

THE IMPORTANCE OF THE WEST ANGLIA MAINLINE TO LONDON AND THE SOUTH EAST

South East
Local Enterprise Partnership



LONDON
ENTERPRISE PANEL

The South East LEP



- A business-focussed partnership that champions the economy of Kent, Essex, East Sussex, Medway, Thurrock and Southend
- The biggest non-metropolitan LEP of all 39; a federal model of operation with business-led boards in each local area
- A mission *'to create the most enterprising economy in England'*

Local Growth
Fund settlement
of **£488m+**

EU funds available
through the ESIF
£180m

Growing Places
Fund deployed
£50m

www.southeastlep.com

[@southeastlep](https://twitter.com/southeastlep)

Where this fits for us



- Delivering the LGF programme and ensuring **sensible alignment of major investments**, sponsored by SELEP or otherwise
- Supporting the development, growth and future sustainability of **Harlow Enterprise Zone**
- Supporting growth of our major ports, airports and employers
- Ensuring coalescence with major interventions, such as SEFUND (rolling real estate investment fund)
- **Collaboration** with neighbouring LEPs (SELEP and London LEP are the biggest)
- Deepening our engagement with local businesses
- Providing a direct route to Government for our businesses to make themselves heard

South East LEP's focus



Commitment
to delivering
the jobs and
homes
targets in the
Strategic
Economic
Plan

Commitment
to seeing the
success of
Harlow
Enterprise
Zone and
capitalising on
investment in
its supporting
infrastructure

Commitment
to supporting
our major
employers

Opportunity
to target
funding for
short-term
improvements
through the
LGF

The exam question

How will investment in the West Anglia Mainline support sustainable growth in London and the South East?

- What will benefit your business the most?
- What do you want to see and what might the quantifiable impact be?
- Is four-tracking enough?
- What else do you want to see?
- What about near-term improvements?

THE LONDON ENTERPRISE PANEL



“the venue for London boroughs to work with business, with TfL and the Mayoralty to take a strategic view of the regeneration, employment and skills agenda for London”

**‘Ambitions for London’
Boris Johnson,
Mayor of London**

LONDON
ENTERPRISE PANEL

MAYOR OF LONDON

LONDON 2036: AN AGENDA FOR JOBS & GROWTH

1. Stay open for business

- Strengthen London's voice on national Immigration policies
- Strengthen London's voice on the UK's relationship with Europe

2. Increase focus on emerging markets

- Develop a better understanding of London's relationships with emerging markets
- Radically step up promotion to win emerging market investment, business visitors talent and students

3. Improve Global Access

- Accelerate the creation of aviation capacity in the South East
- Improve the visa system for international visitors

LONDON 2036: AN AGENDA FOR JOBS & GROWTH

4. Train more technical talent in the creative and tech sectors

- Develop a better understanding of the talent gap
- Create a robust process for monitoring London's performance on technical skills in the creative and tech sectors
- Build a set of short, medium and long term interventions

5. Improve digital connectivity

- Accelerate the roll-out of high-speed broadband or the take-up of ethernet
- Encourage the take-up of superfast broadband where it is already in place
- Consider actions to support other connectivity issues (e.g. wi-fi, mobile data)

6. Champion micro, small and medium enterprises

- Strengthen London's High Streets and Places of Work
- Coordinate the business support offer available to London's SMES through the London Growth Hub
- Scale-up London's SME community through improving access to finance, international trade and leadership capacity

LONDON 2036: AN AGENDA FOR JOBS & GROWTH

7. Secure long-term infrastructure investment

- Negotiate greater devolution of property taxes raised in London
- Expand London's ability to capture the uplift in property values from transport investment

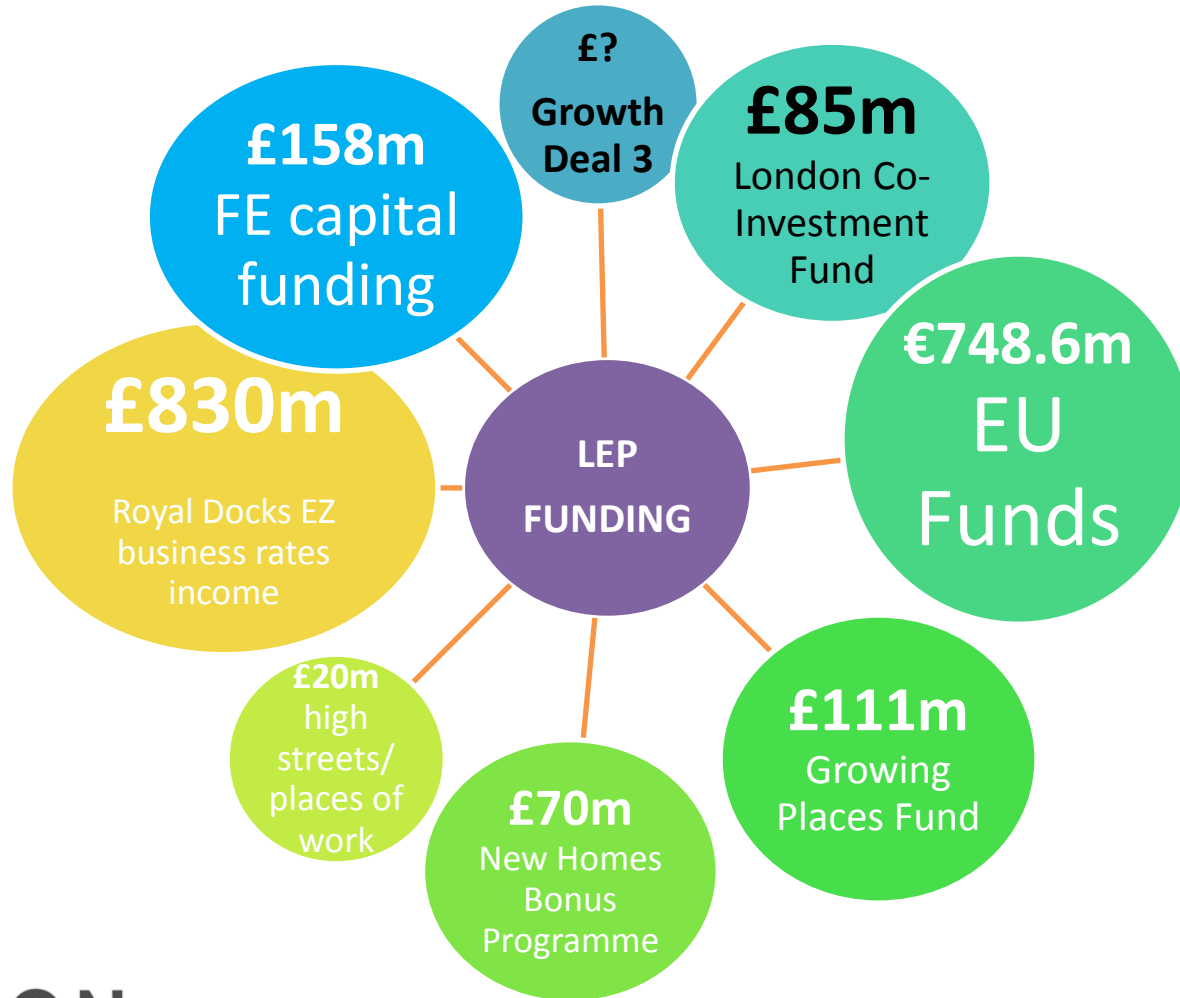
8. Accelerate housing delivery

- Promote employer investment in affordable housing
- Promote investment into the Royal Docks to increase the pace of housing delivery
- Improving construction sector skills training
- Supporting SME housebuilders/new market entrants

9. Develop Londoner's employability

- Design a much stronger London-wide careers/IAG offer that is informed by a clear picture of labour market need and inspires Londoners to work, learn and progress
- Ensure high quality employment support, including basic skills provision that meets the needs of employers and all Londoners, including the hard to reach and economically inactive
- Support a high quality skills system with stronger vocational professional & technical career pathways, including credible robust apprenticeships, that are informed and valued by employers

LONDON LEP FUNDING



GPF WEST ANGLIA LINE INVESTMENT

£30.7m allocated from the London Enterprise Panel for rail upgrades providing extra services at Northumberland Park and Tottenham Hale improving rail links between Stratford, the Upper Lee Valley and beyond including Stansted Airport:

- Up to four trains per hour from Angel Road and Northumberland Park stations via Tottenham Hale and a re-opened Lea Bridge station to Stratford;
- This funding will be part of a £72million West Anglia upgrade project including £44million from Network Rail and up to £3million from Transport for London;
- The investment supports delivery of the full scheme, including the provision of a new track between Lea Bridge station and Angel Road;
- Will support the commencement of the Meridian Water development, where there are plans for an estimated 5,000 new homes and 3,000 new jobs, and regeneration at Northumberland Park, where there are plans for an estimated 3,500 homes and 500 jobs; and
- Will also support the development of an estimated 15,700 new homes, 21,900 new jobs in the Lee Valley and up to 15,000 jobs in adjoining areas.

West Anglia Taskforce- Overview

Professor Greg Clark



The West Anglia Taskforce

- The Taskforce was announced by the Chancellor and Mayor of London in February 2015 to look at opportunities to improve connections to Stansted and Cambridge from Liverpool Street and Stratford, with findings expected by mid-2016.
- The Secretary of State for Transport subsequently agreed that the work should “encourage opportunities for economic growth along the route including the expansion of services in the Lea Valley.”



Objectives

- To build the case for four-tracking the West Anglia Main Line and other associated infrastructure, in particular how it will support housing, jobs and economic growth as a precursor to Crossrail 2
- To identify how to fund the scheme
- To build support for the scheme with stakeholders along the line
- To present the business case and a potential funding package to central Government, including DfT, BIS, CLG and Treasury by Summer 2016

Membership

- Rt Hon Sir Alan Haselhurst MP – MP for Saffron Walden
- Rt Hon David Lammy MP – MP for Tottenham
- Cllr Kevin Bentley – Essex County Council
- Cllr Ian Bates – Cambridgeshire County Council
- Cllr Derrick Ashley – Hertfordshire County Council
- Cllr Tim Wotherspoon – South Cambridgeshire District Council
- Cllr Joe Goldberg – London Borough of Haringey
- Cllr Doug Taylor – London Borough of Enfield
- Andrew Harrison – Stansted Airport
- Alex Plant – Cambridge Ahead
- Professor Greg Clark CBE – London Stansted Cambridge Consortium
- Mark Reeve – Greater Cambridge Greater Peterborough LEP
- Michèle Dix CBE – Crossrail 2
- Paul Harwood – Network Rail
- Stuart White – Department for Transport
- Fiona Fletcher-Smith – Greater London Authority

Substantial investment in the West Anglia Main Line would unleash enormous growth potential along this nationally significant corridor. Tens of thousands of homes and jobs will be needed in the years to come across the region but these cannot be delivered without a step change in rail connectivity. We have put up with an inferior railway for too long. We deserve better, sooner and I am determined to make it happen.

Sir Alan Haselhurst MP,
Chair

The Route



Potential of the corridor

- The railway links Cambridge, Stansted and London—one of the most successful economic regions in the UK.
- The corridor is a crucial arm of the Cambridge, London and Oxford golden triangle which is driving technology and bioscience-led economic growth in the UK.
- It is also home to Stansted Airport, one of Europe's fastest growing major airports, providing the corridor with a vital international link.

Challenges to future growth

- **Limited space on the tracks**

The section of tracks between Coppermill Junction and Broxbourne junction are severely affecting journey times, reliability and capacity on the whole line

- **Speed and frequency**

Journey times and train frequencies on the line could be improved

- **Reliability**

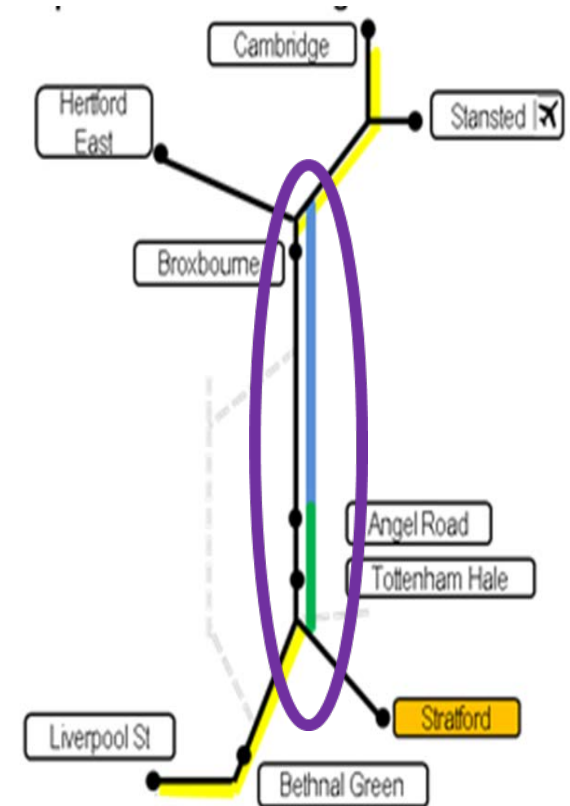
If one track is out of action, other services on the line become disrupted through delays or cancellations.

- **A housing shortage**

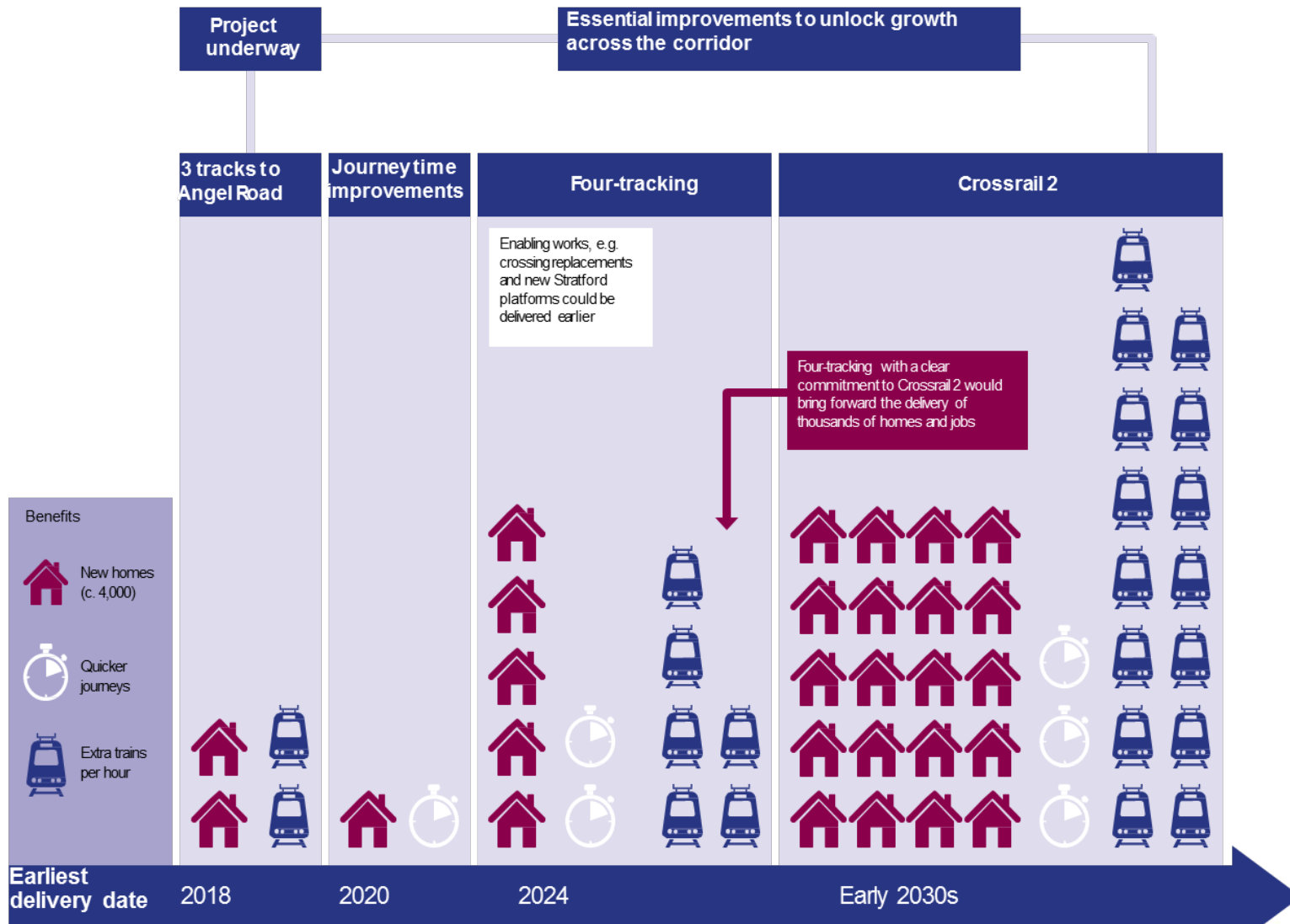
There is huge pressure for homes.

Four-tracking

- Four-tracking refers to the introduction of two further tracks on the stretch of line between Coppermill Junction, just south of Tottenham Hale, and Broxbourne Junction in Hertfordshire
- Investment in four-tracking would mean higher frequency journey times and improved journey times.
- Better rail links will integrate the corridor, and allow it to grow and deliver early growth
- Four-tracking is an essential precursor to Crossrail 2
- It will allow the success of Cambridge and central London to spread to the Upper Lee Valley, Harlow and elsewhere.



Options for the short, medium and long term



Benefits

The corridor is **16%** more productive than the UK average

Improving access to Stansted Airport, serving **170** worldwide destinations

Four-tracking before Crossrail 2 could bring forward **10,000** new jobs

Early four-tracking with Crossrail 2 could unlock **45,000** new jobs in the corridor

Four-tracking before Crossrail 2 could bring forward **20,000** new homes

Early four-tracking with Crossrail 2 could support **80,000** new homes in the corridor

20km of new four-tracked railway for faster and more frequent services

Crossrail 2 could enable more than **15** additional trains per hour on the West Anglia Main Line

Next steps

- The Taskforce is gathering evidence and building the business case for investment which will be submitted to the Government in summer 2016.
- Following a challenge issued by Sir Peter Hendy and the Chancellor the Taskforce is looking at how this cost could be met through non-central Government sources and local investment, including private sector funding.
- The Taskforce is working with the National Infrastructure Commission.
- The completion of four-tracking and associated works could be achieved by 2024.
- Doing nothing would be damaging to growth across the whole corridor.

Timeline

Summer 2016

Submit business case

2018

3 tracking Angel Road to
Stratford complete

more productive
than the

2020

Secure consents for
four-tracking and
Crossrail 2

2024

Four-tracking complete

Early 2030s

Crossrail 2 opens

The challenges and opportunities in London and the West Anglia corridor

South East Local Enterprise Partnership, 5 April
2016

Michèle Dix, MD Crossrail 2

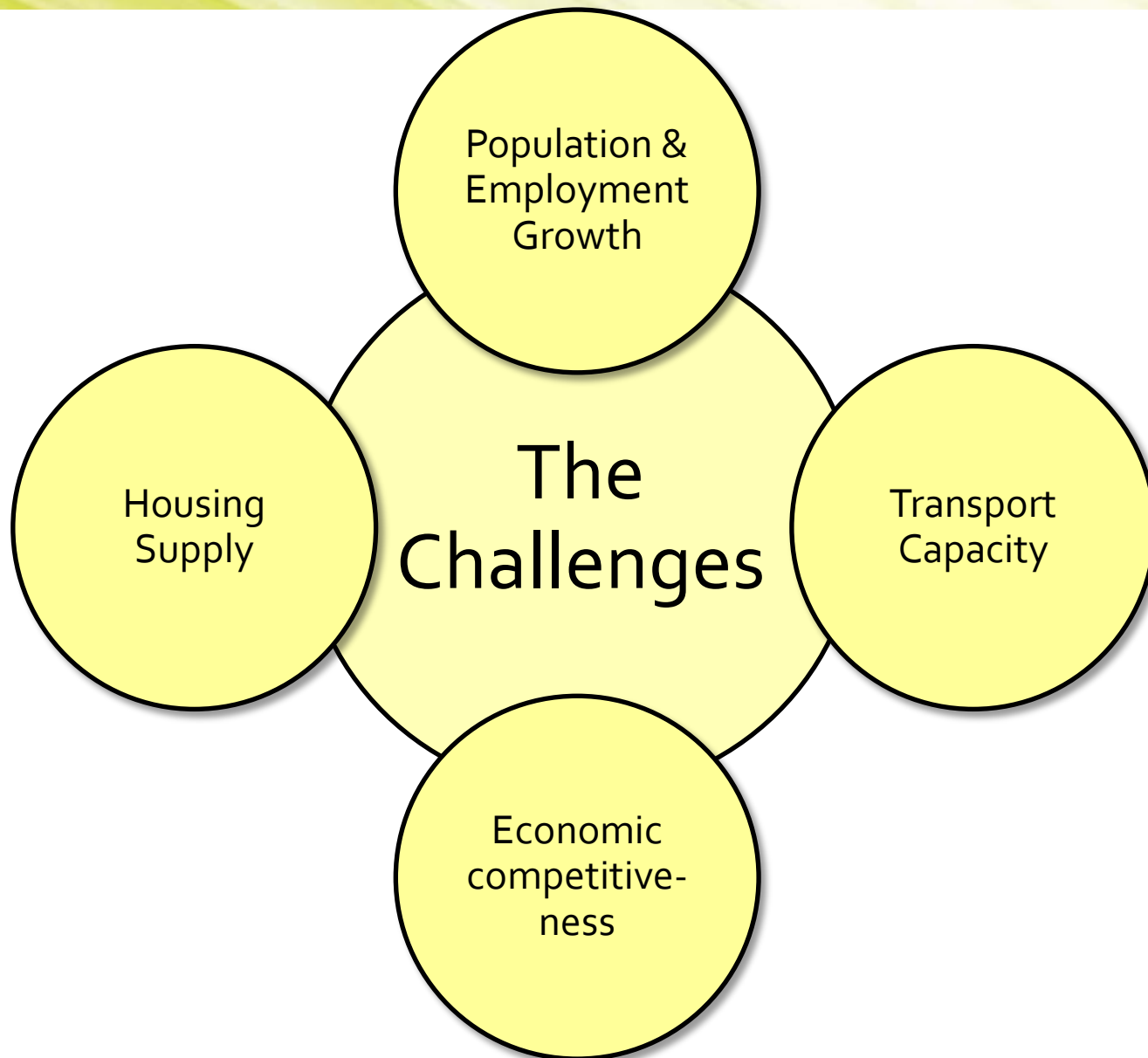
Contents:

1. The strategic challenges

2. The potential solutions

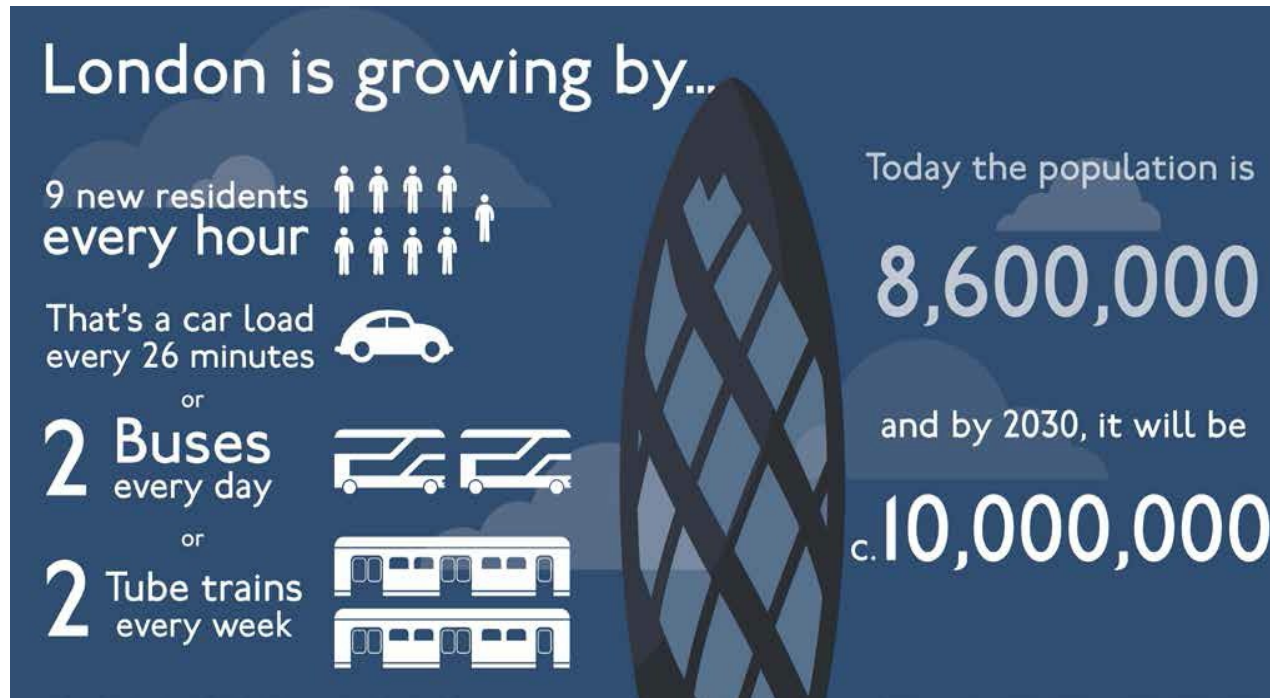
3. The Next steps

Four Fundamental Challenges



Challenges: Population and employment growth

London:



600k
New jobs in
London by 2030

The West Anglia corridor:

- Between today and 2031, population growth in the London Stansted Cambridge corridor (which includes parts of north London) will be around 300,000.
- The East of England has the fastest employment growth rates in England outside London

139k
New jobs in the
LSC corridor by
2030

Challenges: Transport capacity

With population and jobs growth comes greater demand for public transport

London:

- In London in 2030 there will be around 20% more public transport trips every day totalling 11bn trips / yr
- Despite existing committed investment, capacity constraints will re-emerge in late 2020's

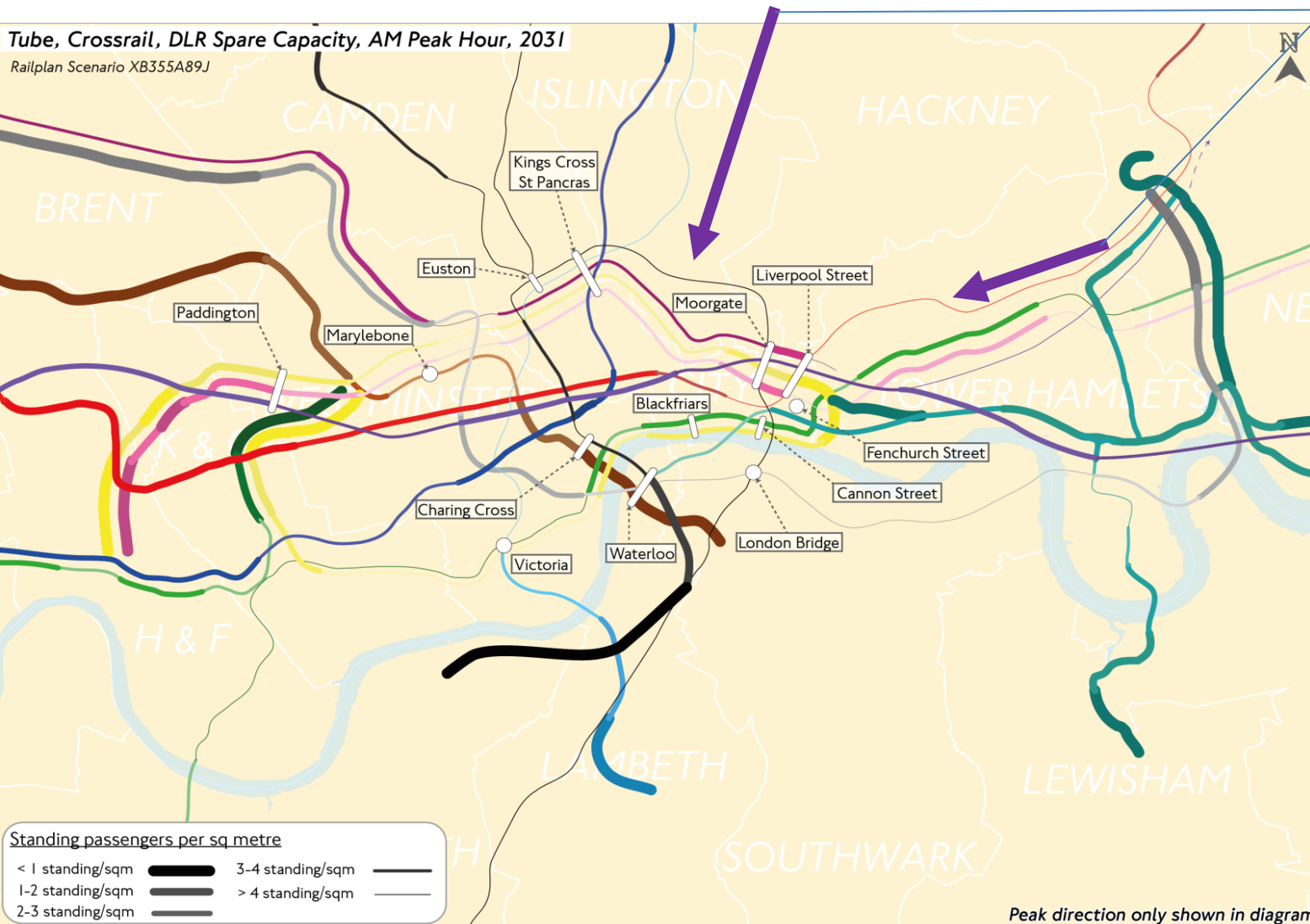
The West Anglia corridor:

- Network Rail forecast demand on the West Anglia railway to increase by 39% to 2043 on 2013 levels.
- Stansted Airport has capacity to nearly double in size
- Road congestion is a problem in the corridor, for example between 2008-2015 average speed on roads on Cambridgeshire declined by 7.9% (compared with a 3.3% average in England as a whole).



Challenges: Transport capacity

London: Spare capacity on the LU, Crossrail and DLR network in 2031



There is a lack of capacity on the Underground network inbound from Tottenham Hale and Stratford, and additional capacity into Liverpool Street is extremely expensive to provide

Challenges: Housing supply

Improving transport links and access to key opportunity and intensification areas improves the viability of new development

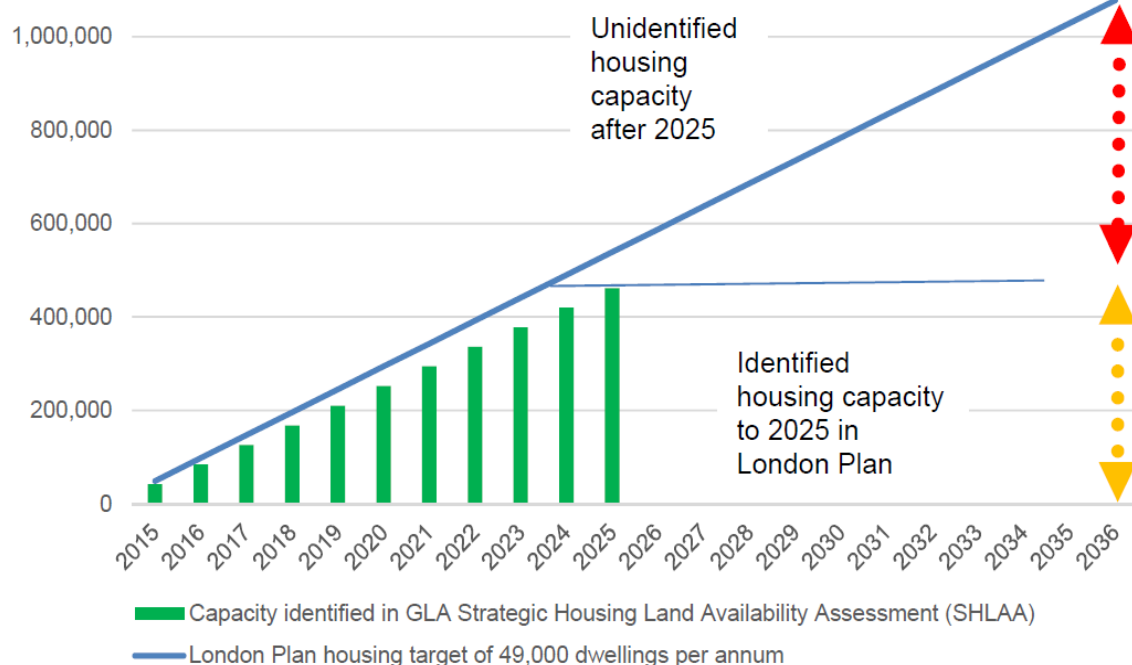
London:

- The London Plan seeks to meet a need of 49,000 new homes / year but up to 63,000 pa necessary to address backlog.

The West Anglia corridor:

- In Cambridgeshire alone, over 72,000 new dwellings are needed to 2031 to meet demand for current and new residents

The GLA SHLAA identifies sufficient land up to 2025 but shortfall thereafter (land for additional 500,000 homes needs to be identified)



Challenges: Economic competitiveness

The UK has a productivity gap. We are being outperformed by other G7 countries. Increased productivity occurs with increased employment densities

London and the West Anglia corridor:

- Central London, and Cambridge are already more productive than average.
- There is huge potential for further growth across the corridor

Cambridge

Several key employment clusters
World-renowned and burgeoning life sciences sector
Cambridge Compass Enterprise Zone

London Stansted Airport

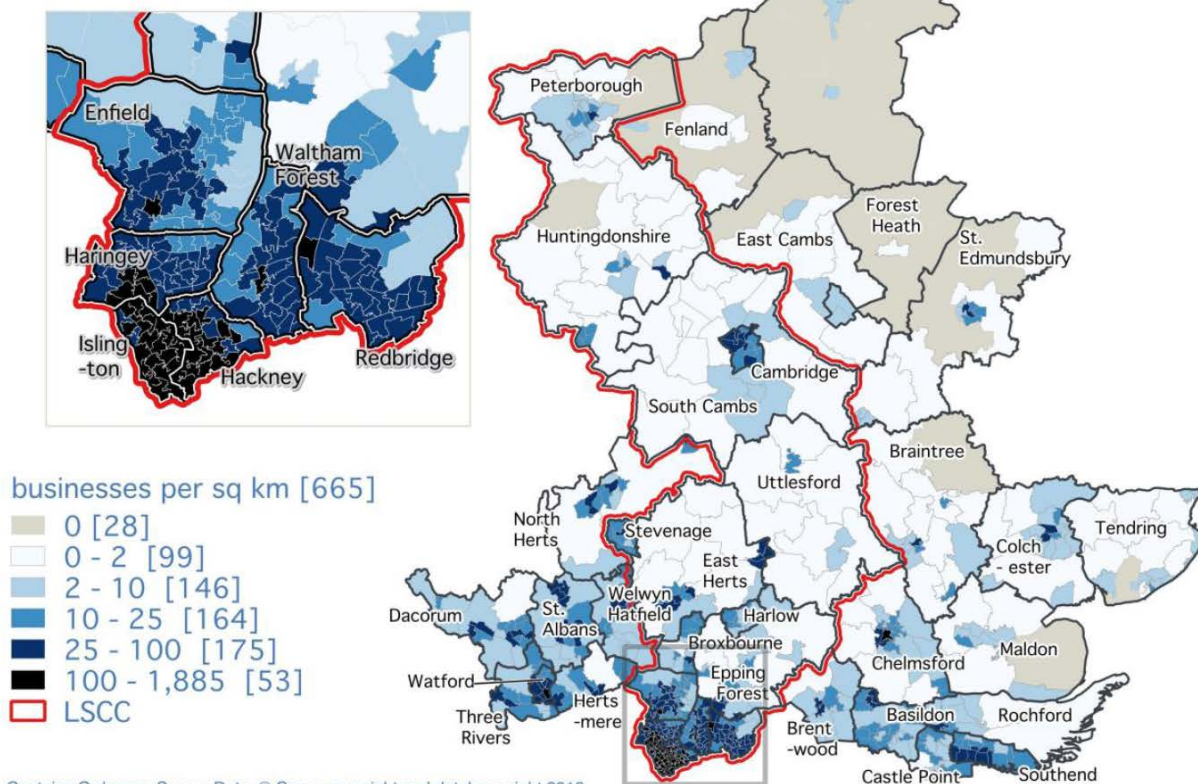
Harlow

Enterprise Zone
Significant growth potential

Upper Lea Valley Opportunity Area

London – Global city

Number of businesses in the productive professional, scientific and technical sectors in 2015



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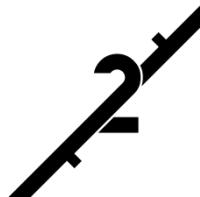
3. The next steps

The potential solutions being looked at by the Taskforce ¹⁰

The taskforce is focussed on rail-based solutions

Its work is appraising four-types of improvements

- Shorter term enhancements to the existing railway
 - Four-tracking
 - Crossrail 2
- +
- Opportunities for 'last mile' enhancements – access to and from the railway

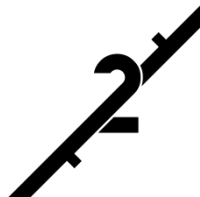


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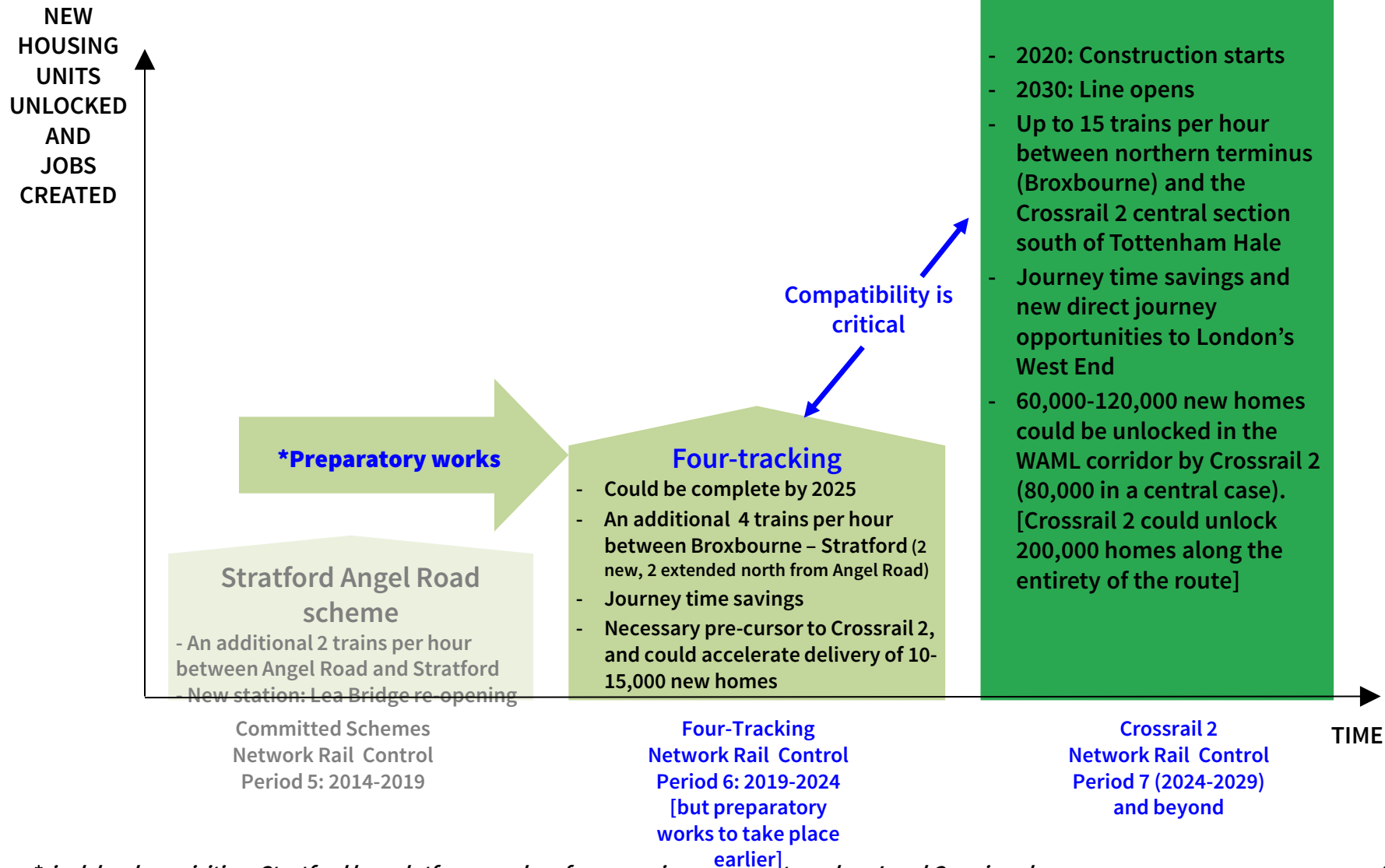
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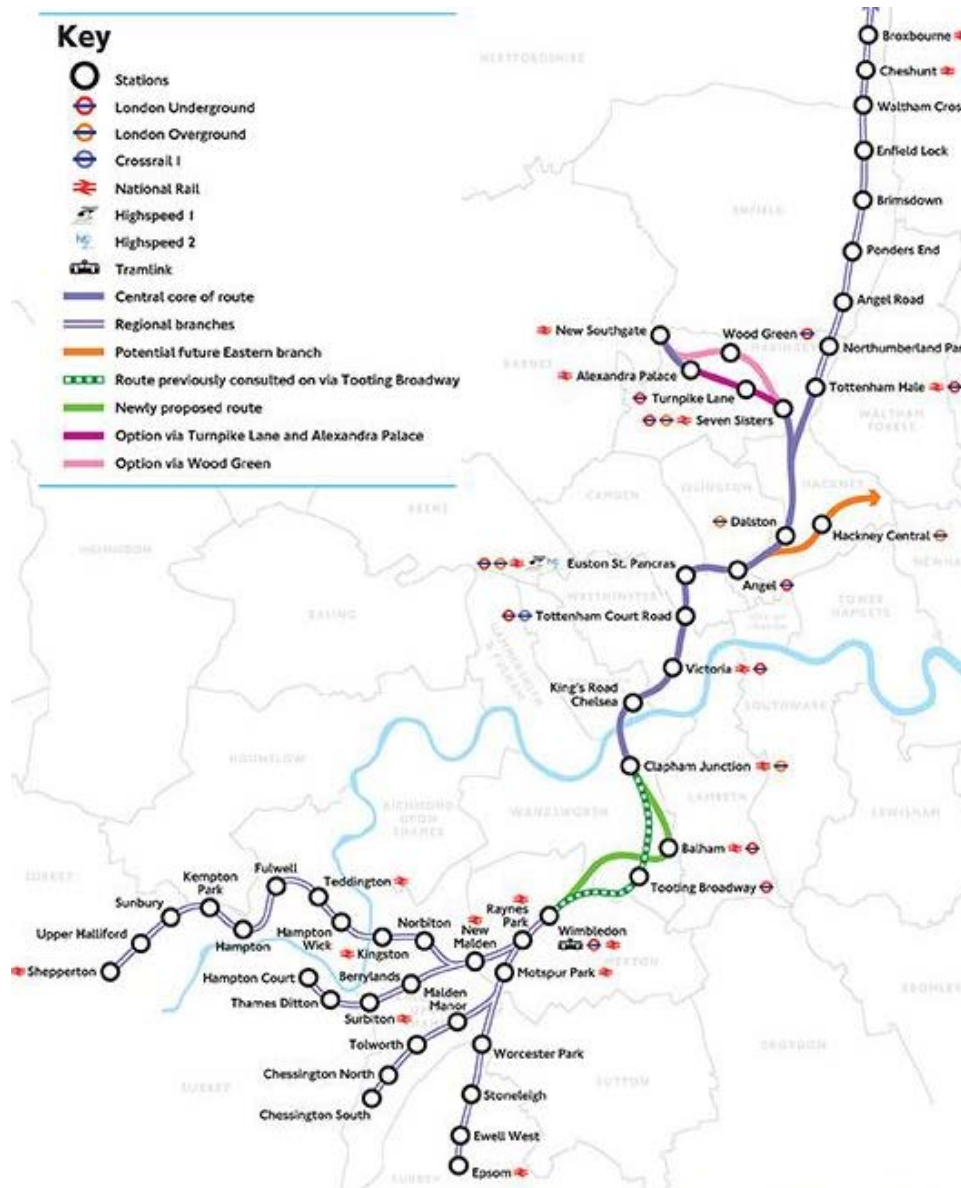


The potential timing of investment



* incl. land acquisition, Stratford bay platforms and performance improvements such as Level Crossing closures

Crossrail 2: A long term solution – what is it ?



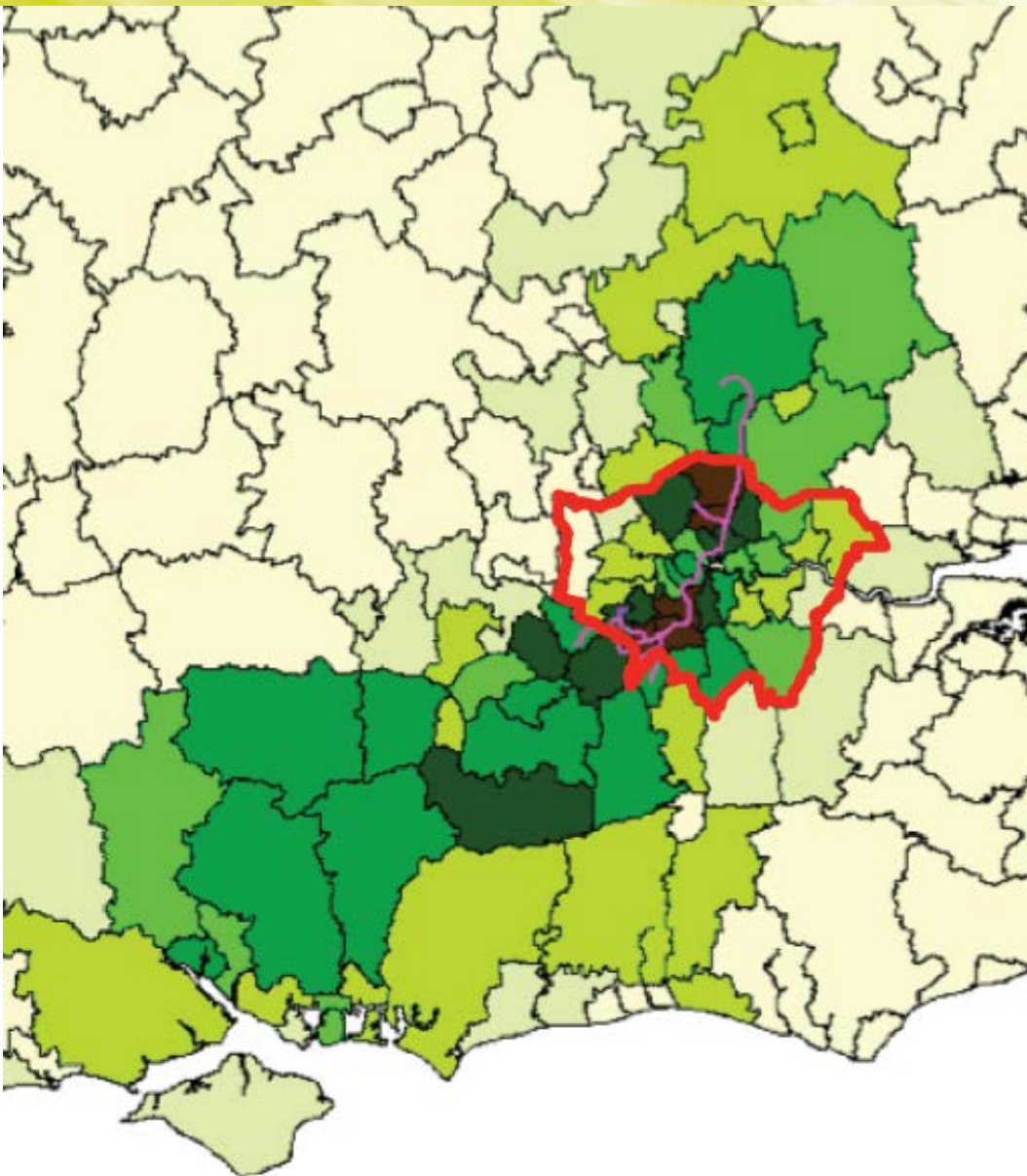
- A brand new railway line, serving the region which requires West Anglia mainline four-tracking
- Provides additional rail capacity for 270,000 people to travel into central London during the peak period
- Construction to start in 2020, with the scheme open early 2030's
- Joint TfL/Network Rail project
- **Endorsed by the National Infrastructure Commission and the Chancellor in Spring 2016**

Crossrail 2: The headline benefits

- 2x38km tunnels connecting South West and West Anglia Mainlines
- High frequency: trains up to every 120 seconds (30 trains per hour) in central core
- Provides additional rail capacity for 270,000 people to travel into central London, per 3 hour peak – around 10 per cent increase.
 - Unlocks 200,000 new homes
 - Supports up to 200,000 new jobs (CAZ and local)
 - Supports 60,000 + construction sector jobs across the UK
- Delivers national GVA benefits of up to £102bn (high scenario, 2011 prices, 60yr scheme lifetime)
 - Cost is circa £30bn (2015 prices)

Crossrail 2: The distribution of transport benefits

15



The benefits distribution extends well beyond London, through:

- Provision of CR2 services outside London boundary
- Time savings on West Anglia Route unlocked by 4 tracking
- Crowding relief at interchanges and on connecting links
- Additional trains paths into termini

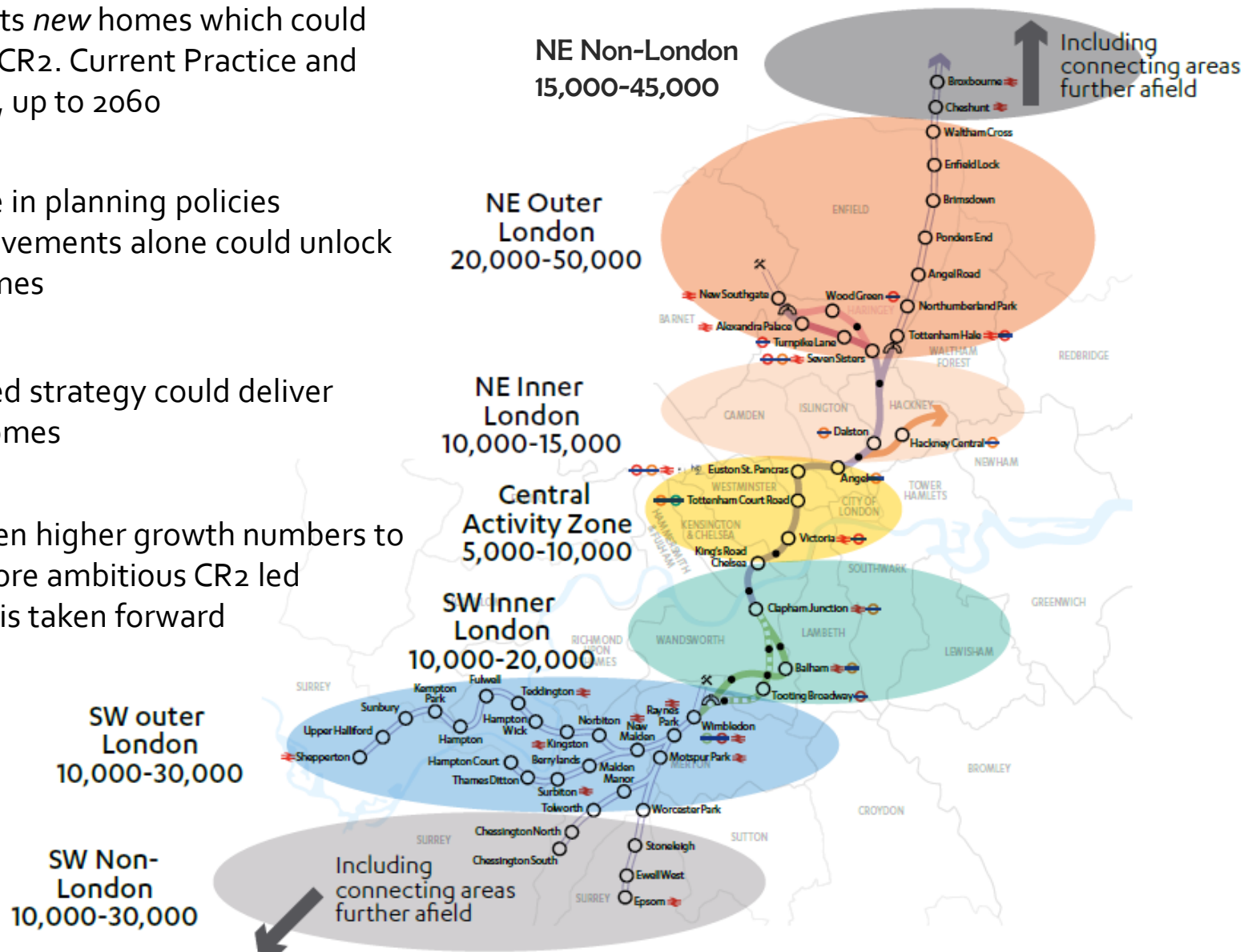
Origin Benefits

Total Generalised Minutes

	250,000	to	250,000+
	100,000	to	250,000
	50,000	to	100,000
	25,000	to	100,000
	10,000	to	25,000
	5,000	to	10,000
	1	to	5,000
	All others		

Crossrail 2: The distribution of housing benefits

- Range represents *new* homes which could be unlocked by CR2. Current Practice and New CR2 Policy, up to 2060
- Without change in planning policies transport improvements alone could unlock 80,000 new homes
- A CR2 growth led strategy could deliver 200,000 new homes
- Potential for even higher growth numbers to be realised if more ambitious CR2 led planning policy is taken forward



The funding challenge

New infrastructure schemes increasingly require packages of funding. Central Government funding is becoming less certain and not as easily accessible

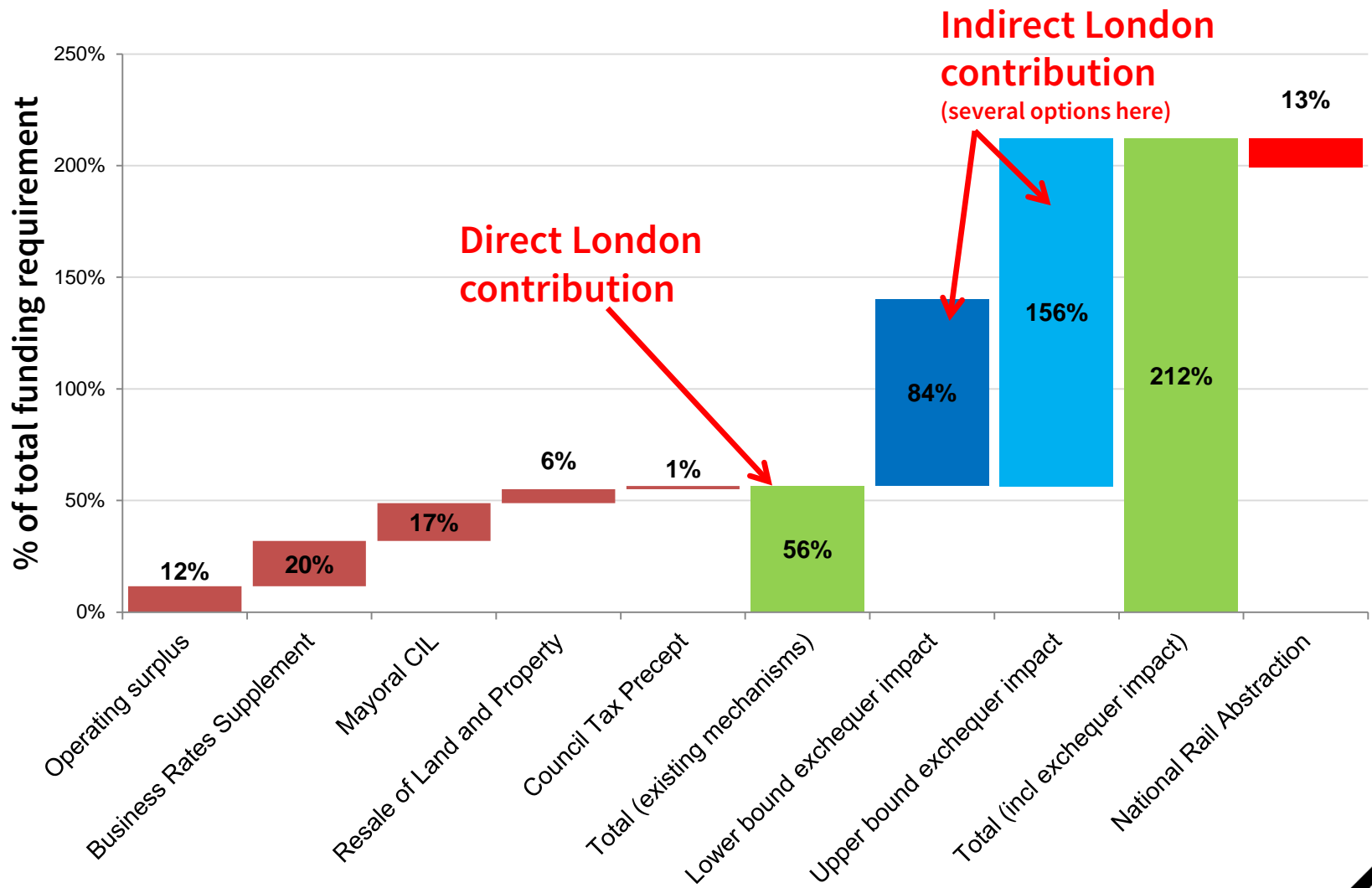
- the chair of Network Rail, Peter Hendy recently wrote to Stansted Airport in this vein regarding journey time improvements to the West Anglia mainline
- In recent years, TfL has seen a steady reduction in General Grant and less dependency on Government funding

Obtaining alternative funding sources (3rd party/commercial income) has become of paramount importance. Main options include new taxation mechanisms and third party/private sector contributions

Crossrail 2 was challenged by the Chancellor in 2013 for 50% of its funding to come from 'local sources'

Crossrail 2 could more than cover its costs

Sources of Funding for Crossrail 2 (as % of total funding requirement)



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3. The next steps

The next steps: The Taskforce

- Two forthcoming Taskforce publications in June covering potential options and their potential funding and delivery routes
 - A business case summary report
 - A business case technical document



The next steps: Crossrail 2

A programme for delivery – challenging but achievable!



Key milestones:

- Review of NIC recommendations and further scheme optimisation – now!
- Submission of updated Outline Business Case - 2017
- Submission of a bill by Autumn 2019
- Start construction – 2020/21
- First Crossrail 2 service – 2030/31
- Full service open 2033

West Anglia Main Line

*Chris Curtis
5 April 2016*

The Route

London – Cambridge

Key route to Stansted ➔

Mixed traffic:

- Express
- Outer Suburban
- London 'Metro'

Constrained by geography

At full capacity all day

**Limited scope for
improving journey times**



Near future

Greater Anglia Franchise

- Winner announced June
- Commences October 2016
- New Rolling Stock ?
- Revised timetables ?



STAR Project

- Extra track Tottenham – Angel Rd
- In construction
- Additional 2 trains / hour (Dec 2018)
- Enables housing growth



Planning Process

Anglia Route Study

- Published March 2016
- Options for funders to consider for 2019 onwards
- Longer trains
- Improved journey times
(requires new rolling stock)
- Crossrail 2 enables:
 - many more trains
 - further journey time improvements

Long Term Planning Process

Anglia Route Study

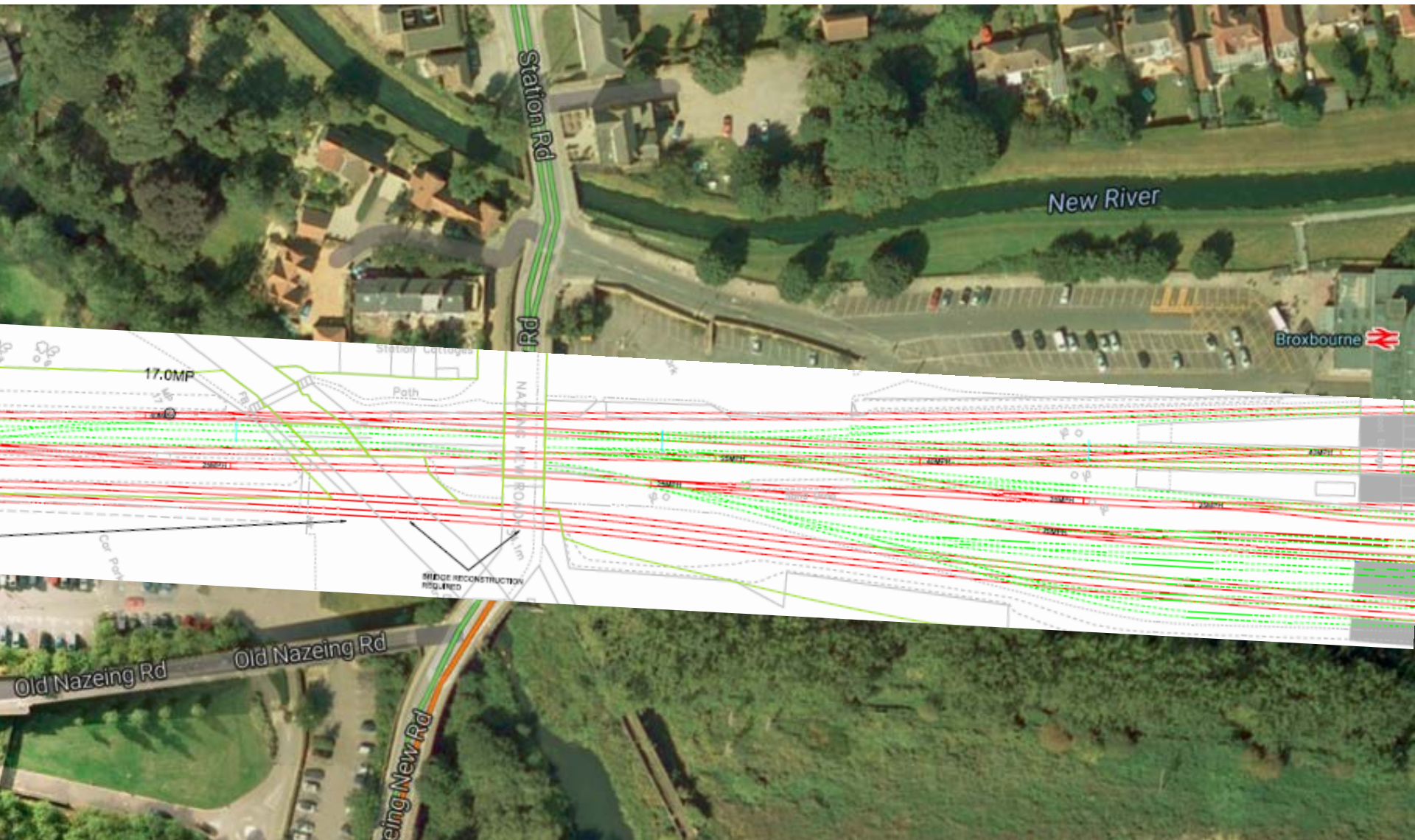
March 2016

NetworkRail

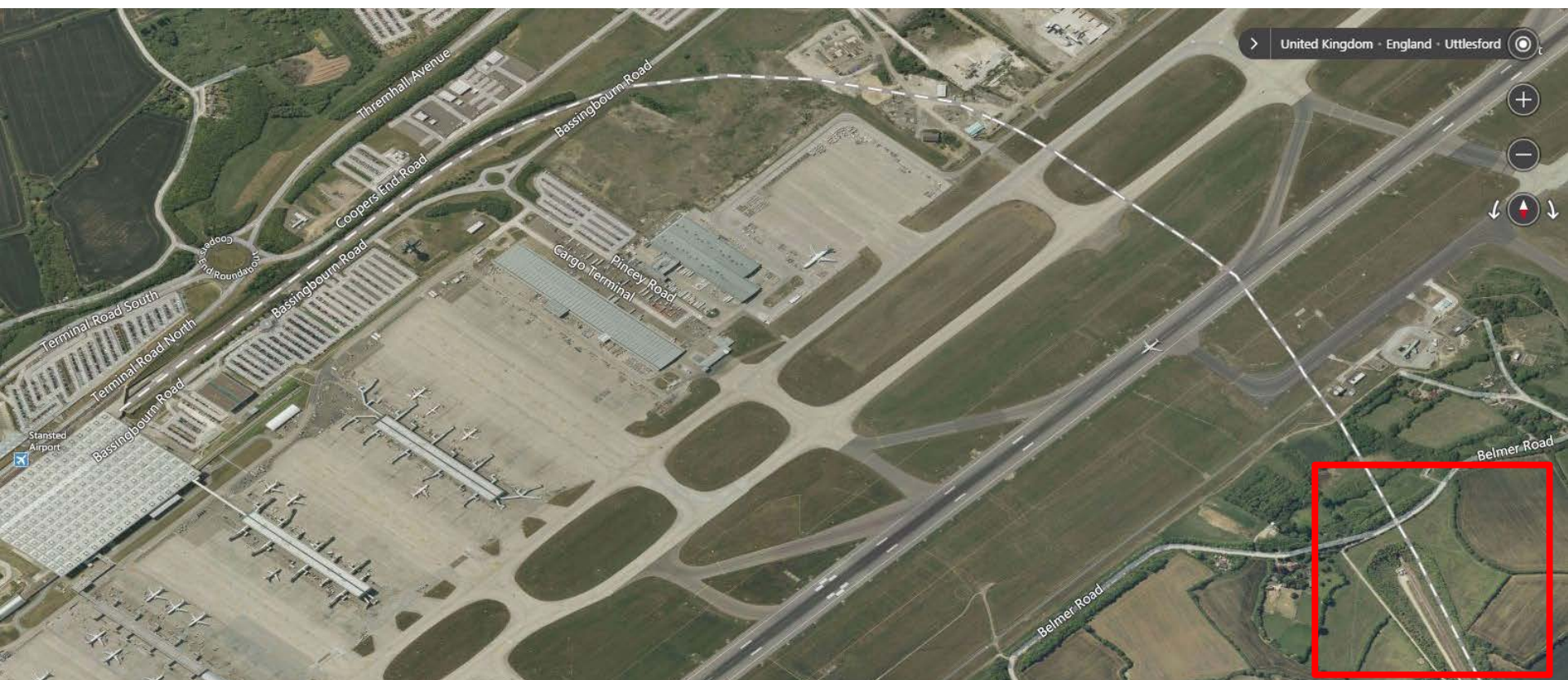


Broxbourne ➔

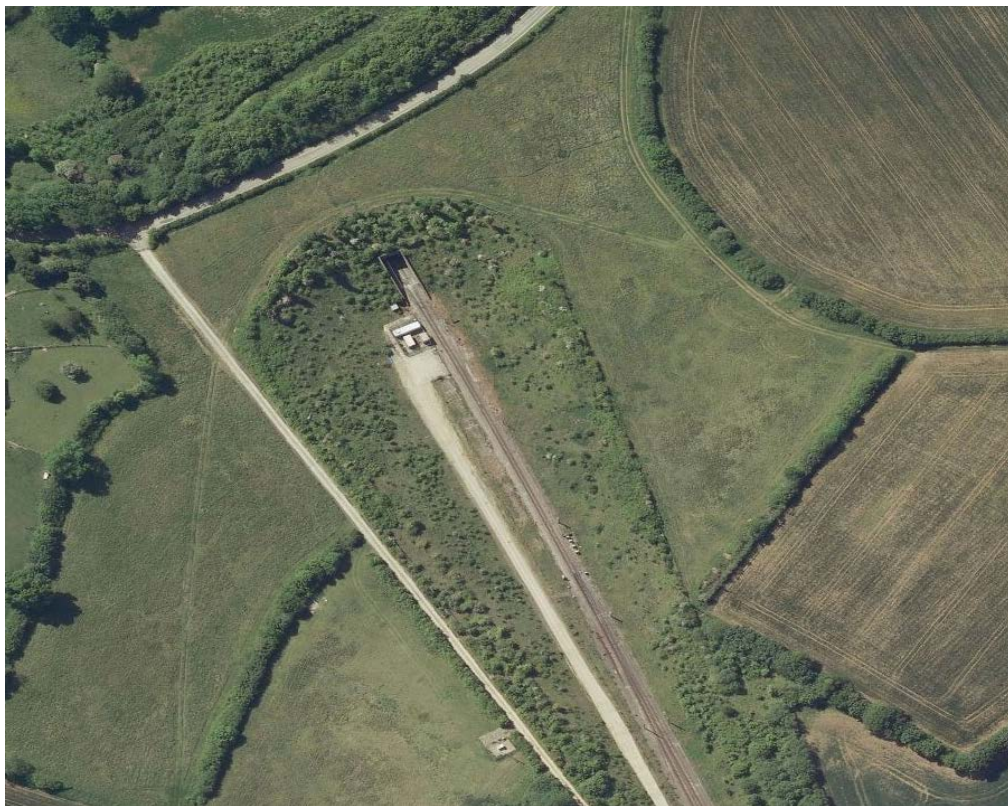
Crossrail 2 – the challenge



Beyond Crossrail 2



Beyond Crossrail 2



Stansted Tunnel

- Single track – limits capacity
- Second tunnel:
 - more frequent trains
 - revised timetable
 - better connectivity
 - improved journey times
 - more reliable
- Funding?

Questions

