# Subject: London and South East Route Utilisation Strategy

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<th>Report to:</th>
<th>Transport Committee</th>
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<td>Report of:</td>
<td>Executive Director of Secretariat</td>
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This report will be considered in public

1. **Summary**

1.1 This report provides background information to the Transport Committee in relation to Network Rail’s final Route Utilisation Strategy (RUS) for London and the South East.

2. **Recommendation**

2.1 That the Committee notes the publication of the London and South East Route Utilisation Strategy.

3. **Background**

3.1 The Committee submitted a response to the consultation on Network Rail’s draft Route Utilisation Strategy for London and the South East on 9 March 2011. The draft RUS set out proposals designed to boost rail capacity in and around London in the next twenty years. The final RUS was published on 28 July 2011 and will serve as a basis for the Initial Industry Plan, which in turn will help inform the next High Level Specification Programme.

3.2 The Committee’s consultation response welcomed the long-term strategic view offered by the RUS into demand growth on suburban and inter-city routes into London, as well as more detailed plans for Crossrail and Thameslink. It also identified several areas of concern including:

- The ability of Network Rail to meet increasing demand and ease overcrowding, particularly due to uncertainty over levels of funding and growth;
- That the current Persons in Excess of Capacity (PiXC) was an inaccurate indicator of the level of overcrowding during the morning rush hour;
- The need for more detailed work undertaken at stations to improve facilities, capacity and accessibility;
- A desire to see closer integration of TfL and Network Rail’s work to ensure Mayoral policies are included, for example, through giving the Mayor a role in awarding rail franchise agreements; and
- The need to ensure that Network Rail or Train Operating Companies provide an equivalent replacement service for discontinued lines.
4. Issues for Consideration

4.1 Following submission of the Committee’s response, a meeting was held with representatives of Network Rail to discuss some of the main issues raised by Members on 19 April 2011 (please see Appendix 1 for further details). The final RUS was published on 28 July 2011.

4.2 There were few significant changes made to the final draft of the RUS. More work was undertaken to refine the estimates for demand growth, as well as Network Rail’s ability to meet that growth within the current economic climate. It also continues to use the PiXC measure for over-crowding, despite the Committee’s reservations about its accuracy. Some of the specific interventions mentioned by the Committee, including station refurbishment, electrification of the Gospel Oak to Barking line, and the reintegration of the former Eurostar platforms at Waterloo are either planned for completion by the end of the year or will be brought forward under the next High Level Output Specification programme (HLOS 5) in 2012.

4.3 Despite the investment outlined in the RUS, overcrowding will continue to be an issue over the coming decade. Interventions on some of the most crowded lines (eg South Western services out of Waterloo) have yet to be identified but will be complex and expensive. The RUS also states that the construction of HS2 is essential to ensuring the long-term viability of the West Coast Main Line, as well as improving inter-city connectivity and west London suburban routes. Network Rail will continue to work closely with TfL to ensure their strategic planning is coordinated and supportive.

4.4 Following publication, Network Rail will undertake a series of meetings with Members to discuss specific and local concerns about the final RUS. The Committee may also return to rail network issues, such as proposals for the next HLOS, as part of its work programme in January 2012.

5. Legal Implications

5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no financial implications to the GLA arising from this report.
List of appendices to this report:

Appendix 1 – Summary of meeting with Network Rail, 19 April 2011

Local Government (Access to Information) Act 1985
List of Background Papers: None

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