



Political Update – July 2008

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Great Western Trains

Theresa Villiers asked the DfT on Great Western Trains, whether First Great Western's four-weekly reports on its Joint Performance Improvement Plan would be published on her Department's website and placed in the Library. Tom Harris replied that those documents are commercially confidential and, as a result, not able to be published.

He also added that all train operators' performance can be viewed on the Network Rail website. This shows that Public Performance Measure for First Great Western in period 1 moved up to 90.6 per cent. and 89.3 per cent. in period 2 which ended 24 May, up from 87.9 per cent. in period 9, the four week period to 8 December 2007.

Railways: Standards

Stephen Hammond asked how many representations the DfT had received from MPs and members of the public relating to performance of train operating companies in the last 12 months. Tom Harris responded that the Department receives representations relating to train operating companies' performance in a variety of formats. A number of such representations have been received over the last 12 months. The exact number received could be provided only at disproportionate cost.

In addition he stated that the Department's high level output specification requires the industry to achieve 92.6 per cent. rail punctuality by March 2014, as measured by the industry-standard public performance measure moving annual average. Rail punctuality reached 90 per cent. in May 2008, which is the highest level recorded to date.

Railway Network

Theresa Villiers asked the DfT how many of the 25 light rail schemes envisaged in the Government's Ten Year Plan for Transport have been delivered and how many miles of light rail line have been constructed since January 2000; and in what locations. To which Tom Harris explained that the 10-year plan published in July 2000 set out indicative figures for the number of light rail schemes that might be delivered by 2010. He noted that this was neither a target nor a commitment for the Government and there are currently eight light rail and tramway systems in operation in England.

Over 45 miles of light rail lines have been constructed in England since 2000, as set out in the following table:

<i>Name and location of system</i>	<i>Route miles</i>
Docklands Light Railway (London)—Extension to London City Airport	2.7
Tyne and Wear Metro (Newcastle)—Extension to Sunderland	11.5
Manchester Metrolink Phase 1 (Manchester)—Extension to Eccles	24.2
Croydon Tramlink (Croydon)—3 lines	18
Nottingham Express Transit (Nottingham)	9

In addition, the Docklands Light Railway Extension to Woolwich Arsenal which commenced in June 2005 is expected to be complete in 2009.

In May 2008, final approval was granted with £244 million towards the £382 million cost to extend the Manchester Metrolink to Oldham, Rochdale and Chorlton. Greater Manchester Passenger Transport Executive is also providing funding separately to a further extension to Droylsden. He also explained that it had been announced in June 2008 that the government are prepared to invest £1.5 billion in support of a £2.8 billion package of measures for Greater Manchester to proceed with its bid under the Government's Transport Innovation Fund. This package includes plans for up to a further 22 miles of extension to the Manchester Metrolink system.

Further announcements included initial funding approval for two extensions for the Nottingham Express Transit and a scheme to refurbish the Blackpool and Fleetwood tram system.

The Department for Transport is also currently considering further proposals to reinvigorate the existing Tyne and Wear Metro.

Chester Railway Station: Parking

Christine Russell asked the DfT what discussions have been had with Network Rail, Chester City Council and the relevant train operating companies on the provision of car parking spaces at Chester station; and if she will make a statement. Tom Harris replied, Officials have met with both Network Rail and Virgin Trains on a number of occasions to discuss the expansion of car parking capacity along the west coast main line, including Chester station. The most recent of these was on 20 June 2008 in Manchester. As a result, Network Rail is now working on the detailed design of a new car park adjacent to Chester station and in turn is in dialogue with Chester city council on planning and highway related issues.

He added that the Department had also been in correspondence with the city council to emphasise the importance of more parking accommodation at this station, as a means of accessing the improved London express service planned for introduction in December this year.

Morning Star

Francis Maude asked the DfT how many copies of the *Morning Star* publication the Department and each of its agencies subscribes to each week; and at what cost to which Jim Fitzpatrick responded one copy of the *Morning Star* is received on a daily basis (Monday to Saturday). The total weekly cost is £3.60.

Railway Stations: Security

Norman Baker asked the DfT a number of questions regarding railway station security. The first, what plans the British Transport Police have to enhance their screening capability for passengers; secondly, what steps will be taken following the London Underground and National Railways Passenger Screening Trials to reduce passenger

concerns about the criteria used to select passengers for screening; and if she will make a statement.

Thirdly what assessment the department has made following the London Underground and National Railways Passenger Screening Trials of the practicality of passenger screening at stations, with particular reference to the numbers who may be screened and the time taken to screen.

Tom Harris referred to his written statement of 26 June 2008 and added in a press notice issued the same day, the British Transport Police (BTP) noted that "these enhancements build on BTP's existing search measures to screen a proportion of passengers and their bags with minimal delay". Initial deployments of this enhanced capability have been well received by passengers and by station staff.

Railways: Repairs and Maintenance

Douglas Carswell asked the DfT what percentage of weekends in (a) June 2008 there were and (b) July and August 2008 there are expected to be disruptions to the railway line between (i) Colchester and Walton-on-the-Naze and (ii) Colchester and Clacton-on-Sea as a result of engineering works.

Tom Harris replied that those were operational matters for Network Rail as the owner and operator of the national rail network and advised Mr Carswell to contact Network Rail's Chief Executive for a response to his questions:

Railways: Scotland

Louise Ellman asked the DfT, pursuant to the answer to the hon. Member for Chipping Barnet of 19 June 2008: Scotland, what the terms of reference are of Network Rail's development of longer-term options for the railway network; when she expects it to report; and if she will make a statement.

Tom Harris [referring to answer on 26 June 2008] said The Secretary of State invited Network Rail to begin work to develop longer-term options for the railway network including new lines and whether or not these should be conventional or high speed. As part of this, on 23 June 2008 Network Rail announced a strategic review of the case for new rail lines. It will consider five of Network Rail's strategic routes, north and west of London: Chiltern, East Coast, West Coast, Great Western and Midland Main Lines. The study is expected to be complete in July 2009.

Railways: Standards

Douglas Carswell asked the DfT what percentage of passenger train services running between (a) Clacton-on-Sea and London Liverpool Street and (b) Walton-on-the-Naze and London Liverpool Street was more than 10 minutes late, in the most recent month for which figures are available.

Tom Harris replied National Express East Anglia has advised that 7.30 per cent. of services between Clacton-on-Sea and London Liverpool Street arrived more than 10 minutes late between 25 May and 21 June. 5.6 per cent. of services between Walton-on-

the-Naze and London Liverpool Street arrived more than 10 minutes late during the same period.

High-speed Trains

Andrew George asked what plans the DfT has to increase the provision of high-speed trains.

The Secretary of State for Transport (Ruth Kelly): Following my recent invitation to examine longer-term options, Network Rail announced in June a study of the potential for new lines to accommodate future growth on the network. This will include an assessment of the role that high-speed lines might play. I look forward to seeing the results of the study next year. Separately, the Department is leading the procurement of new rolling stock to replace the existing fleet of high-speed trains.

Following on from this Andrew George asked what reassurance could she give about the Government's welcome ambitions for a new fleet of express trains and five high-speed routes? On the route to Penzance, as a result of rising sea levels, the line 100 miles away at Dawlish always becomes threatened when high spring tides coincide with strong easterlies and asked if the Secretary of State was able to factor that into the plans or to make an announcement today that the high-speed route could be rerouted?

Ruth Kelly responded that she was sure Mr George would not expect her to make such an announcement today, she understood that Network Rail is looking at the issue that he has raised. She continued that Network Rail needs to be in a position over the next year or so to understand where rail is going to be most intensively used, and that is why it is undertaking a study of where there might be a need for new lines, including high-speed lines. She lastly pointed out that if Mr George had issues with the scope of those studies, she was sure he would make representations to Network Rail.

Louise Ellman then welcomed the commissioning of the study, but asked what criteria the DfT had set for Network Rail for assessing the feasibility of high-speed rail?

Ruth Kelly told Mrs Ellman that Network Rail were invited to carry out a wide-ranging study, without constraint, of where future demand might emerge on the railway, and where there might be need for extra capacity. However she noted that it takes a long time between thinking about and planning for a new line and constructing it, as with Crossrail, so Network Rail is carrying out a study with a wide scope of where extra demands might materialise and how plans can be put in place in case such a scenario arises.

Angus MacNeil then said high-speed rail lines from London to the continent have benefited the economy of the south-east of England and asked when will we see the network completed to Glasgow?

Ruth Kelly replied that the DfT had not set their minds against high-speed lines to Glasgow but stated 'it is right that Network Rail considers all the options, particularly how the need for extra capacity might be met. If extra capacity is needed and a new line needs to be built, it must consider whether that line should be high-speed. I do not suggest, as the hon. Gentleman sometimes does, that there is necessarily a huge

carbon advantage from high-speed rail. For instance, if a high-speed line were to run between London and Manchester or London and Glasgow, one might expect a carbon advantage, but not the scale of advantage that some hon. Members sometimes suggest'

Barry Sheerman then asked whether the DfT was aware that people in Yorkshire very much want a high-speed service to the major cities of this country, not just to London? And if the DfT were also aware that recently at weekends some conspiracy between National Express and Network Rail has sealed off the northern region from the rest of the country through the disruption and damage done to the timetable?

Ruth Kelly responded that there is huge investment in the network at present, including an extra £10 billion allocated to invest in capacity over the five-year period to 2014. She added that from time to time there will be disruption on the route, some of which may be unavoidable as a consequence of the upgrading of the line. If it is not unavoidable that is clearly unacceptable, and I am sure Mr Sheerman would make representations to Network Rail, as indeed she would on his behalf.

Michael Fabricant added that the important thing is that the train should stop, so will the DfT bear in mind the fact that high-speed trains should go not just from major centres of population to other major centres of population but, to some of our great cities, including the great city of Lichfield?

To which Ruth Kelly replied that clearly, there is a trade-off between reductions in journey time and the number of stations where trains stop, but was sure those issues will be taken into account.

Ms Angela C. Smith stated that the DfT was aware of my support, and that of many of my hon. Friends, for the reopening of the Woodhead line over the Pennines and if the DfT would give us an assurance today that the economic benefits to the north of such a link will be given serious consideration as part of the study being conducted by Network Rail?

In response Ruth Kelly said the Minister of State assures me that she has met both National Grid and Network Rail to discuss precisely those issues. A freight study is being carried out to assess whether the Woodhead tunnel might be needed in future to carry freight trains, and there could of course be passenger benefits, too. Ms Smith has ensured that the issue has been put on the table, and I Ms Kelly assured her in response that it is being studied seriously.

Rail Network

Paul Holmes asked the DfT what change there has been in the length in miles of the rail network in England since 1st May 1997, excluding the channel tunnel rail link. To which Ruth Kelly replied that Network Rail and the Office of Rail Regulation informed her that the information is not available in the form requested. However since 1997 the channel tunnel rail link has opened, and there have been no significant closures over this period. However, we have committed to investing £10 billion in increasing capacity over the next five years, which at this stage can be done most effectively by investing in additional rolling stock and improving the existing network.

Paul Holmes responded that if the likely answer were zero if the channel tunnel rail link is excluded he said 'is it not astonishing that the Government can spend £11.5 billion building 405 miles of major new road network, yet not put any money into extending rail? Given that the rail network will approach maximum capacity in the next few years, what plans do the Government have to expand the network and provide capacity beyond 2014?'

Ruth Kelly states that Mr Holmes argument was completely misleading and stated 'if we want to put extra capacity on the railway, the most important thing is to lengthen platforms and invest in new carriages. If we want to increase capacity in the road network, the most important thing is to widen roads or turn the hard shoulder into an extra running lane. However, when we look at the facts on investment, we see that last year alone an extra £3.5 billion was invested in rail capacity and just over £1 billion in roads. There was nearly three times as much investment in rail, so I do not think anyone can accuse the Government of starving the railways of investment.'

Sir Peter Soulsby asked if Ms Kelly agreed that one of the most effective ways of increasing the number of miles available for the passenger network is reopening existing freight lines for passenger transport. Mr Soulsby said she will be aware of a number of such schemes nationwide, but asked if the DfT will look again at the considerable potential for passenger use of the heavy freight line that links Leicester and Burton? Will the DfT support the feasibility work being done on a line that could take a significant number of cars off the congested roads of Leicester and Leicestershire?

Ruth Kelly answered that she knew how interested in and passionate about the issue of freight Mr Soulsby is and assured him that as part of its new line study, Network Rail is thinking about whether there is a need for a dedicated freight line, which would not only benefit the freight industry but potentially increase capacity for passengers. Also, in the rail White Paper, the DfT allocated an extra £200 million for investment in the strategic freight network. Together, those measures will, she hoped, would provide much greater reliability for the freight industry, which is incredibly important, and deliver passenger benefits.

Furthermore Sally Keeble asked whether the DfT would consider the needs of Northampton and the surrounding growth area, which will urgently need more train services as the population increases in the coming years considering the extra capacity and lines that are needed, particularly for high-speed train services.

Ruth Kelly replied that Ms Keeble is persistent in making the case for her constituents in Northampton, particularly on the need for more investment in capacity and that she knows that Northampton is being considered as a stop for the new inter-city express trains, which would provide substantially more seats than current trains do. Ms Kelly also went on to assure Ms Keeble that the DfT will be able to take her representations into account when we decide on the best use of those trains.

London/South Wales Main Line

Alun Michael asked the Secretary of State for Transport if the DfT will hold discussions with Network Rail to persuade it to speed up its work on the main line between London and South Wales. Tom Harris replied that the Government are investing heavily in the Great Western Main Line, securing new trains and spending over £500 million on new platforms and lines to eliminate the bottleneck at Reading. The work does, though, have to be undertaken on a live railway in order to minimise inconvenience to passengers. This influences the pace at which work can proceed.

Waterloo Station

Ian Taylor asked when the DfT expects to finalise the budget for the conversion of the five vacated Eurostar platforms at Waterloo for use by domestic rail services. To which Tom Harris replied that the Department is working closely with Network Rail and Stagecoach South Western Trains (SSWT) to finalise the costs of the partial conversion of platform 20 of Waterloo International to accommodate a limited number of domestic services from December 2008.

However, he said, 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.

Network Rail is currently developing the scope and costs of delivering such a large and complex scheme which 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.

Ian Taylor then asked when the DfT expects work to commence on the five empty platforms at Waterloo Station to allow use by domestic rail services. Tom Harris replied that work to convert Waterloo International to accommodate a limited number of domestic services will commence this summer. These services, most likely on the routes to Windsor and Reading, could use platform 20 of Waterloo International from the proposed timetable change date in December 2008. He also added, such a large and complex 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. Our current assumptions indicate that this could be completed by around 2014.

Warrington Bank Quay Main Line Station

Helen Southworth stated Warrington Bank Quay main line station is currently having a long-awaited refurbishment, but we still have only 98 car parking spaces and asked the DfT to use considerable influence to get us the car parking that we urgently need?

The Parliamentary Under-Secretary of State for Transport (Mr. Tom Harris): My right hon. Friend probably has more influence than I do, but of course I am willing to take up the case. My hon. Friend is right—all the evidence is that the more car parking space is provided at railway stations, the more people will use public transport, particularly the

railways. Virgin and Network Rail are aware of the situation at Warrington Bank Quay, which remains problematic unless new land is bought or the car park is double-decked. Nevertheless, I am informed that Virgin and Network Rail aim to provide 140 new car parking spaces by November 2009.

Northampton Rail Services

Ms Keeble asked what steps the DfT is taking to provide faster train services to and from Northampton. Tom Harris replied he was aware of the growing demand in the Northampton area. Which is why it is being considering using the proposed Intercity Express trains to serve Northampton. The new trains will have a top speed of 125 mph, compared with the 100 mph top speed of the trains currently used on these services.

South Yorkshire Rail Services

Eric Illsley asked what recent assessment the DfT has made of the adequacy of rail services in South Yorkshire. Tom Harris said that Network Rail is responsible for determining the level of rail services required over the forthcoming 10-year period using its route utilisation strategy (RUS) process. The Yorkshire and Humberside RUS is currently under development and will identify changes to rail services that may be required in South Yorkshire over that period. The Department has however, already procured a new service from Leeds to Nottingham, calling at Sheffield and Barnsley, to operate from December 2008.

Train Overcrowding

Crispin Blunt asked the DfT what her latest estimate is of levels of overcrowding on trains. Tom Harris replied that Figures from the Office of Rail Regulation show that passenger numbers grew by 7.8 per cent. over the year to December 2007. The Rail White Paper, which we published in July 2007, described how the Government intended to work with the industry to ensure that the network can cater for that growth. At the heart of our plans is the £10 billion that we have committed to spend on enhancing rail capacity between 2009 and 2014.

East Coast Railway Line

Barry Sheerman asked when the DfT next plans to meet Network Rail to discuss the performance of the track and trains on the East Coast Main Line.

Tom Harris responded that officials in the Department for Transport meet Network Rail every four weeks to discuss rail performance and this meeting is normally chaired at ministerial level. As a key intercity route, all aspects of performance on the route are discussed.

First Great Western

David Drew asked the DfT how many weekends First Great Western rescheduled trains along the Gloucester to Swindon line for all or part of the weekend in 2004-05, 2005-06, 2006-07, 2007-08 and 2008 to which Tom Harris replied Mr Drew should contact First Great Western directly as the DfT does not hold that information.

Freight Facilities Grant

Alan Whitehead asked what plans the DfT has to increase the availability and accessibility of the Freight Facilities Grant to potential applicants.

Jim Fitzpatrick replied- the Department has recently announced a budget for the Freight Facilities Grant in the amount of £21 million over the next three years which should give potential applicants some assurance over the future availability of funding.

The Department will shortly be running a campaign to publicise the FFG scheme to encourage more applications. A new leaflet has been produced, which will be mailshot to potential applicants and the new Freight Best Practice contract which was awarded to Faber Maunsel on 1 July 2008, will require them to market grants direct to businesses.

The DfT are also looking at ways to simplify the application process—including a redesign of the application form to make it easier to use—to encourage more companies to apply for grants.

Railways: Luton Airport

Norman Baker asked what assessment the DfT has made of the effect on local communities of the decision to discontinue through train services from Tulse Hill and Herne Hill stations to Luton Airport and Bedford. Tom Harris replied [referring to answer 8 July 2008] : Network Rail's South London Route Utilisation Strategy (RUS), which was published in March 2008, concluded that, when the Thameslink Project is completed in December 2015, it will not be operationally robust for services from the Herne Hill direction to run north of Blackfriars. He added, however, there is a great deal more to be done by way of assessments of options and modelling work before this conclusion is confirmed.

Railways: Rolling Stock

Sian James asked DfT what progress has been made in the development of a successor to British Rail Class 43 Power Units and associated C3 rolling stock in the last 12 months. Tom Harris replied that the IEP (Intercity Express Programme) is progressing to schedule, and significant progress has been made over the last 12 months. A notice was placed in the *Official Journal* of the European Union (OJEU) in March 2007. From the responses, companies were selected as suitable bidders, and an invitation to tender was issued in November 2007. The bids from manufacturers in response to this invitation to tender were received last week. Detailed assessment of these bids will now be undertaken and it is hoped that the successful bidder will be announced in 2009.

Stephen Hammond asked the DfT, pursuant to the answer of 19 June 2008, *Official Report*, column 1068W, on railways: rolling stock, whether her Department previously held or collated this information. Tom Harris replied that this information was previously collated on an ad hoc basis for specific requirements. This information can be accessed via the Railway Press, from individual train operating companies or from ATOC.

Railways: Rural Areas

David Drew asked what assessment the DfT has made of the effects of reopening rural railway lines on tourism and the wider economy in rural area and what assessment the Department has made of the effect on levels of carbon dioxide emissions of reopening rural railway lines.

Tom Harris replied that the Government's priorities for the rail network were set out in the White Paper, "Delivering a Sustainable Railway" in July 2007. This recognised the economic and social benefits of regional and rural lines but did not envisage reopening any lines in the period to 2014. For this reason, the Government has not sponsored work on the benefits of reopening rural rail routes.

In addition to this he said the Government are aware of locally sponsored work in a number of areas and would be willing to consider reopenings when they offer good value and can be funded. In line with Government appraisal requirements, we would expect any work on a reopening to assess the consequent environmental impacts including the effect on carbon dioxide emissions and the wider economic impacts including impacts on tourism where appropriate.

Railways: Bridges

Theresa Villiers asked the DfT how much the Office of Rail Regulation has assumed Network Rail will receive in payments from third parties who wish to build a bridge across a railway in 2004 to 2009 and 2009 to 2014. Tom Harris responded that no specific allowance has been assumed by the Office of Rail Regulation in respect of payments received by Network Rail from third parties who wish to build a bridge across the railway in 2004 to 2009 and 2009 to 2014.

Railways: Licensing

John Hayes asked what the DfT policy is on EU proposals to harmonise training and licences for train operators. Tom Harris replied the Train Driver Licensing Directive (2007/59/EC) was adopted on 23 October 2007 as part of the Third Railway Package. The directive aims to harmonise the licensing and certification of train drivers and other train crew with a safety related role. Although it specifies the minimum requirements that need to be met by a train driver, the directive does not include measures to harmonise training requirements. The directive must be transposed by 3 December 2009. In transposing the directive for the UK the Government will work closely with all stakeholders to achieve a balanced and workable implementation in line with the principles of better regulation.

Rail Franchise Enforcement Policy

The Parliamentary Under-Secretary of State for Transport (Mr. Tom Harris): The Department for Transport has today published the results from a consultation paper on rail franchise enforcement policy, "Rail Franchise Agreements and Closure Conditions".

The document summarises the responses received to the consultation document together with the outcomes stated by the Department. The policy document details the

Department's stepped and pragmatic approach to enforcement. It also contains a statement of policy with respect to the imposition of penalties and the determination of their amount, which the Department has a legal obligation to consult on.

The purpose of the publication of the results is to provide transparency to the Department's current policy and to ensure that it is easily understood. We acknowledge and welcome the input provided by the rail industry. It is available on the DfT's website. Copies have been placed in the Library of the House.

Eurostar

Lindsay Hoyle asked if the DfT will bring forward proposals to develop a regional Eurostar link to which Tom Harris replied that any changes to Eurostar service patterns are a matter for Eurostar. The Department for Transport does not have any proposals to develop a regional Eurostar link.

High Speed Trains: EC Law

John Hayes asked what estimate the DfT has been made of the costs of implementing Commission Decision 2008/164/EC on the high speed rail network; and if she will make a statement. Tom Harris replied that as a result of Commission Decision 2008/164/EC, the Technical Specification for Interoperability—Persons with Reduced Mobility ('PRM TSI') came into force in the UK on 1 July 2008. The PRM TSI sets out accessibility standards for passenger trains and stations on both the conventional and high speed Trans-European Network. The PRM TSI replaces very similar domestic access standards for stations and trains which had been in place for several years. Therefore the DfT do not expect that its implementation will have a significant impact on costs.

Leicester to London Railway Line

Keith Vaz asked the DfT who the main service provider of the Leicester to London high speed train will be; and (2) what effect the construction of the high speed train link will have on travel times between Leicester and London until the link has been completed; and what plans she has to reduce adverse effects on travel times during this period.

Tom Harris responded that the Secretary of State invited Network Rail to begin work to develop longer-term options for the railway network. As part of this, on 23 June 2008 Network Rail announced a strategic review of the case for new rail lines. It will consider five of Network Rail's strategic routes, north and west of London: Chiltern, East Coast, West Coast, Great Western and Midland Main Lines. However it is too early to say what the results of this study will be or where any potential new lines might go. The study is expected to be complete in July 2009.

Additionally Keith Vaz asked the DfT when the railway track improvements between Leicester and London will be completed. Tom Harris replied that this was an operational matter for Network Rail as the owner and operator of the national rail network so Mr Vaz should contact Network Rail's Chief Executive for a response to his question:

London to Cardiff Railway Line

Adam Price asked the DfT, pursuant to the answer of 1 July 2008, *Official Report*, column 745W, on the London to Cardiff railway line, where the potential new rail line along the Great Western main line being examined by Network Rail would end.

Tom Harris replied that the Secretary of State invited Network Rail to begin work to develop longer-term options for the railway network. In response to this, on 23 June 2008 Network Rail announced a strategic review of the case for new rail lines. It will consider five of Network Rail's strategic routes, north and west of London: Chiltern, East coast, West Coast, Great Western and Midland main Lines. It is too early to say what the results of this study will be or where any potential new lines might go. The study is expected to be complete in July 2009.

Railways

Lembit Öpik asked the DfT how many passenger delay minutes for Virgin Trains there were in each quarter since January 2006; and what proportion of these delays were caused by (a) Virgin Trains and (b) Network Rail in each quarter.

Tom Harris provided the information requested in the table below.

	<i>Delay minutes caused by Virgin Trains services</i>	<i>Proportion of delay caused by Network Rail (percentage)</i>	<i>Proportion of delay caused by Virgin Trains (percentage)</i>
Q4, 2005-06	131,712	71	16
Q1, 2006-07	125,949	67	19
Q2, 2006-07	151,340	67	20
Q3, 2006-07	205,026	68	16
Q4, 2006-07	158,011	74	14
Q1, 2007-08	144,987	74	14
Q2, 2007-	160,235	73	16

08			
Q3, 2007- 08	269,973	70	14
Q4, 2007- 08	183,881	75	12
Q1, 2008- 09	166,608	79	9

Note:

Remaining percentage is accounted for by delays to Virgin Trains caused by other train operators

'Quarterly' data are reported in four weekly periods. Quarter 3 of each year comprises four four-weekly periods and the other quarters comprise three four-weekly periods.

A proportion of delays is caused by other train operators rather than Network Rail or the operator of the train affected.

Lembit Öpik also asked the DfT how many passenger delay minutes for Arriva Trains Wales there were in each quarter since January 2006; and what proportion of these delays were caused by (a) Arriva Trains Wales and (b) Network Rail in each quarter.

Tom Harris provided the information requested the following table:

	Q4 2005- 06	Q1 2006- 07	Q2 2006- 07	Q3 2006- 07	Q4 2006- 07	Q1 2007- 08	Q2 2007- 08	Q3 2007- 08	Q4 2007- 08	Q1 2008- 09
Delay minutes caused to Arriva Trains Wales' services	208,447	244,250	277,951	331,242	182,356	143,412	160,811	210,637	139,037	142,437
Proportion of delay minutes caused by Network Rail (%)	36	35	42	42	47	45	48	43	46	48
Proporti	55	57	51	50	45	47	44	45	44	41

on of delay minutes caused by Arriva Trains Wales (%)										
<p><i>Note:</i> Remaining percentage is accounted for by delays to ATW trains caused by other train operators.</p>										

'Quarterly' data is reported in four weekly periods. Quarter 3 of each year comprises four four-weekly periods and the other quarters comprise three four-weekly periods. A proportion of delays are caused by other train operators rather than Network Rail or the operator of the train affected.

David Drew asked what account the DfT takes of the provision of unadvertised rail services to compensate for network repairs or other unforeseen events when evaluating the performance of train operating companies. To which Tom Harris replied that the public performance measure for rail takes account of service alterations made in advance, in order to reflect properly how trains have run compared with the train service plan for any particular day. Services are measured against the plan in place for that day, and the evaluation of a train operating company's performance will therefore reflect events where services may be disrupted.

Railways: Electrification

Sian James asked what assessment the DfT has made of the potential for electrification of those main line railway lines served exclusively by diesel locomotives at present.

Tom Harris said 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. This assessment will include those main line railway lines served exclusively by diesel locomotives at present. The aim is to produce an indicative implementation plan by the end of 2008.

Stephen Hammond asked the DfT, pursuant to the Answer of 19 June 2008, *Official Report*, column 1066W, on railways: electrification, how many staff were engaged in this work in each month of the last two years.

Tom Harris replied that the DfT does not hold information in the form requested. A number of officials within the Department are currently supporting the industry's work on electrification, in particular by providing technical and economic advice. This is to meet the Secretary of State's aim of developing a prioritised list of potential routes for electrification by the end of the year.

Calder Valley Railway Line

Linda Riordan asked the DfT what plans there are to introduce additional rolling stock on the Calder Valley line; and how many units are to be introduced. Tom Harris said the DfT have specified that capacity for an extra 5,100 peak passengers should be provided into Leeds by 2014. Given forecast demand, it is likely the Calder Valley line will be one of the routes benefiting from this extra capacity. He explained that the DfT are in discussion with the train operating companies on the best way to add peak capacity but it is not possible at this stage to say how it will be allocated between routes and how many additional carriages will operate on individual routes.

Freight

Mr. Evans asked the DfT what volume of goods was transported within the UK by (a) road, (b) rail, (c) aeroplane and (d) waterway in each of the last five years.

Jim Fitzpatrick provided the following table with figures for the years 2002 to 2006, the latest years for which information is available for all modes.

<i>Table 1: Domestic freight transport: by mode: 2002 to 2006</i>					
<i>Goods lifted (million tonnes)</i>					
				<i>Water⁽³⁾</i>	
	<i>Road (GB)</i>	<i>Rail⁽¹⁾ (GB)</i>	<i>Aviation⁽²⁾ (UK)</i>	<i>Total (UK)</i>	<i>Of which : Inland waters (UK)</i>
2002	1,734	87	0.055	139	49 21 July 2008 : Column 885W 21 July 2008 : Column 886W
2003	1,753	89	0.059	133	47
2004	1,863	100 ⁽⁴⁾	0.062	127	45
2005	1,868	105 ⁽⁵⁾	0.068	133	49
2006	1,936	108	0.068	126	51

⁽¹⁾ Figures for rail are for financial years.

⁽²⁾ Domestic cargo handled at UK airports adjusted to eliminate double counting and excluding mail and passengers' luggage.

⁽³⁾ Includes coastwise traffic and one port traffic (sea dredged aggregates and traffic with offshore installations) as well as inland waterway traffic. The component of this traffic using inland waterways is shown separately.

⁽⁴⁾ Break in the series, increase largely due to changes in coverage

⁽⁵⁾ Figures from 2005 onwards include some of the tonnes lifted by GB railfreight.

Sources:

Department for Transport, Office of Rail Regulation, Civil Aviation Authority

High Speed Trains

Stephen Hammond asked the DfT (1) when she informed Network Rail that they had to consider the possibility of introducing new high speed lines in the United Kingdom; (2) if she will place in the Library the specification she has given Network Rail for their new lines study; (3) whether she has asked Network Rail to look into any specific proposals as part of the new lines study; (4) what the commissioned price of the Network Rail new lines study is.

Tom Harris replied in the "Towards a Sustainable Transport System" document of October 2007 the DfT proposed the generation of a broad range of options, which is why the Secretary of State invited Network Rail to begin work to develop longer-term options for the railway network in March 2008. In response to this on 23 June 2008 Network Rail announced, a strategic review of the case for new rail lines. Network Rail has developed its own remit for this work. The costs of the study will be borne by Network Rail reflecting their network planning function.

Furthermore Mr. Hammond asked what assessment the DfT has made of the capacity which could be created on the (a) West Coast Main Line and (b) East Coast Main Line by the formation of a new high-speed rail line in addition to the current tracks along those routes.

Tom Harris replied that any new rail line would create significant additional capacity on both new and existing lines. On 23 June 2008 Network Rail announced a strategic review of the case for new rail lines, including the additional capacity that would be created. It will consider five of Network Rail's strategic routes, north and west of London: Chiltern, East Coast West Coast, Great Western and Midland Main Lines.

Theresa Villiers asked what meetings the DfT has had with Network Rail to discuss high-speed rail in the last 12 months to which Tom Harris said the Secretary of State regularly meets Network Rail to discuss a range of issues of common interest.

Stephen Hammond also asked the DfT whether the study being conducted by Network Rail into high-speed rail lines was commissioned by her Department. Tom Harris replied that the Secretary of State invited Network Rail to begin work to develop longer-term options for the railway network in March 2008. In response to this, on 23 June 2008 Network Rail announced a strategic review of the case for new rail lines.

Railway Network: Bicycles

Ben Wallace asked what guidance the DfT issues to train operating companies on the carriage of bicycles on trains.

Tom Harris replied that the Department's cycling policy document and the rail White Paper published last year set out the DfT's policy. They want all TOCs to take into account the wider benefits of cycling when considering both investments in cycle facilities and their own rules for carrying cycles. The White Paper also announced the setting up of a task force to look into how bike and rail journeys can be better integrated. The task force includes ATOC, Network Rail, Passenger Focus, Cycling England and

Transport for London. Mr Harris said he looked forward to hearing about their progress later this year.

Railways

Stephen Hammond asked the DfT (1) with reference to the answer to the hon. Member for Epsom and Ewell (Chris Grayling) of 29 March 2007, *Official Report*, column 1694W, on railways, if she will place in the Library copies of the equivalent data for 2007-08; (2) pursuant to the answer of 19 June 2008, *Official Report*, column 1068W, on railways: rolling stock, for what reason and on what date her Department ceased to hold and collate this information.

In response Tom Harris referred Mr. Hammond to his answer of 19 June. This information has never been routinely collected in the Department.

Railways: Finance

Theresa Villiers: To ask the Secretary of State for Transport what estimate she has made of the effect of currency fluctuations on the cost of the Intercity Express programme.

Tom Harris said the effects of currency fluctuations on the Intercity Express programme costs were considered in the business case and will be taken into account during the assessment of bids.

Norman Baker asked the DfT, pursuant to the answer of 19 June 2008, *Official Report*, columns 1066-7W, on railways: finance, how much of the financial allocation for rail (a) has been allocated in 2008-09 and (b) was allocated in 2007-08 to (i) each train operating company and (ii) Network Rail.

Tom Harris said funding for the railways is made up of a combination of direct Government grants to Network Rail, subsidy and premium payments to and from train operating companies (TOCs), along with income from the farebox. The bulk of Network Rail's income, as determined by the Office of Rail Regulation, is in turn made up of those Government grants and track access charges levied on the train operating companies (TOCs). A proportion of the income from subsidy and farebox revenue will go towards paying track access charges to Network Rail.

In view of this it is not possible to allocate Government funding for the railway to individual railway beneficiaries. That said, payments and premiums to and from individual TOCs and grant payments to Network Rail for 2007-8 will be published shortly by the Office of Rail Regulation in National Rail Trends. In addition, a table showing contracted payments and premiums to and from all TOCs who have extant contracts with the Government is available in the Library of the House.

Railways: Overcrowding

Stephen Hammond asked the DfT, pursuant to the answers of 19 June 2008, *Official Report*, column 1067W, on railways: overcrowding, when her Department's formula to determine train capacity, derived from dividing the interior size of a passenger vehicle by

0.45 square metres, was first used; and whether the divisor in the formula has ever varied from 0.45 square metres.

Mr. Tom Harris replied that the standard of 0.45 square meters for determining train capacity was first used by the Office for Passenger Rail Franchising in 2000, and continues to apply today.

There are two specific variations: Class 376 trains, operating on Southeastern services; and for services operated by Stagecoach South West Trains to and from London Waterloo. New (Class 376) purpose-built vehicles ordered for Southeastern are configured to serve short-distance Metro passenger flows, and the stock has been specifically configured with low density seating and appropriate grab rails for standing passengers, to ensure that passengers can stand in relative comfort for short-distance journeys; the same is true for Class 455 units operated by Stagecoach South West Trains, on services that stop within 20 minutes of leaving London Waterloo. In these cases the standard is varied to 0.35 and 0.25 square metres respectively.

Railways: Standards

Stephen Hammond asked the DfT, pursuant to the answer of 12 June 2008, *Official Report*, column 405W, to the hon. Member for Chipping Barnet (Mrs. Villiers) on railways: standards, for what reason and upon what date her Department ceased to gather data on the causes of train cancellation.

Tom Harris said operational data on rail performance, including the reasons for each cancellation, is compiled by Network Rail and agreed with other rail industry parties. The Department for Transport receives higher level information on rail performance, but does not monitor the operation of every train. This has been the case since the start of rail franchising in 1996.

Thameslink: Rolling Stock

John Spellar asked the DfT which company manufactured, and in which country, the trains in service on Thameslink routes.

Tom Harris replied that the current Thameslink routes are served by a fleet of class 319 electrical multiple units (EMUs) which were built by British Rail Engineering Ltd. (BREL) in the UK. Over the next few years, as the Thameslink Programme progresses, a number of additional routes will be incorporated into the Thameslink network. The services on these routes are currently operated by class 317 EMUs also built by BREL in the UK, class 365 EMUs built by ABB Transportation (the successor to BREL) in the UK and class 375 and 377 Electrostar EMUs built by Bombardier Transportation (the successor to ABB) in the UK.

West Coast Main Line

Mark Lancaster asked what assessment the DfT has made of the consequences for the delivery to schedule of the West Coast Main Line upgrade of any failure by Network Rail to meet each of the 25 milestones agreed with the Office of Rail Regulation, broken down by milestone.

In response Tom Harris said the Office of Rail Regulation (ORR) has reviewed Network Rail's delivery plan for the West Coast Main Line and concluded that the plan is achievable, provided Network Rail robustly and diligently manages the delivery of the work against the revised programme.

In its Network Rail Monitor for 2007-08 published 5 June 2008, the ORR stated its intention to monitor 25 delivery milestones to certify that Network Rail remains on target to deliver the West Coast Main Line improvements. Two significant milestones were achieved on 5 and 29 May with the successful commissioning of new infrastructure on the Trent Valley four tracking project (Stages 1 and 3) and between Rugby and Nuneaton (Stage G).

Mark Lancaster asked if the DfT would provide a monthly report on progress towards the 25 milestones for the West Coast Main Line upgrade agreed between the Office of Rail Regulation and Network Rail. Tom Harris replied that the DfT and Network Rail meet regularly to monitor progress on the West Coast Main Line. The 25 milestones are, however, matters between the Office of Rail Regulation and Network Rail.

West Coast Railway Line

Mark Lancaster asked if the DfT will make it their policy to ensure that the 25 milestones agreed by the Office of Rail Regulation with Network Rail to monitor the progress towards the December delivery of the West Coast upgrade, will be reported on more than twice before December.

Tom Harris replied that the Office of Rail Regulation is responsible on a quarterly basis for reporting the progress made by Network Rail in their delivery of the West Coast Main Line upgrade. In its Network Rail Monitor for 2007-08 published 5 June 2008, the ORR noted that two significant milestones were achieved on 5 and 29 May with the successful commissioning of new infrastructure on the Trent Valley four tracking project (Stages 1 and 3) and between Rugby and Nuneaton (Stage G).

Railway Network

Don Foster asked the DfT what the budget of the Department's Rail Group was in each of the last five years. Tom Harris said Government expenditure on rail between 2002-03 and 2007-08 along with spending plans for 2008-09 and 2009-10 is set out the Department for Transport annual report. A copy of the relevant table is reproduced as follows:

	<i>Outturn</i>						<i>Estimated outturn</i>	<i>Plans</i>	
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09 ⁽¹⁾	2009-10 ⁽¹⁾
Net Direct Support for Passenger Rail Services	738	930	⁽²⁾ 1,225	878	813	847	684	449	(250)

Grants to PTE's	214	245	294	277	199	313	310	323	329 22 July 2008 : Column 1047W 22 July 2008 : Column 1048W
Direct Grants to Network Rail	499	⁽³⁾ 792	1,448	2,058	1,984	⁽⁴⁾ 3,103	3,154	3,224	3,066
CTRL Grants	342	1,362	1,295	312	385	102	154	88	90
Freight Grants ⁽⁵⁾	57	49	32	26	5	0	0	0	0
Other ⁽⁶⁾	273	390	394	296	104	84	72	74	76
Total	2,134	3,768	4,688	3,847	3,490	4,449	4,374	4,158	3,311

⁽¹⁾ Total expenditure and the mix between support for passenger rail services and direct grants to Network Rail may be subject to revision as part of the regulatory review into Network Rail's income which is currently being conducted by the Office of Rail Regulation. ⁽²⁾ Figure includes £700 million paid directly to train operating companies that was subsequently deemed to be in respect of capital investment undertaken by Network Rail. ⁽³⁾ Figure includes a grant payment of £300 million to Network Rail to facilitate the purchase of Railtrack. ⁽⁴⁾ From 2006-07 onwards responsibility for paying grants to Network Rail for the rail network in Scotland has been transferred to Scottish Ministers. Spending plans in this table from 2006-07 onwards are in respect of the English and Welsh elements of the railway. ⁽⁵⁾ Responsibility for the payment of Freight Grants transferred from the SRA to Logistics Division in DfT on 26 June 2005. The figure in this table shows spending by the SRA prior to that transfer. ⁽⁶⁾ Figures include payments in respect of rail industry pensions, external costs in connection with specifying and procuring rail franchises and in managing rail projects and payments to The British Transport Police, the Rail Passengers Council, the Rail Heritage Committee and British Rail (Residuary) Ltd. Note: Prior to 2004-05 expenditure relates to spending by the Strategic Rail Authority (SRA) and the Department for Transport. During 2005-06 the functions and spending of the Strategic Rail Authority (SRA) were progressively transferred to the Department for Transport in accordance with the Railways Act 2005. This table represents the combined spending of the SRA and its predecessor bodies, the DfT Rail Directorate prior to the relevant parts of the Railways Act being commenced and the new DfT Rail Group. From 2006-07 onwards figures show planned spending by DfT.

Don Foster asked what the staffing costs of the DfT's Rail Group were in each of the last five years. Tom Harris replied that prior to 2004-05 the vast majority of public sector staff costs in connection with the railway were expended by the Strategic Rail Authority (SRA). During 2005-06 the functions of the SRA were progressively transferred to the

Department for Transport's Rail Group. The following figures show staff costs of the Rail Group following the transfer of those functions.

	<i>£ million</i>
2007-08	21.4
2006-07	17.2
2005-06	11.7

Railway Network: Manpower

Don Foster asked the DfT how many full-time equivalent members of staff (a) her Department and (b) public bodies her Department is responsible for employ on tasks related to the railway; how many of those work on (i) project management, (ii) project oversight and (iii) financial oversight; and what plans the DfT has for future staffing.

Tom Harris replied that the National Networks Group have 336 full-time equivalent members of staff, of this number, 70 are employed in project management and project oversight and 58 are employed on financial oversight. Plans for future staffing will be agreed in next year's round of business planning beginning October 2008.