

THAMESLINK 2000

Summary of the Proof of Evidence on The Transportation Case

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NR/2/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.

CONTENTS

1.0 THE AIMS, OBJECTIVES AND BENEFITS OF THE SCHEME (3.1)	2
2.0 ELEPHANT AND CASTLE ALTERNATIVE. (3.3.1 – 3.3.3)	2
3.0 TUNNELED OPTION (3.3.4)	2
4.0 PROBLEMS AND CONSTRAINTS (4.0)	2
5.0 PROJECT BENEFITS (5.0)	3
6.0 RELATIONSHIP OF THE PROPOSAL TO NATIONAL AND REGIONAL POLICIES (6.0)	4
7.0 VALUE FOR MONEY (7.0)	5

1.0 THE AIMS, OBJECTIVES AND BENEFITS OF THE SCHEME (3.1)

1.1 The objectives of the scheme not only remain valid but have increased importance. The level of passenger demand has increased substantially since the first inquiry, with the result that more people will benefit from the expanded range of services, and more people will benefit from the relief of more severe overcrowding.

2.0 ELEPHANT AND CASTLE ALTERNATIVE. (3.3.1 – 3.3.3)

2.1 It remains the case, as at the first inquiry, that the Elephant and Castle alternative would not meet the objectives of Thameslink 2000.

3.0 TUNNELED OPTION (3.3.4)

3.1 The option of constructing a tunnel from Kings Cross to London Bridge would not offer better value for money than Thameslink 2000.

4.0 PROBLEMS AND CONSTRAINTS (4.0)

Existing (4.1)

4.1 In 2004/2005 operators of commuter rail services in London and the South East were timetabled to operate 191.9 million train kilometres, an increase of 6.7% over 1999/2000. Over the same period, passenger usage (measured in journeys) rose to 747 million per year, an increase of 18.4%. The forecasts presented to the first inquiry assumed over the same period that rail demand growth would be 3.7%. As a result, high levels of overcrowding

continue to be experienced on these services. London Underground services also continue to experience high levels of overcrowding.

The future (4.2)

- 4.2 Forecasts of future rail use employed by TfL, SRA and DfT are also now higher than those envisaged five years ago. The main reason for this is that the planning framework for London and the South East now envisages considerably higher rates of growth in population and employment.

5.0 PROJECT BENEFITS (5.0)

- 5.1 The project still has the following key features which remain significant improvements to the existing network:

- a. the capability to operate 24 tph through central London peak periods;
- b. the connection of the existing Thameslink route to the Great Northern Line at King's Cross;
- c. the provision of an all day high-frequency service between St Pancras and London Bridge;
- d. provision for 12 car trains on Thameslink 2000 routes.

Masterplan is a further additional benefit, as is also the avoidance of the risk that, with the existing track layout at London Bridge, the throughput of train services could not be maintained when existing systems are renewed.

- 5.2 Thameslink 2000 will deliver a 12% increase in capacity on services into London Bridge from the south and east, on services through London Bridge to Cannon Street, Charing Cross or the central Thameslink route a 33% increase in capacity, on services into Kings Cross and the central Thameslink route a 34% increase in capacity.

- 5.3 It is forecast that 80,000 passengers will access central London by Thameslink 2000 in the morning peak in 2016 (to be compared with 75,000 predicted at the first inquiry to access it in 2011). Thameslink 2000 is forecast to result in 575 million additional kilometres annually on the rail network by 2016 as a result of transfer from car and other transport modes as well as from directly increased demand for travel.
- 5.4 There will be benefits to passengers from in-vehicle journey time improvements, lower levels of interchange and shorter walk times. There will also be significant relief to overcrowding.
- 5.5 The comprehensive development of London Bridge Station will deliver substantial benefit.
- 5.6 Thameslink 2000 will also deliver wider benefits relating to:
- a. the economy;
 - b. the environment;
 - c. safety;
 - d. accessibility; and
 - e. the integration of railway services

6.0 RELATIONSHIP OF THE PROPOSAL TO NATIONAL AND REGIONAL POLICIES (6.0)

- 6.1 Thameslink 2000 continues to be supported by relevant policy objectives, although they are articulated through different instruments by different organisations. The evidence of John Rhodes shows in detail how the proposal is supported by national, regional and local policy.

7.0 VALUE FOR MONEY (7.0)

7.1 An up-dated cost-benefit appraisal was prepared by the SRA during 2005 in accordance with current government guidance taking account of all relevant matters including the additional estimated costs of the scheme. The Benefit to Cost Ratio (BCR) is now 1.7:1. The scheme remains very good value for money.

7.2 Neither the Elephant and Castle alternative or the tunnelled option would meet the objectives of Thameslink 2000 fully or provide as good value for money. This is because the benefits of each scheme would be lower and the costs higher.

Funding and procurement (7.4)

7.3 Given the Government's support in principle for the scheme and the fact that its business case remains strong, there is a realistic prospect of funding being secured to enable the project to be implemented.