



## **Political Update – June 2008**

Climate Change.....	4
Freight.....	4
Rail Fares.....	4
Sheffield London Line.....	5
Thameslink.....	5
Severn Tunnel Action Group.....	6
Longer and Heavier Goods Vehicles.....	7
Railway Heritage Committee.....	7
Climate Change.....	7
Rail Passenger Security.....	8
Concessionary Fares.....	8
St. Pancras.....	8
Rail Freight.....	8
Rail Services.....	9
Midland Main Railway Line: Rolling Stock.....	9
Railways: Cumbria.....	9
Railways: Finance.....	9
Railways: Trent Valley.....	9
Skipton to Colne Railway Line.....	10
Waterloo Station.....	10
Railways: Finance.....	11
Intercity Express Programme.....	11
Railway Stations.....	11
Railway Stations: Crimes of Violence.....	11
Railway Stations: Leeds.....	12
Rolling Stock: Costs.....	12
Rolling Stock: Procurement.....	12
Thameslink: Rolling Stock.....	12
Electrification.....	13
Public Transport.....	13
Railways: Fares.....	13
Railways: Franchises.....	14
Transport: Exhaust Emissions.....	14
London Underground: Public Private Partnership.....	15
Railways: South East.....	15
Railways: Wales.....	16

Political Party Funding.....	17
Railway Stations.....	17
Railways: Bus Services.....	17
Railways: Fares.....	18
Railways: Greater London.....	18
Rolling Stock: Procurement.....	19
Trains.....	19
West Coast Railway Line: Fares.....	20
Railway Stations.....	20
Departmental Travel Policy.....	21
Railways: Standards.....	21
Thameslink Railway Line: Rolling Stock.....	22
Railways: Standards.....	22
Liverpool Street-Chelmsford Railway Line.....	23
Railways.....	23
Railways: Greater London.....	23
Great Western Trains.....	23
Great Western Trains: Rolling Stock.....	24
Railways: Rolling Stock.....	24
Railways.....	24
Railways: Electrification.....	25
Railways: Finance.....	25
Railways: Overcrowding.....	26
Railways: Rolling Stock.....	27
Railways: Scotland.....	27
Rolling Stock: Procurement.....	28
Railways: South East.....	28
Electrification.....	28
Great Western Trains: Standards.....	29
Railways: Lancashire.....	30
Railways: Voluntary Sector.....	31
Liverpool Street to Chelmsford Railway Line.....	31
Network Rail: Pay.....	31
Waterloo Station.....	32
Railways: Fares.....	33
Railways: Rolling Stock.....	33
Rolling Stock.....	33
Rolling Stock: Consultants.....	34
Transport: Bedfordshire.....	34
Electrification: Costs.....	35
East Coast Main Line.....	35
Great Western Trains.....	35
Great Western Trains: Standards.....	35
High Speed Trains: Consultants.....	36
Railways: Pensioners.....	36
Railways: Standards.....	36

Railways: West Midlands.....	36
Thameslink: Rolling Stock.....	37
Transport: Competition.....	37

## **Climate Change**

Mark Lazarowicz asked what account the DfT took of climate change in formulating transport policy to which Ruth Kelly replied that the UK needed to move from a fuel-intensive economy to one that is low carbon. She said that climate change was now one of the five overarching goals of transport policy, that the DfT must take account of the cost of carbon when making policy decisions and look at many further options for reducing transport emissions. Lazarowicz suggested that the commitment was undermined by the Government's pledge to airport expansion and that the current trend in fuel prices might do more to restrain air travel than anything the government might do in legislation. a rethink along the lines called for by the commission? Kelly said the government was championing in Europe a European emissions trading scheme whereby any increase in aviation emissions above the 2004-06 base level would have to be matched one for one by a reduction in carbon emissions elsewhere in the European economy, paid for by the aviation sector.

Plaid Cymru's Adam Price pointed out that 70% of the Scottish Government's transport budget is spent on sustainable public transport, and the Welsh Assembly's Sustainability Committee has urged the adoption of a similar target for Wales and asked how the DfT would configure the breakdown of expenditure between public transport and roads? Ruth Kelly replied that rail usage has increased by almost 50% since 1997, whereas traffic has increased by 12 per cent highlighting the £15 billion of investment in rail over the next five-year period. She added that the UK had the fastest growing railway in Europe and that the future would bring opportunities for reopening or making more use of lines and for encouraging more people to abandon their cars and think about alternative ways of moving around.

## **Freight**

Tory Stephen Hammond said rail freight accounts for only 2% of all freight transport emissions and that every tonne of freight carried by rail is estimated to produce at least 80 per cent. less carbon dioxide emissions than if road were used and asked why there no high-level output specification—HLOS—for rail freight. Ruth Kelly pointed out that the transport White Paper allocated £200 million towards a strategic rail freight network across this country and drew attention to her rejection larger, so-called super-lorries on British roads. and make sensible investment decisions, judging the impact on safety, but also considering the impact on carbon emissions and congestion.

## **Rail Fares**

Helen Southworth asked what steps the DfT had taken to simplify rail fares and make the rail system easier to use to which Ruth Kelly replied that a new system of simplified fares was announced in April this year and that she had asked

Passenger Focus to carry out a study to see how well the current system meets passenger expectations and to make recommendations about further improvements. Southworth also asked if the DfT would look again at a national railcard system for frequent users. Kelly said that one of the benefits of the new system is not just that the same type of ticket will be available from each train operating company, but that railcards will be equally valid across the network.

Louise Ellman asked Kelly if she was satisfied that the current fragmented rail system can respond adequately to passengers' concerns including ensuring that the simpler fares do not price people out of being able to book and travel on the same day. Kelly replied that for the first time in a generation the industry had a more stable structure, based on a secure financial footing, in which we are investing in increased capacity.

Andrew Love said that the Oyster card had been an enormous success since its introduction on the London underground network, yet the train operating companies were dragging their feet on the extension of the scheme to parts of outer London and asked what the DfT was doing about it. Kelly said she had raised the issue with the chair and chief executive of the Association of Train Operating Companies, which is in negotiations with Transport for London to find out how quickly Oyster cards can be introduced across the network, adding that there were commercial issues to work through.

### **Sheffield London Line**

Clive Betts drew attention to the £100 million scheme proposed by Network Rail to cut 10 minutes off the journey time between Sheffield and London on the midland main line pointing out that that scheme would cost only 1% of what was spent on the west coast main line but would yield 25% of its benefits in terms of journey time savings. He suggested it ought to be given favourable consideration by the Government. Tom Harris said it was not his job as Rail Minister to interpret the engineering benefits of the scheme; it is up to Network Rail and the Office of Rail Regulation, as he knows.

### **Thameslink**

Laura Moffatt asked how the DfT would ensure that the Thameslink renewal runs to time and to cost, and that its effect on the travelling public is minimised, including the upgrade to Gatwick airport? Tom Harris replied that the work done in preparation for both phases of Thameslink, the first phase of which is due to be completed in 2011, gave him enough confidence to believe that work will be completed on time. Phase 2 will not be completed until 2015, after the Olympics have finished, but phase 1, which will provide a major step change in increased frequency on the north-south route, will be completed on time and to budget.

## **Severn Tunnel Action Group**

**Jessica Morden asked if the DfT would** look into an issue that was raised with her by the Severn tunnel action group, which is campaigning for better services for its railway station, so that in future new or altered rail franchise documents include requirements to promote rail-to-rail connections, and greater use of rail is encouraged? Harris replied that he was committed to meeting her and a delegation of her constituents to discuss the issues commenting that she was right to say that connectivity of through railway journeys is vital if the growth in the railways that we have seen over the past 10 years is to continue.

## **Longer and Heavier Goods Vehicles**

The Secretary of State for Transport (Ruth Kelly): The Transport Research Laboratory has published a report, commissioned by my Department, on the subject of longer and heavier goods vehicles (LHVs). The report highlights a number of issues that make the implementation of large 25.25 metre LHVs—sometimes referred to as “super-lorries”—impractical either on a permanent or trial basis. I will therefore not be allowing them on UK roads for the foreseeable future.

The following issues highlighted in the report have been influential in arriving at my decision:

There is a risk (substantial in the case of 60 tonne super-lorries) of increased CO2 emissions and other environmental drawbacks due to modal shift from rail to road if these vehicles were to be permitted, which would also impact on the viability of existing rail freight services and the potential for future growth.

There are serious implications for the management of the road network, as such vehicles would be unsuitable for many roads and junctions.

Substantial investment—in the order of several billion pounds—would be needed to provide for junction improvements, the protection of bridge supports, and the provision of parking infrastructure for statutory rest periods, particularly if a new nationwide network of dedicated facilities is required.

There is uncertainty about how efficiently such vehicles could be used, particularly when sourcing loads of sufficient size to make return journeys sustainable.

Such vehicles would introduce new safety risks.

It is not currently possible for us to mandate tougher safety or manoeuvrability standards that might address some of these issues because of European trade rules.

The report does show, however, that there could be worthwhile benefits from permitting a modest increase in the length of current articulated vehicles. The Department will consider these further in the context of its on-going strategic work on freight, on which I expect to publish a summary of progress this summer.

The report will help inform member states and the European Commission who are reviewing the rules on lorry sizes as part of the logistics action plan to improve the efficiency of transport and logistics in the European Union.

### **Railway Heritage Committee**

The Parliamentary Under-Secretary of State for Transport (Mr. Tom Harris): I have today launched a public consultation on proposals to extend the scope of the Railway Heritage Committee. The public consultation, which will run until 5 September 2008, identifies three options to enable the Committee to extend its scope to railway related bodies that were overlooked or not in existence at the time of the original legislation. These options are:

for legislation to remain the same;

for railway related bodies to voluntarily agree to allow the Committee to designate their records and artefacts; or

to add further organisations to the original list of bodies covered by the 1996 Railway Heritage Act.

From previous discussions between the Committee and railway bodies, and a response to an informal questionnaire in March, there is a need for such bodies to be brought into the scope of the Committee to enable it to fully meet its statutory obligations.

The consultation also seeks to update its membership to enable it to appoint an archivist. Current legislation restricts the Department's ability to attract suitable candidates and appoint members who do not meet the existing requirements of the Public Records Act 1958.

### **Climate Change**

Phil Wilson asked what assessment the DfT had made of the potential contribution that extending rail services can make to tackling climate change. Tom Harris replied that rail performed well from a carbon perspective and that

the average carbon emissions from someone travelling by car are roughly double those of someone travelling by train.

He added that extending train services would result in an increase in rail carbon emissions from the longer or additional trains operated although because some of the passengers attracted to the new services would otherwise have driven a car for the trip, this increase will be partly offset by a reduction in carbon emissions from road traffic.

### **Rail Passenger Security**

David Wright asked what steps the DfT was taking to improve the personal security of railway passengers to which Tom Harris replied that the railway was a low crime environment with around 120 offences per million passengers. He added that the British Transport Police's crime statistics for 2007-08 show that for the fourth year running, crime is down 11%. despite 1.2 billion passengers travelling on the network, the highest numbers since the war.

### **Concessionary Fares**

Jon Trickett asked if the DfT would consider the merits of providing carers and companions of disabled people with the same concessionary fares as those that they are caring for or accompanying are entitled to. Rosie Winterton replied that there were no plans at present to extend statutory concessionary travel to include carers or companions of disabled people pointing out that local authorities have an existing flexibility to offer enhancements such as this to their residents.

### **St. Pancras**

Simon Hughes asked what assessment the DfT had made of the effect of the opening of the high speed rail service from St. Pancras on the proportion of passengers choosing to travel to cities on the continent of Europe by (a) rail and (b) air. Tom Harris replied that the opening of the high speed rail service from St. Pancras had been a success with Eurostar reporting a 21.3% rise in passenger numbers in the first quarter of 2008 compared with the same quarter last year. He added that the Department had not made any formal assessment of the modal shift that this represents although suggested that some of the increase will be due to passengers switching from air to rail.

### **Rail Freight**

Kelvin Hopkins asked if the DfT would make an assessment of the merits of further spending on rail freight stock capacity to which Tom Harris replied that they had no plans to make an assessment of the merits of further spending on rail freight rolling stock and that the acquisition of such equipment was a

commercial matter for the private sector train companies that operate rail freight services.

### **Rail Services**

Jessica Morden asked what steps the DfT had taken to encourage rail companies to improve the performance of connecting services. Tom Harris replied that franchise agreements with the train operators specify that they must co-operate with other operators when developing their timetables to enable passengers to make connections and that ToCs must make best endeavours to aid passengers with connecting services, with particular focus given to services operating infrequently and to the last train services each day.

### **Midland Main Railway Line: Rolling Stock**

Philip Hollobone asked if the DfT would provide further carriages for trains on the Midland Main Line services run by East Midlands Trains through Kettering to which Tom Harris replied that there were no plans to provide additional carriages for trains on the midland mainline services run by East Midlands Trains through Kettering.

### **Railways: Cumbria**

Nigel Evans asked what recent discussions the DfT had with BRB (Residuary) Ltd on the consultation draft of the Route Utilisation Strategy for Lancashire and Cumbria, published by Network Rail. Tom Harris replied that ministers have regular discussions with BRB (Residuary) Ltd on a range of issues. He added that Network Rail was responsible for developing Route Utilisation Strategies and that BRB consult with Network Rail prior to making any decisions on the disposal of its property assets.

### **Railways: Finance**

Stephen Hammond asked the DfT if the Designated Community Rail Fund was part of the £15 billion of funding for rail announced in her 2007 Rail White Paper to which Tom Harris replied that the fund was initially for the year 2008-09 which fell outside of the period covered by the White Paper and was, therefore, not part of the £15 billion.

### **Railways: Trent Valley**

Michael Fabricant asked when the DfT expects the double rail tracking project on the Trent Valley section of the West Coast Main Line to be completed to which Tom Harris replied that the Department expects four tracking of the West Coast

Main Line in the Trent Valley area to be ready for the December 2008 timetable to operate on schedule.

### **Skipton to Colne Railway Line**

Nigel Evans asked what recent representations the DfT had received about the proposed disposal of the section of trackbed between Colne and Foulridge on the former Skipton to Colne railway route. Tom Harris responded that BRB (Residuary) Ltd consulted on the future of their disused track bed between Colne and Foulridge in 2007 in accordance with the guidance that Government announced to Parliament in July 2007. He added that following the consultation, the autonomous Property Review Group agreed that the property should be offered for sale to Lancashire county council who have protected the route for transport in their Joint Lancashire Structure Plan.

### **Waterloo Station**

Edward Davey asked when the DfT expects the conversion of the Eurostar platforms at Waterloo for use by suburban trains to be completed. Tom Harris replied that the rail infrastructure outside Waterloo limits the number of trains that can use the station rather than the number of platforms and that the priority was to run longer trains rather than more trains. He added that the DfT was planning a large scheme to make sufficient platforms long enough to accommodate 10 and 12 car trains and to modify the junction layout on the approaches to the station. Such a scheme, he said, would allow the use of up to 50% longer trains than currently use the short platforms and would result in a large increase in capacity. In addition the scheme would present opportunities at Waterloo International to reconfigure the passenger circulation space and the interchange with other transport modes, and to better integrate the station into the surrounding area and that such an ambitious scheme would require very detailed planning to maximise this unique opportunity.

Moreover, he said, to make the best use of the Waterloo International facility in the meantime, the Department was working closely with Network Rail and SSWT to finalise the design and costs of the partial conversion of Waterloo International to accommodate some domestic services and that some services could use platform 20 of Waterloo International from the timetable change date in December 2008.

Following on from this, and linked to the delivery of the HLOS strategy and timescales, Harris said there would be a phased programme to lengthen services on the South Western network with Windsor line services extended to 10 cars and Reading line services extended to 12 cars. He pointed out that the 12 car Reading line services would utilise some of the Waterloo International platforms from 2010-12 and for the next phase, the intention would be to extend mainline suburban services, (to destinations such as Shepperton, Hampton Court and

Chessington), from eight to 10 cars. However, he said, this would require complex reconfiguration of the infrastructure on the approaches to the station and as a consequence of the reconfiguration works, Windsor and Reading line services are expected to utilise the available platforms in the Waterloo International terminal, expected to be from 2012-14.

### **Railways: Finance**

Stephen Hammond asked how much of £15 billion government funding for rail announced in July 2007 has been allocated Tom Harris said the White Paper "Delivering a Sustainable Railway" set out the public funds available to secure delivery of the railway in England and Wales, as specified in the White Paper, during the period 1 April 2009 to 31 March 2014. How these funds are specifically allocated to programmes, he said, will be determined by the Office of Rail Regulation's Access Charges Review which is planned to conclude later this year.

Stephen Hammond asked if additional funding had been allocated to rail transport since the 2007 Rail White Paper to which Harris replied the budget settlement in the comprehensive spending review was consistent with the statement of funds set out in the White Paper.

### **Intercity Express Programme**

Stephen Hammond asked how many new carriages there would be under the Intercity Express Programme; whether bids have been received in accordance with the original bid date; and how many companies and consortia have tendered. Tom Harris replied that the current proposition was for approximately 1,000 new vehicles, with options to extend this deployment to over 1,500 vehicles. The final number, he said, would depend on the cost and value for money of the proposals from the two consortia bidders when submitted on 30 June.

### **Railway Stations**

John McDonnell asked how many stations on the national rail network are unstaffed (a) after 18.00 hours, (b) at the weekend and (c) outside morning and evening peak periods. Harris replied that the DfT did not hold this information and that staffing levels at railway stations is a matter either for Network Rail at its managed stations or for the relevant train operating company at the franchised stations.

### **Railway Stations: Crimes of Violence**

John McDonnell asked how many prosecutions were brought following assaults on railway station staff in (a) 2004, (b) 2005, (c) 2006, (d) 2007 and (e) 2008.

Harris said that the information was not held by the Department for Transport but by the British Transport Police who can be contacted at: British Transport Police, 25 Camden Road, London NW1 9LN, e-mail: parliament@btp.pnn.police.uk.

### **Railway Stations: Leeds**

John Battle asked what plans the DfT had to re-open urban rail stations in the Leeds metropolitan district area to which Tom Harris replied that the Department had no plans to do so. He said the Passenger Transport Executive (Metro) may sponsor station re-openings, and were currently investigating proposals to open new stations at Kirkstall Forge and Apperley Bridge.

### **Rolling Stock: Costs**

Stephen Hammond asked what the average cost of Pendolino trains per carriage was in 2000; and what expected cost per carriage was used in the high level output statement for planned purchases of Pendolino trains. Harris replied that costs in relation to high level output statement schemes are commercially sensitive pending ongoing negotiations. He added that costs dating back to 2000 were a matter for the franchisee and leasing company and that the DfT was not directly involved in this transaction.

### **Rolling Stock: Procurement**

Stephen Hammond asked when the DfT expected the first new inter-city express programme carriages to be (a) ordered, (b) delivered and (c) brought into service. Tom Harris replied that the initial order for IEP trains was expected to be placed in summer 2009 with the first pre-series trains scheduled to be tested on the East Coast Main Line in 2013 while the first fleet would be deployed into passenger service from 2015.

Stephen Hammond asked whether the 1,300 new carriages are expected to be produced under the high level output statement; and whether any of those carriages will be cascaded from other operators. Harris said the position was set out in the Rolling Stock plan, issued on 30 January 2008 which noted that accommodating the HLOS demand was likely to require around 1,300 additional carriages for English franchises by 2014. He added that the additional capacity would be secured through the procurement of new rolling stock while the procurement of the 1,300 carriages would result in a cascade of existing vehicles which are displaced by new. Finally, he said, the 1,300 carriages would be a net addition to the existing fleet.

### **Thameslink: Rolling Stock**

Stephen Hammond asked how many of the announced new Thameslink carriages have been ordered to which Harris replied that on 9 April 2008 the

procurement exercise for the provision of between 900 and 1,300 new carriages for use on the Thameslink programme was announced. He added that the formal contract to order the new carriages would be signed in summer 2009 with the first new carriages being introduced in to service in early 2012.

### **Electrification**

Theresa Villiers asked what the DfT's most recent estimate is of the percentage of the rail network that has been electrified to which Tom Harris replied that: 39% of the network was electrified.

### **Public Transport**

Nick Palmer asked where and when the second phase of the tram trains trial would be held to which Tom Harris replied that the first phase of the tram train trial would start in 2010 and taking two years to test the technical and operational feasibility of tram train and gather the necessary data to understand the costs and benefits. Subject to successful completion of the first phase there would be an option for a second phase to use the Sheffield Supertram network to see what additional benefits the vehicles could deliver when extended onto city centre tram lines.

### **Railways: Fares**

Cheryl Gillan asked what the cost of a standard rail fare was from Cardiff to Bangor in each of the last 12 years to which Tom Harris replied that the DfT did not hold information for every year of the last 12 but that within the manuals and systems to which he had access he could say that the saver return from Cardiff to Bangor (without restriction on time of travel) was £63.10 in 1996, and £68 in 2008, a considerable saving in real terms.

Louise Ellman asked on how many occasions the DfT had held discussions with a train operating company in respect of the operation of their penalty fare scheme and withdrawn permission for a train operating company penalty fare scheme. Tom Harris replied that any operator with an Approved Penalty Fares Scheme is obliged to supply the Secretary of State with "any information which is necessary for penalty fares to be charged fairly, efficiently and in line with the Regulations and rules." He said the DfT had regular contacts with all the train operators who have Approved Penalty Fares Schemes, and with the Approved Penalty Appeals Services providers. He added that it had not been necessary to use the powers provided for in line with section 130 of the 1993 Railways Act, and regulation 11 of the Railways (Penalty Fare) Regulations 1994, Section 10 of the 2002 Penalty Fares Rules to formally prevent any scheme operator either partially or fully from charging penalty fares.

## **Railways: Franchises**

Stephen Hammond asked what mechanisms the DfT used to determine the duration of rail franchises; what recent representations it had received from the rail industry on the optimum duration of franchises; what estimate it had made of the optimum duration of rail franchises; and what the evidential basis of this estimate is. Harris replied that the DfT makes a judgment about the appropriate length of each franchise while the specification is being developed. The key factors, he said, would usually be milestones in the wider franchising programme, and the impact of any major rail projects. He added that the new South Central franchise is planned as a five-year, 10-month franchise, ending in July 2015, with a further possible two-year extension at the department's discretion. He was of the view that this would give maximum flexibility to the Department to align the end dates of the Thameslink Greater Northern and South Central franchises with the completion of major infrastructure work on the Thameslink Programme, and any major franchise remapping that may result.

He also said the DfT consulted franchise owning-groups on the length of the South Central franchise, receiving mixed responses with some preferring a short franchise with relatively high levels of certainty about the outputs, and others preferring a longer franchise, where the impact of the Thameslink Programme on the business would be dealt with as the franchise progressed. Franchise length, he said, is decided on a case-by-case basis with recent franchises generally around seven to 10 years in length, with the last part of the franchise dependent on achieving performance targets. He opined that this offered balance providing operators with an incentive to plan in the medium term, but allowing the Department to return regularly to the market to seek value for the taxpayer and further improvements for passengers.

Stephen Hammond asked what assessment the DfT had made of the effect of the length of franchises on the performance of train-operating companies and the ability of train operating companies to undertake expenditure to improve services. Harris said the Department had not carried out a formal assessment of this kind. In the DfT's view any such analysis would be inconclusive, as there is no clear way to isolate the effect of franchise length. It was clear, he said, that performance and expenditure by operators has varied considerably among franchises of similar length. He added that the DfT and Network Rail had mechanisms in place to ensure that rail expenditure overall is targeted to deliver improvements that are effective for passengers and provide good value for money to taxpayers.

## **Transport: Exhaust Emissions**

Norman Baker asked if the DfT would set a sector-specific target for reductions in carbon dioxide emissions from road transport to which Jim Fitzpatrick declared that his would not be sensible as the DfT was seeking to reduce emissions

across the economy not just within road transport. He said the Stern report highlighted the need for flexibility to take action where it costs least to ensure the cost of mitigation is manageable and that imposing targets for particular sub-sectors will reduce those flexibilities and increase costs.

He added that in the carbon budgets, to be established under the Climate Change Bill, the UK's emissions will be split into those sectors of the economy that participate in emissions trading schemes (the traded sector) and those that do not (the non-traded sector) saying that a similar approach had been proposed by the European Commission in order to meet the EU's 2020 greenhouse gas reduction targets while the Commission had also proposed a 16% reduction target over 2005 levels for the UK's non-traded sector.

About half the UK's emissions are in the non-traded sector. Over half of these are from transport, with most of the remainder coming from domestic heating. Under the EU proposal and the UK's own carbon budgeting system, the level of effort for emissions reduction will be set for the whole non-traded sector. This will cover all of the UK's road transport emissions.

### **London Underground: Public Private Partnership**

Harry Cohen asked who undertook the work on comparative analysis of the public private partnership versus conventional public sector-led procurement for the London Underground PPP. Rosie Winterton replied that work on the comparative analysis of the public-private partnership versus conventional public sector-led procurement was led by London Underground, with assistance from various organisations including KPMG, PricewaterhouseCoopers and Ove Arup. Ernst and Young also undertook a separate, independent analysis on behalf of the then Secretary of State for Transport, Local Government and the Regions. She said that the potential for a PPP company to enter administration was fully considered during the construction, analysis and procurement of the PPPs and was reflected in both the Greater London Authority Act 1999 and the contracts themselves.

### **Railways: South East**

Theresa Villiers asked what guidance the DfT had issued to Network Rail on the development of timetables to facilitate the delivery of the East London line extension and the construction of the Thameslink project. Tom Harris replied that Network Rail had a requirement to develop a timetable to deliver the track access rights granted by the Office of Rail Regulation to Transport for London to facilitate the East London Line extension project phase 1, due to open in 2010. He said the DfT had submitted no specific guidance to Network Rail in this regard.

He added that Network Rail had recently developed the South London Route Utilisation Strategy (RUS) which had provided a forum for discussions from all

parties about how the East London services should be implemented, including required changes to other services. In addition he said that Network Rail had assessed the possible timetable implications of platform reductions at London Bridge to facilitate the construction of the Thameslink scheme.

### **Railways: Wales**

Cheryl Gillan asked what information the DfT had on the estimated average journey time by rail from Cardiff to Bangor in each of the last 12 years Tom Harris replied that the following table illustrated the average journey time by direct train service (Mondays to Fridays) from Cardiff to Bangor in each of the last 12 years (shown by date of National Rail timetable):

<b>Timetable date</b>	<b>Average journey time</b>
May 2008 to December 2008	4 hours 28 minutes
December 2007 to May 2008	4 hours 28 minutes
May 2007 to December 2007	4 hours 28 minutes
December 2006 to May 2007	4 hours 27 minutes
June 2006 to December 2006	4 hours 29 minutes
December 2005 to June 2006	4 hours 29 minutes
June 2005 to December 2005	4 hours 24 minutes
December 2004 to June 2005	4 hours 25 minutes
May 2004 to December 2004	4 hours 26 minutes
September 2003 to May 2004	4 hours 24 minutes
May 2003 to September 2003	4 hours 26 minutes
September 2002 to May 2003	4 hours 26 minutes
June 2002 to September 2002	4 hours 13 minutes
September 2001 to June 2002	4 hours 9 minutes
May 2001 to September 2001	4 hours 17 minutes
September 2000 to May 2001	4 hours 9 minutes
May 2000 to September 2000	4 hours 14 minutes
September 1999 to May 2000	4 hours 13 minutes
May 1999 to September 1999	4 hours 13 minutes
September 1998 to May 1999	4 hours 15 minutes
May 1998 to September 1998	4 hours 14 minutes
September 1997 to May 1998	4 hours 16 minutes
June 1997 to September 1997	4 hours 20 minutes
September 1996 to June 1997	4 hours 22 minutes
June 1996 to September 1996	4 hours 22 minutes

Cheryl Gillan asked what funding the DfT had allocated which has been used for the rail network in Wales in each of the last 12 years. Harris replied that the DfT

did not hold the information requested however HM Treasury produce analyses of public expenditure, including that spent on rail according to the country or region of the UK for whose benefit the expenditure has been incurred. This is published in the Public Expenditure Statistical Analyses 2008 (PESA) and is available on the HM Treasury website at

[http://www.hm-treasury.gov.uk/economic\\_data\\_and\\_tools/finance\\_spendingstatistics/pes\\_publications/pespub\\_pesa08.cfm](http://www.hm-treasury.gov.uk/economic_data_and_tools/finance_spendingstatistics/pes_publications/pespub_pesa08.cfm)

## **Political Party Funding**

The Secretary of State for Justice and Lord Chancellor (Mr. Jack Straw): I will publish a White Paper on the funding of political parties very shortly, and aim to introduce legislation as soon as parliamentary time allows. With the White Paper and with forthcoming legislation the government is aiming to achieve a consensus along the lines of that which existed when Sir Hayden Phillips produced his final report on 15 March last year, which was welcomed by spokespeople for all the parties. Our other objective is to plug a loophole—the Conservatives are on record as saying that they want it to be plugged as much as the other parties do—that arises from the fact that the 1983 trigger was inadvertently abolished by the Political Parties, Elections and Referendums Act 2000. The Conservatives wanted that trigger to continue, as we all did, and I look forward to there being a consensus in favour of the proposals when I introduce the White Paper very shortly.

## **Railway Stations**

Jeremy Corbyn asked how many stations there were on the national rail network, how many stations on the national rail network were wholly unstaffed and how many stations were staffed from the beginning to the end of traffic. Tom Harris replied that there were currently 2,515 stations owned by Network Rail, on the national rail network although he said information about staffing levels at the stations was a matter either for Network Rail at its managed stations or for the relevant train operating company at the franchised stations.

## **Railways: Bus Services**

Theresa Villiers asked whether the DfT and its agencies compensate the operators of rail replacement bus services in the event of planned and emergency rail closures and what role is played by Network Rail in the administration and funding of rail replacement bus services. She also asked what proportion of the cost of deploying of rail replacement bus services was met by the DfT, Network Rail and individual ToCs.

Tom Harris replied that the DfT and its agencies did not have any role in the specifying, tendering and funding of bus-operated rail replacement rail services.

He said ToCs were responsible for securing alternatives for rail services, should it not be possible to operate the specified rail service in full. He added that rail replacement bus services were funded by train operators, who receive compensation from Network Rail for these and other expenses incurred (such as lost farebox revenue or staff costs) as a result of disruption to normal scheduled services caused by engineering works. He also said the arrangements for compensation were specified within train operators' track access agreements with Network Rail.

### **Railways: Fares**

Theresa Villiers asked what discussions the DfT had had with the Mayor of London, Transport for London and train operating companies to establish and extend the use of Oyster pre-pay on London's train networks. Rosie Winterton replied that in May 2006 the Secretary of State and Mayor of London announced that they intended to enable mainline railway stations in London to accept Oyster 'Pay As You Go', and to make the Oyster network in London accept ITSO smart cards. She added that regular discussions, including commercial and contractual negotiations, take place between the Department, Transport for London and train operating companies on its implementation.

Theresa Villiers asked what consultations the DfT had had with train operating companies on the provision of e-ticketing on the UK rail network. Tom Harris replied that the introduction of ITSO smartcards had been mandated in the most recently let rail franchises and that the DfT was discussing with the Association of Train Operating Companies other aspects of modern ticket retailing as set out in last year's White Paper 'Delivering a Sustainable Railway'.

### **Railways: Greater London**

**Edward Davey asked** how many overground train stations in Greater London have been re-zoned in the last 20 years to which Tom Harris replied that since 2005, when the Secretary of State became responsible for approving changes to the zonal map, the following stations have been re-zoned.

<b>Station</b>	<b>Current zone</b>	<b>Proposed to move to zone</b>
Epsom	Outboundary	Zone 6
Ewell East	Outboundary	Zone 6
Ewell West	Outboundary	Zone 6
Stoneleigh	Zone 6	Zone 5
Purfleet	Outboundary	Zone 6
Roding Valley	Zone 5	Zone 4
Chigwell	Zone 5	Zone 4
Grange Hill	Zone 5	Zone 4

Hainault	Zone 5	Zone 4
Fairlop	Zone 5	Zone 4
Barkingside	Zone 5	Zone 4
Hampstead Heath	Zone 3	Zone 2
Acton Central	Zone 2	Zone 3
Willesden Junction	Zone 3	Zone 2/3 boundary
Banstead	Outboundary	Zone 6
Caterham	Outboundary	Zone 6
Chipstead	Outboundary	Zone 6
Epsom Downs	Outboundary	Zone 6
Kingswood	Outboundary	Zone 6
Tadworth	Outboundary	Zone 6
Tattenham Corner	Outboundary	Zone 6
Upper Warlingham	Outboundary	Zone 6
Whyteleafe	Outboundary	Zone 6
Whyteleafe South	Outboundary	Zone 6

### **Rolling Stock: Procurement**

Stephen Hammond asked how many of the new carriages announced in the High Level Output Statement have been ordered to which Tom Harris replied that 317 vehicles had been ordered from manufacturers, the first of which were due for delivery in October 2008.

### **Trains**

Theresa Villiers asked how many expressions of interest the DfT had received in supplying a fleet of trains under the InterCity Express Programme and from which organisations such expressions have been received. Harris replied that tenders for the InterCity Express programme were scheduled to be received on 30 June 2008 from two short-listed bidders, namely Express Rail Alliance (comprising Siemens, Bombardier, Angel Trains and Babcock and Brown) and Hitachi Europe.

Villiers also asked when the DfT expected a new fleet of trains supplied under the InterCity Express Programme to be fully operational; and on which routes she expects such trains to operate. Harris said Harris said the first pre-series trains were scheduled to be tested in 2013, with the first fleet deployed into passenger service on the East Coast Main Line from 2015. He added that bidders were tendering proposals for the Great Western Main Line, plus options for further deployment on west coast and cross country routes. Villiers also wanted to know why the deadline for receipt of tenders to build trains under the InterCity Express Programme was extended. Harris replied that the original deadline for receipt of

tenders was put back, at the request of both bidders, to allow them more time to complete their submissions. Robust bids are expected from both consortia on 30 June. The new deadline is not expected to have any effect on timescales for deployment of the new trains.

### **West Coast Railway Line: Fares**

Chris Ruane asked what representations the DfT had received on the recent West Coast Mainline fare increases on the Holyhead to Euston route to which Tom Harris replied that the department had received a small number of letters and phone calls from members of the public and MPs on the subject. Harris added that Virgin Trains had introduced a time restriction on the outward portion of the standard saver return fare on this route which he said was not a fares increase, but a restriction on the time of day that the fare can be used. He pointed out that the rules around saver fares permit the restriction of the time of travel so long as it is valid for outward travel after 10.30 am Monday to Friday and all day Saturday and Sunday and suggested that Virgin Trains were operating within the permitted rules. Additionally he noted that Virgin Trains offer a range of advance purchase fares that can be used on earlier services as a cheaper alternative to the standard open return fare. Such fares are train specific, priced on a single leg basis and are quota controlled.

### **Railway Stations**

Theresa Villiers asked the DfT which rail stations would be upgraded as indicated in the White Paper, Delivering a Sustainable Railway, in the next control period and what the timetable was for such upgrades. Tom Harris replied that major improvements to the stations at Reading and Birmingham New Street are expected to be completed by 2014 while the Thameslink Programme included major improvements at Blackfriars (completion expected by 2011-12), Farringdon (completion expected by 2011-12) and London Bridge (completion expected by 2015). He added that more modest improvements were also expected at City Thameslink station for completion by the end of 2009, and at a number of outer area stations, most of which would be completed in the period 2009-14.

In addition Kings Cross station would be upgraded with a new concourse and with an expected completion date of 2012 while there were plans to upgrade Waterloo station, including making use of the former international terminal for domestic rail services, which would be progressed during the period 2009-14.

Moreover, he said, a list of candidate stations for funding under the National Stations Improvement Programme was included as part of the April 2008 refresh of Network Rail's strategic business plan while the industry was continuing to refine the list and expected to be in a position to start confirming some of the stations in the programme later in the year. Furthermore, he added, there would

also be platform lengthening work across the network to accommodate longer trains throughout 2009-14.

### Departmental Travel Policy

Theresa Villiers asked what was the DfT's policy on the class of travel which staff in her Department are entitled to claim as an expense. Jim Fitzpatrick said all business travel by staff of the Department for Transport and its agencies was undertaken in compliance with the requirements of the Civil Service Management Code and that staff were required to use the most cost effective means of travel appropriate to each journey.

He added that the Department and five of its agencies allowed first class rail travel where necessary for senior grades (typically SEO equivalent and above) while all others must use standard class except when necessarily accompanying senior colleagues, or where use of the higher class is unavoidable. Air travel, he said, was restricted to economy class or equivalent for flights up to 2.5 hours duration, and to business class or equivalent for longer flights.

### Railways: Standards

**Theresa Villiers asked** how many trains were cancelled in the last 12 months, broken down by train operating company; and what the reason was for each cancellation. Tom Harris said the numbers of franchised passenger trains cancelled in the year to 31 March 2008, broken down by train operating company, are given in the following table, adding that the reasons for each individual cancellation were not held by the Department.

Train operating company	Number of cancellations
ATW	1,394
c2c	1,249
Chiltern	715
Cross Country	1,267
East Midlands	2,197
FCC	4,280
FGW	8,153
First Scotrail	7,708
Gatwick Express	334
London Midland	5,622
London Overground	2,376
Merseyrail	1,847
Northern	8,670
NXEA	7,307
NXEC	997

Southeastern	4,614
Southern	5,627
South Western	3,890
TPE	897
Virgin West Coast	678
Network total	69,822

The figure, in total, represents 1.2. of the trains which were scheduled to operate.

### **Thameslink Railway Line: Rolling Stock**

Norman Baker asked how much the DfT had spent on consultants on the specification for the new Thameslink rolling stock and for what reason this matter was not deemed to be the responsibility of the rolling stock companies. Tom Harris replied that as of 31 May 2008, the DfT has spent approximately £1.1 million on the development of the procurement exercise to provide the new Thameslink rolling stock which includes support from financial, legal and technical consultants.

He added: ‘in electing to lead the procurement, the Department identified that Thameslink is a highly complex programme with a clear requirement for the rolling stock specification and delivery to be aligned with the infrastructure works and planned train service operations. Successful integration of these elements sits with the Department. The Department also identified that there is a requirement for optimising the value of the investment and a need to address the aims of the Rail Technical Strategy published in July 2007. We considered that these issues were less likely to be fully addressed by a market led approach and there was a need for departmental leadership to ensure that the objectives of the Thameslink rolling stock programme are fully realised.’

### **Railways: Standards**

Daniel Kawczynski asked what guidance the DfT issued to rail franchise holders on their duty to co-operate with other franchise holders seeking to fulfil the terms of their franchise. Tom Harris said ‘in principle, franchisees are solely responsible for the delivery of contracted rail services, as these do not depend on co-operation with other franchisees. However, train operators have reliability and punctuality targets in their franchise contracts and are required to work with other operators and Network Rail to drive up performance on shared routes. There are also contractual requirements to work with other operators where necessary, for instance on timetable development, in the event of disruption, or with station improvement work.’

## **Liverpool Street-Chelmsford Railway Line**

Simon Burns asked if the DfT had had discussions with National Express on measures to reduce congestion on the Liverpool Street to Chelmsford line to which Tom Harris said 'following the publication of the White Paper, and as part of the intention to introduce additional capacity across the network, I can confirm that discussions have been held with National Express East Anglia (NXEA), Network Rail and the Department for Transport and that NXEA is developing the detail of its proposals for further discussion with the department.'

## **Railways**

Daniel Kawczynski asked the DfT what regulations govern the advertisement of rail services by train operating companies prior to the grant of regulatory approval for these services. Tom Harris replied that 'there are no specific regulations that govern the advertising of rail services by train operating companies prior to the grant of regulatory approval for their services. Such advertising is regulated by the normal law on consumer protection.'

## **Railways: Greater London**

Edward Davey asked what discussions the DfT had had with (a) the Association of Train Operating Companies and (b) Transport for London in the last 12 months in relation to the re-zoning of overground train stations in Greater London; and if she will make a statement. Tom Harris said 'ministers and officials in the Department have regular discussions with the Association of Train Operating Companies (ATOC) and Transport for London on London issues. In the last 12 months there has been one item of correspondence with ATOC on station re-zoning. This was to agree to move three stations: Hampstead Heath from zone 3 to zone 2, Acton Central from zone 2 to zone 3 and Willesden Junction from zone 3 to the boundary of zone 2 and 3. These stations are all served by the London Overground Rail Concession.'

## **Great Western Trains**

Norman Baker asked for what reason the DfT specified service level reductions in respect of the present period for the franchise operated by First Great Western to which Tom Harris said 'the specification for the Greater Western Franchise was described in a stakeholder briefing document published by the Strategic Rail Authority in June 2005. Its primary objectives were to improve operational performance, and reduce the subsidy demand on taxpayers, by matching service provision more closely to demand.'

## **Great Western Trains: Rolling Stock**

Norman Baker asked the DfT how many carriages would be withdrawn from west of Exeter when South-West Trains cease operating west of Exeter; on how many services; and what steps she is taking to ensure that sufficient replacement rolling stock will be available to First Great Western. Mr. Tom Harris said 'currently, South West Trains run two trains in each direction between Exeter and Paignton, and two between Exeter and Plymouth, operating as extensions of the Waterloo-Exeter service. Each normally consists of three coaches. These extensions will cease in December 2009, when the Waterloo-Exeter train frequency is due to be increased to hourly. The Department for Transport is discussing the implications of these changes with relevant train operators and Passenger Focus, and will seek mitigation measures as necessary.'

## **Railways: Rolling Stock**

Adam Price asked what proportion of the enhancement expenditure for Control Period 4 recently published by the Office for Rail Regulation will be spent in Wales. Tom Harris replied 'in the Office of Rail Regulation's draft Determination of 5 June, £19 million was assigned for infrastructure schemes to support enhanced passenger services in the Cardiff area. In addition, £5.9 million has been assigned for improvements to Welsh stations in the first tranche allocation of funding under the national stations improvement programme. Other investments in the network, including schemes under the 'Access for All' initiative, and upgrade work to the Great West Main Line, will also benefit Welsh rail passengers, either directly or indirectly. Rolling stock for Welsh services is a matter for the Welsh Assembly government.'

Norman Baker asked when the DfT expects to produce for the railways a specification for the control period from 2014 to 2019 to which Tom Harris replied 'the High Level Output Specification for the railway for the years 2014-19 is due to be published in 2012, as part of a long term transport plan.'

## **Railways**

Stephen Hammond asked the DfT (1) what the maximum average load factor is at each station identified in Table A4 and A5 of her Department's 2007 White Paper, Delivering a Sustainable Railway, in the last year for which figures are available; (2) what the (a) forecast passenger demand and (b) train capacity was at each station identified in Table A4 and A5 of her Department's 2007 White Paper, Delivering a Sustainable Railway, in the last year for which figures are available; (3) who in her Department has responsibility for policy on train capacity; and whether a national study on train capacity is planned.

Tom Harris replied that 'the average maximum load factor for each London termini is shown on table figure 5.4 on page 53 of the 2007, White Paper,

Delivering a Sustainable Railway, published in July 2007 and available on the departmental website at:

<http://www.dft.gov.uk/about/strategy/whitepapers/whitepapercm7176/>.

These are the most recent data available.

The load factor data for the regional cities shown on table figure 5.5 on page 55 of the White Paper are also the most recent data available for these cities. The Forecast Passenger Demand and Train Capacity data contained in the White Paper are the most recent available data. A national study on train capacity was conducted to inform the proposals contained in the White Paper.'

Dr. Kumar asked the DfT what steps it had introduced to ensure that train companies providing long-distance travel allow standard class passengers to sit in first class when there are no seats available in standard class. Tom Harris said 'train companies guarantee the provision of seats where reservations have been made. Seat reservations are automatically included with many tickets, such as quota controlled 'Advance' fares. In other circumstances, on-train staff may give permission for holders of Standard Class tickets to travel in First Class accommodation without extra charge. Alternatively they may declassify First Class carriages. However, this is a matter for the train companies and their staff and will be decided on a case-by-case basis.'

### **Railways: Electrification**

Stephen Hammond asked how many officials in the DfT were working on plans to upgrade or increase railway electrification. Tom Harris said 'the Government committed in last year's rail White Paper, "Delivering a Sustainable Railway", to keep the case for further rail electrification under review. The improving business case suggests great potential for a rolling programme of electrification, and the Department continues to work with the rail industry to explore how the cost of electrification can be reduced, and to prioritise schemes. A number of officials are at times engaged with this work, and as a result, it is not possible to provide a simple figure. Upgrades of existing electrification infrastructure are a matter for Network Rail.'

### **Railways: Finance**

Norman Baker asked how much has been spent on (a) railways and (b) roads, including Highways Agency allocations for each year of the Department's existence; and what the projected figures are for 2008-09. Tom Harris said 'the information requested is as follows'

<i>£ million</i>							
	<i>Outturn</i>					<i>Estimated outturn</i>	<i>Plans</i>
	<i>2002-03</i>	<i>2003-04</i>	<i>2004-05</i>	<i>2005-06</i>	<i>2006-07</i>	<i>2007-08</i>	<i>2008-09</i>
Rail	3390	4236	4252	3608	4632	4450	3700
Roads	4816	4912	5496	6159	6970	7400	7827
<i>Of which:</i>							
Highways Agency	4209	4283	4769	5405	6204	6460	6937
Other roads spend	607	629	727	754	766	940	890

'The Department also provides funding to local authorities via the Department's Integrated Transport Block and for Local Authority Major Schemes, as follows'

<i>£ million</i>							
	<i>2002-03</i>	<i>2003-04</i>	<i>2004-05</i>	<i>2005-06</i>	<i>2006-07</i>	<i>2007-08</i>	<i>2008-09</i>
Funding provided to LAs (including roads)	915	933	717	659	631	892	1043

'Local authorities spend this funding both on road-related schemes public transport projects. It is not possible to disaggregate the data between the different types of project.'

Stephen Hammond asked what schemes the DfT planned to allocate funding from the Designated Community Rail Fund. Tom Harris replied 'the Designated Community Rail Development Fund is a new initiative intended to assist with locally based schemes such as small scale station improvements (signage, seating, landscaping, artwork), promotions (web-sites, leaflets, posters, special events) and community engagement (work with schools, youth clubs, groups who are from socially excluded groups). The mix of schemes that will be funded will depend on what applications are made by Community Rail Partnerships on designated routes.'

### **Railways: Overcrowding**

Stephen Hammond asked what the evidential basis is for the DfT's calculation that each rail passenger requires 0.45 square metres of space as stated on page 153 of her Department's 2007 White Paper, Delivering a Sustainable Railway. Tom Harris replied that 'the White Paper states, the 0.45 square metres figure is one that has been in general use within the industry. It has been used for some

time, in conjunction with other measures which are also described in the White Paper, as a rule of thumb when calculating train capacity. It was determined by the Strategic Rail Authority (SRA), based on earlier work by the British Railways Board.'

Stephen Hammond asked (1) what estimate the DfT had made of the margins for error in its figures on train capacity; (2) what methods are used by the DfT and its agencies to calculate train capacity. Tom Harris said 'the Department for Transport's calculation of train capacity is based on a consistently applied calculation, which uses the size of the interior of each passenger railway vehicle, divided by a space of 0.45 m<sup>(2)</sup> which is an industry-standard calculation of the space occupied by each passenger. Any structures, such as luggage racks are included in the calculation, and the total size of the vehicle interior is reduced accordingly to reflect where these structures exist. These calculations are updated when modifications are made to the interior of any fleet of passenger rail vehicles.'

### **Railways: Rolling Stock**

Stephen Hammond asked what the supporting evidence is for the DfT's calculation, for rolling stock with no information on furnishable space available, that train capacity is 1.4 times the number of seats, and 1.2 times the number of seats on inter-city rolling stock. Tom Harris said 'this calculation was undertaken to support the rail High Level Output Specification, published in July 2007. For the small numbers of rolling stock where detailed information was not readily available at the time, the train capacity was based on the approximate mid-point of the range of similar trains where full data were available. While commuter and regional rolling stock types have similar seat and standing densities, inter-city rolling stock tends to have a lower seating density.'

Stephen Hammond asked how many (a) locomotives, (b) multiple units, (c) freight wagons and (d) carriages were in use on the rail network in the most recent period for which figures are available, broken down by (i) train operating company and (ii) class. Tom Harris said 'this information is not held by the Department for Transport, but is widely available in the specialist press.'

### **Railways: Scotland**

Mrs. Villiers asked what work the DfT had asked Network Rail to undertake on new lines and high speed rail lines between England and Scotland. Tom Harris said 'Network Rail accepted an invitation from the Secretary of State to develop longer term options for the railway network. This will include consideration of new and high-speed lines.'

## **Rolling Stock: Procurement**

Stephen Hammond asked the DfT how many trains it planned to order in the first phase of the (a) Thameslink and (b) Intercity Express Programme Order in the summer of 2009. Tom Harris said 'the information is as follows:

### *(a) Thameslink*

The Thameslink Rolling Stock project intends to order an entire new fleet to operate the enhanced Thameslink service from December 2015. The fleet size will be between 900 and 1,300 vehicles depending on detailed service planning. It is intended to award a single contract for the whole fleet in summer 2009 at which time the delivery schedule for the vehicles will be agreed.

### *(b) Inter-city Express Programme*

In the case of the Inter-city Express Programme (IEP) the number of trains will be determined by the train service provider based on the performance regime they have contracted to meet and the number of trains required to operate the timetable for the chosen routes. While the Secretary of State for Transport will provide a commitment to use the trains over a 20 year period there will not be an order for a specific number of trains. Consequently, until IEP bids have been received and evaluated a broad estimate of between 600 and 1,200 vehicles can be assumed.'

## **Railways: South East**

Oliver Heald asked what assessment the DfT made of the effect of the draft determination of the Office of the Rail Regulator on (a) platform lengthening at Royston and (b) electric power upgrades on the line from Kings Cross to Cambridge. Tom Harris said 'the Office of Rail Regulation has confirmed that the Government's specification for a substantial increase in rail capacity by 2014, with further improvements in reliability and safety, is affordable within the funds we have made available. Passengers at Royston will be among the many that will benefit from our widespread investment in the railways. Improving the power supply between Cambridge and Kings Cross, and lengthening the platforms at Royston and other stations, will enable longer trains to operate, meeting the growing peak demand.'

## **Electrification**

Mike Hancock asked what progress has been made in meeting the Government's targets to increase the electrification of railways. Tom Harris said 'the Government have not set any targets to increase rail electrification. However, the Department for Transport is working closely with the rail industry to re-examine the business case for electrification, explore how costs can be

reduced and to agree priority schemes. The aim is to produce an indicative implementation plan by the end of 2008.'

### Great Western Trains: Standards

Martin Horwood asked if the DfT would place in the Library the Public Performance Measure Moving Annual Average statistics for (a) First Great Western services for each year since 2006 and (b) the train operating companies which ran those services now operated by First Great Western during 2002 to 2006. Tom Harris said 'the figures are as follows (period 1 starts 1 April each year. No figures are available for early 2002 for Wessex Trains, as it had been created by splitting up another franchise the previous year. First Great Western Link took over from Thames Trains on 1 April 2004):

Percentage			
Rail 4-weekly period	Old First Great Western	Thames Trains/ First Great Western Link	Wessex Trains
<b>2002-03</b>			
1	72.1	80.4	n/a
2	72.7	80.5	n/a
3	73.5	80.6	n/a
4	74.9	81.0	n/a
5	75.1	81.0	n/a
6	74.8	81.1	n/a
7	75.1	81.5	81.9
8	74.0	81.0	81.4
9	73.2	80.7	81.4
10	72.1	80.4	80.9
11	71.1	79.8	80.7
12	71.3	79.6	81.0
13	71.9	79.2	81.1
<i>2003-04</i>			
1	72.0	78.8	81.0
2	72.2	78.7	81.4
3	71.5	78.1	81.5
4	71.0	77.8	81.6
5	70.3	77.3	81.6
6	70.0	77.0	81.9
7	69.0	76.3	82.0
8	70.0	76.7	82.6
9	71.4	77.4	82.7

10	72.2	77.6	83.1
11	73.4	78.2	83.3
12	73.7	78.6	83.5
13	73.9	79.1	83.7
<b>2004-05</b>			
1	74.3	79.5	84.1
2	74.6	79.7	84.1
3	75.5	80.3	84.2
4	76.5	81.1	84.3
5	77.9	81.6	84.7
6	78.8	82.0	84.8
7	80.1	82.8	84.8
8	79.6	82.8	84.8
9	80.1	82.9	85.3
10	80.4	83.1	85.5
11	80.1	83.1	85.6
12	79.8	83.0	85.6
13	79.6	82.9	85.4
<b>2005-06</b>			
1	79.4	83.0	85.3
2	79.1	82.9	85.3
3	78.1	82.6	85.0
4	77.0	82.3	84.7
5	77.0	82.6	84.8
6	76.9	82.8	85.1
7	76.6	83.1	85.2
8	76.2	83.2	85.2
9	74.9	82.9	84.7
10	74.8	83.0	84.6
11	75.1	83.1	84.8
12	75.0	83.3	85.0
13	74.5	83.5	85.2

### **Railways: Lancashire**

Lindsay Hoyle asked how many trains stop daily at (a) Preston, (b) Chorley, (c) Adlington, (d) Blackrod and (e) Horwich Parkway stations. Tom Harris said ‘this public timetable information is available in various hardcopy versions (such as the “UK Rail Timetable” published by The Stationary Office), or can be electronically downloaded from the Network Rail website

(<http://www.networkrail.co.uk/>) as “Electronic National Rail Timetable” (eNRT), current train service information is also available through the National Rail website (<http://www.nationalrail.co.uk/>).

### **Railways: Voluntary Sector**

Ann McIntosh asked Ruth Kelly if she would visit the North York Moors Railway to meet the volunteers who man the operation to discuss the running of the railway. Tom Harris said ‘the Secretary of State for Transport has no immediate plans to visit the North Yorkshire Moors Railway.’

Ann McIntosh asked what representations the DfT had received on the effect on volunteers in community and other railways of recent rising fuel costs in enabling them to travel to railway stations; and if she will make a statement. Tom Harris said ‘the DfT has not received any direct representations on this issue. Community Rail volunteers are typically members of the communities those railways serve. They therefore tend to live close to those railways, and often have low transport costs in getting to the relevant local rail stations.’

### **Liverpool Street to Chelmsford Railway Line**

Simon Burns asked what options for reducing congestion on the Chelmsford to Liverpool Street line she has discussed with National Express; and on what dates such discussions took place. Tom Harris said ‘discussions with National Express East Anglia (NXEA) began in November 2007 and are envisaged to continue for several months more. The discussions have encompassed enhancements to capacity on all routes operated by National Express East Anglia into Liverpool Street. Options that have been discussed for the Great Eastern mainline (encompassing Chelmsford to/from Liverpool Street) include lengthening more trains to 12 carriage formation in both the morning and evening peaks, running limited numbers of additional trains and amending stopping patterns and destinations of trains to/from Liverpool Street. Detailed proposals are being prepared by National Express East Anglia for further discussion with the Department for Transport.’

### **Network Rail: Pay**

Stephen Hammond asked whether the DfT had issued guidance to Network Rail on bonuses and salaries to be paid to senior staff. Tom Harris said ‘No. Bonuses and salaries paid to senior staff at Network Rail are a matter for the company’s remuneration committee, not for Ministers.’

The Parliamentary Under-Secretary of State for Transport (Mr. Tom Harris): ‘During 2006, in response to the continuing terrorist threat to the rail network, the Department for Transport carried out passenger screening trials to test the ability

of available equipment and dogs to detect explosives, or traces of explosives, in an operational environment.

The London Underground and National Railways (LUNR) passenger screening trials took place at five locations over a six-month period, with the full co-operation of the British Transport Police, Network Rail, London Underground and other stakeholders. Public attitudes surveys were conducted in parallel with the trials. Since then, we have been considering the results of the trials with key stakeholders and the implications for rail security policy.

I am publishing a summary report of the trials on the DfT website, together with five detailed reports on the public attitudes research. Copies have also been placed in the Libraries of both Houses. We are not publishing detailed reports on the individual trials for security reasons, due to the sensitivity of the information within them.

At the same time, the British Transport Police is announcing enhancements to its current screening capability through the use of x-ray equipment and explosive detection dogs capable of screening moving passengers. These enhancements will build on the BTP's existing measures to screen a proportion of passengers and their bags, with minimal delay.

The enhancements are a direct response to the conclusions from the trials which showed that:

Screening equipment and dogs can be effective in the railway environment. However, given the very large passenger flows and thousands of entry points on the UK rail and underground networks, 100 per cent. airport-style screening is currently not feasible using today's technology.

The public recognises the threat to the rail network, and is broadly supportive of the need for security measures, providing they are proportionate to the threat. However the public would be unlikely to accept major delays to journeys, and wants to ensure that personal privacy is protected.

We will continue to work with the BTP and operators to assess the effectiveness and impact of these new measures and will use this evidence, and that from elsewhere in the UK and abroad, to develop further ways of keeping the travelling public secure using proportionate measures.'

## **Waterloo Station**

Theresa Villiers asked when the DfT expects the former Eurostar platforms at Waterloo to reopen for use for domestic rail services. Tom Harris said 'the

Department is working closely with Network Rail and Stagecoach South Western Trains (SSWT) to finalise the design and costs of the partial conversion of Waterloo International to accommodate some domestic services. Therefore some services, most likely on the routes to Windsor and Reading, could use platform 20 of Waterloo International from the timetable change date in December 2008.

It is primarily the railway infrastructure outside Waterloo that limits the number of trains that can use the station rather than the number of platforms. Therefore the need is to run longer trains rather than more trains. So we are planning to make all the platforms at Waterloo long enough to accommodate 10 car trains and to modify the junction layouts on the approaches to the station so that, ultimately, all the platforms at Waterloo, including those once used by Eurostar, can be used by 10 car domestic services. Such a scheme would allow the use of longer trains than currently use the short platforms and would result in a large increase in capacity on the South Western network.'

### **Railways: Fares**

Theresa Villiers asked the DfT which train operating companies' franchise agreements permit them to increase fares by more than one per cent. above inflation for a given period of time; and by how much and over what period of time this is permitted in each case. Tom Harris said 'Southeastern and Northern have RPI plus 3 per cent. regimes. Southeastern is for the entire franchise area until the end of 2011; fares regulation will revert to RPI plus 1 per cent. from January 2012. Northern has an RPI plus 3 per cent. regime for the Leeds and West Yorkshire area only—this applies for the length of the present franchise. Both regimes were approved on the basis of supporting rolling stock investment in those franchises.'

### **Railways: Rolling Stock**

Norman Baker asked the DfT what recent assessment it had made of the number of uncommitted carriages held by rolling stock companies available for use by train operating companies who wish to lease extra carriages. Tom Harris said 'there has been no formal assessment carried out. It is up to the leasing companies to manage their portfolio of vehicles and offer them for lease to the market. However, current market indications are that there is very little suitable off lease rolling stock available. Any vehicles which are off lease are being offered to the operators.'

### **Rolling Stock**

Theresa Villiers asked whether the 1,300 extra carriages referred to in the High Level Output Statement include the carriages for the London Midland line announced prior to July 2007. Tom Harris said 'the 217 new carriages ordered by

London Midland and announced in June 2007 as part of the West Midlands Franchise Awards Process, are part of the 1,300 extra carriages promised in the High Level Output Specification. The new carriages will allow existing carriages to be cascaded, delivering extra capacity as set out in the Rolling Stock Plan.'

### **Rolling Stock: Consultants**

Theresa Villiers asked how much the DfT had spent on consultancy fees on the procurement of new Pendolino carriages for the West Coast Main Line on the latest date for which figures are available. Tom Harris said 'there are two components associated with this project. The first is the four new 11 car sets which are the replacements for the Grayrigg set, written off after the accident. The second component is the new 62 vehicles to be added to the existing fleet so that 31 trains are extended from nine to 11 cars. The total consultants fee up to end of period two (24 May 2008) for both the replacement sets and the new 31 two car sets is £518,000 on a project budget of £169 million for the period to 2014.'

### **Transport: Bedfordshire**

Norman Baker asked what assessment the DfT had made of the relative merits of (a) a guided busway and (b) a reinstated railway between Luton and Dunstable; what account she has taken of (i) climate change policy and (ii) the trend in oil prices in forming her view; and if she will make a statement. Rosie Winterton said 'the Luton to Dunstable Busway local transport major scheme is being promoted by Luton borough council. The proposed scheme involves the construction of approximately 12 km of busway, linking the centres of Luton, Dunstable and Houghton Regis with London Luton airport.

As part of the process of assessing whether the Busway was the best option to progress, I understand the council evaluated a number of alternative schemes including heavy rail and light rail. The assessment concluded that none of the alternative options provided as good value for money as the Busway.

The scheme was granted initial Government funding approval in December 2003. Following two public inquiries, the scheme secured all its statutory powers in November 2006 under the Transport and Works Act.

The Department for Transport is now currently considering a request from Luton borough council to move the scheme to the next approval stage within the Department's local major scheme process. As part of our assessment of Luton's Conditional Approval bid, the Department will be revisiting the earlier analysis of the environmental and modelling aspects of the scheme in the light of developments since Programme Entry was granted in 2003.'

## Electrification: Costs

John Spellar asked what estimate the DfT had made of the cost per mile of electrifying the rail network. Tom Harris said 'the cost of electrifying the railway network is currently estimated at around £800,000 per single track mile (£500,000 per single track kilometre) dependant on the complexity and constraints of the particular line.'

## East Coast Main Line

**Stewart Jackson asked if the DfT would** place in the Library the Public Performance Measure Moving Annual Average statistics for the National Express East Coast services for each month since it took over the East Coast Main Line franchise.

**Mr. Tom Harris said** 'the figures are as follows:

	Percentage
Period	Moving annual average
0810	82.4
0811	82.4
0812	82.6
0813	82.6
0901	82.5
0902	83.0

## Great Western Trains

**Theresa Villiers asked** when the amended Great Western Trains franchise agreements will be published. **Tom Harris said** 'this information is now available from the Department for Transport's Public Register, the statutory commercial redactions now having been made and will be on the Department for Transport's website in due course.'

## Great Western Trains: Standards

David Drew asked what the timescale was for First Great Western to work through its notice to improve; and whether the criteria for improvement include the number of journeys where trains have been replaced by bus or taxi. Tom Harris said 'the timescale for First Great Western improvement is set out in the remedial agreement, which now forms part of the First Great Western franchise agreement. This is available from the Department for Transport's Public Register and will also be available on the Department for Transport's website in due

course. The criteria do not include the number of journeys where trains have been replaced by bus or taxi.'

### **High Speed Trains: Consultants**

Theresa Villiers asked how much the DfT had spent on consultancy fees on the Intercity Express programme at the latest date for which figures are available. Tom Harris said 'the Department for Transport has spent £9.4 million since the start of this project in 2005.'

### **Railways: Pensioners**

Jim Cunningham asked what steps the Government plan to take to encourage railway companies to make fares more affordable to pensioners. Tom Harris said 'older people are already entitled to discounted travel on the national rail network through the Senior Railcard which is available for £24 per year, and gives around one-third off most rail fares. The scheme is run by the Association of Train Operating Companies and all train operators are required by the Department for Transport to participate.'

### **Railways: Standards**

Jim Cunningham asked the DfT what recent steps the Government have taken to promote the interests of railway customers. Tom Harris said 'last year we committed £10 billion to deliver the biggest single increase in rail capacity for a generation. This includes the delivery of 1,300 extra train carriages to run longer trains.

As we undertook in last year's rail White Paper, a new system of simplified fares was announced in April this year. We have also asked Passenger Focus to assess how well the current system of fares and ticketing meets passengers' expectations so that we can consider the options for further improvement.'

Jim Cunningham asked what steps the DfT had taken to hold the railway industry to account for major disruptions in service to customers. Tom Harris said 'Network Rail is regulated by the Office of Rail Regulation who take enforcement action in the event of the company breaching its network licence.

The Department for Transport monitors the performance of passenger train operating companies, and takes action in the event of a contravention of the franchise agreement.

### **Railways: West Midlands**

Jim Cunningham asked what recent steps the Government had taken to improve railway services in the West Midlands. Tom Harris said 'the following improvements are planned for the West Midlands:

more and faster long-distance trains on the West Coast Main Line;

increased capacity on Cross-country trains;

new trains on West Midlands suburban services;

increased capacity on Birmingham suburban services;

re-construction of Birmingham New Street station, and improvements to other West Midlands stations; and

expected extension of the Birmingham Cross-city route to Bromsgrove.'

### **Thameslink: Rolling Stock**

Theresa Villiers asked on what date the DfT expects the first new rolling stock for the Thameslink programme to come into use. Tom Harris said 'the Thameslink Programme is planning to commence some 12 car operations on existing routes from December 2011 using existing rolling stock within the national fleet. It is currently planned that new Thameslink rolling stock will commence introduction into service from early 2012.'

### **Transport: Competition**

Jim Cunningham asked what recent steps the Government ha taken to promote competition in the transport industry. Jim Fitzpatrick said 'the DfT had a procurement directorate who manage the Department's procurement procedures including the award of contracts. The Department's procurement procedures are designed to align with EU treaty requirements, procurement legislation and Treasury regulations. Full details of the procedures are published on the DfT website under "Procurement".'

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