

THAMESLINK 2000

Summary Proof of Evidence on
Changes to the Railway Industry since 2001 having the
potential to impact on Thameslink 2000

By
Janet Goodland
Director, Network Development
Network Rail

NR/1/A

Town and Country Planning Act 1990
Planning (Listed Buildings and Conservation Areas) Act 1990
Transport and Works Act 1992

Railtrack (Thameslink 2000) Order 1997
Railtrack (Thameslink 2000) (Variation) Order 1999

1. Inquiry into applications by Network Rail for the Thameslink 2000 railway project sites at

11-15 Borough High Street, London SE1
2-4 Bedale Street, London SE1
7 Stoney Street, London SE1
16-26 Borough High Street and 7 Bedale Street, London SE1
Blackfriars Railway Bridge, London EC4
Blackfriars Station North, London EC4
Blackfriars Railway Bridge, London SE1 (includes proposed south bank station entrance)

2. Re-opened inquiry into applications made by Railtrack plc for orders under the Transport and Works Act 1992 and associated applications.

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1.0 CHANGES IN THE RAILWAY INDUSTRY SINCE 2001 (3.1 – 3.5)

- 1.1 In October 2002, Railtrack was acquired and re-registered as Network Rail Infrastructure Ltd.
- 1.2 The Thameslink 2000 Agreement terminated on 21 April 2003. Network Rail has continued to develop Thameslink 2000 taking direction from the Strategic Rail Authority.
- 1.3 On 25 July 2005 responsibility for sponsorship of Thameslink 2000 was transferred to the Department for Transport.

2.0 FUNDING OF THAMESLINK 2000 (3.5)

- 2.1 If the Government were to decide to progress the funding of the project through Network Rail, the company would be capable of facilitating construction through its own borrowings.

3.0 KEY AIMS AND OBJECTIVES OF THE SCHEME (4.1.1)

- 3.1 There has been no change to Thameslink 2000's priority objectives.

4.0 LONDON BRIDGE STATION (4.4)

- 4.1 The scheme originally proposed by Railtrack has been replaced by the Masterplan scheme, for which LB Southwark has given planning permission.

5.0 BLACKFRIARS STATION (4.5)

- 5.1 A station entrance will be constructed at full height to replace 167 – 179 Queen Victoria Street. The proposal has been discussed in detail with the Corporation of London, LB Southwark, London Underground Limited and KPMG.
- 5.2 Michael Haste gives detailed evidence about the design improvements to Blackfriars Station in respect of the structure of the river bridge and the roof.

6.0 TEMPORARY CLOSURE OF BLACKFRIARS STATION (4.7)

6.1 For safety reasons, Blackfriars LUL station will be closed for 24 months during the work at Blackfriars Station. Roy McGowan gives detailed evidence about the impact of the closure and the mitigation.

7.0 BOROUGH MARKET (4.8)

7.1 Proposals for replacement buildings for the buildings to be demolished in the Borough Market area have been developed and are the subject of detailed evidence by Tom Jestico.

8.0 ES2004 and ES ADDENDUM 2005 (4.9)

8.1 A new Environmental Statement published in June 2004 takes into account changes in both assessment criteria and project design arising since the first inquiry.

8.2 An addendum published in July 2005 takes into account certain additional matters, including the potential for combined effect of the Thameslink 2000 and Crossrail schemes.

9.0 ALTERNATIVE ROUTEING VIA ELEPHANT AND CASTLE (4.10)

9.1 As regards the Elephant and Castle alternative routeing, the overriding factor remains that if the proposed Thameslink 2000 London Bridge services were to be diverted via Elephant and Castle, the passengers would be significantly disadvantaged by losing the opportunity to transfer to or from other public transport services at London Bridge.

10.0 ALTERNATIVE TUNNELLED OPTION (4.11)

10.1 The 'tunnelled option' remains significantly more expensive and much less convenient for passengers compared with Thameslink 2000.

11.0 PLANNING AND ENVIRONMENTAL MANAGEMENT STRATEGY (4.14)

11.1 Network Rail has adopted the Planning and Environmental Management Strategy (PEMS) [CD/169 Appendix E] and continues to develop the strategy in collaboration with local authorities and other key stakeholders.

12.0 SUSTAINABILITY (4.15)

12.1 Network Rail has carried out a sustainability appraisal of Thameslink 2000. In seeking to maximise the use of existing public transport infrastructure Thameslink 2000 is sustainable.

13.0 CONSTRUCTION COSTS (4.17)

13.1 The cost estimate of the project has risen, in part to reflect Government guidance to adopt a more robust approach to risk and other contingencies. The new cost estimate is used in the assessment of the economic case for the project presented by Jim Steer.

14.0 CORE AREA CAPACITY (4.19.2)

14.1 The standardisation of the rolling stock fleet and the simplification of signalling design will assist in making operation of the core area more robust.

15.0 CLOSURES (5.0)

15.1 It is understood that the Department for Transport will request LTUC to review their May 2000 report on the closure proposals in respect of passenger services between Farringdon and Moorgate, closure of King's Cross Thameslink station and of parts of the network at Blackfriars and London Bridge that were made under the Railways Act 1993.

16.0 CONSULTATION (6.0)

16.1 Since the first inquiry there has been extensive further public consultation and consultation with other stakeholders.

17.0 CROSSRAIL (6.6 and 7.2)

17.1 A close working relationship has been developed with the team developing Crossrail with the purpose of sharing information and working to resolve issues. The Crossrail proposals at Farringdon do not compromise the opportunity for a comprehensive development of passenger booking hall and interchange facilities. The Thameslink 2000 scheme has been designed on the premise that its construction will precede that of Crossrail. It is for Crossrail to ensure as part of the Hybrid Bill process that the railway network is able to accommodate any additional passenger traffic volumes resulting from the Crossrail scheme.

18.0 LONDON BRIDGE TOWER (7.4)

18.1 Since the first inquiry, planning permission has been given for London Bridge Tower ("The Shard of Glass"). Consideration has been given with the developer as to how the construction of both schemes might progress together. To date no major issues have been encountered.