



The West Anglia Routes - Affordable Improvements 2010 to 2020

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Changes since last year

- **At least three fundamental changes since our last parliamentary meeting**
 - Before November 2009
 - November 2009-May 2010
 - From May 2010
(some actions from June/July)
- **Largely affects process and priorities**
- **Critical for progress with new and improved railway**
- **Provides context for affordable improvements**





Before November 2009

- **National Express East Anglia expected to run to 2014**
 - Limited scope until then
 - Main opportunity with new trains
 - Use time to plan for changes
- **Seek inclusion of new initiatives in new franchise consultation + Invitation to Tender (ITT)**
 - Would lead to further short-term centrally specified franchise award
 - New franchise 7-10 years total, with main delivery before 2020
- **Timing coincides with infrastructure Control Period 5, 2014-19**
 - Scope to dovetail the new franchise and new investments



November 2009-May 2010

- **National Express East Anglia (and c2c) stop at end March 2011**
- **Economic downturn - cash flow problems hitting DfT and TOCs 'money-go-round'**
 - Investment affordability making it harder to get 'green light'
 - Rail Value for Money review launched in December 2009
- **But... emerging scope for longer franchises (first DfT consultation)**
 - Longer franchises supported by political parties
 - 10 years would be reference bid baseline, despite scope for more
- **New 'Greater Anglia' franchise consultation out January 2010**
 - Responses needed by April 2010
 - ITT in June 2010
 - Bidding late summer / early autumn
 - Decision by late autumn 2010
- **Risks:**
 - Longer term deal but with constrained franchise specification
 - Not satisfying passengers and stakeholders, though affordable



From May 2010 (some actions from June/July)

- **Spending Review, with Rail Value for Money Review accelerated**

- Lower cost base, more efficient and responsive railway
- New ways of working, lower headline infrastructure costs

- **Coalition Agreement on longer rail franchises**

"We will grant longer rail franchises in order to give operators the incentive to invest in the improvements passengers want – like better services, better stations, longer trains and better rolling stock."

- **Reforming rail franchising - fundamental review (other presentation)**

- Franchise bids to be judged on quality of overall package of proposals - not solely on level of subsidy or premia
- More passenger and stakeholder involvement
- More outcome driven



Next steps in timetable

Franchising

- **Consultation until 18 October (2 days before Spending Review)**
- **Outcome to be considered alongside Rail Value for Money (RVM) review**
 - Approach also influenced by commitments to climate change
- **Conclusions to be published 'towards the end of the year'**
- **Begin re-letting franchises under new model 'soon afterwards'**
 - Implies new Greater Anglia franchise shortly before (or after) Olympics
 - **Possibly running to 2032 if 20 year deal - V large growth in this period**

Wider rail funding

- **Spending Review 3 year plan on 20 October (with RVM input)**
- **Final Rail Value for Money report in early 2011**
- **Consider recommendations and develop proposals**
 - in time for High Level Output Statement 2012 (multi-modal)
- **Work towards Regulatory assessment for Control Period 5 investment, 2014-19**
 - Regulatory process mandatory for Network Rail assets
 - **How to apply to TOC assets if into Asset Base after 20 years?**

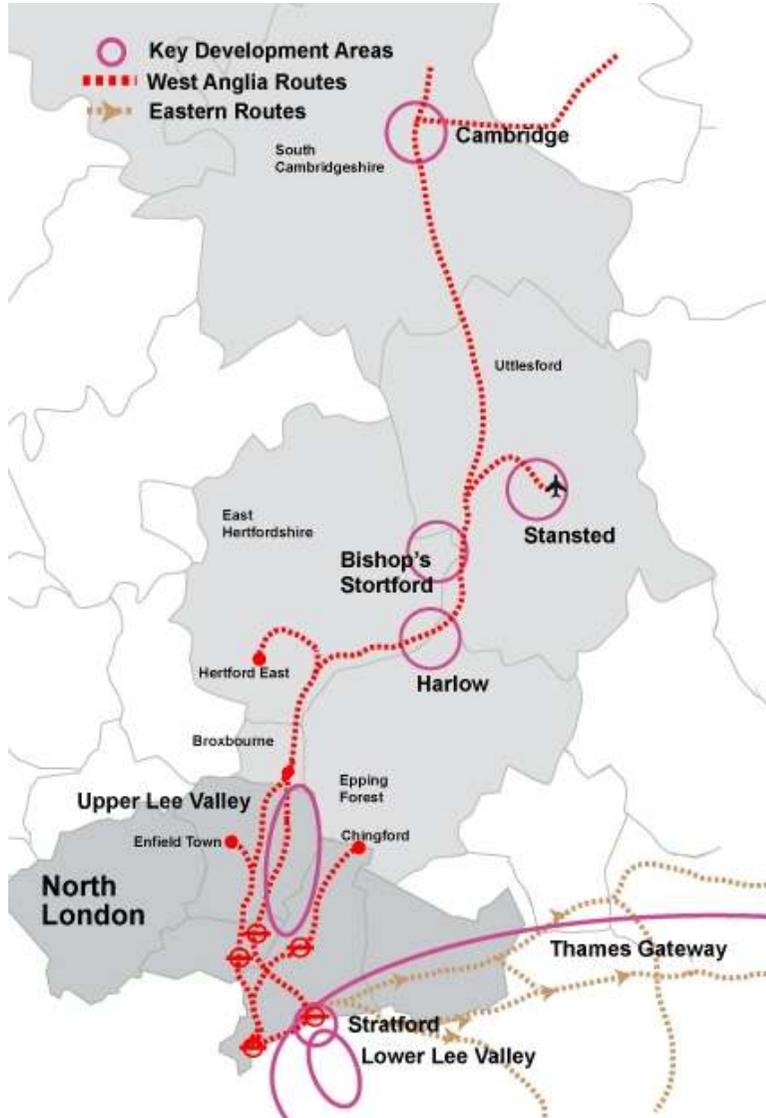


Where do West Anglia Routes fit into this?

- **Major London commuter railway and Home Counties network**
 - Greater Anglia is 4th largest franchise
 - Passenger journeys 107m in 09/10
 - Passenger kilometres 3.8 billion
 - Towards £500m fares revenue earned annually
- **Unacceptable crowding, and strong growth still expected throughout system – fastest of all London sectors**
- **This railway is a test for the new government of the new rail management and franchising system**

Strategic needs: catering for growth and sustainable access

- **Investment in the routes is a main way of assisting economic growth and tackling deprivation, for the Olympics Legacy, NE London and Eastern Counties**
- **New Local Enterprise Partnership areas outside London will require improved access and mobility**
- **Employment and population growth will continue, whether driven by national or local objectives**
- **The West Anglia railway service must continue to plan for additional demand and greater capacity within and outside London – so on Inner and Outer services**



Employment growth

Major jobs locations identified at:

Cambridgeshire

Stansted

Harlow

Upper Lee Valley
+ Enfield 'place-shaping'

Stratford City

Lower Lee Valley

Canary Wharf / Isle of Dogs

Cities of London and Westminster



Objectives for West Anglia routes

- Higher capacity trains adequate for the London peak and housing growth
- Services matched to the catchment's new and growing employment areas
- Quality journeys + high performance
- Urban standards of train frequency at Greater London stations
- Easy interchange with other main modes of travel
- Adequate and useful station facilities, suitable for disabled use
- Replacement of level crossings causing local economic severance





Gaps between present service and objectives

Capacity

- Current 'PIXC' overcrowding on Outers and Inners - passengers in excess of capacity. ATOC says growth 'resuming'

Frequency

- Seven Sisters line not 'Metro' frequency
- Lee Valley service inappropriate for Upper Lee Valley growth
- Stratford growth and Stratford City require at least 4 trains/hour

Stations and Interchanges

- Many stations below TfL standards
- Stressed Victoria Line interchanges
- No radial/orbital link at Hackney



Gaps between present service and objectives

Line investment

- **2-track main line and flat junctions are permanent bottleneck**
- **Particularly acute in Tottenham Hale / Coppermill area, peaks (passenger) and off-peak (freight)**
- **Continuing studies into partial 4-track, but affordability and VfM issue**
- **Question is when, and how much, extra track is approved**
- **Until Crossrail allows more line capacity into Liverpool Street (2018/19), extra trains could only go to Stratford – with extra track in Tottenham area**
- **Level crossings a continuing source of danger and local severance**



Short term actions and opportunities

Capacity

- **120 new cars on order, to be delivered 2011/12, new timetables during 2011/12.**
- **Selective platform lengthening on Cambridge Line for 12-car trains.**
- **Fill uneven gaps in Inner capacity to 8-cars**

- **Scope to refurbish cascaded trains**
- **Scope for extra Inner trains after 2016, from GE Inners (new Crossrail fleet)**

Frequency

- **Research shows good VfM for 6 tph offpeak on Seven Sisters Line**
- **Scope to revise stopping patterns on Lee Valley local trains**
- **Better Stratford service needs extra track in Tottenham area**



Short term actions and opportunities

Stations and Interchanges

- **Need major programme of station improvements and better local access**
- **Some rebuilding also needed at Victoria Line interchanges**
- **Support direct Hackney Central / Downs interchange for radial/orbital travel**
- **Possible investment in new Meridian Water station to replace Angel Road**

Line investment

- **Make a start: 3-tracking Lea Bridge-Tottenham (bypass Coppermill Jcn) would allow 4 tph Stratford-Tottenham**
- **Separate action on level crossings**
- **Need further study into track needs north of Tottenham Hale – and into CP5**



Mid-franchise opportunities

- More 4-tracking
- More services into Liverpool Street post-Crossrail
- New Inner train fleet with high capacity interiors
- Completion of platform lengthening
- Allying station redevelopment to area regeneration





How we can make a start (1)

West Anglia Routes Group considers the WA network can be an exemplar of the new approach to railway investment and management

WARG already provides a co-ordination process for local authorities and stakeholders

We welcome the potential for greater involvement by passengers and stakeholders in the new approach to delivering rail franchises

We propose the West Anglia Routes as a 'trial area' for the new approach to delivery:
- to fast track 'Rail Value for Money'
- for reformed rail franchising.



How we can make a start (2)

Directing transport investment to the areas of highest economic returns is fundamental

Already a Railway under stress. The Government should look forward to emerging needs, in giving project approval

Growth patterns will help fund some of the project elements

We also need to consider new sources of funding such as CIL and other tariffs

Note that there are very few gated stations (5 out of 58, just 3 in London)

Potential recovered revenue could be £ tens of millions annually, with £500m base





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