

Thameslink Consortium 21 January 2010

1. Q&A
2. Department for Transport
3. Network Rail
4. First Capital Connect

Thameslink Annual Consortium Meeting – 21 January 2010

1. Mark Miller	Chairman Thameslink Consortium
2. Trevor Mason	Hertfordshire County Council
3. Robert Stripe	Fen Line Users Association
4. Jamie Dallen	West Sussex County Council
5. Geoff Walters	Medway Council
6. Peter Jermany	West Norfolk and Kings Lynn
7. Brian Long	West Norfolk and Kings Lynn
8. Mike Hedderly	Hampshire County Council
9. Stephen Gasche	Kent County Council
10. John Phillips	Tandridge District Council
11. Derrick Coffee	Campaign for Better Transport East Sussex
12. Eric Morgan	Tandridge District Council
13. Stewart Saunders	Croydon Borough Council
14. Rachel Barker	South East Partnership Board
15. Peter Wakefield	Railfuture, East Anglia
16. John Henderson	Railfuture, East Anglia
17. Andrew Long	Bedford Commuters Association
18. Arthur Taylor	Bedford Commuters Association
19. Tim Barkley	Mid Sussex District Council
20. Mike Gibson	South Eastern Railway Company
21. Rob Smith	Network Rail
22. Keith Dyll	Railfuture, London and South East
23. David Berman	Railfuture, London and South East
24. Roger Perkins	First Capital Connect
25. Mark Stanistreet	Department for Transport
26. Marcus Parry	Peterborough Borough Council
27. Tessa Sweet-Escott	East Sussex County Council
28. Sheena Lamont	East of England Regional Assembly
29. Neil Middleton	APTU
30. Graham Goodwin	Network Rail
31. Eshwyn Prabhu	Islington Borough Council
32. Paul Adams	Seaspace (SEEDA)
33. Adrian Holloway	Bedford Borough Council
34. Paul Everard	Welwyn and Hatfield Borough Council
35. Kathleen O'Malley	Network Rail
36. James Gleave	Central Bedfordshire Council
37. Andrew Phipps	City of London Corporation
38. Gillian Cadd	City of London Corporation
39. John Slaughter	Wandsworth Borough Council
40. Chris Burton	Railfuture, East Anglia

APOLOGIES

Barbara Childs	Horsham District Council
Tim Pilsbury	Guildford Borough Council
Stephen Joseph	Campaign for Better Transport

Matthew Rheinberg
Kelvin Hopkins
David Newbold
Clive Cheeseman
Paul Spelzini

Terence Neville
Nigel Everleigh

TFL
MP
Wellingborough Borough Council
Maidstone Borough Council
Potters Bar and St Albans Rail Users
Group
Enfield Borough Council
Wealden Borough Council

Questions and Answers

Q1 (Mark Miller) Will the delivery of the Thameslink Programme be affected by the current and future public spending squeeze?

A1 No, at the moment the Department for Transport and Network Rail are working to agreed deadlines. Funding and deadlines are still on track with the overall vision. The DfT are working closely with industry partners to ensure the programme is affordable and within budget.

Q2 Have First Capital Connect been involved in the new procurement specifications for rolling stock? Will there be outer and inner metro train specifications?

A2 Yes, FCC has been working closely with the Department for Transport on both 180 and 240 meter length carriage configurations.

Q3 (Andrew Long) Will the new trains have plug in doors, rather than sliding doors which were prone to freezing?

A3 Sliding doors have been specified as they provide the best dwell time performance. We will see some 12 car operations in December 2011 as part of Key output 1, the rest after Key output 2 when London Bridge is remodelled. All in all there will be up to 1200 new carriages.

Q4 When will the Timetable be consulted upon for the new "Thameslink" franchise?

A4 Consultation should be undertaken in 2011/12. The timetable of rolling stock renewals is: Autumn 2010 award of the new rolling stock contract, and delivery of all new trains in late 2013.

Q5 (Andy Phipps) Does the rolling stock specification contain Automatic Train Operating systems to ensure 24 trains per hour running?

A5 Yes to ensure the reliability promised.

Q6 (Paul Adams) The loss of one train per hour from Hastings to London is unacceptable, as it now terminates at Tunbridge Wells. There is a problem of 12 car trains running south of Tunbridge Wells. Do we need fixed formation carriages?

A6 The Department for Transport is aware of the problem. In the procurement process the specifications have focussed on delivering the highest capacity requirements, hence the need for fixed 8 and 12 car trains.

Q7 (Tessa Sweet-Escott) East Sussex supports the need to keep the Hastings to London service with at least an 8 car train as part of the Sussex Route Utilisation Strategy response. Will the routes of the new franchise serve Eastbourne?

A7 The Route Utilisation Strategy is a document produced by Network Rail. The Department for Transport will undertake the consultation for the new "Thameslink" franchise and it is still possible that other routes may be included in line with the aspirations of the TWA. Nothing at this stage is hard wired.

Q8 (Eshwyn Prabhu) How are you addressing the reliability issues of 24 trains per hour in each direction objectives? Are there any likely future industrial relations issues which may affect this?

A8 The new specifications for trains aim to include high performance specifications to ensure reliability. Opportunities have been taken to debug some infrastructure reliability issues as the project progresses and build in reliability strengthening. Network Rail has replaced kit where necessary achieving a 91.6% ppm level. Overhead lines have been lengthened at City Thameslink to help the changeover between power supplies. All DC voltage equipment at Farringdon has been replaced. City Thameslink and Blackfriars have had an upgraded DC voltage substation built to help fulfil 12 coach operations and beyond. Industrial relations should have no bearing on reliability. Drivers will still be responsible for doors, but otherwise everything else will be automated. More drivers are being recruited for October 2010 and trained on all new routes. Previous Industrial Relations problems centred on pay and staff working to their contract conditions only, but now new drivers are returning to rest day and overtime working. FCC acknowledges it has failed to provide the service because of this and the late arrival of new trains. FCC will fully resource the new franchise if it wins it.

Q9 (Arthur Taylor) Will 319s be cascaded before we have the new fleet in?

A9 No, as there would not be enough trains to meet the current service requirements.

Q10 (Jamie Dallen) West Sussex has a similar concern about the future exclusion of Littlehampton from the Thameslink network as specified in the Sussex Route Utilisation Strategy.

A10 Clarity on this will come through the Department for Transport consultation.

Q11 (Chris Burton) There is an issue about Thameslink trains possibly only running on 90 mph tracks beyond Stevenage towards Peterborough because Great Northern have taken the fast track paths. Will Network Rail look at upgrading the tracks here to take faster Thameslink trains and reduce journey times?

A11 Graham Goodwin will investigate. The Department for Transport meets with the IEP (Inter-city Express Programme anyway and the issue has been raised in the reopened East Coast Route Utilisation Strategy.

Q12 (Mike Hedderly) Is there a synergy between Thameslink and Crossrail? Where are the locations for the Thameslink depots?

A12 Mark Stanistreet will investigate. The depots are proposed for Hornsey and Three Bridges.

Q13 (Stephen Gasche) Would routings to Maidstone East be with 8 or 12 cars?

A13 They are likely to be 8 cars only.

Q14 (Paul Everard) When are the works on the Great Northern line timetabled?

A14 Currently as part of Key Output 2, which starts post Olympics, but Graham Goodwin will investigate.

Q15 (John Henderson) What plans have been formulated for validating Automated Train Operating Systems off site to avoid problems in the first days of operation?

A15 The new design for Automated Train Operating is an integral part of delivering the overall Programme of Works. The team responsible for this have already met with colleagues from the Jubilee Line to learn lessons from its introduction there. Trains will test the new system on a section of track on the Hertford loop of the Great Northern route.

Q16 (John Slaughter) Is the proposed curtailment of the Wimbledon Loop services at Blackfriars still likely?

A6 The proposal to terminate the Wimbledon Loop services at Blackfriars still provides the best operating solution in terms of conflicts of track crossing, as recommended in the South London RUS but it is still possible to look at this alongside other future ideas.

Q17 (John Henderson) There is concern that fixed carriage formations may not provide the operational flexibility the new franchise may require.

A17 The Department for Transport policy wants to gain maximum capacity with fixed formations.

Q18 Will 12 car formations operate on a slow timetable south of St Albans because platform extensions and fast tracks not being in place?

A18 This has not been set beyond 2011 yet. Network Rail will build what is specified in the proposed patterns including all stations due to be equipped for 12 car trains. Graham Goodwin will investigate the potential of 12 car services on the fast lines south of St Albans.

Q19 (Keith Dove) There were concerns that no dialogue had occurred between Network Rail and the Highways Agency about the retaining wall and other works outside the limits of deviation at Luton.

A19 There was dialogue, especially about the Bridge Slide, which Graham Goodwin is happy to discuss with Keith.

Q20 (John Phillips) Will services from East Croydon only go to London Bridge?

A20 We are still working on ideas about London Bridge.

Q21 Bedford depot is still available for Thameslink use, as it could be helpful in addressing problems in the north. Is it likely to be closed?

A21 Procurement of rolling stock and maintenance is still out to tender. The successful bidder may or may not use the new proposed depots as it is down to it to sort out the preferred system of maintenance. Bedford depot could still be used for cleaning but is not large enough for 12 car train maintenance.

Q22 (Andrew Long) What is the implication if Transport for London wish to make part of the new "Thameslink" franchise into an inner suburban service of the London Overground?

A22 Different train specifications are out to tender for the inner suburban and longer distance services, but Mark Stainistreet will find out about Transport for London's aspirations.

Mark Miller reiterated the need for all representatives to ensure their aspirations were sent both to Network Rail and the Department for Transport now to help inform future service patterns. However, the key timings would centre around consultation for the new franchise which will occur in 2011/2010.

With agreement from the floor there would be a further Annual Consortium Meeting at the end of 2010/early 2011 and another liaison group meeting in June/July 2010

Thameslink Programme

Briefing to The Thameslink Consortium
The Guildhall 21st January 2010

Thameslink Programme Update

Update



- Objectives
- Progress to date
- Service Specification development
- Rolling stock update

Objectives



The objectives of the Thameslink Programme are to:

- reduce overcrowding on Thameslink and other commuter services
- reduce overcrowding on London Underground (LU)
- reduce the need for interchange between main-line and LU train services
- provide for the introduction of new cross-London services, so improving public transport accessibility in south east England

Objectives



- Thameslink Vision

Increased capacity – longer trains, up to 240m length

A highly reliable 24 trains per hour peak period service through the central London core

Optimised whole life project costs and whole industry costs (including operational and maintenance costs)

Progress to date



- Key Output 0 (22 March 2009)

Timetable Change

Extra Peak seats as a benefit

23 Class 377/5's into service during 2009

Industry Cooperation

Progress to date



- Key Output 1

Extending platforms MML

Remodelling of Farringdon

Reconstruction of Blackfriars and LUL

Railway systems enhancements

12 car operation delivered by 2011

Progress to date



- Key Output 2

Delivers full functionality

Major Reconstruction of London Bridge Station

Signalling enhancements

New depots and stabling

Fleet of new trains, up to 1200 vehicles

Service Specification development



- Development Timetable

Cross industry working group leading

NR undertaking the development timetable

Work needs to retain flexibility

DfT will consult with the Stakeholders and industry in defining the new franchise specification

Rolling stock update



- Rolling Stock procurement

October saw the selection of two bidders to go forward

Now in intensive period of negotiation

Award of contract Autumn 2010

Order approximately 1200 vehicles

First train onto the network in late 2013

In Summary



- Summary

Rolling Stock procurement is underway

Development of the timetable is underway

Considerable work is now taking place

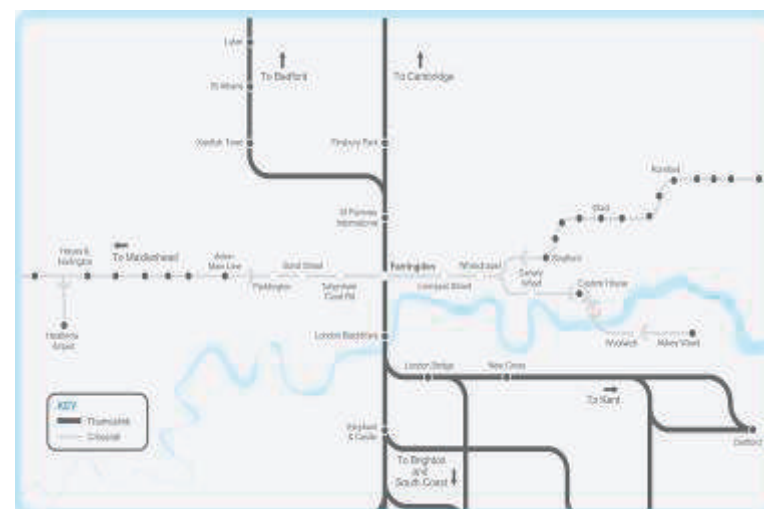
DfT representatives from the Thameslink Team are willing to be involved in future Consortium meetings

Graham Goodwin

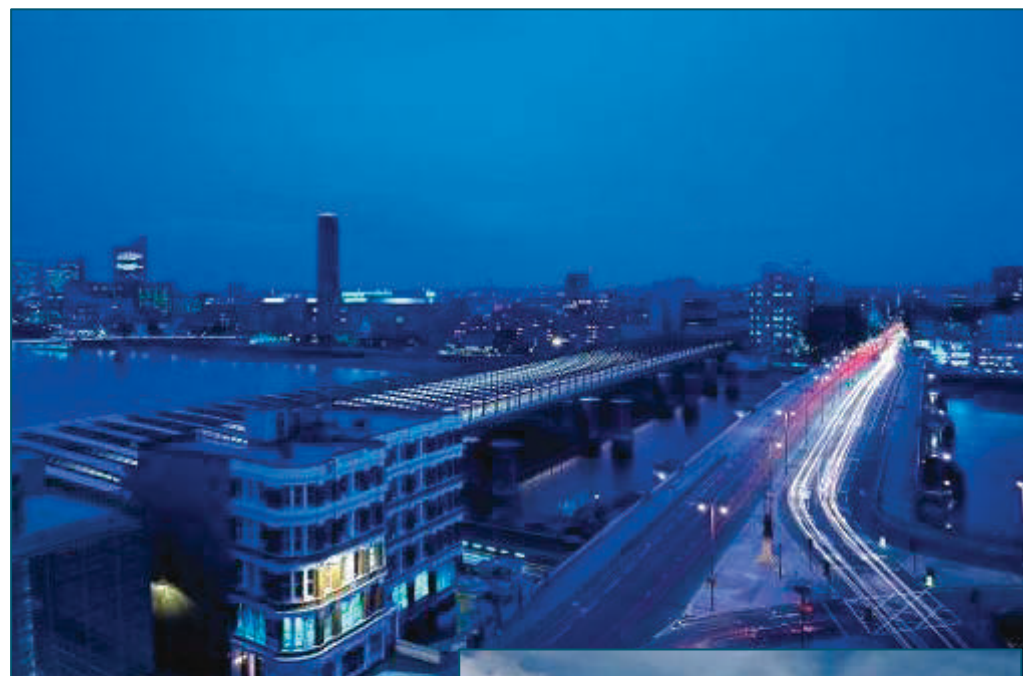
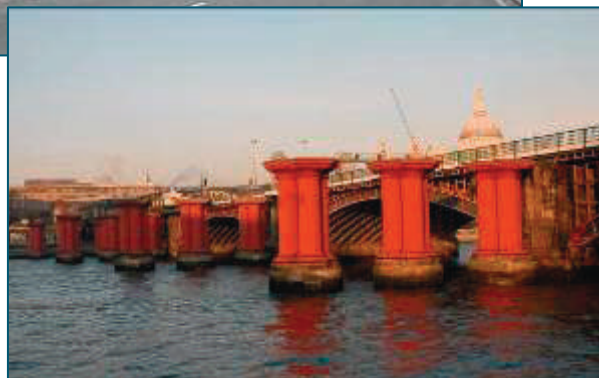
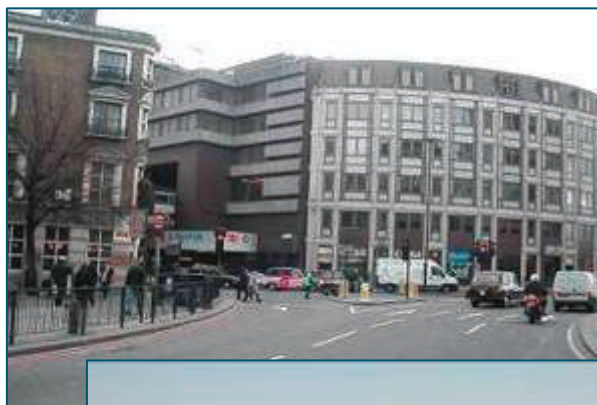
Thameslink Consortium AGM – 12 January 2010

What will Thameslink deliver?

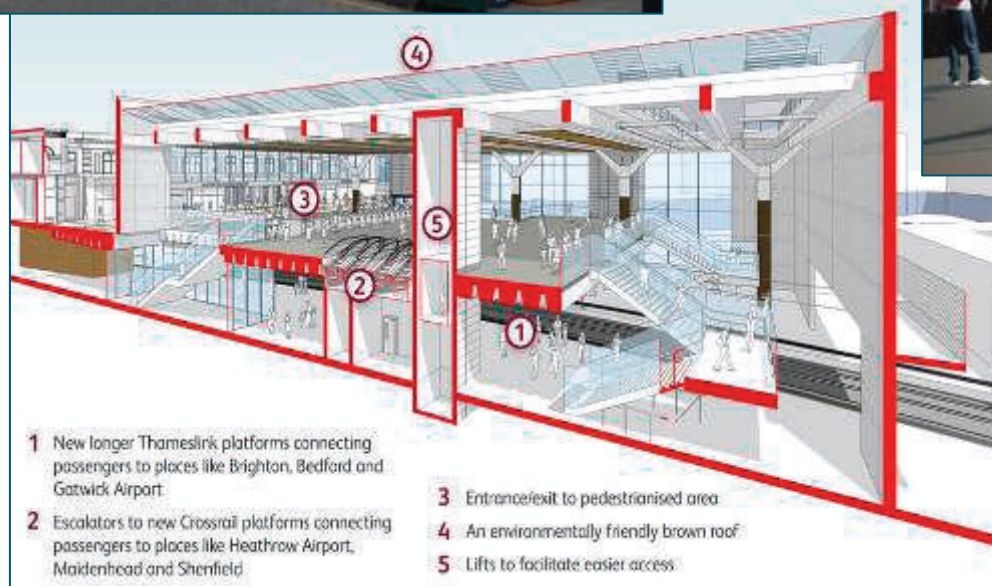
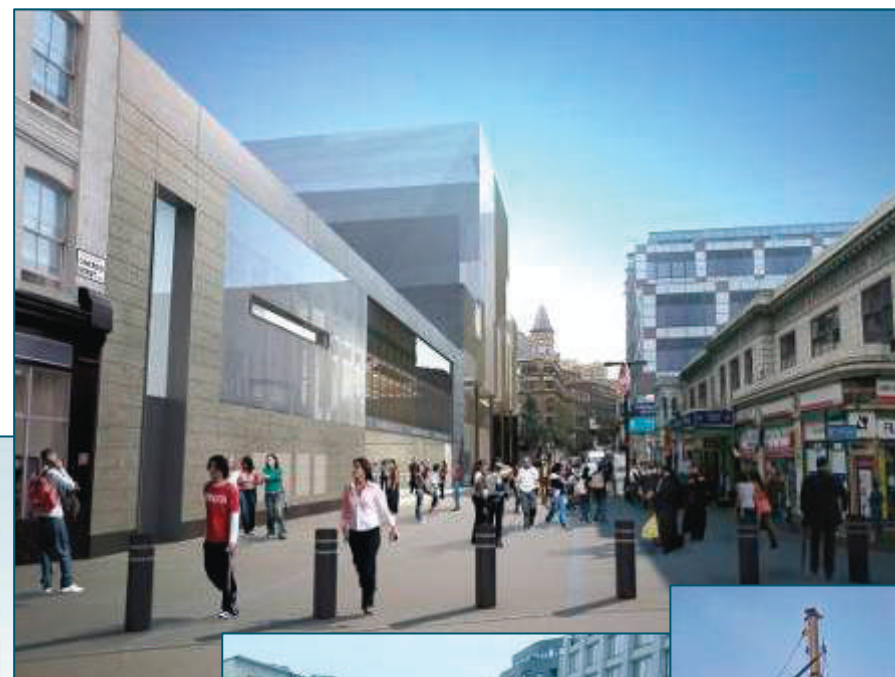
- Reduce overcrowding on Thameslink and other cross London services
- Reduce overcrowding on the Underground
- Reduce the need for interchange between main line and underground services
- Enable introduction of new cross-London services
- Facilitate dispersal of passengers from St Pancras International



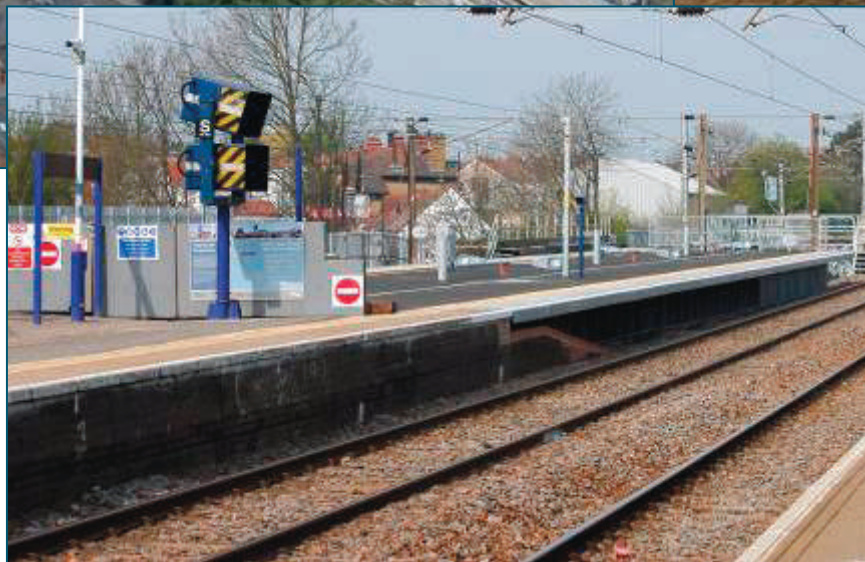
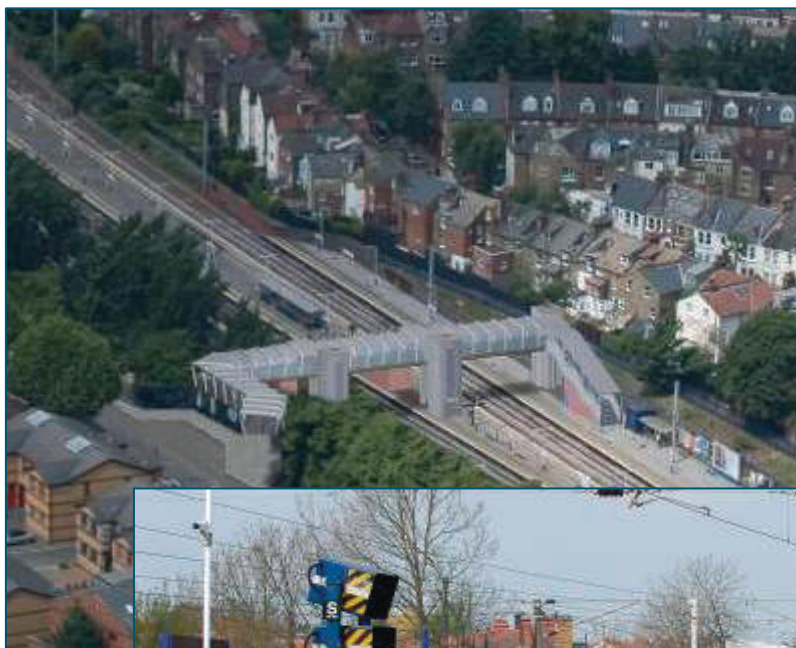
Blackfriars past and future



Farringdon Present and Future



12 car capability across the route



Work is well underway



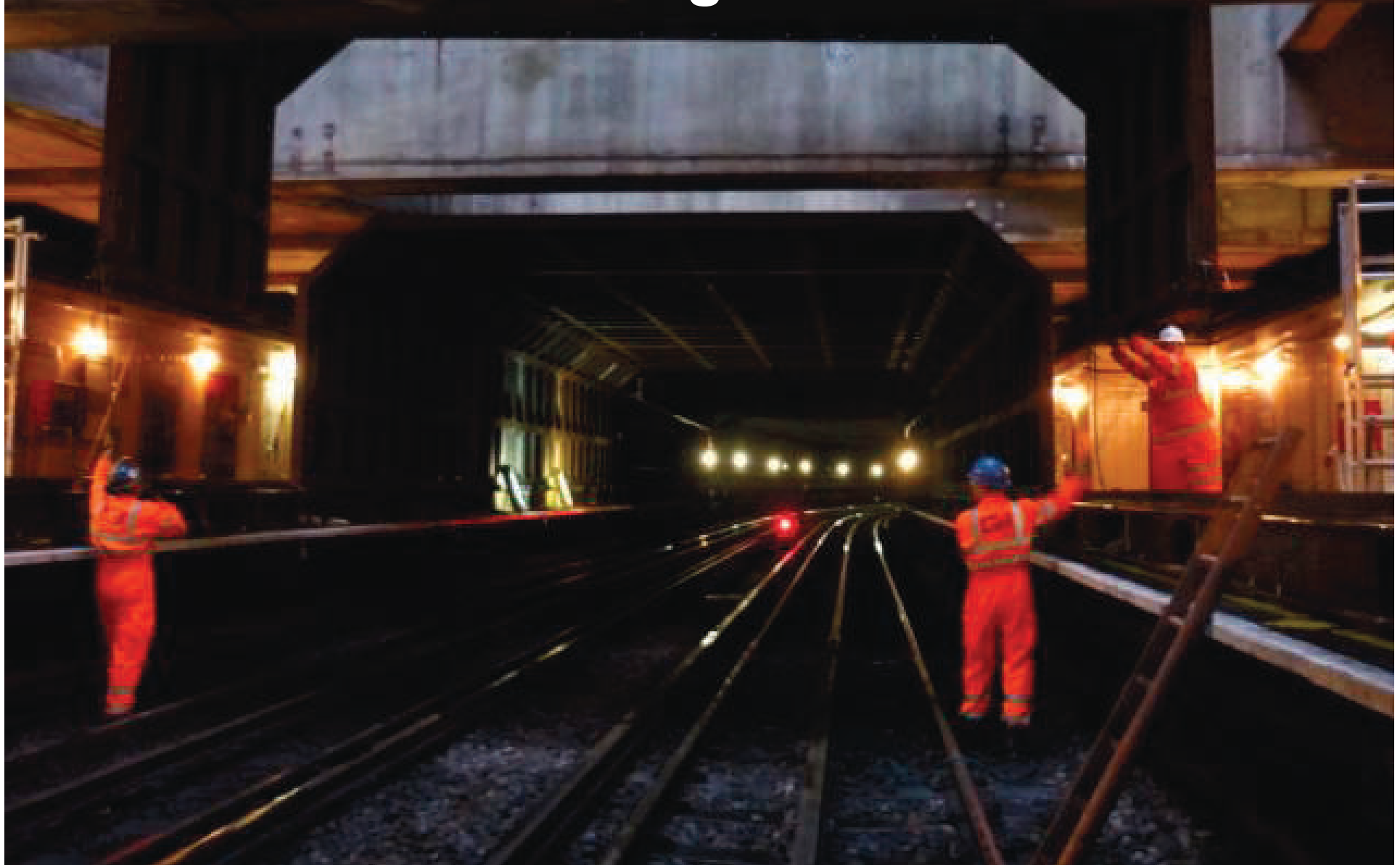


**Temporary staircase from
Blackfriars railway station
to Queen Victoria St**

**New temporary
footbridge being lifted in
to Blackfriars railway
station**



Track Protection Structure (TPS) being lifted into the underground station









Time lapse one – work at BF to date

Blackfriars railway bridge

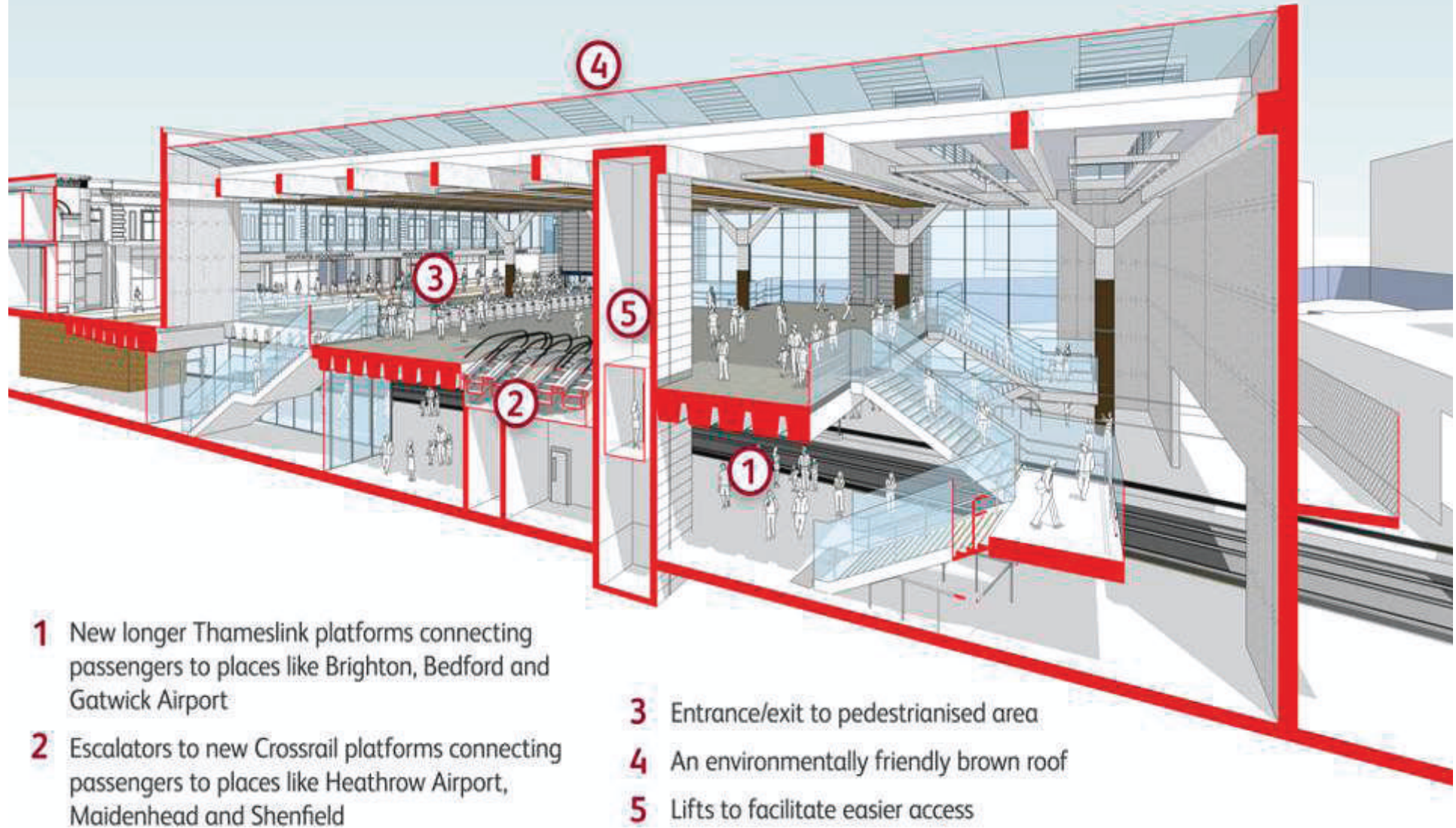


**Rib end
before
and after
repair**





New Farringdon Station Plans





**New Turnmill Street entrance
and concourse**





Diverting the Fleet Sewer

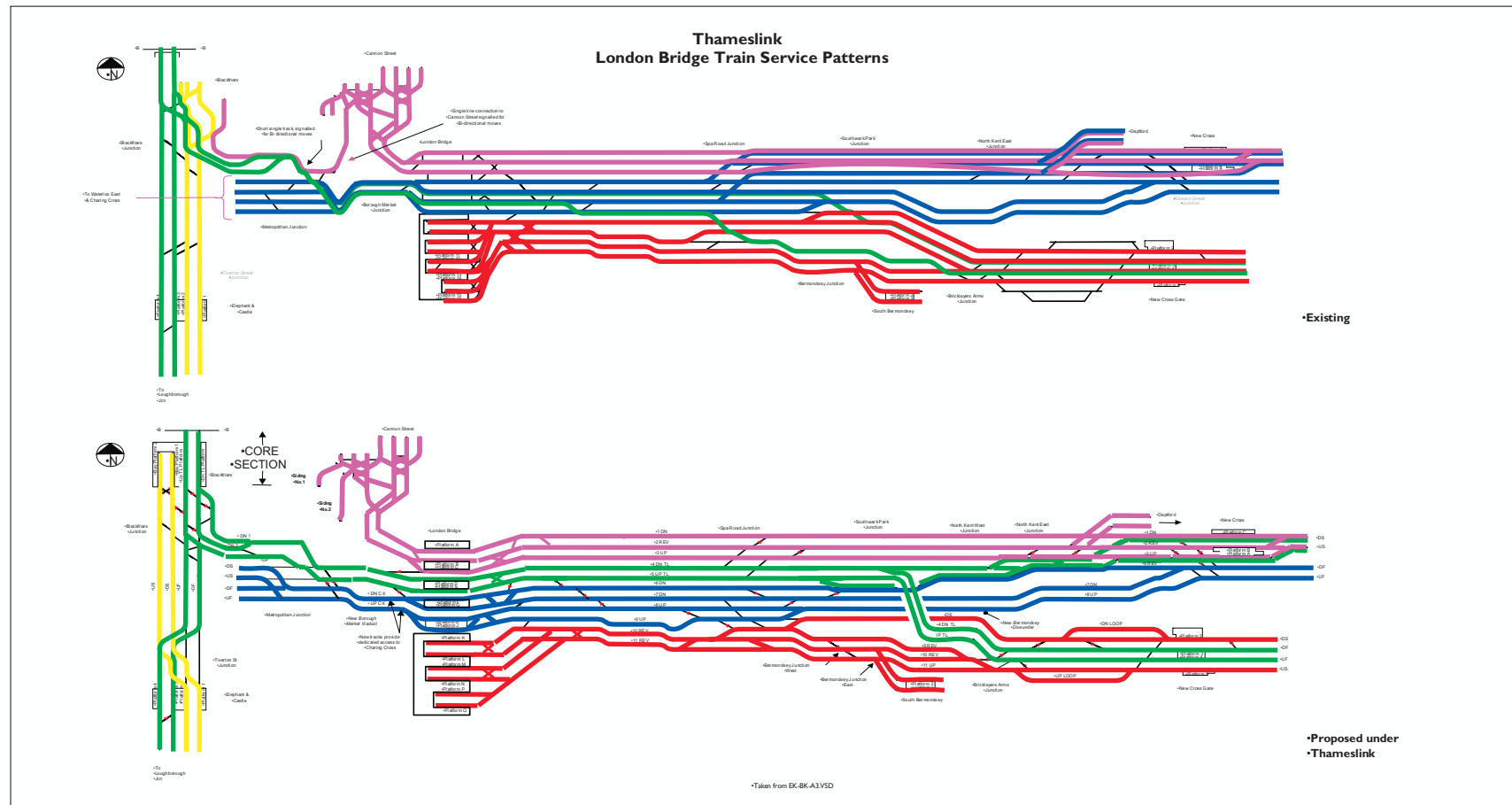


Fishplate installation

London Bridge



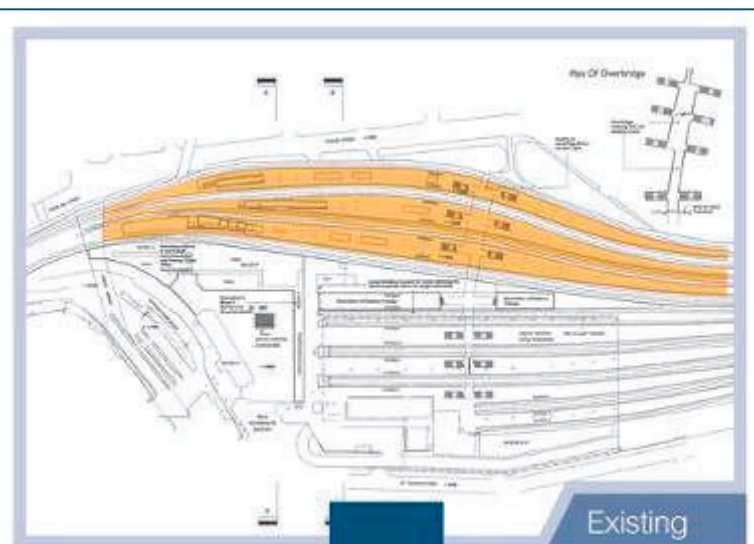
Traffic flows through London Bridge



Borough Viaduct



Future London Bridge



Working at Borough Market



**Jubilee Market
up and running**

**Three Crown
Square ready
for works**





Crown Square ready for works

Jubilee Market in operation



The Shard of Glass



Shard Concourse Interface



NetworkRail



thank you

www.networkrail.co.uk/thameslink
www.thameslinkprogramme.co.uk

Enter the trains

Roger Perkins, First Capital Connect

Crikey! Telling it how it is

City Thameslink – we love you!

From 22 March, platforms 1-3 will close at Blackfriars railway station.

Rush-hour crowds may delay you. All trains still run to Blackfriars. But all trains will also run to City Thameslink. City Thameslink costs no more to reach, is modern, spacious and only 3-4 minutes' walk away!



Beat the crowds – use City Thameslink!

Blackfriars is being rebuilt as part of the Thameslink Programme to take 50% longer 12-carriage trains. Find out more at: thameslinkprogramme.co.uk



Keep in touch.

thameslinkprogramme.co.uk

Heads up!

The Thameslink Programme is here, which means loads of work to bring you a better railway. But long-term gain means short-term pain. Have a cuppa on us while we tell you what's up at thameslinkprogramme.co.uk

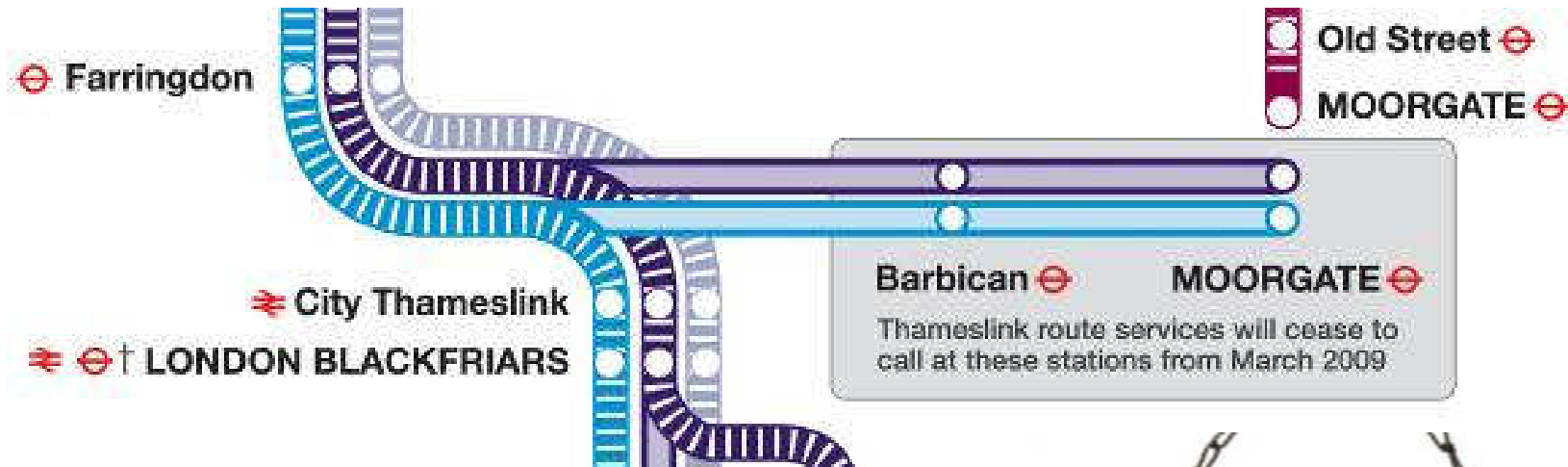
WIN
a luxury ski break!
See website for details

Something brewing?



Find out more at: thameslinkprogramme.co.uk

The story so far...



- New timetable March '09
- Closure of Moorgate branch
- New routes to south-east London and Kent



More trains were absolutely vital



But Electrostars were missing



- Rail industry working together
- 2,475 more seats

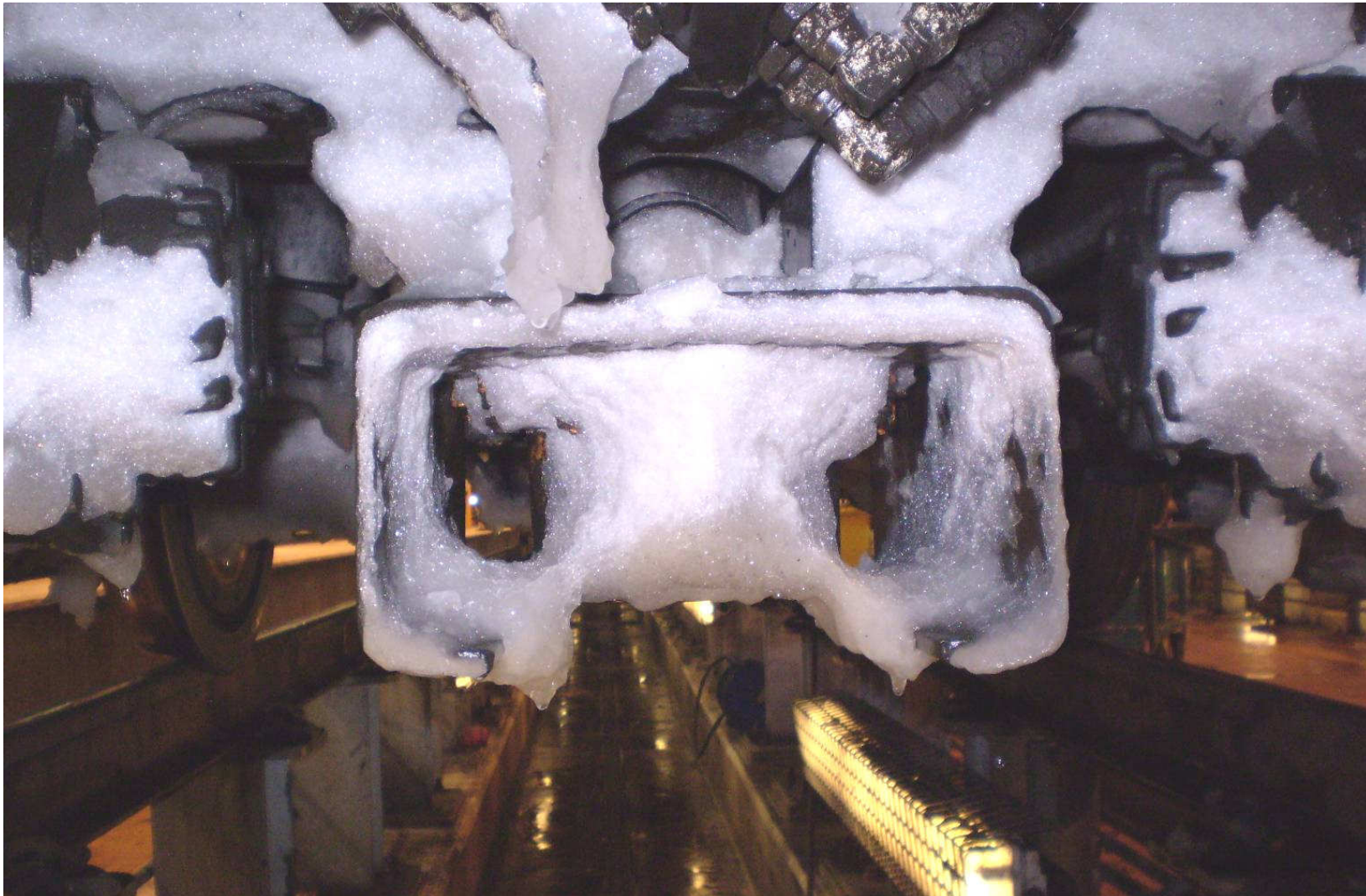


Huge stress on existing fleet

- Reliability hit
- Class 319 refresh and traction motor overhaul programmes put on hold February – August 09



Freezing conditions



Freezing conditions



Reliability of the new trains



Entire fleet at last

