

Delegate briefing: London and South East Route Utilisation Strategy – Rail User consultation 11 July 2009

Background

Network Rail has recently announced that it is to start work on a ‘Second Generation’ Route Utilisation Strategy (RUS) for London and South East (L&SE) which will update some of the earlier RUSs in light of recent rail developments and extend the time horizon towards a 30 year period. It will also give further consideration to some of the longer term and over-arching issues which are being identified in more recent Strategies.

This consultation event is intended to provide early opportunity for rail user groups to input into the scoping and gap identification stages before detailed work on the L&SE RUS begins. There will be further opportunities for discussion and comment including a formal consultation period expected in Spring 2010 when publication of a draft document is anticipated.

Purpose of the RUS

A high-level, overarching strategy for London and the South East is needed to take into account a number of significant developments since some of the early RUSs were published. These include:

- Transport White Paper, 2007, which set a 30 year planning horizon for the industry
- Thameslink and Crossrail becoming committed schemes
- Funding for various freight sector projects
- Identification of London terminal capacity as a limiting factor for future growth
- Potential developments on High Speed rail and further electrification of the network.

Parameters

It is important to note that the L&SE RUS will not be re-examining the established RUS strategies for Control Period 4 (2009 – 2014) and will only re-examine strategies for further control periods if there has been a material or significant change in circumstances since the strategy was established. The L&SE RUS will take a high-level and strategic view and the outputs and recommendations will be used to inform development of future rail strategies and funding decisions.

The rail planning framework and other relevant documents

The L&SE RUS will build upon and extend as necessary outputs from previously published and currently developing RUSs for:

South West Mainline	Cross London	Freight
Greater Anglia	East Coast Mainline	South London
Kent	Sussex	East Midlands
West Midlands	Great Western	West Coast Mainline
Network		

It will also consider future rail needs in the context of the London Plan and other regional planning documents for the Greater South East as well as Transport for London (TfL) Rail corridor plans and the Department for Transport (DfT) regional planning assessments.

Potential gaps for consideration

Overleaf, and as an initial starting point for consideration and discussion, we provide an indicative and non-exhaustive list of potential longer-term gaps and other relevant matters which may need to be developed further in work for the L&SE RUS. Discussion of these and other identifiable gaps and issues will form a key part of the consultation event when we will be asking delegates to think not just about the problems but potential solutions to address them and to consider which schemes should be given the highest priority for funding.

Potential gaps and issues for London and South East RUS

Please note that this list is not prescriptive or complete and identification of other significant matters is welcomed

- Longer-term Thameslink service patterns and routeings
- Longer-term Crossrail capacity, service patterns and routeings at both western and eastern ends, and impact on non-Crossrail services
- Further rail interventions once 12-car schemes implemented
- Depletion of spare capacity (train and pedestrian) at London termini, and at other key stations, especially in context of planning incentives to divert future economic growth away from central London
- Relief of London Underground congestion in central London
- Connectivity with, and terminal location in London of, potential new high speed lines or other possible new rail corridors
- Growth at Heathrow/Gatwick/Luton/Stansted/Southampton airports
- Infill electrification (Salisbury/Uckfield/GOB/North Downs etc), where not being addressed by other workstreams
- Strategy for South Hampshire (Portsmouth/Southampton/Eastleigh)
- 30-year views for SWML, Anglia and Cross London RUSs
- Potential for light rail or other modes to provide suburban capacity relief
- Demand for, and use of, freight paths crossing London, and freight terminals within Greater London; longer-term impact of freight growth and demand on routes outside London
- Southampton-West Midlands freight gauge/capacity/electrification/diversionary options
- Other issues identified by rail user groups, stakeholders and industry consultees.