

Rail 2025

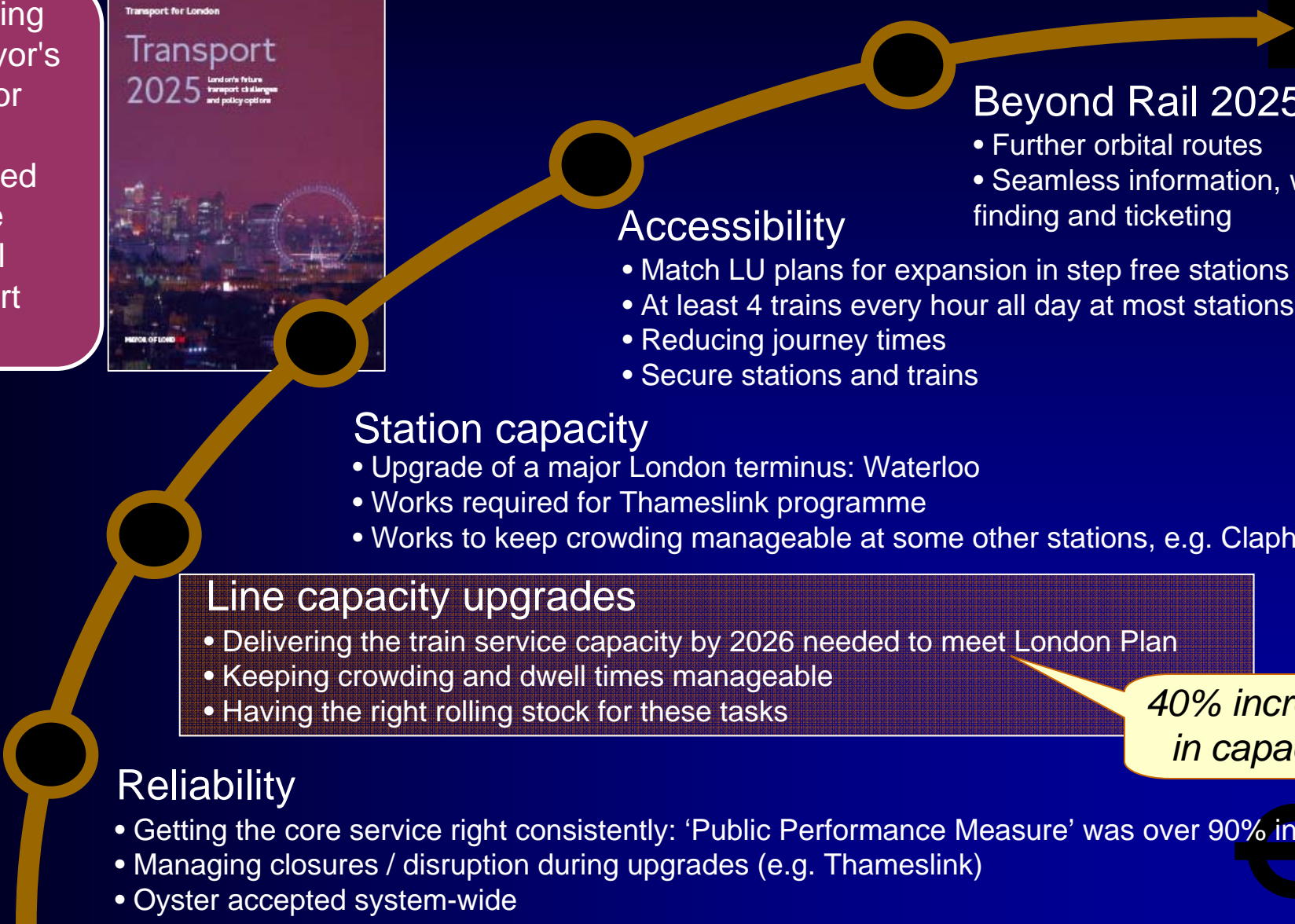
Presentation to the UITP

13 October 2006



Scope: R2025 defines the rail element of Transport 2025 in greater detail

- supporting the Mayor's vision for London
- integrated with the national transport agenda



Reliability

- Getting the core service right consistently: 'Public Performance Measure' was over 90% in Q4 05/06
- Managing closures / disruption during upgrades (e.g. Thameslink)
- Oyster accepted system-wide

Line capacity upgrades

- Delivering the train service capacity by 2026 needed to meet London Plan
- Keeping crowding and dwell times manageable
- Having the right rolling stock for these tasks

40% increase in capacity

Station capacity

- Upgrade of a major London terminus: Waterloo
- Works required for Thameslink programme
- Works to keep crowding manageable at some other stations, e.g. Clapham Jn

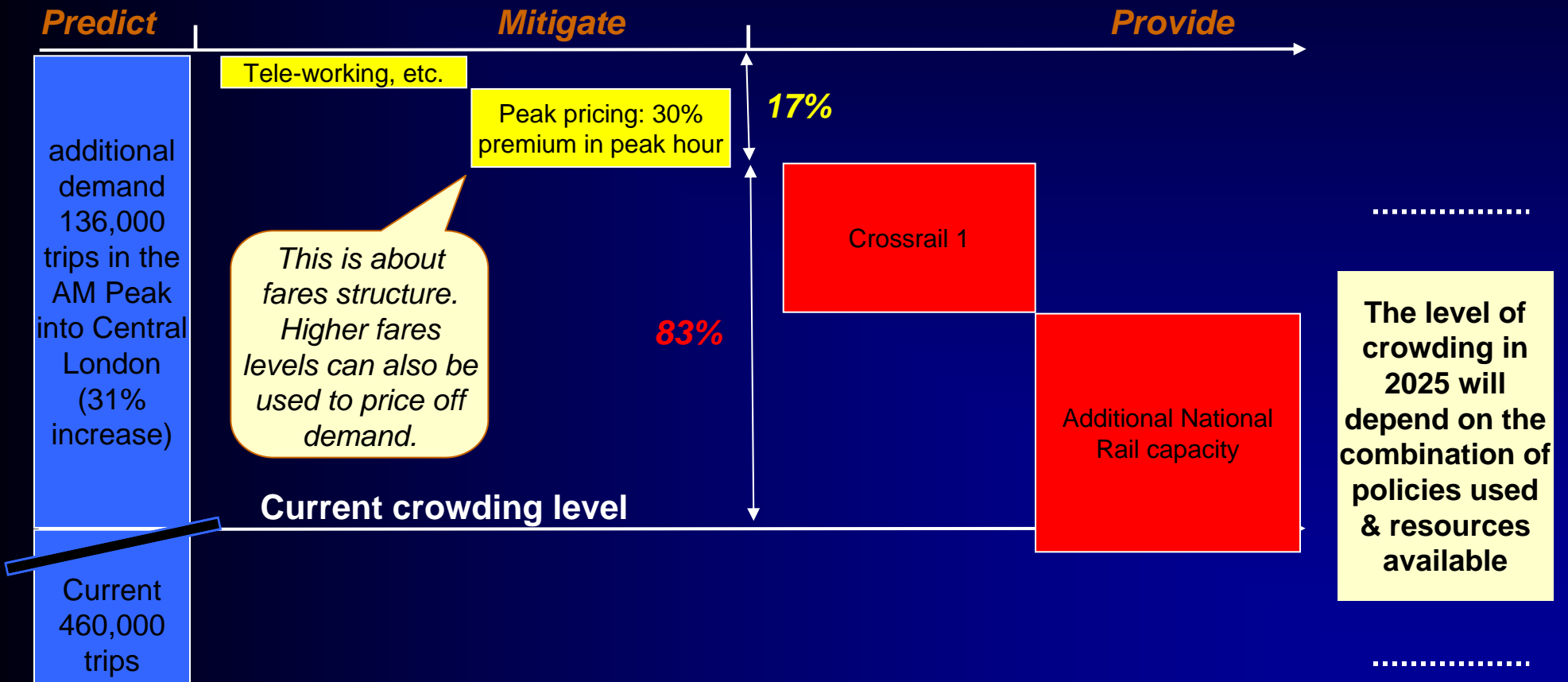
Accessibility

- Match LU plans for expansion in step free stations
- At least 4 trains every hour all day at most stations
- Reducing journey times
- Secure stations and trains

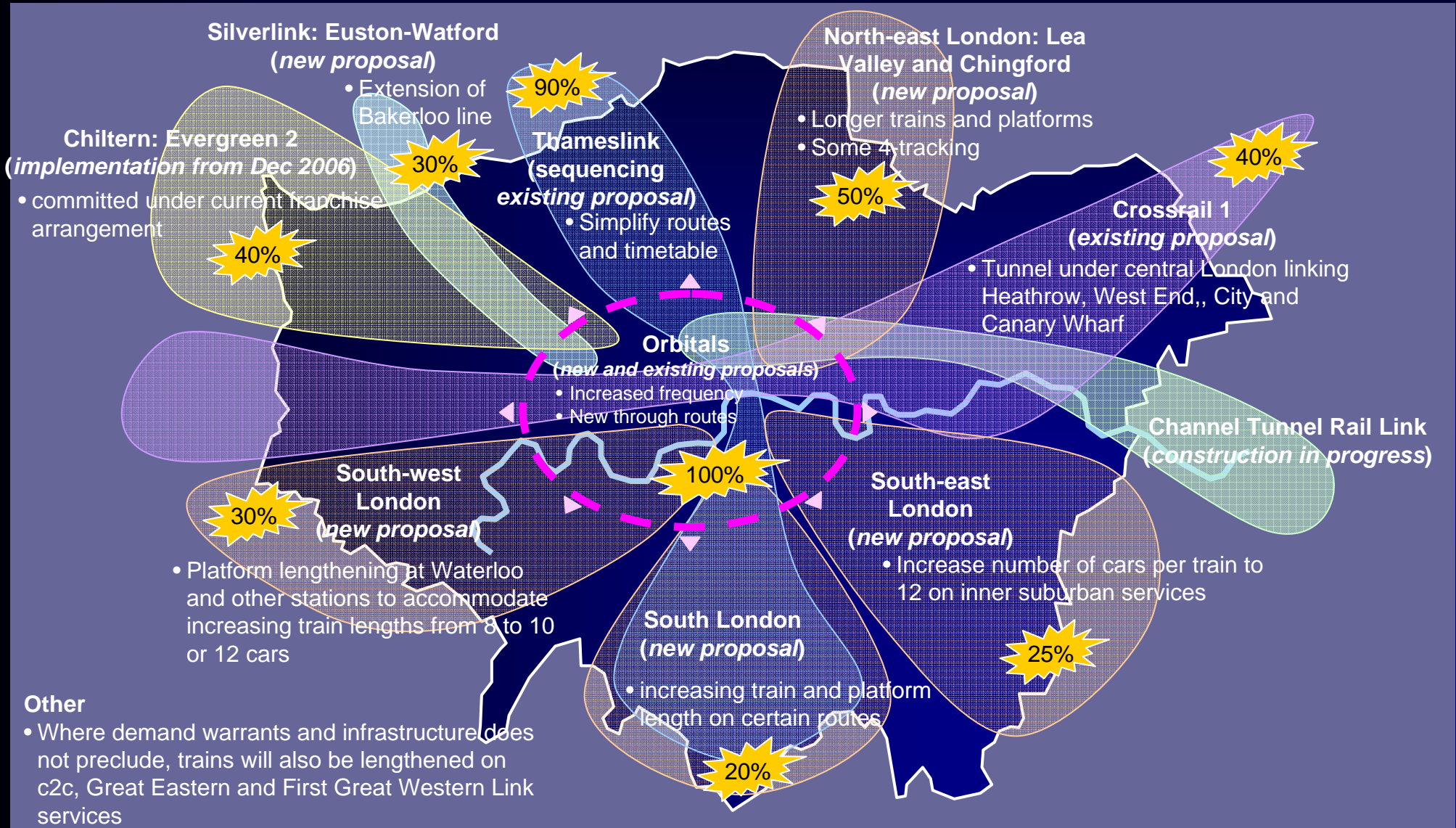
Beyond Rail 2025

- Further orbital routes
- Seamless information, way-finding and ticketing

Pricing policy as well as other demand management may help but the additional capacity required is still substantial



Aide memoire – London’s anticipated rail demand growth can be accommodated through a combination of already-planned work, modified projects and new proposals



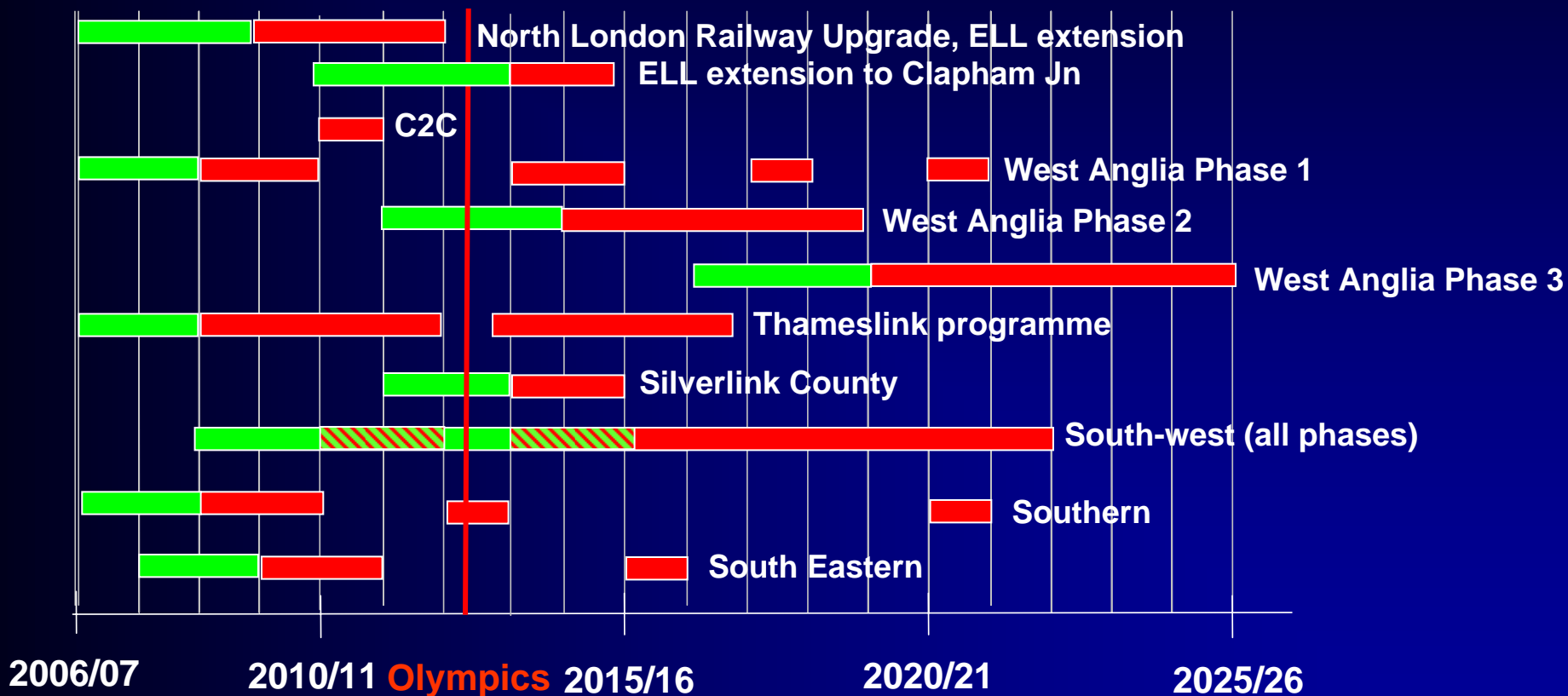
TfL have considered where capacity upgrades are required and their timing and staging

- Factors behind the phasing rationale include:
 - Keeping expenditure levels for both infrastructure works and rolling stock fairly even and at ‘affordable’ levels
 - Current crowding levels and forecast demand change over the period to 2025
 - Value for money of the works required
 - Ease of delivery
 - Synergy with Network Rail renewals and/or other projects (such as East London line extension)
 - Current project GRIP status (notably Thameslink programme, also Crossrail line 1)
 - Dependencies and imperatives (such as the Olympics)
- This has informed our emerging input to the DfT 30 year strategy and ‘high level output statement’



We've updated our illustrative timescales for key Rail 2025 projects

Five year funding "control period"

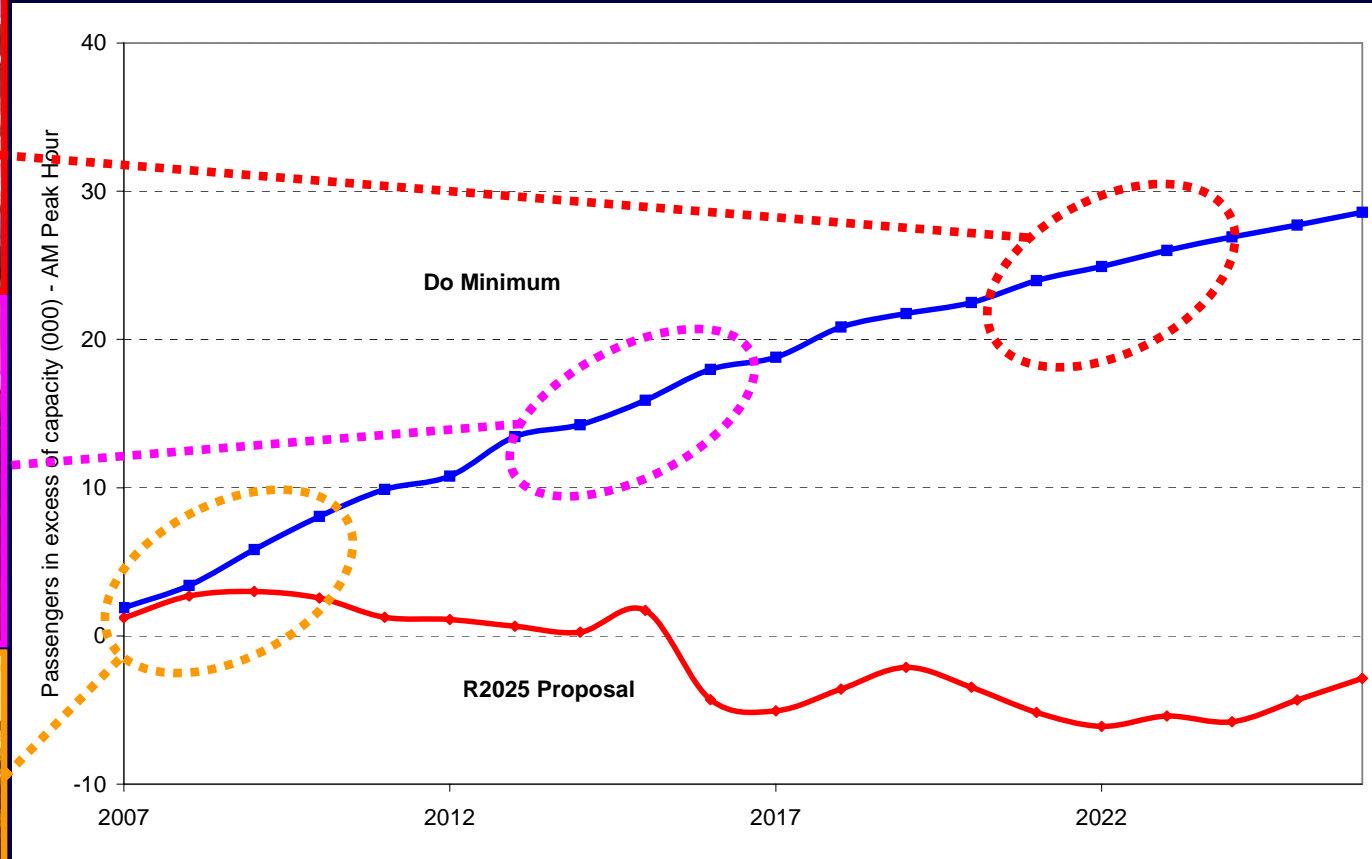


KEY

- Time taken to develop upgrade proposal
- Time taken to implement upgrade proposal



In contrast, doing nothing will lead to ever greater on-train crowding



Impacts:

- Greater passenger discomfort
- Slower journey times
- Knock-on to London's competitiveness



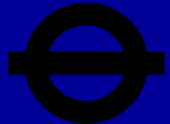
The addition of wider economic benefits to Rail 2025's appraisal increases its benefit cost ratio to nearly 7:1 through quantifying benefits and reducing the net cost

		conventional appraisal	appraisal including wider economic benefits
		£bn PV	£bn PV
total transport user benefits - conventional appraisal	a	13.9	13.9
wider economic benefits	b	0.0	5.6
total benefits	c=a+b	13.9	19.5
capital costs	d	-6.6	-6.6
operating costs	e	-1.8	-1.8
bus cost savings	f	0.7	0.7
Exchequer consequences of higher output	g	0.0	2.7
revenue	h	2.1	2.1
Net financial effect	i=sum(d..h)	-5.6	-2.8
Net social benefit	j=c+i	8.3	16.7
benefit cost ratio	k=-c/i	2.5	6.9

No change to user benefits

Total benefits up by £5.6bn

Net cost falls by £2.7bn



Together, the proposals would bring benefits to London, fitting with the Government & Mayor's strategic objectives



Supporting sustainable economic development

- Accommodates population and employment growth and reduces crowding
- Transport benefit cost ratio is over 2 : 1
- Supports London's world-beating finance and business service yielding £5.6bn GDP benefits and £2.7bn more tax receipts



Improving social inclusion

- Enhances access to jobs and services: CrossRail 1 brings 90,000 more Londoners within 45 minutes of their employment, rest of Rail 2025 another 32,000
- Greater step-free access and reduced barriers to usage such as poor personal security. Proposals serve the most deprived wards disproportionately

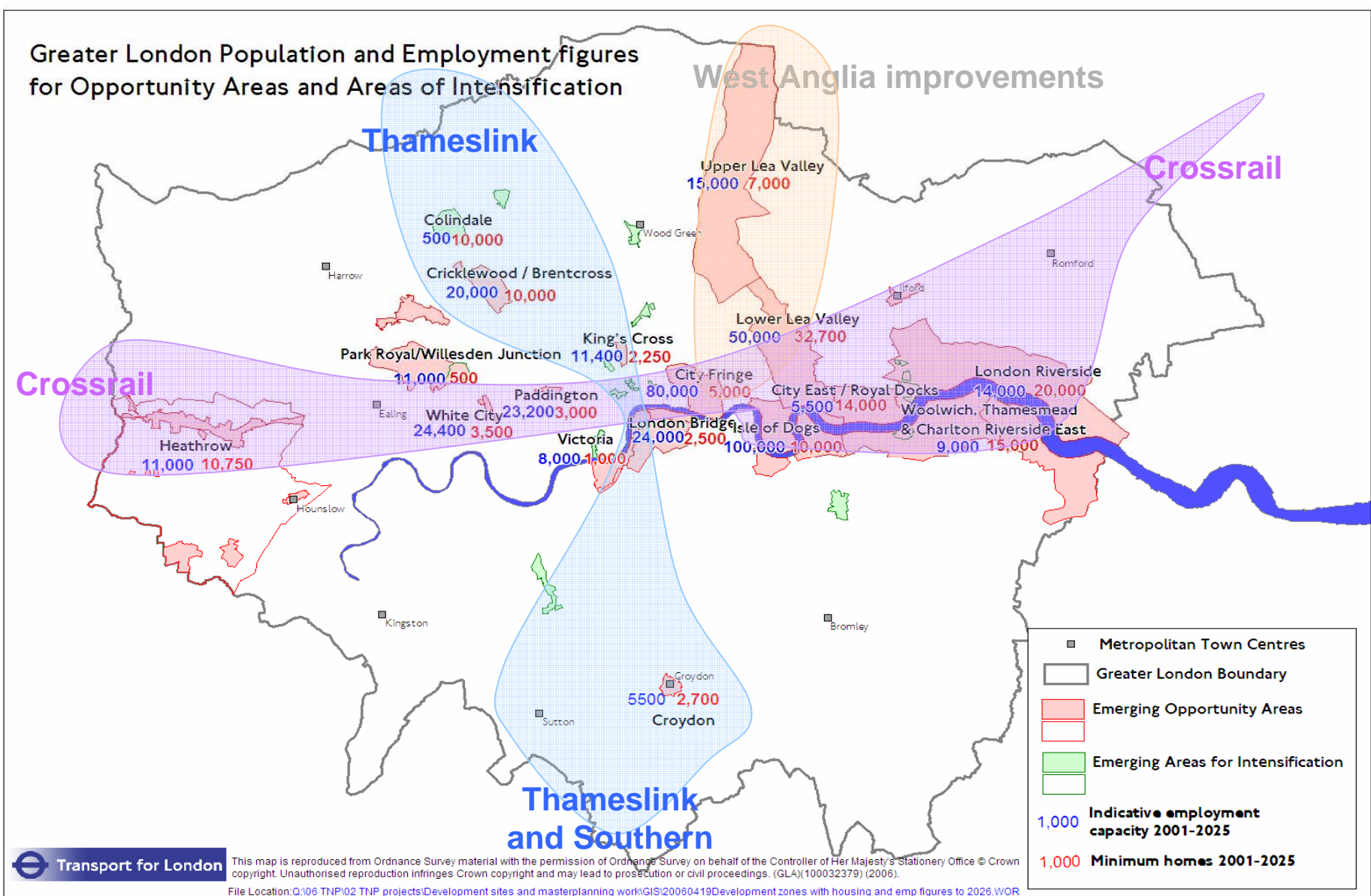


Tackling climate change and enhancing the environment

- Better rail alternatives in inner London leads to a 1% mode share shift from cars
- Shift from the private car, reducing greenhouse gas emissions by 0.9%



The proposals link well with the areas in the London Plan selected for regeneration



Governance processes can help to deliver this vision, but funding remains a problem

- TfL now lets the concession for North and East London lines
 - Ideas reflected in the concession
- TfL responses to Network Rail's initial strategic business plan
 - Many ideas in common with Rail 2025
- Our submission to the Government's *comprehensive spending review* and DfT *30 Year Rail Strategy* and White Paper
 - We have written a "statement of case"
- TfL's responses to Network Rail's Route Utilisation Strategies and DfT's re-franchising processes
 - Proposed Mayor's rail powers give us a greater opportunities
- Continue with partners to seek powers and fund Crossrail 1
- Working to make proposals part of key planning documents such as the London Plan
 - They appear in the revision's text and T2025 modelling
- Transport Innovation Fund process
 - We worked with Network Rail to develop a proposal on the Barking Gospel Oak line

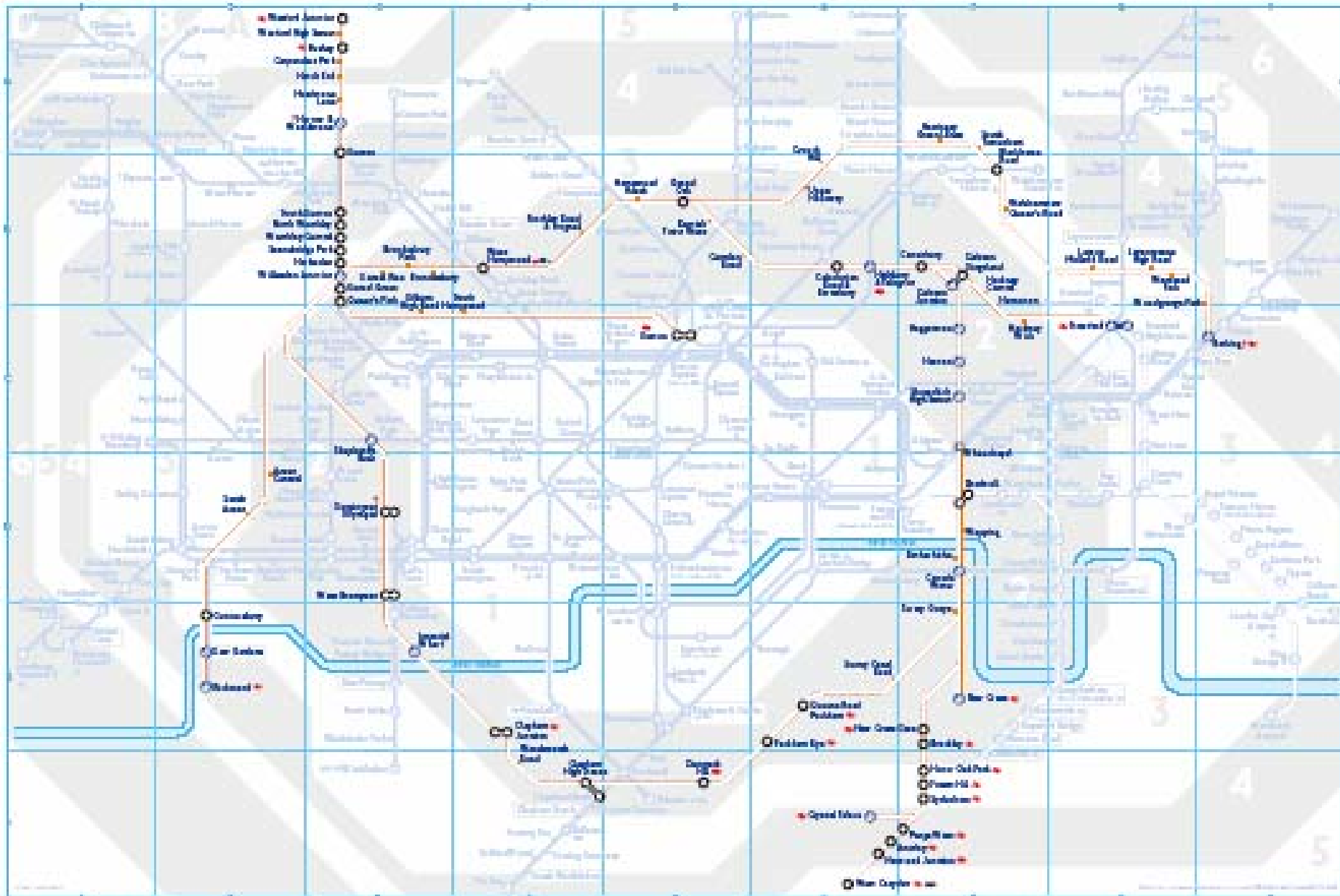
But the challenge is to obtain a steady level of funding over a twenty year period



We've started the process with the London Overground concession

Tube map 2010

- Bakerloo
 - Central
 - Circle
 - District
 - Hammersmith & City
 - Jubilee
 - Metropolitan
 - Northern
 - Piccadilly
 - Victoria
 - Waterloo & City
 - Underground
 - M25
 - National Rail
- Interchange station
 - Stop, bus and/or tram platform on the same
 - Cross London National Rail
 - + Cross London bus and tram station
 - Cross London bus and tram station
 - Cross London bus and tram station
 - Location still open
 - Interchange still open
 - Single station line station
 - Single station
 - Closed to
 - Station to be abolished
 - Station to be closed
- 10
 - 9
 - 8
 - 7
 - 6
 - 5
 - 4
 - 3
 - 2
 - 1



Summary: TfL's simple eight point proposal alleviates capacity problems across London's network

1. New east-west rail link – Crossrail 1
2. Upgraded main north-south route – Thameslink – to provide longer and more frequent trains
3. Major upgrade of a London terminus – Waterloo – to accommodate longer trains
4. Package of other individual, relatively straightforward and low cost measures for the other radial routes
5. A linked orbital rail service
6. A sustainable capacity and routeing strategy for rail freight
7. Thames Gateway package, including DLR
8. 1,500 new rail cars to carry the growth

We want to progress the Rail 2025 projects and ensure they are included in some form in the DfT's 30 year strategy



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