



## ASLEF Political Update – November 2008

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## Rolling Stock

**Mr. Stephen O'Brien (Con):** To ask the Secretary of State for Transport what the percentage change in active rolling stock has been since 1997. [232024]

**Paul Clark:** The Department for Transport does not keep the detailed information required. However, we know that in May 1995, the number of vehicles on lease was 10,401 and, as of today, the number on lease on the rail network is around 11,150, an increase of approximately 7.2 per cent. It should also be noted that a further 1,300 vehicles will be delivered as part of high level output specification (HLOS), of which 423 have already been ordered.

## Railways

**Mr. Stephen O'Brien:** To ask the Secretary of State for Transport what progress has been made towards increasing rail use by 50 per cent. by 2010 as referred to in his Department's Transport Ten Year Plan of 2000; what the baseline year is against which this target is being measured; and how many passenger kilometres were travelled in each year since 2000.

**Paul Clark:** As shown in the following table, rail passenger kilometres have grown by 28 per cent. since 2000-01, the base year for forecasting used in the 10-year plan.

<i>Great Britain 2000-01 to 2007-08</i>	
	<i>Passenger kilometres (billions)</i>
2000-01	38.2
2001-02	39.1
2002-03	39.7
2003-04	40.9
2004-05	41.8
2005-06	43.2
2006-07	46.2
2007-08	49.0
Growth between 2000-01 and 2007-08 (percentage)	28
<i>Source:</i> ORR	

## **Railways: Standards**

**Mr. Stephen O'Brien:** To ask the Secretary of State for Transport what the minimum statutory space requirement for each rail passenger is; and what estimate his Department has made of how often these space requirements are met. [232023]

**Paul Clark:** Rail statistics are published by the Office of Rail Regulation. The latest data available are for 2006 and is published in the National Rail Trends Year Book for 2006-07, which is available in the Library of the House. The published crowding measure (which was first used by the Office for Passenger Rail Franchising in 2000) is based on an assumed standing room of 0.45 metres per standing passenger.

There are two specific variations to the published measure: 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.

## **British Railways Board (Residuary): Finance**

**Norman Baker:** To ask the Secretary of State for Transport what funding his Department provided to the British Railways Residuary Board in 2008-09. [234897]

**Paul Clark:** As at 11 November 2008, British Railways Residuary Board Ltd. has required no funding from the Department for Transport in this financial year.

## **Railway Heritage Committee**

**Norman Baker (LD):** To ask the Secretary of State for Transport what the *(a)* role and *(b)* remit is of the Railway Heritage Committee; what projects it is conducting; and from what budgets the costs of each such project are met. [234908]

**Paul Clark:** The Railway Heritage Committee exists to designate railway records and artefacts held by specified bodies within the rail industry which are historically significant and worthy of permanent preservation. It also agrees which institution should hold those records and artefacts when they are no longer needed by the business that owns them and the terms on which they should be offered for preservation.

The Committee meets at regular intervals to consider the case for designation of particular items but is not itself responsible for any preservation projects. Its costs are met by the Department for Transport. Its annual budget for 2008-09 is £120,000.

### **Railways: Expenditure**

**Mrs. Curtis-Thomas (Lab):** To ask the Secretary of State for Transport (1) how much capital expenditure his Department incurred in relation to rail travel in (a) 1997 and (b) 2007; [236698]

(2) how much his Department plans to spend on the maintenance and development of railway stations in (a) Crosby constituency and (b) England in the next three years; [236715]

(3) how much capital expenditure his Department incurred in relation to railway stations in Crosby constituency in (a) 1997 and (b) 2007. [236699]

**Paul Clark:** Details of total Government expenditure on the railway are published by the Office of Rail Regulation in National Rail Trends (NRT). Copies of this are available in the Library of the House. National Rail Trends states that in 1997-98, Government expenditure on rail travel was £1,829 million and rose to £5,147 million in 2007-08.

### **Waterloo Station**

**Mr. Davey (Lib Dem):** To ask the Secretary of State for Transport (1) when he expects the work on linking one of the former Eurostar platforms at Waterloo International to the main domestic Waterloo terminal to be completed; and how long after the completion date it will be before the first new train services are using the new platform 20 at Waterloo; [235670]

(2) how much it has cost in total to link the former Eurostar platform at Waterloo International to the domestic Waterloo terminal; [235671]

(3) what plans he has for bringing the remaining four Eurostar platforms at Waterloo International into use by domestic trains after the first of these platforms is linked to the domestic Waterloo terminal; and if he will make a statement; [235672]

(4) what the annual cost of maintaining the platforms at Waterloo International Terminal without any train services is expected to be; and if he will make a statement; [235673]

(5) what feasibility studies his Department has commissioned on the future of Waterloo Terminal and Waterloo International Terminal; when these are expected to report; whether they have been asked to look into a long-term option of a 24-platform station, with each platform capable of accommodating 12 car trains; and if he will make a statement; [235674]

(6) when he will announce a decision on new train services into Waterloo, following the decision to link one platform of the former Eurostar platforms to the main station; and if he will make a statement; [235681]

(7) how many extra trains per day into Waterloo will be made possible as a result of the decision to create a platform 20 from one of the former Eurostar platforms. [235682]

**Paul Clark:** Works to convert platform 20 of Waterloo International for domestic usage will be completed by December 2008. This will provide the capability to operate domestic trains into this platform from this time. The Department for Transport has sought to engage with South West Trains to seek their agreement to operate train services into this platform. The cost of the works to link the former Eurostar platform at Waterloo International to the domestic Waterloo terminal is in the region of £2.9 million.

Beyond this, it is primarily the railway infrastructure on the approaches to Waterloo rather than the number of platforms that limits the number of trains that can use Waterloo station as a whole. Therefore, we are seeking to run longer trains rather than more trains. This is in accordance with the strategy set out in the White Paper "Delivering a Sustainable Railway" published in July 2007.

Network Rail are seeking to provide the necessary additional capacity on the South Western network by extending platforms at stations where required, and are currently taking forward detailed feasibility studies into making all the platforms at Waterloo long enough to accommodate 10 car trains. They will also need to modify the junction layouts on the approaches to the station. It also includes making full use of the remainder of the Waterloo International platforms.

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 to address crowding. The infrastructure works are planned to be completed by 2014. Additionally, for the longer term, Network Rail is also considering how to upgrade the station to accommodate 12-car rolling stock.

Discussions are under way with South West Trains to determine the scope, timing and cost of providing the additional rolling stock that will deliver our strategy. Any proposals made by South West Trains will be evaluated to contractualise the requirements. However, as you would expect, this is subject to concluding value for money negotiations with the train operator.

The platforms at Waterloo International are an integral part of the terminal building which is operated and managed by BRB (Residuary) Ltd. (BRBR) as a single site. As such it is not possible to accurately allocate the cost of the platforms on a stand alone basis. The total annual costs of managing the entire facility are in the order of £2.5 million. These costs are partially offset by rental income of approximately £340,000 per annum and BRBR are looking for further opportunities to generate income while the terminal is non-operational.

**Mr. Davey:** To ask the Secretary of State for Transport (1) what estimates his Department has made of the number of passengers travelling into Waterloo in (a) 2007, (b) 2008, (c) 2009, (d) 2010, (e) 2011, (f) 2015, (g) 2020, (h) 2025 and (i) 2030; and what the basis is for such estimates; [235677]

(2) what recent representations his Department has received from organisations in the rail industry on his forecasts for passenger numbers travelling into Waterloo; and if he will make a statement; [235678]

(3) whether he plans to revise his forecasts of future passenger numbers travelling into Waterloo; and if he will make a statement; [235679]

(4) if he will review the accuracy of the methodology and base figures used to forecast future passenger numbers travelling into Waterloo; and if he will make a statement. [235680]

**Paul Clark:** We have made a series of estimates of the overall volumes of passengers forecast to travel. The basis of these estimates is the Network Modelling Framework, a forecasting system that incorporates standard industry agreed demand forecasting methodology.

No representations have been received on the overall forecasts.

Forecasts of the overall volumes of arriving passengers at Waterloo during the morning peak were published as part of the HLOS. We have reviewed our forecasts for the CP4 period and concluded that no changes should be made to the extra peak demand to be accommodated by 2013-14. We will monitor actual outturn against forecasts over CP4.

The industry methodology used to forecast rail passenger demand is reviewed on a regular basis. The HLOS forecasts used a base year of 2004-05. There are no plans to revise these base figures.

### **Potters Bar and Grayrigg Derailments**

**The Secretary of State for Transport (Mr. Geoffrey Hoon):** As foreshadowed by my statement of 23 October, the Department for Transport has today written to parties affected by the Potters Bar and Grayrigg derailments to seek their views on the most appropriate way forward, following the adjournment of the Potters Bar inquest in 2007. A copy of the letter has been placed in the Library of the House. Letters have been sent to organisations and individuals—or their representatives—who were affected by either accident and with whom the Department for Transport has previously had contact. I am also interested in the views of others directly involved in either accident, and a copy of the letter has been published on my Department's website so that they may have an opportunity to respond.

## **Rail Services: Halifax-London**

**Mrs. Riordan (Lab):** To ask the Secretary of State for Transport what recent progress has been made on the provision of a direct rail link between Halifax and London. [238606]

**Paul Clark:** Network Rail is due to present a further assessment of timetable options for the East Coast Main Line to the Office of Rail Regulation on or before 19 December. The Office of Rail Regulation expects to publish its decision regarding which train operators will be granted new access rights during January 2009.

## **High Speed Rail Line**

**Jo Swinson (LD):** To ask the Secretary of State for Transport if his Department will take steps to build a high speed rail line north from London. [238610]

**Paul Clark:** The Government are looking at the need for additional transport capacity as part of the new approach to planning set out in the October 2007 document "Towards a Sustainable Transport System". While Network Rail is reviewing the case for new lines as one option, enhancement of the capability of the existing network is equally important, as shown by the £8.8 billion investment in upgrading the West Coast Main Line, which has significantly reduced travel times.

## **Channel Tunnel**

**Dr. Stoate (Lab):** To ask the Secretary of State for Transport what assessment his Department has made of current spare passenger capacity on (a) the High Speed One rail link and (b) the Channel Tunnel. [236244]

**Paul Clark:** There is currently significant spare capacity on High Speed 1. Much of this will be utilised when domestic high-speed services commence in December 2009. And, potentially, the opening up of the international passenger rail market from 2010 will see further increases in the use of the railway in the future.

Although the Department for Transport has made no formal assessment of the current spare capacity in the channel tunnel, it is my understanding that a significant level of capacity remains available for international services. The allocation of paths through the channel tunnel, and the precise number that have been unused, are matters for Eurotunnel.

## **Railways: Overcrowding**

**Helen Southworth:** To ask the Secretary of State for Transport what assessment he has made of overcrowding on East Midlands Trains services during peak times on train services from Warrington station; and what steps are being taken to address the issue. [239236]

**Paul Clark:** East Midlands Trains regularly evaluates levels of overcrowding to formulate plans to improve capacity. The refurbishment programme for Class 158 vehicles commenced this summer and will provide a 13 per cent. increase in seating capacity.

### **Railways: South West**

**Mr. Ancram:** To ask the Secretary of State for Transport what plans he has to promote high speed rail links to the South West. [239555]

**Paul Clark:** The Government's immediate priority are increasing capacity on the existing rail network and £10 billion will be invested from 2009 to 2014 on measures to bring this about.

In March 2008, the Secretary of State for Transport invited Network Rail to examine options for supporting further growth in the longer term, which might include new lines. Network Rail's new lines study is due to be completed in summer 2009.

On 29 October 2008, it was announced that the Minister of State for Transport (Lord Adonis) will chair a National Networks Strategy Group, with senior partners from Network Rail, the Highways Agency, Treasury and other Government Departments as necessary.

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The focus of the group is to make best use of the existing key networks and to investigate longer term solutions to future challenges on these networks including new rail lines.

### **Rolling Stock**

**Mrs. Villiers (Con):** To ask the Secretary of State for Transport of the 1,300 new carriages referred to in the 2007 Rail White Paper, how many will be allocated (a) to First Transpennine and (b) to First Capital Connect; and whether they will be in addition to the new Thameslink carriages. [237769]

**Paul Clark:** The HLOS Rolling Stock Plan published on 30 July 2008 shows 42 additional vehicles allocated to the First Transpennine Express franchise and 85 additional vehicles allocated to the First Capital Connect franchise. These carriages are not part of those being procured for the Thameslink upgrade.

**Stephen Hammond (Con):** To ask the Secretary of State for Transport what detailed specifications his Department has made for the procurement of new trains since 2000. [237841]

**Paul Clark** [*holding answer 20 November 2008*]: The Strategic Rail Authority was initially involved, alongside HBSC Rail, in procuring the new trains for the fast domestic services into St. Pancras which are being built by Hitachi. This is because there was no train operator in place at the time.

The Department for Transport, with the involvement of industry stakeholders, has developed the output specification for the Inter City Express programme and the new trains for Thameslink.

### **Railways: Spark Guards**

**Lord Bradshaw** (LD) asked Her Majesty's Government:

Further to the Written Answer by Lord Adonis on 29 October, why spark guards must be fitted to wagons with composite brake blocks which do not provide sparks; and whether they will seek to suspend the relevant European Union rules.

**The Minister of State, Department for Transport (Lord Adonis):** The requirement for fitment of spark guards is part of the specification in the Technical Specification for Interoperability (TSI) for freight wagon rolling stock where the floor of the wagon cannot offer an equivalent level of protection. The TSI is currently under revision and both UK and railway-sector representatives on the TSI drafting group will have the opportunity to argue for the disaggregation of the requirement for spark guards from wagons that use composite brake blocks. If such a revision is not supported by other European railways, the revised TSI could be drafted to include a specific case for the UK to provide for an ongoing alternative national requirement.

Until the TSI is revised, individual vehicle projects can apply for derogation from the requirements of the TSI through a process set out in the directives on interoperability, as transposed in the current Railways (Interoperability) Regulations 2006. Officials in the Department for Transport are also discussing the matter with the European Commission and the European Railway Agency.

### **Railways: Network Rail**

**Lord Bradshaw** asked Her Majesty's Government:

Further to the Written Answer by Lord Adonis on 27 October, what steps they are taking to introduce initiatives to encourage efficient relations between Network Rail and train operating companies to increase value for money.

**The Minister of State, Department for Transport (Lord Adonis):** The Office of Rail Regulation's final determination for control period 4 set Network Rail an efficiency target of 21 per cent for the years 2009-14. Should the company succeed in achieving this target, it would, combined with the 30 per cent efficiency savings made during control period 3, have made efficiency savings of some 50 per cent over a 10-year period. The determination provides incentives for Network Rail to work with train operators and others to outperform this target.

The National Audit Office report into franchising published in October 2007 found that the Department for Transport has delivered better value for money for the taxpayer on the

eight franchises let since the department took over from the Strategic Rail Authority in 2005.

## Railways: Passenger Journeys

**Lord Berkeley** asked Her Majesty's Government:

For each railway station in England used by more than 1,000 passengers a day, how many passengers arrive or depart by each mode of transport, including walking, cycling and driving. [HL6119]

**The Minister of State, Department for Transport (Lord Adonis):** The following tables provide this information for all stations in England, showing that just over half of weekday rail travellers are most likely to walk to the station at the beginning of their journey, and from the station on arrival at their destination. This information is not available for weekend travel.

These statistics come from the National Rail travel survey (NRTS). Similar information is not available at station level, and it could only be provided at disproportionate cost.

Survey information and a report of findings (published March 2008) is available on the Department for Transport website at [www.dft.gov.uk](http://www.dft.gov.uk).

<i>Journey purpose by main mode used to travel to station of origin on a typical weekday<sup>1</sup>: England</i>		
	Journeys (000s)	%
Walked	1,292	53
Bus/coach	250	10
Car (parked at or near the station)	236	10
Car (dropped off by someone)	162	7
Motorcycle	3	0
Bicycle	38	2
Taxi/minicab	68	3
Underground/Light Rail/Metros/Trams	378	16
Other	5	0
Total	2,432	100

*Source:* National Rail travel survey, DfT

<i>Journey Purpose by main mode used to egress first rail station on a typical weekday<sup>1</sup>: England</i>		
	Journeys (000s)	%
Walked	1,290	53

***Journey Purpose by main mode used to egress first rail station on a typical weekday<sup>1</sup>: England***

	Journeys (000s)	%
Bus/coach	250	10
Car (parked at or near the station)	232	10
Car (met by someone)	157	6
Motorcycle	3	0
Bicycle	38	2
Taxi/minicab	70	3
Underground/Light Rail/Metros/Trams	386	16
Other	5	0
Total	2,432	100

*Source:* National Rail travel survey, DfT

1. Survey data gathered between 2000 and 2004-05

**ASLEF Policy and Communications  
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