



# CROSSRAIL INFORMATION PAPER

## H1 – TIMETABLING AND GROWTH

This paper explains why the Promoter considers that the proposed Crossrail service has taken proper account of regional passenger services and freight.

It will be of particular relevance to those interested in the operational aspects of Crossrail.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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## 1. Project aims

- 1.1 A key aim of the Crossrail project is to provide for suburban passenger growth. Crossrail services will subsume existing suburban services and additional capacity is provided by longer trains as well as additional trains. This is made possible by enhancements to the existing infrastructure that form part of the Crossrail project.
- 1.2 Given that Crossrail services will share use of the Great Eastern Main Line (GEML) and Great Western Main Line (GWML) (as do the current suburban services that Crossrail subsumes), the Crossrail service level has necessarily been planned taking careful consideration of the needs of regional passenger and freight services. The aim is at least not to worsen the position of other users: ie the number and quality of services that can be provided within the existing infrastructure's capability. However it is not the aim of the Crossrail project to devise, seek approval and pay for additional enhancements to the network for regional passenger and freight growth that is beyond the capability of the current network to accommodate.

## 2. Service planning

- 2.1 During normal operation Crossrail services will use the "slow" lines (the E Lines on the GEML and the relief lines on the GWML). This is not expected to displace any services to the "fast" lines.
- 2.2 Given that on the GWML the regional passenger services and Heathrow Express use the fast lines during normal operation, Crossrail services should have no effect. Crossrail services will share the slow lines with freight and complementary passenger services between Reading (or possibly beyond) and Paddington. To enable this sharing of the slow lines, a large proportion of Crossrail trains through the new central tunnel will terminate at a reversing facility between Paddington (Crossrail station) and the point where the new Crossrail route joins the lines out of Paddington.
- 2.3 In relation to the GEML, Crossrail services will not affect fast line services (which also carry most freight trains) during normal operation.
- 2.4 In periods of disruption, the fast and slow lines will be managed together by Network Rail and relevant train operating companies (TOCs) and it is not intended that Crossrail services will have absolute priority (though not leaving passengers in tunnels between stations for long periods will be an important consideration).
- 2.5 CLRL produced in July 2005 a test timetable with Crossrail services, using the December 2004 timetable as a base, to demonstrate the feasibility of the service and issued this for consultation. This timetable covers all GWML and GEML services

notwithstanding that Crossrail services will only use the slow lines during normal operation. This is only a test and not the actual timetable that would operate when Crossrail opens: that will be produced by Network Rail under normal industry processes closer to the start of Crossrail services.

### **3. The Timetabling Reference Group**

- 3.1 The Crossrail Railway Stakeholder Forum chaired by Tom Harris, MP established the Timetable Reference Group (TTRG). This comprises the train operators, Network Rail, CLRL, ORR, Rail Freight Group (RFG) and DfT under the chairmanship of Network Rail. The TTRG has been inputting to the modelling work which has been undertaken by Network Rail to inform the Access Option, and includes considerations of growth, capacity, reliability, and operability.
- 3.2 The outputs to December 2007 were incorporated in a report to the ORR submitted as a supporting document to the submission of the Access Option.
- 3.3 There is also a Timetable Reference Steering Group, chaired by CLRL which establishes the priorities for modelling.

### **4. Accommodating growth**

- 4.1 A key issue in considering the impact of Crossrail is establishing the capability of the network to handle the anticipated growth in freight traffic. In order to inform this discussion, the TTRG agreed to model a set of paths for a notional forecast provided by the Rail Freight Group. This forecast was consistent with the figures in the route utilisation studies published by Network Rail, or slightly above.
- 4.2 The studies identified that whilst there is growth capability in the network, not all of the anticipated traffic could be handled without enhancement, irrespective of whether Crossrail operates or not. Whilst there was capacity for freight growth, about 49 of the trains in the Rail Freight Group forecast of 406 trains could not be handled with the current network, and that with both Crossrail and the enhancements associated with Crossrail that are proposed in the Access Option. Apart from multimodal traffic, there is a relatively high proportion of paths which are allocated to trains but not used. The studies made no assumptions on the increased use of paths which were allocated but not used which remains a potential means of accommodating future growth.
- 4.3 The studies assumed that enhancements to the route between Gospel Oak to Barking had been undertaken (both with or without Crossrail) so that traffic from Thames-side to most northern destinations would avoid the interacting with Crossrail services at Stratford.

## **5. The Promoter's view**

- 5.1 The Promoter's view is that the level of infrastructure that the Promoter intends to provide is consistent with maintaining the existing capability of the network.
- 5.2 The studies undertaken to date underline the Promoter's contention that, whilst the existing network would not be able to accommodate the number of paths that were specified for 2015 by the freight business, the existing network's capability to accommodate growth is maintained.
- 5.3 The modelling was performed on the basis of the number of paths provided. At present multimodal/container traffic tends to use all allocated paths. However other traffic has a more variable pattern of operation; aggregates traffic for instance may only operate between two terminals twice a week, yet the planning assumption made for the modelling work would assume a path required 5 days a week. Furthermore for non container traffic, there is a typical take up of about 55-60% of the allocated paths. To take the example given, an aggregate train might be planned to operate 8 days in 4 weeks. It might actually operate on only 6 days, but the modelling work would assume operation on 20 days. Therefore there would be latent capacity to operate 14 trains based upon the observed way by which train paths are allocated and used by freight train operators. Since the Crossrail project is not responsible for providing additional capacity for freight growth, it is not for the Promoter to decide whether increased uptake of paths might reasonably be expected before new investment in infrastructure enhancement is undertaken. That is a matter for the normal industry processes responsible for planning for freight growth to consider.

## **6. Construction disruption**

- 6.1 This paper does not cover impacts on freight and passenger operators from Crossrail enhancements and network modernization work. Some impact is unavoidable given the scale of investment that Crossrail will bring to the existing network. But these impacts should be weighed against the long term benefits of Crossrail services and facilitating freight services in particular to operate as assumed in the timetabling development work.