THAMESLINK 2000

Summary Proof of Evidence on how changes in Railway Operations and Planning relate to and impact on the Thameslink 2000 Scheme

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NR/3/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 OVERVIEW (3.0)

1.1 The infrastructure being provided as part of Thameslink 2000 combined with operational management procedures will provide a robust and resilient foundation for the operation of Thameslnk 2000 and other network train services.

2.0 AN UPDATED ASSESSMENT OF THE EFFECT OF ROUTEING THAMESLINK SERVICES VIA ELEPHANT AND CASTLE AND HERNE HILL STATIONS. (4.0)

2.1 There has been no material change to the conclusion drawn by the Inspector in his report following the first Inquiry. Following the re-routeing of all Eurostar International train services into St Pancras upon completion of CTRL.

(i) there will be no extra capacity for additional Thameslink 2000 services to be routed through Herne Hill during the peak period.

(ii) during the off-peak period when the Thameslink 2000 service drops to 18 tph, there could be 2 single and 2 both direction paths available at Herne Hill.

(iii) changes to the train service pattern being planned as part of the new Integrated Kent Franchise will have no effect on the line capacity at Herne Hill.

It would only be possible to avoid the proposed Thameslink 2000 work in the London Bridge / Borough Market if no peak Thameslink 2000 service is to serve London Bridge. Provision to plan and operate a train service that will meet the forecast demand in the London Bridge area requires the additional infrastructure planned as part of the Thameslink 2000 scheme.

3.0 LONDON BRIDGE MASTERPLAN (4.3)

3.1 The Masterplan proposal will add much needed additional capacity and substantially improve the experience for passengers. Provision of additional platform capacity will reduce crowding levels and will contribute to ensuring that trains depart on time.

4.0 TIMETABLE OPERABILITY (5.0)

4.1 The evidence given to the first inquiry as to how 24 trains per hour can be planned and effectively and sustainably be operated remains valid.

5.0 ROLLING STOCK (5.7)

5.1 The SRA's specification of rolling stock for the project is now a standardised purpose built fleet of 330 4 car units, with improved acceleration, braking and passenger access/egress characteristics. It will make a significant contribution to its reliable operation of 24 tph through the core section of the route.

6.0 SIGNALLING (5.8)

6.1 The specification of new rolling stock enables a simpler three aspect signalling system to be adopted. This materially improves the means of delivering the train service. Solid State Interlocking (SSI) rather than Computer based Interlocking (CBI) will now be used in the light of the difficulties of applying CBI at London Bridge.

7.0 CHANGEOVER FROM DC THIRD RAIL TO AC OLE (5.9)

7.1 It is proposed that the changeover point for AC OLE to DC Third Rail should combine to be at Farringdon and for DC Third Rail to AC at City Thameslink. This provides a better level of operational flexibility and passenger handling capability than the original proposal.