and performance, the use of the network by freight and passenger services, between capacity utilisation and engineering access and which explore options for efficient fleet usage. The criteria for trade-offs will need to be developed and discussed with the RUS Steering Group and the Railway Industry Planning Group. This discussion is underway through the Investment Working Group. At this stage we will also consider other funders' aspirations for incremental or decremental services;
- consult formally with stakeholders and interested parties before publishing final options and interventions;
- publish final options for consideration by funders.

## Dimensions

### Timing

The study will commence in January 2005. We presently expect to publish the consultation document in Autumn 2005. However, the timetable is subject to further discussion with the relevant stakeholders.

We propose that the study will cover the Silverlink Metro franchise period and expected timescales for decisions on infrastructure renewal. It is anticipated that this will be in the region of seven to ten years. The East of England and Kent Regional Planning Assessments - to be completed by the SRA in January and February 2005 respectively - will form the context for longer term issues.

### RUS Route description

The exact boundaries of the RUS will be confirmed in conjunction with our stakeholders.

Our initial assessment is that the study will cover:

- the North London Line (including the Tottenham and Hampstead line);
- the Dudding Hill line;
- the West London Line;
- the South London Line;
- the East London Line (including the planned extension from Shoreditch to the North London Line at Dalston).

These lines fall on Network Rail's Strategic Routes 2 and 6.

The RUS will also need to identify the effect on radial routes of options for the core area. There will be interfaces with the Brighton Main Line, Midland Main Line, South West Main Line and Great West Main Line RUS routes.

The North London Line is an important freight route around the capital, linking many lines to all parts of the country. The West London Line is also a route that sees important freight flows, mostly originating in Kent (including from the Channel Tunnel) and Sussex and going to destinations north of London.

This RUS will not include the Watford DC Lines in its scope.

### Specific Issues

We are seeking a statement from the Department for Transport of the issues that they would like us to address, and if possible an indication of the outputs (in terms of demand carried, performance and costs) that it would wish to be achieved. We are also seeking a statement from the rail freight industry

on the outputs that are contracted and others that they would wish to be achieved. The specific objectives of the RUS will be agreed at an early stage and will be consulted with the stakeholder group. The following is an indicative list of the issues which we anticipate examining:

- the trade-off between aspirations for increased passenger services, and forecast increase in freight services where there are currently capacity constraints. For example on the North London Line, particularly those stretches with relatively long signalling headways such as between Gospel Oak and Willesden Junction;
- the appropriateness of planned signalling renewals on the North London Line in light of the service specification recommended by the RUS. The study will identify alternative proposals where appropriate;
- the appropriateness of planned infrastructure enhancements, including options for extending East London Line services on to Network Rail infrastructure in light of guidance on demand, cost and performance outputs;
- the appropriateness of train lengthening to carry more passengers and associated infrastructure issues;
- the capacity implications on the North London Line, West London Line and South London Line of TfL's proposals for orbital services using the infrastructure;
- the effect on capacity and performance on radial routes of options for orbital services;
- the provision of transport interchange facilities at key stations, in particular between the orbital and radial routes (e.g. Clapham Junction, Willesden Junction and Stratford);
- options for efficient engineering access, especially given the demand for night time freight movements;
- issues, opportunities and constraints presented by rolling stock;
- the need to improve the infrastructure to account for the impact of the additional traffic to be carried (especially on the Gospel Oak – Barking line);
- validation of the Rules of the Plan values particularly the junction margins;
- the need to understand the regulation, pathing and performance of freight services both on the North London Line and feeding to/ from it. There need to be sufficient loops and yards to regulate freights between routes;
- the future power demand for the North London line and the future traction policy for both passenger and freight traffic using the route needs to be considered;
- passenger flows at key stations and interfaces need to be checked;
- the impacts of growth and changes at Stratford (including Stratford City, DLR changes and the Olympics) need to be taken into account when considering the operation of the whole North London Line route;
- the berthing strategy including empty coaching stock movements on the North London Line;
- West London Line capacity utilisation, particularly focusing on the passenger/freight mix;
- the impact of the existing Brighton Main Line RUS recommendations on the West London Line and South London Line;
- implications of the potential Eurostar withdrawal from North Pole Depot and the removal of the ECS moves on the West London Line.

## Consultation Process

### RUS Stakeholder Groups

A Cross London RUS Stakeholder Group will be formed with representatives from Network Rail, the DfT, Silverlink Trains, ATOC (representing Southern Railway, Virgin Cross Country, Eurostar), EWS, Freightliner, GB Railfreight, DRS and Transport for London. Other TOCs may be identified as the scope for the RUS is developed. National issues will be addressed through the Rail Industry Planning Group.

There will be a wider stakeholder forum including the RPC (covering Rail User groups), representative London Boroughs, Government Office for the South East, Government Office for London and the Greater London Assembly, London Chamber of Commerce, London First, Rail Freight Group and other groups as identified.

### Consultation Stages

While informal consultation will be an ongoing process throughout the development of the RUS, it is expected there will be three main stages of structured consultation.

#### Scope

The initial meeting of the stakeholder group will discuss the scope of the study. This scoping document will be used as a starting point for the discussions.

#### Option development

The stakeholder group will gather stakeholders' views on problems, opportunities and aspirations for the route. Further group and individual meetings will be arranged to develop options and to keep stakeholders informed of progress and to ensure that all aspirations are taken into account and where appropriate included within the RUS.

#### Formal consultation

Having developed alternative options that may be considered for inclusion in the final RUS, a formal consultation document will be published. We will agree the consultation period with our stakeholders prior to publication.

During the consultation period, one-to-one meetings stakeholders may be appropriate to provide support during the development of formal responses. This will help to ensure that the reasons for specific proposals are understood by stakeholders and will provide a further opportunity to obtain views on the RUS proposals.

#### Publication of the conclusion

Having considered all responses to the formal consultation document, the final RUS document will be published, incorporating the final options for consideration by funders. Network Rail will share the document with DfT in advance of publication. The document will include responses to stakeholder's consultation comments and provide an explanation of the conclusions.

## Use of the outputs

Network Rail will publish a RUS. It will update its Business Plan and refine its route plans in accordance with this strategy and in line with any subsequent input or guidance received from the DfT or other major stakeholders concerning this study and its outcomes.

The DfT and TfL will develop the new franchise specification for the Silverlink Metro franchise and other affected franchises in conjunction with the emerging work from the Cross London RUS and will use the study outcomes to guide it in the format and levels of train services it procures.