

## A Evolution - Thameslink Programme 1991-2011

[Note: House of Commons Library Standard Note SN/BT/1537 of 15 March 2010 gives background to the Thameslink 2000/Thameslink Programme project procedural stages and Public Inquiries.]

<http://www.parliament.uk/briefingpapers/commons/lib/research/briefings/snbt-01537.pdf>

### A1 Future Rail – The Next Decade British Railways Board July 1991

[Page 8] "...we are working on..." Thameslink 2000 [project's former name], building on the success of the innovative existing North-South link with greater capacity and more connections through the City."

[Page 9] Diagram shows **King's Lynn** as a "**New Thameslink Express**" destination.

[http://www.railwaysarchive.co.uk/documents/BRB\\_Future001.pdf](http://www.railwaysarchive.co.uk/documents/BRB_Future001.pdf)

### A2 Thameslink 2000 – Cross London Rail Travel for the 21<sup>st</sup> Century Network SouthEast September 1992

[Page 2] Diagram shows Cambridge, Royston, Hitchin, etc as "**Thameslink Metro**" destinations.

[Page 3] Diagram shows **King's Lynn** as a "**Thameslink Express**" destination.

[Page 4] Sample journey to London from **Ely** to **London Bridge** – 88 minutes.

"Sample journey across London from **Gatwick Airport** to **Kings Lynn** – 142 minutes.

### A3 Thameslink 2000 – An essential link across London/ Information Brief A Network SouthEast September 1993

[Front sheet] Diagram shows **King's Lynn** as a "**Thameslink 2000**" destination.

'Service Diagrams' shows 1 peak tph from **Kings Lynn** via core [cross-London] route. They also show 12 tph on ECML Thameslink arm.

### A4 Application to the Secretary of State for the Environment, Transport and the Regions under s6 of the Transport and Works Act 1992 Railtrack (Thameslink 2000) Order Simon Kingsley Osborne, Company Secretary, Railtrack PLC 19 November 1997

[Section 2] "The object of the proposed Order is to authorise the construction of railway and other works ... along, and at other stations on, the lines between London and Peterborough, **King's Lynn** and Bedford (to the north) ..."

[Note: any powers granted would be permissive, **not** mandatory]

### A5 Thameslink 2000 – A Briefing Document to accompany the Transport and Works Act Order of November 1997 and Supplementary Order of September 1999 Railtrack PLC November 1999

[Page 1] "Thameslink 2000 will enable trains to run between Bedford, Peterborough and **Kings Lynn** in the north ...via Central London."

[Page 3] "Network objectives...Connect more locations in **Norfolk, Cambridgeshire, Kent, Surrey and Sussex** to direct services (to central London stations and beyond.)"

### A6 Thameslink 2000 Environmental Statement Main Report – outer area

[Page 12] "2.3.4 For southbound services into London, the introduction of a new tunnelled connection in addition to the other improvements will enable passengers at stations on the East Coast Main Line as far as Peterborough and on the Great Northern Line [i.e. Kings Cross-Kings Lynn] as far as **King's Lynn** to access the Thameslink 2000 network. This will give passengers served by these lines new direct journey opportunities beyond **King's Cross.**"

[Page 14] Figure 2.3 (ii) Thameslink 2000 Timetable: projected morning peak hour Thameslink 2000 service north and southbound” shows 2 tph **Kings Lynn-London Bridge-Ashford**.

Figure 2.3 (ii) also shows 14 tph on the existing Thameslink route from St Albans joining the core section through central London and **10 tph** joining the core section from the **East Coast Main Line** (including the projected **Kings Lynn-London Bridge-Ashford** service).

<http://www.tl2000inquiry.org.uk/documents/cd166.pdf>

### **A7 Thameslink 2000 Public Inquiry and Re-opened Inquiry Proof of Evidence on Planning Policy John Rhodes on behalf of Network Rail Ref. NR/10/A1 August 2005**

[Page 12] “2.2.13 number of **Priority Areas for regeneration**, several of which would be **served directly by Thameslink 2000** including **King’s Lynn**, ... all of which would benefit directly from the Thameslink project.”

[Page 20] “3.6 As an example, there are a number of Priority Areas for regeneration in RSS14 [Regional Spatial Strategy] [CD/231] including: ...**King’s Lynn**...”

<http://www.tl2000inquiry.org.uk/documents/nr10a1.pdf>

## **B Out to Tender 1 - Intercity Express Programme [IEP]**

*[Note: A Summary and Overview of the IEP programme was prepared by the Department for Transport in November 2007].*

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/iep/summaryandoverview>

### **B1 Department for Transport Eastern Regional Planning Assessment February 2006**

[Page 92] **”12. East Coast Main Line**

#### **“12.1 Regional Planning Objectives**

“This chapter covers the East Coast Main Line between London and Peterborough **and** the route from the main line at **Hitchin to Cambridge and Kings Lynn** (part of Network Rail’s West Anglia Route)....

[http://webarchive.nationalarchives.gov.uk/20060315075549/http://dft.gov.uk/stellent/groups/dft\\_railways/documents/downloadable/dft\\_railways\\_611208.pdf](http://webarchive.nationalarchives.gov.uk/20060315075549/http://dft.gov.uk/stellent/groups/dft_railways/documents/downloadable/dft_railways_611208.pdf)

### **B2 Department for Transport Intercity Express Programme Invitation to Tender [ITT] 16 November 2007**

[Page 12] **“1.1 Introduction**

“The procurement is part of a wider programme of improvements, including the **provision of infrastructure works** to enable trains to achieve the required performance.”

[Page 13] **“1.3.1 IEP Procurement**

“This ITT is for the procurement of IE Services on:

“...**Other Routes** being **Priced Options** for other service groups over which IE [Intercity Express] Services are **expected** to be deployed, subject to price and consequent confirmation of value for money namely:

“East Coast (Phase 2): **Kings Cross - Cambridge - Ely - Kings Lynn;**“

[Page 17] **“1.3.4 IEP Financing**

“In the event that DfT decides to contract any of the Other Routes we expect that these would be financed on the following basis:

“ECML (Phase 2) & WCML (south) would be financed at Financial Close as the same time as the ECML (phase 1) and committed finance will be required as part of the Proposal for these routes.”

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/iep/iepinvitationtotender/iepinvitationtotender.pdf>

**B3 Intercity Express Programme Train Technical Specification [TTS]**

[Page 16] “It is an essential requirement ... maximum service speed of at least 125 mph across all designated routes as line speed limits allow.”

[Page 18] “Figure 1 – Acceleration Performance” [high acceleration].

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/iep/iepinvitationtotender/ieptraintechnicalspecifi.pdf>

**B4 Intercity Express Programme Train Infrastructure Interface Specification [TIIS]  
Network Rail 14 November 2007**

[Page 20] “3.6.7 Selective Door Operation (SDO)

“The train shall be fitted with an automatic selective door operation system to enable the train to call at stations with platforms shorter than the length of the train...”

**Extract from ANNEX B LIST OF ROUTES**

[Page 33] “Hitchin to King’s Lynn via Cambridge – electrified ...East Coast Main Routes...BGK... Secondary.”

*(Sub route...Route Description...Engineers Line Reference...Route Type (Simplified))*

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/iep/iepinvitationtotender/infrastructureinterface.pdf>

**B5 Department for Transport Intercity Express Programme Invitation to Tender [ITT]  
Appendix C Added Value Monetary Values**

[Page 8] “For each route, the top origin-destination passenger flows will be valued as set out in the tables below. In order to reflect the full impact on passengers on the route, the values shown include an element of scaling to cover additional passenger flows which are not included in these top flows. Values shown are for the full IE fleet operating on the route.”

[Page 8] “3.2 East Coast Main Line [ECML] (Phase 2)

“Origin-Destination Flow	£ million per 1 minute saving
“London Kings Cross-Cambridge	36.6
“London Kings Cross-Kings Lynn	2.8
“London Kings Cross-Ely	2.2

[Page 21] “Annex A: Updated Journey Time Proforma

“This annex updates the Journey Time Proforma in ITT Appendix A Annex II. Journey times and energy consumption should be provided for each of the station-station pairs shown...”

“Route	IEP Train Type	Journey Time Requirement	Energy Consumed
“ECML Phase 2	Electric Half length (130m)	Blank column	Blank column
“ London Kings X “Cambridge “Waterbeach “Ely “Littleport “Downham Market “Watlington “Kings Lynn	or 2 sets coupled		

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/iep/iepinvitationtotender/ittappendixc.pdf>

## C Out to Tender 2 -Thameslink Rolling Stock Project

### C1 Department for Transport Thameslink Rolling Stock Project Invitation to Tender [ITT] 27 November 2008

[Page 20] “A feature of the TRSP [Thameslink Rolling Stock Plan] is the concept of **fixed configuration Units** [Note: one very long unit with driving cabs at both outer ends] of nominally **240m** [i.e. 12-car length] and **160m** [i.e. 8-car length] lengths with variances within the 160m Units for inner and outer suburban internal configurations.”

[Page 44] “**Table G - Unit Diagrams**

“**240m** fixed formation Number of Diagrams: 59...

“**160m** fixed formation (**outer** configuration) Number of Diagrams: 39...”

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/thameslinkrollingstock/itt/>

### C2 Thameslink Programme Train Infrastructure Interface Specification [TIIS]

*Network Rail November 2008*

[Page 35] “**2.5.11 Automatic Selective Door Operation (ASDO)**

“The Unit shall be fitted with an Automatic Selective Door Operation (ASDO) system to enable the train to call at stations with platforms shorter than the length of the train. *TIIS\_358.*”

#### Extract from ANNEX B LIST OF ROUTES

[Page 54] *([Sub route...Route Description...Engineers Line Reference...Route Type (Simplified))*

##### “**East Coast Main Line**

“Belle Isle Junction [north of King’s Cross] to Cambridge

“Belle Isle Junction to Hitchin ECML1... KO2 Service Route...Main Route

“Hitchin to Shepreth Branch Junction...SBR...KO2 Service Route...Main Route

“Shepreth Branch Junction to Cambridge...BGK...KO2 Service Route...Main Route

##### “**Cambridge to King’s Lynn**

“Cambridge to King’s Lynn...BGK...KO2...Service Route...Main Route.”

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/pi/thameslinkrollingstock/itt/specification.pdf>

## D Funding in place - physical works

### D1 Network Rail CP4 [Control Period 4 – 2009-2014] Delivery Plan 2010 Enhancements programme: statement of scope, outputs and milestones - December 2010 update

[Page 19] “**Schemes to be implemented in CP4**

“Candidate NRDF [Network Rail Discretionary Fund] schemes are identified in the route plans. A list of schemes authorised to draw down from the fund is shown below and will be updated through the control period.

#### “**Schemes authorised to draw down from the fund**

“...Cambridge island platform.”

#### **Kings Cross Approaches -**

[Page 123] “**18.03** Project definition – Alexandra Palace to Finsbury Park 3rd Up line

“The scheme provides for a 3rd **Up** passenger line from Alexandra Palace...through to the top of Holloway Bank...”

[Page 125] “**18.04** Project definition – Finsbury Park - Alexandra Palace 3rd **Down** line improvements

“The scheme **reduces a constraint** in developing ECML timetables...”

[Page 129] **18.06** Project definition – Hitchin grade separation [‘flyover’]

“...a flyover to the north of Hitchin Cambridge Junction from the Down slow to the Down Cambridge line;..”

“The scheme will eliminate conflicting movements between Down Cambridge line services and Up trains from the Peterborough direction. This removes a major constraint in developing timetables on the ECML...”

[Page 55] **Thameslink Programme**

“Network Rail’s obligation

“A regulatory protocol has been established for the Thameslink Programme. Our obligation under the protocol is to deliver the scope of works described below.”

[Page 56] “Canal tunnels – fit out of the tunnels and connection to the national rail network at St Pancras International (low level) and Belle Isle Junction (ECML).[i.e. link between existing Thameslink route and ECML].”

[Page 57] **KO2 {Key Output 2 – i.e. full expanded Thameslink network} – December 2015.”**

[Page 3] “DfT has recently announced that it is reviewing its Intercity Express Programme. Our plans include a programme of enabling works so that the network is ready to accept the operation of new trains. Until the outcome of DfT’s review is clear, we will continue developing our programme of enabling works. Our IEP project may therefore need to undergo change control to reflect the latest client requirements in its scope, outputs and milestones.”

[Page 58] **Intercity Express Programme**

“**Network Rail’s obligation**

“Our obligation is to deliver the scope of works described below.”

“**Scope of works**

“The key elements of scope currently being developed with the DfT relate to power supplies, platforms, gauge clearance and overhead line equipment (the extent of the scope is dependent on the pantograph design, which is yet to be finalised by the train builder). Further work is required to establish if expenditure relating to bridge resonance and aerodynamic work is required, and this again depends on train design and proposed solutions.”

**“East Coast Main Line, including Hitchin to Cambridge and Kings Lynn**

“The scope of works on this line includes platform works, gauging works, power supply/overhead line works to introduce Intercity Express trains up to 260m long...”

*“Element      Route      Scope of work*

<b>Platforms</b>	ECML	Platform lengthening works at... Littleport (2), Watlington (2), Waterbeach (2) [Figures in brackets indicate number of Platform faces to be extended]
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<b>Power</b>	ECML	Substantial reinforcement of traction power for services between Littleington [west of Royston] and Cambridge.”
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[Page 59] “These works facilitate the introduction of the Intercity Express fleet to the currently declared timescales. For CP4, funding covers the implementation works on the East Coast route... However, we recognise that the DfT will finalise this position between now and contract award expected in December 2010.

“Operation of the IEP trains will take place over the following routes:

**“East Coast Main Line, including Hitchin to Cambridge and Kings Lynn; ...”**

[Page 60] “Activities and milestones

**“East Coast series routes (Aberdeen/Inverness and Hitchin-Kings Lynn)**

“Start of detailed design March 2011

“ECML Series infrastructure ready for IEP operation September 2014”

<http://www.networkrail.co.uk/browse%20documents/StrategicBusinessPlan/Delivery%20Plan/2010/Enhancements%20Document%20December%202010%20update.pdf>

## E Medium term line capacity - East Coast Main Line to 2016

### E1 East Coast Main Line 2016 Capacity Review Draft, Network Rail, August 2010 Consultation response – Fen Line Users Association 29 October 2010

“...over 60% of current Kings Cross-Cambridge fast services run beyond Cambridge to Ely and Kings Lynn...”

<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20coast%20main%20line/east%20coast%20main%20line%202016%20capacity%20review/consultation%20responses/f/flua.pdf>

### E2 East Coast Main Line 2016 Capacity Review, Network Rail, December 2010 An addendum to the East Coast Main Line Route Utilisation Strategy

[Page 4] “The difference in the speed of services on the route is the key constraint to how the capacity is used on the ECML.”

[Page 5] “...this East Coast Main Line 2016 Capacity Review, is intended to inform the High Level Output Specifications produced by the Department for Transport ... for Control Period 5. It will also inform the new ECML long distance franchise.”

[Page 8] “**2.2.3 Thameslink**

“With the announcement in November 2010 by the Secretary of State of the commitment by the Coalition Government to implement the Thameslink Programme in full, the baseline for the capacity analysis assumes that the Thameslink infrastructure works to join suburban services from the East Coast Main Line (ECML) to the Thameslink Core between London St Pancras International Low Level and London Blackfriars is a committed scheme. Furthermore, the review assumes that the proposed new Thameslink timetable is part of the baseline,”

[Page 10] “**2.3.3 Cambridge fast**

“Cambridge fast services from London King’s Cross are assumed to be operated with 125mph rolling stock in all scenarios.”

*[The Review tests 6 different scenarios, all of with 125 mph stock on “Cambridge fast services].*

[Page 12] “**Figure 2.2** Current off-peak service level – comparison between May 2010 and May 2011 timetables.”

Figure 2.2. shows 2 tph ‘Cambridge fast’ services in both May 2010 and May 2011 timetables.

[N.B. Over 60% of current King’s Cross-Cambridge fast services run beyond Cambridge to Ely and King’s Lynn].

[Page 14] “**Figures 2.3–2.8** illustrate the number of services provided over the route for potential scenarios. Services have been split into LDHS, Cambridge fast, regional and freight.”

[Pages 17-29] All six scenarios tested contain the following: “...London King’s Cross-Cambridge. A maximum of two services [per hour, in each direction]...Cambridge fast services included in LDHS” [Long Distance High Speed analysis].

[www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20coast%20main%20line/east%20coast%20main%20line%202016%20capacity%20review/east%20coast%20main%20line%202016%20capacity%20review.pdf](http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20coast%20main%20line/east%20coast%20main%20line%202016%20capacity%20review/east%20coast%20main%20line%202016%20capacity%20review.pdf)

## F Review - Intercity Express Programme – Foster Report

### F1 A Review of the Intercity Express Programme, Sir Andrew Foster June 2010

[Page 3] “I have been asked by the Secretary of State for Transport to review the Department for Transport (DfT) Intercity Express Programme (IEP).”

[Page 22] “The current proposal for IEP...to take over a number of selected commuter routes (such as London – Oxford, or London – Cambridge.”

[Page 15] “Alternative options include: ...re-engineered/cascaded electric commuter trains for services such as London to Oxford and Cambridge;”

<http://www.dft.gov.uk/pgr/rail/pi/iep/fosterreview/pdf/report.pdf>

### F2 A Review of the Intercity Express Programme - Annex, Sir Andrew Foster June 2010

[Page 20] “Credible alternatives [to IEP]

“The IEP project team within DfT has evaluated certain alternatives to IEP as part of their internal project reviews... Proposal number 4 in the table [set out on page 21] was the one selected by the DfT as best value for money and has been the proposition under scrutiny.”

[Page 21] *[Note the Table analyses the ITT proposition plus 5 alternatives, only proposal no 4 is shown here]*

“**Proposal no. 4** Bring in some cherry-picked elements of ECML to optimise benefits-cost-ratio.

“**Summary:** Save fewer costs than the options above [1 - do-nothing; 2 - renew diesel HSTs only; 3 -replace HSTs and concentrate on Great Western routes only] but try to reduce the risks to the current procurement process. ... commit to some cherry-picked non-HST elements of East Coast now (Cambridge line and cl 180 replacement). Delay a decision on the rest of the East Coast until later.

“**Likely Resulting programme Shape:** [Great Western routes, plus] a commitment to do some non-HST elements of East Coast now (Cambridge line and cl 180 replacement).

“**Benefits and Likely Stakeholder Reaction (compared with today):** [Capacity journey time and reliability enhancements on Great Western routes ...possible UK manufacturing facility...] minor capacity enhancements on ECML, reasonable journey time improvements on ECML.

“**Core Size Order Approx:** c790 diagrammed [excludes vehicles being serviced] vehicles.”

[Page 22] “[It was] decided to review what credible options might exist for each of the types of passenger service that IEP is currently proposed to provide. The analysis of this is shown in the tables below.

“**Market:** Commuter

“**Current train:** Class 365 to Cambridge/ King’s Lynn, Class 165/166 to Reading/ Newbury/ Didcot/ Oxford

“**Proposed IEP Train:** 5/10 car electric, 5/10 car electric/bi-mode

“**[1] ...alternative to IEP:** Displaced rolling stock from Thameslink: class 377 is a modern high performing electric train. **Advantages of Alternative:** Cheaper than IEP, flexible as they can be operated in 4,8, or 12 vehicle formations with higher seating capacity. **Disadvantages of alternative:** Restricts line capacity due to lower top speed.

“**[2]...alternative to IEP:** Displaced rolling stock from Thameslink: class 319 can be re-engineered to provide greater acceleration, higher reliability and improved passenger facilities

such as air conditioning. **Advantages of Alternative:** Significantly cheaper than IEP, flexible as they can be operated in 4,8, or 12 vehicle formations with higher seating capacity. **Disadvantages of alternative:** Restricts line capacity due to lower top speed.

“[3]...alternative to IEP: Class 365 can be re-engineered to provide greater acceleration, higher reliability and improved passenger facilities such as air conditioning. **Advantages of Alternative:** Cheaper than IEP, flexible as they can be operated in 4,8, or 12 vehicle formations with higher seating capacity. **Disadvantages of alternative:** Restricts line capacity due to lower top speed.

“[4]...alternative to IEP: New commuter electric train with high acceleration and possibly a top speed greater than 100 mph. **Advantages of Alternative:** Would permit greater use of line capacity. **Disadvantages of alternative:** Only slightly cheaper than IEP.”

[Page 26] “**IEP train:** IEP 5 vehicle electric **Seats:** 339 **Planned use:** Commuter

“**IEP train:** IEP 2x5 vehicle electric **Seats:** 678 **Planned use:** Commuter peak [i.e. expected to ‘double up’ between Cambridge and King’s Cross]

“**Alternative:** Class 365 electric 1x4 vehicle **Seats:** 263 **Potential Use:** Commuter off peak.

“**Alternative:** Class 365 electric 2x4 vehicle **Seats:** 516 **Potential Use:** Commuter off peak.

“**Alternative:** Class 365 electric 3x4 vehicle **Seats:** 779 **Potential Use:** Commuter peak.

*[Note - i.e. expected to ‘double up’ or ‘triple up’ between Cambridge and King’s Cross]*

“One set of circumstances that is possible is shown in the table below.”

[Page 27]

“**Route:** KX-Cambridge/ KL

“**Service type:** Commuter

“**Rolling Stock 2011:** Class 365

“**Proposed IEP:** 5 vehicle electric

“**Rolling Stock 2016:** 377 or Re-engineered 365

“**Rolling Stock 2021:** 377 or Re-engineered 365

“**Rolling Stock 2026:** 377 or New commuter EMU [electric train]

“[This] is by no means the definitive solution and a detailed assessment of the available options must be carried out.”

<http://www.dft.gov.uk/pgr/rail/pi/iep/fosterreview/pdf/annex.pdf>

## G Decisions made, decisions pending - The Rt Hon Philip Hammond MP

### G1 Rail Investment - [Written] Statement by The Rt Hon Philip Hammond MP 25 November 2010

“This statement sets out the Government’s plans for investment in rail infrastructure and rolling stock.

“Today, I can confirm we will fund and deliver the Thameslink programme in its entirety, virtually doubling the number of north-south trains running through central London at peak times.



“As part of the Thameslink programme, we will procure a new fleet of trains – up to 1,200 new carriages.

“The Intercity Express Programme, launched by the previous Government, identified the Agility Trains consortium as preferred bidder to build a new fleet of intercity trains. This February, my predecessors invited Sir Andrew Foster, to provide an independent assessment of the programme. Sir Andrew recommended work on the Agility Trains proposal and a detailed study of the alternatives. Following this work, the four options Sir Andrew identified, have been narrowed down to two.

“The remaining options are, on the one hand a revised, lower cost Agility Trains proposal, which envisages a mixed fleet: some all-electric trains, and some electric trains which are also equipped with underfloor diesel engines. And on the other, a fleet of new all-electric trains which could be coupled to new diesel locomotives where the overhead electric power lines end. Both these options would ... preserve through-journeys between London and parts of the rail network which are not electrified. Both of them would deliver faster journey times.

“To address outstanding issues on choice of train type and further electrification on the Great Western Main Line, additional work will be required within the Department, with Agility Trains, and with the Welsh Assembly Government on the business case for electrification into Wales. I expect to announce a final decision on IEP, and on further Great Western electrification, in the New Year.”

<http://www.dft.gov.uk/press/speechesstatements/statements/hammond20101125>

## H Emerging strategy? Kings Cross-Kings Lynn to 2031

### H1 London and South East Route Utilisation Strategy, Network Rail, December 2010 Draft for Consultation

[Page 9] “East Coast Main Line capacity

“The Thameslink Programme will alleviate suburban capacity constraints...however, ...no additional trains relative to today will be able to run through the critical Welwyn viaduct area, so outer suburban and main line peak capacity will be restricted to that gained through running all trains at maximum length.”

“The emerging strategy, consistent with the East Coast Main Line 2016 Capacity Review, is to optimise the timetable and also in the slightly longer term the rolling stock in use on this route.”

“High speed rail would also release capacity on the southern end of the ECML...”

[Page 51] “5.4.6 London St Pancras ...(MML and ECML Thameslink services)

“...the RUS baseline includes the following illustrative morning peak train service from the north at London St Pancras International low level station. The anticipated service level includes ...eight trains per hour from the ECML....Destinations to be served are not fixed, so these may change in the future:

– Cambridge (ECML) - two x 12-car Thameslink stock”

[Page 51] “...beyond 2018, the Thameslink Programme will alleviate suburban capacity constraints...However no additional peak trains relative to today will be able to run through the critical Welwyn viaduct area, so it is likely that frequency increases in the morning peak will generally be restricted to inner suburban services [these will not run north of Welwyn GC]....

[Page 52] “...following the completion of the Thameslink Programme the following morning peak train service (14 trains per hour) is anticipated as remaining in operation into London King’s Cross:

– Cambridge via Welwyn Garden City - two x eight-car 365 stock

– Peterborough fast - two x 12-car 365 stock

– Ely/Kings Lynn fast - two x eight-car 365 stock

– Long Distance High Speed (LDHS) (Newcastle/Leeds...- eight x 11-car LDHS stock

[Page 57] “Table 5.14 **uncommitted peak capacity recommendations** from existing established strategy **carried forward...**

“London Kings Cross – LDHS and outer suburban – IEP, further **outer suburban lengthening to 12 car** – Construct HS2 ‘Y’ network to provide long distance capacity...”

[Page 59] “5.6 Further details of key **uncommitted schemes from previous strategy**  
**“5.6.1 Intercity Express Programme**

“...the IEP programme would deliver a **comprehensive suite of works** relating to **power supply, platforms**, gauge clearance and overhead line equipment on the East Coast Main Line and Great Western Main Line routes. The **specific type of IEP** rolling stock is **currently under review...**

“...**initial IEP deployment** on the East Coast Main Line would be **more limited**...Which **types** of **IEP** stock would be **allocated to which route** is **not yet fully developed**”

[Page 71] “Table 7.1 **forecast capacity shortfall in busiest morning peak hour in 2031: [end of 20 year planning period]** **currently anticipated schemes only/ previous RUS recommendations**

“Route to: **London Kings Cross (GN/Thameslink)**

[GN is ‘Great Northern’ i.e. those services **currently** operated by **First Capital Connect**, including Kings Cross-Kings Lynn].

“Service group: **Outer Suburban**

“...**recommendations carried forward**... 12-car outer suburban operations (including Thameslink)/ **IEP on Ely/Kings Lynn services.**”

[Page 80] “7.5.3 Table 7.1 indicates that morning peak capacity on the ECML into London ... not ...a quantified gap ...due to the additional capacity provided by the new First Capital Connect (FCC) timetable starting in December 2010 and the new East Coast timetable planned for May 2011, together with further FCC improvements – mainly increasing train lengths – later in CP4

[Note: CP4 is Control Period 4 (2009-2014) i.e. a 5 year block in which NR funds are granted by government. CP4 funds are already granted, CP5 – 2014-2019 – are not as yet].

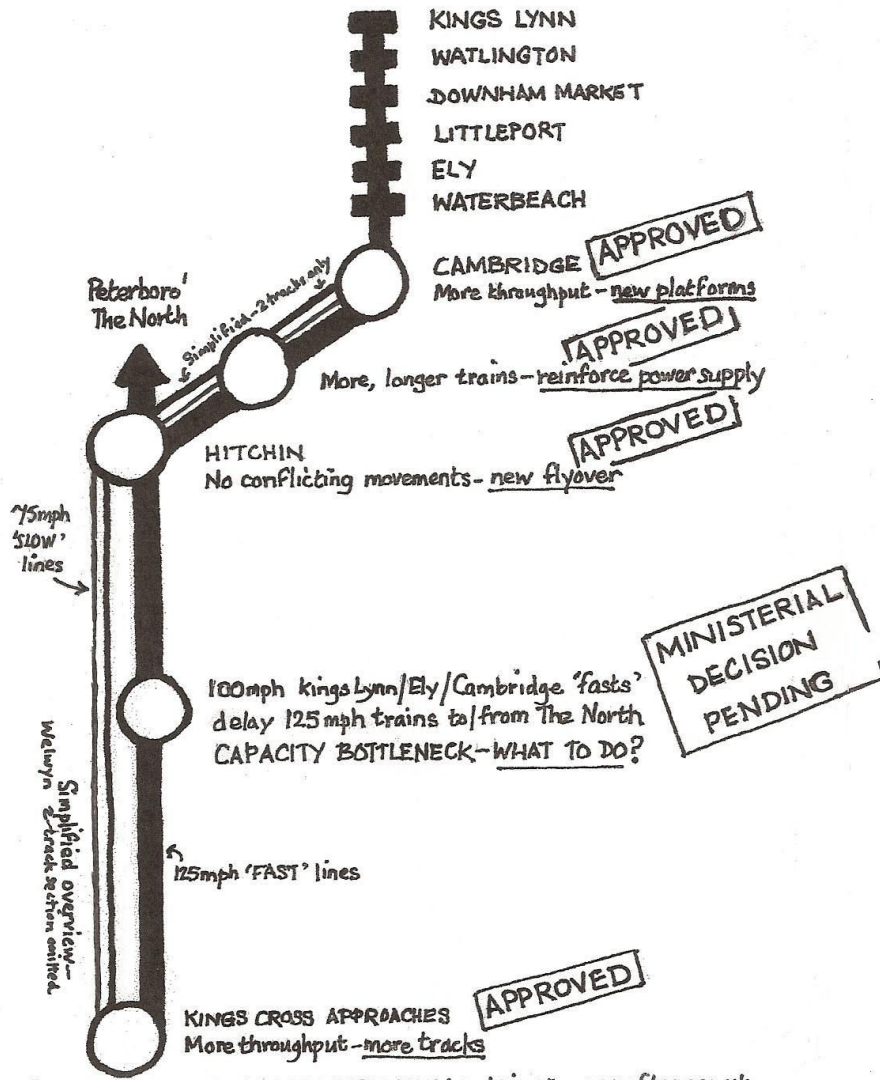
“Beyond that the **Thameslink Programme** and **IEP** are **expected to accommodate the growth in morning peak** demand. The eventual connection of the high speed rail network is also relevant, ...expected to move flows such as London –Leeds and London-Scotland away from the ECML.”

“...the **evening peak** potentially presents **more of a challenge** than the morning, given that commuters and long distance travellers tend to **leave London at similar times**, whereas long distance travellers generally arrive towards the end of or after the morning commuter peak. The RUS therefore considers it prudent to **explore longer-term options** on the [ECML] London approaches. These would build upon those described in the East Coast Main Line 2016 Capacity Review.”

[Page 80] “7.5.9 ... the **emerging conclusion** is to **run as many trains as practical** using currently **committed infrastructure**, at **maximum length**.

<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%20/ondon%20and%20south%20east/london%20and%20south%20east%20route%20utilisation%20strategy.pdf>

# MAIN LINE



'100 MILES OF ROUTE, 20 YEARS OF PLANNING' analysis at - [www.flua.org.uk](http://www.flua.org.uk)  
for a printed copy, contact Andy Tyler, Secretary

## J Answers - and Question

### J1 Note for Elizabeth Truss MP on the Thameslink Programme from Rae Whittaker 26 November 2010

"The design of the rolling stock offered by the remaining two bidders...is likely to preclude the new Thameslink trains serving some stations. This applies to stations north of Cambridge on the route to Kings Lynn."

*[Note: for ITT stock specification see - Department for Transport Thameslink Rolling Stock Project Invitation to Tender, 27 November 2008, section C above].*

"...primarily because the power supply on the route to Kings Lynn is not capable of supporting the longer Thameslink trains and many of the platforms on this route would be too short for the new Thameslink trains.

"...the Department [of Transport] can confirm that the number of direct through services between King's Lynn and King's Cross will be similar to that which passengers enjoy today."

### J2 Hansard – Commons Debates – Oral Answers to Questions – TRANSPORT 2 December 2010: Column 949

*"The Secretary of State was asked -*

**"Thameslink**

**"Stephen Barclay (North East Cambridgeshire)(Con):** As part of completing the Thameslink project, will my right Hon. Friend ask officials to look at the cost benefit of extending the line beyond Cambridge to include areas such as Ely and Littleport on the way to King's Lynn, because the service is planned to stop at Cambridge, yet the cost of electrification beyond there would be £60 million to £80 million out of a £5.5 billion overall cost?

**"Mr Hammond:** There are no plans to look at further extension of the Thameslink programme during the current control period but, as my hon. Friend will know, the next Network Rail control period for infrastructure enhancements to the network beyond 2014 will be looked at and evaluated over the next couple of years."

[http://www.publications.parliament.uk/pa/cm201011/cmhansrd/cm101202/debtext/101202-0001.htm#column\\_949](http://www.publications.parliament.uk/pa/cm201011/cmhansrd/cm101202/debtext/101202-0001.htm#column_949)

### J3 Hansard – Written Answers 20 December 2010: Column 1009W

**"Thameslink: King's Lynn**

**"Elizabeth Truss (South West Norfolk)(Con):** To ask the Secretary of State for Transport how many direct services from King's Lynn to London he expects to be maintained following the Thameslink upgrade. [30939]

**"Mrs Villiers [holding answer 15 December 2010]:** It is not anticipated that the number of direct trains from King's Lynn to London will alter as a result of the Thameslink upgrade."

<http://www.publications.parliament.uk/pa/cm201011/cmhansrd/cm101220/text/101220w0003.htm#1012212000059>

### J4 MINISTERIAL DECISIONS

100 mph Kings Lynn trains delay 125 mph trains to/from The North. What to do?  
See **DIAGRAM** on page 11.