



Anglia Route Study West Anglia Main Line Update

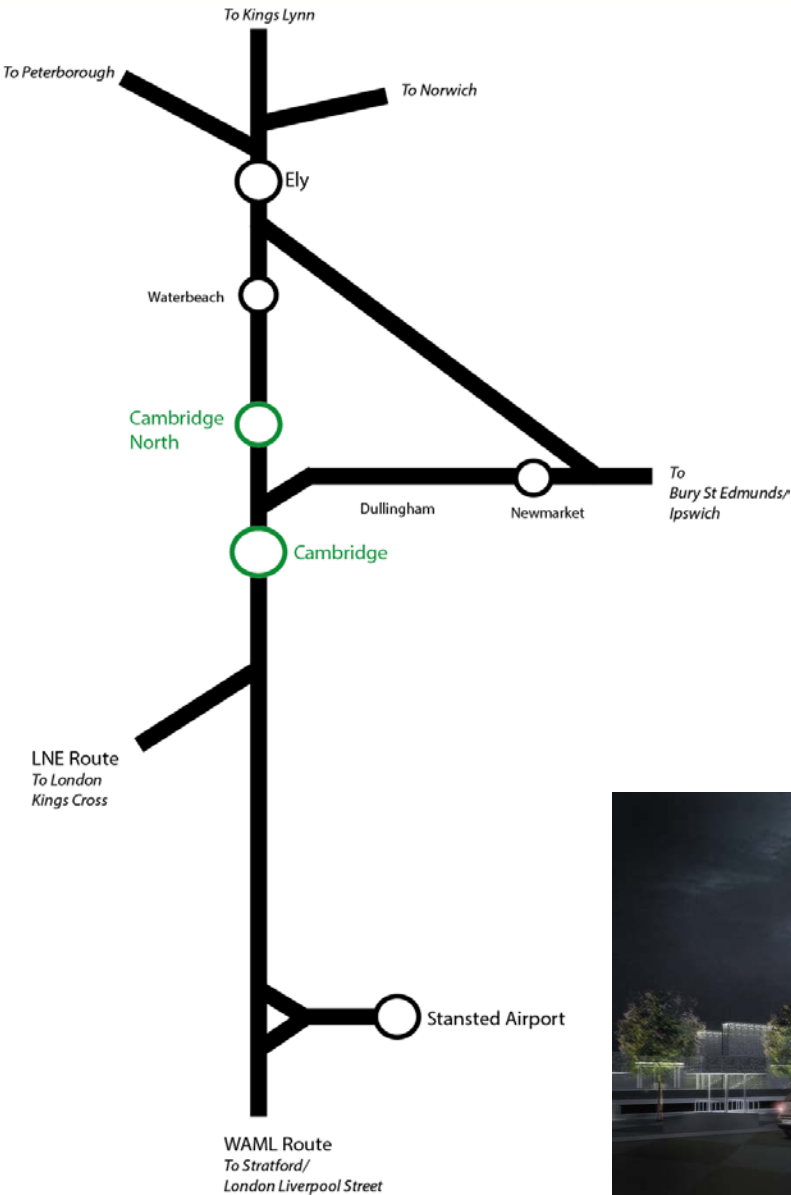


Tom Stead



- Update on current schemes (Control Period 5 2014-2019) – progress/next steps
- How railway will support growth – CP6 (2019-24), and beyond (2024 +)
- External aspirations

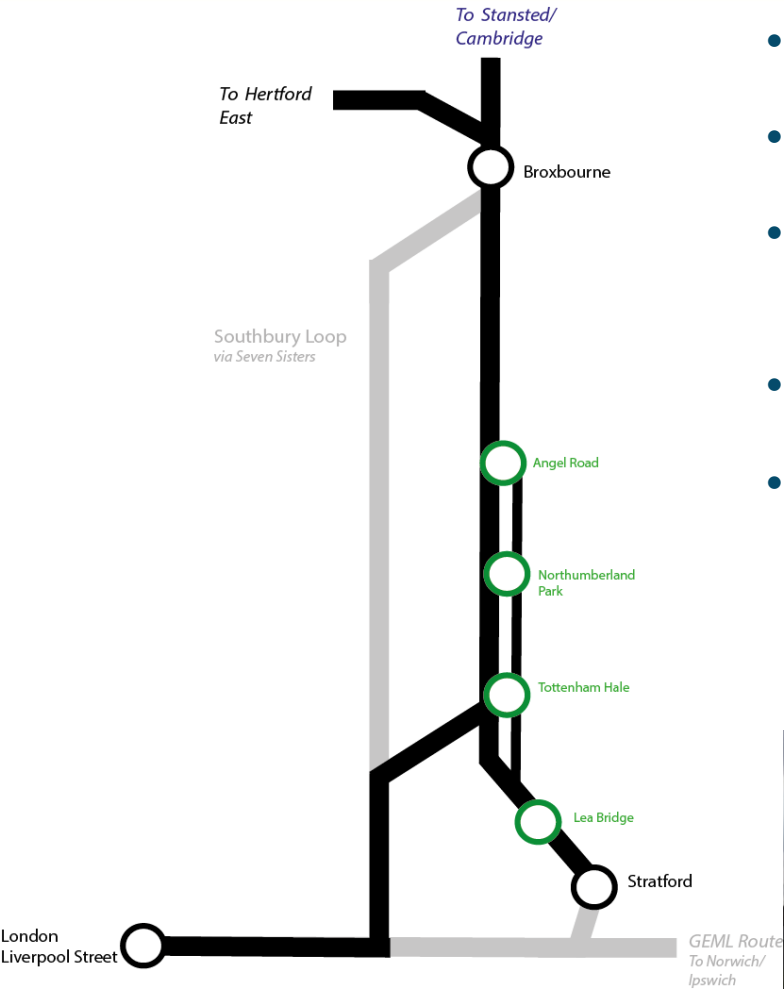
Cambridge North



- Provide better connectivity
- Serves business to north of Cambridge
- To be open May 2017
- For GTR and EA franchise
- 3000 passenger journeys a day
- Parking for 450 vehicles and 1000 cycles



Stratford to Angel Road (StAR)

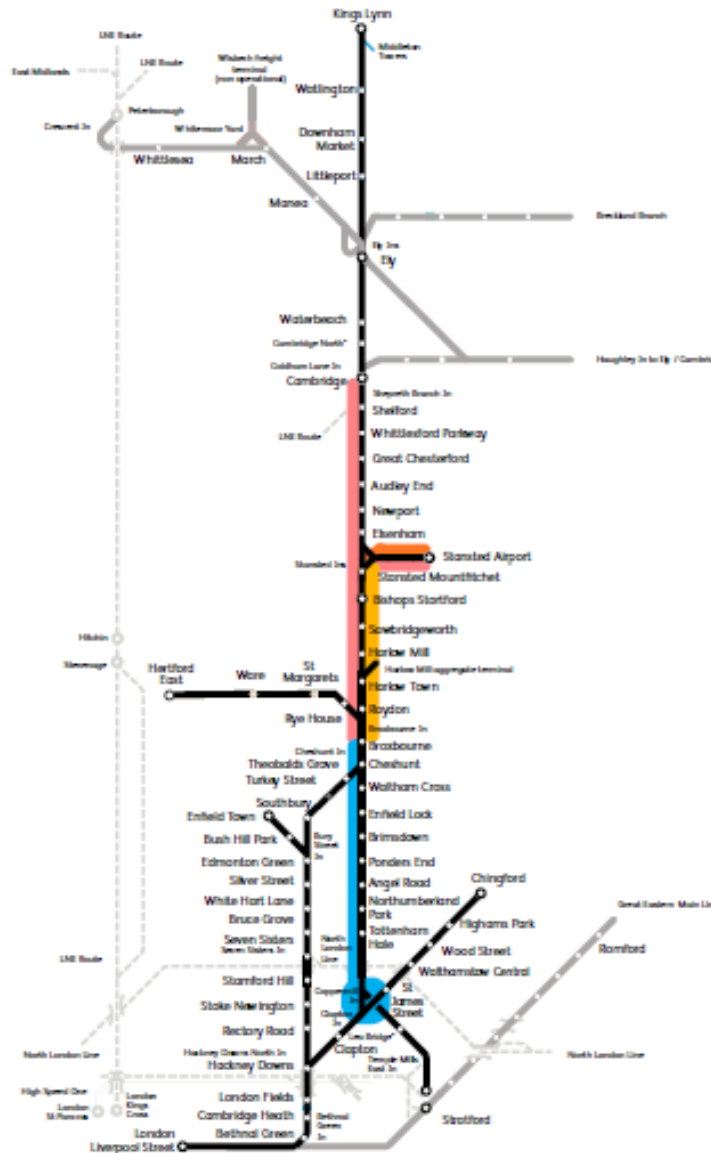


- Serves Meridian Water development.
- Complete for December 2018 Timetable Change
- New line between Stratford and Angel Road – allows for the running of an additional 2 trains per hour
- Lea Bridge station **now open!**
- 1st key component in WAML expansion and potential journey time improvements



Supporting Growth

- A number of interventions are required to meet different conditional outputs
- Increase in train services and/or infrastructure enhancements
- Some of which prioritised for CP6 (2019-24)
- Rest identified for CP7 and beyond (2024 onwards)
- Schemes are identified as choices for funders – do not have allocated money and are not committed



WAML CAPACITY (WACO1, WACO2, WACO5)

CP6 - 22ph passenger into Liverpool Street

- - Lengthening of two services to 12-carriages on WAML (b/w Cambridge/Standed Airport - Liverpool Street)
- - Early investment in Crossrail 2 on West Anglia to support longer term outputs and unlock growth on the route earlier

CP7 or beyond - 22ph passenger into Liverpool Street

- - Crossrail 2, including four-tracking between Coppedmill Jn and Broxbourne and tunnel into Central London and grade separation at Coppedmill Jn

Infrastructure enhancements required for improved Standed connectivity:

- - Doubling of the Standed Airport Line

WAML JOURNEY TIME IMPROVEMENT (WACO3)

Shorter Jm options

Infrastructure enhancements required:

- - Line speed improvements

Non-infrastructure modifications required:

- Minor changes to off-peak timetable calling patterns
- Rolling stock (assumed as Class379)

Longer Jm options

- - Crossrail 2, including four-tracking between Coppedmill Jn and Broxbourne and tunnel into Central London and grade separation at Coppedmill Jn

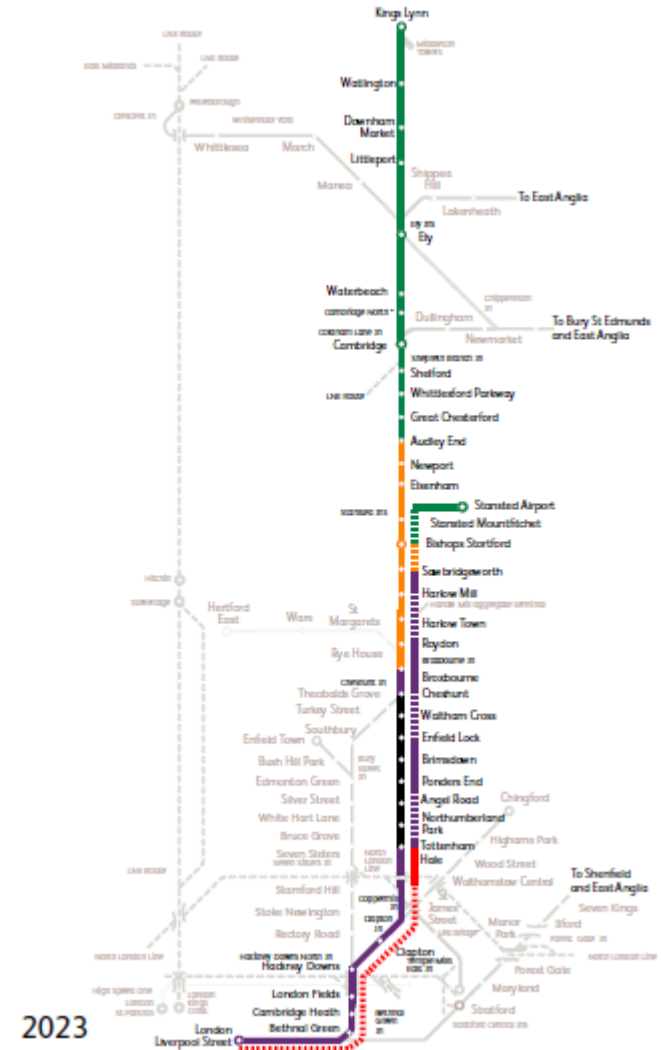
Supporting Growth

CP6 choices for funders

Peak - Stansted & Cambridge - Shortfall 1,000 passengers.

Recommended 2 longer trains (8 to 12 car)

Passenger & Suburban – Shortfall 1,700 passengers. **Recommended** changes to timetable/calling patterns



CP6 choices for funders – Early Investment (four tracking)

- Four tracks from Broxbourne – Tottenham Hale
- Additional platform(s) at Stratford*
- 3rd track Stratford – Ruckholt Road*



These can enable early growth in housing and employment prior to Crossrail 2

West Anglia Taskforce examining early four tracking both Crossrail 2 and standalone

**not required for Crossrail 2 but enables extra capacity in the interim; however growth in housing and employment would be significantly lower without Crossrail 2.*



CP6 choices for funders – Journey time improvements

Interventions required:

- New trains (potential through EA Franchising)
- Line speed increases for faster journeys
- Changes to calling patterns

Can be done individually or collectively

Benefit of the above is limited without four-tracking south of Broxbourne

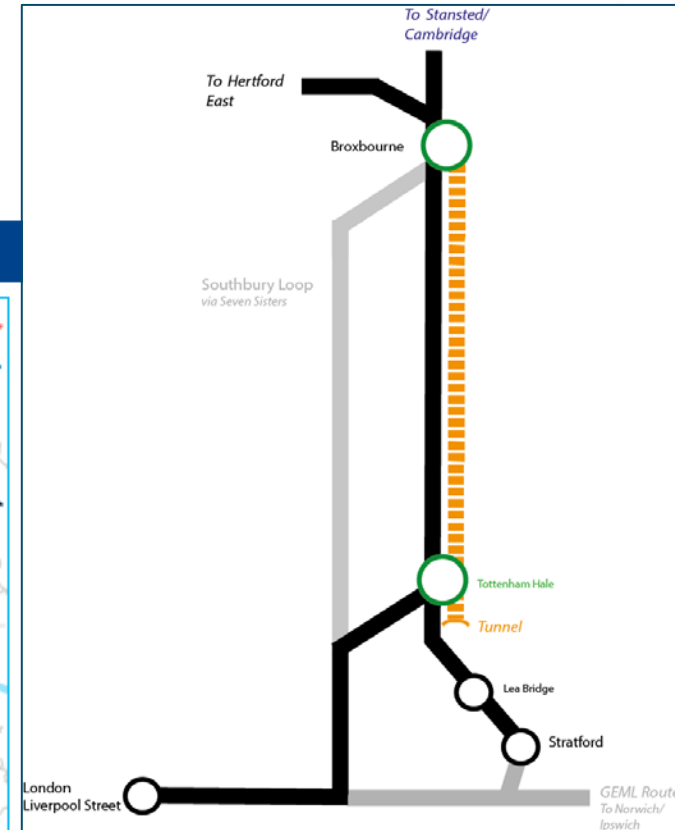
✓ Improve journey times by 2-5 minutes



Long Term

Crossrail 2

- Working with TfL and West Anglia Taskforce
- Generate housing and economic growth and improve connectivity in East Anglia
- More trains need more track
- Constrained by two-track railway and limited opportunities to overtake
- 4 tracks Broxbourne – Tottenham Hale, and then tunnel across central London (to Wimbledon and beyond)
- Enable separation of fast/slow trains



Long Term

- Forecasts show Stansted reaching 35mppa in next 10 years.
- Four-tracking/ Crossrail 2 would be of benefit to get more trains towards Stansted
- Connectivity – constrained North of Stansted
- Journey time improvements

Requires new tunnel to achieve more than the current 6tph

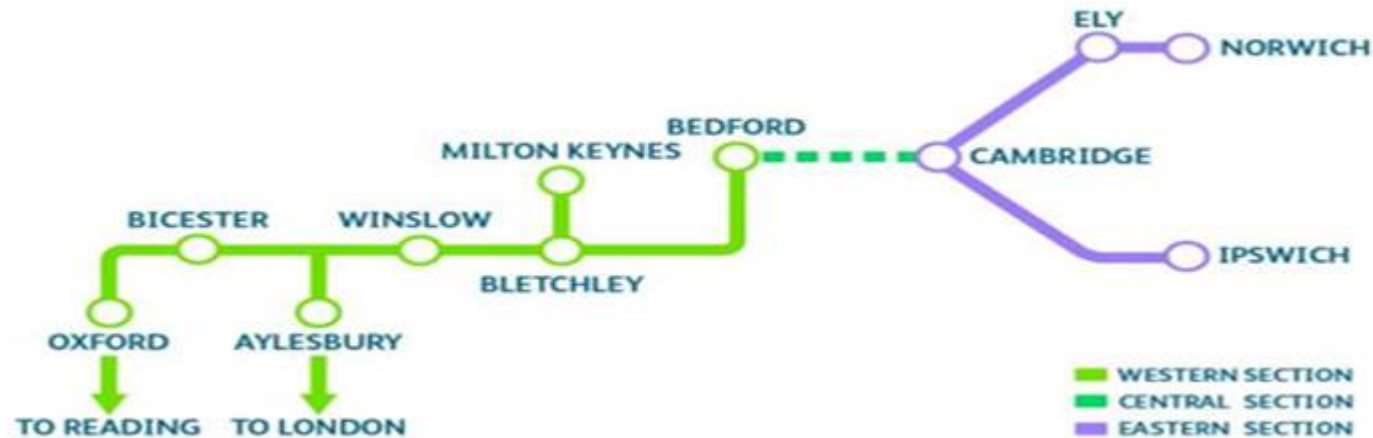


Addenbrookes station

- Proposed new station south of Cambridge
- External aspiration
- Serve expansion to south of city
- Timetabling work & pre-feasibility work being carried out by consultants in collaboration with Cambridgeshire County Council
- *Key questions:*
 - Can it be accommodated in today's infrastructure?
 - Is there a business case?



Long Term - East West Rail



- Provides connectivity
- Western section funded to introduce passenger and freight services as far as Bedford
- **Central section:** preferred corridor selected Bedford-Sandy-Cambridge
- Further development dependent on external funding
- Addenbrookes station – improve connectivity to Cambridge
- Potential for rerouting of cross-country services

Thank you for listening