



# **The West Anglia Routes - Affordable Improvements 2010 to 2020**

Jonathan Roberts

Adviser to West Anglia Routes Group

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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?**

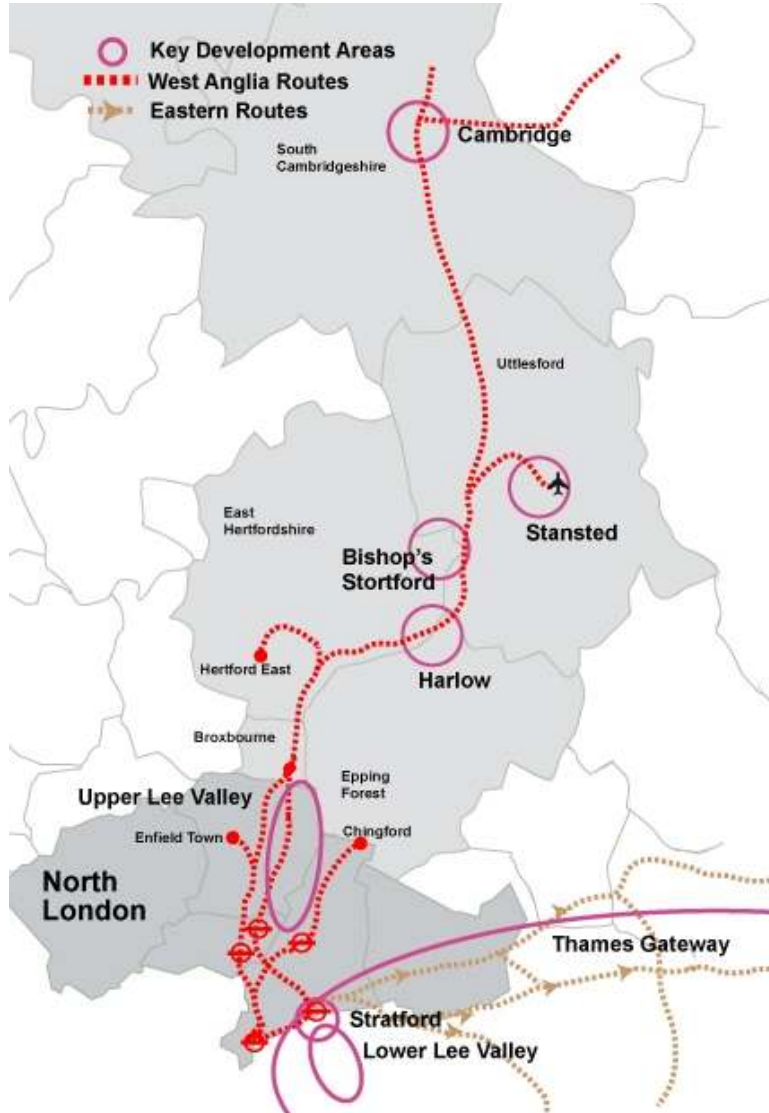


## **Where do West Anglia Routes fit into this?**

- **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**







**Jonathan Roberts**

**[jr@jrc.org.uk](mailto:jr@jrc.org.uk)**

**[www.westangliaroutes.org.uk](http://www.westangliaroutes.org.uk)**