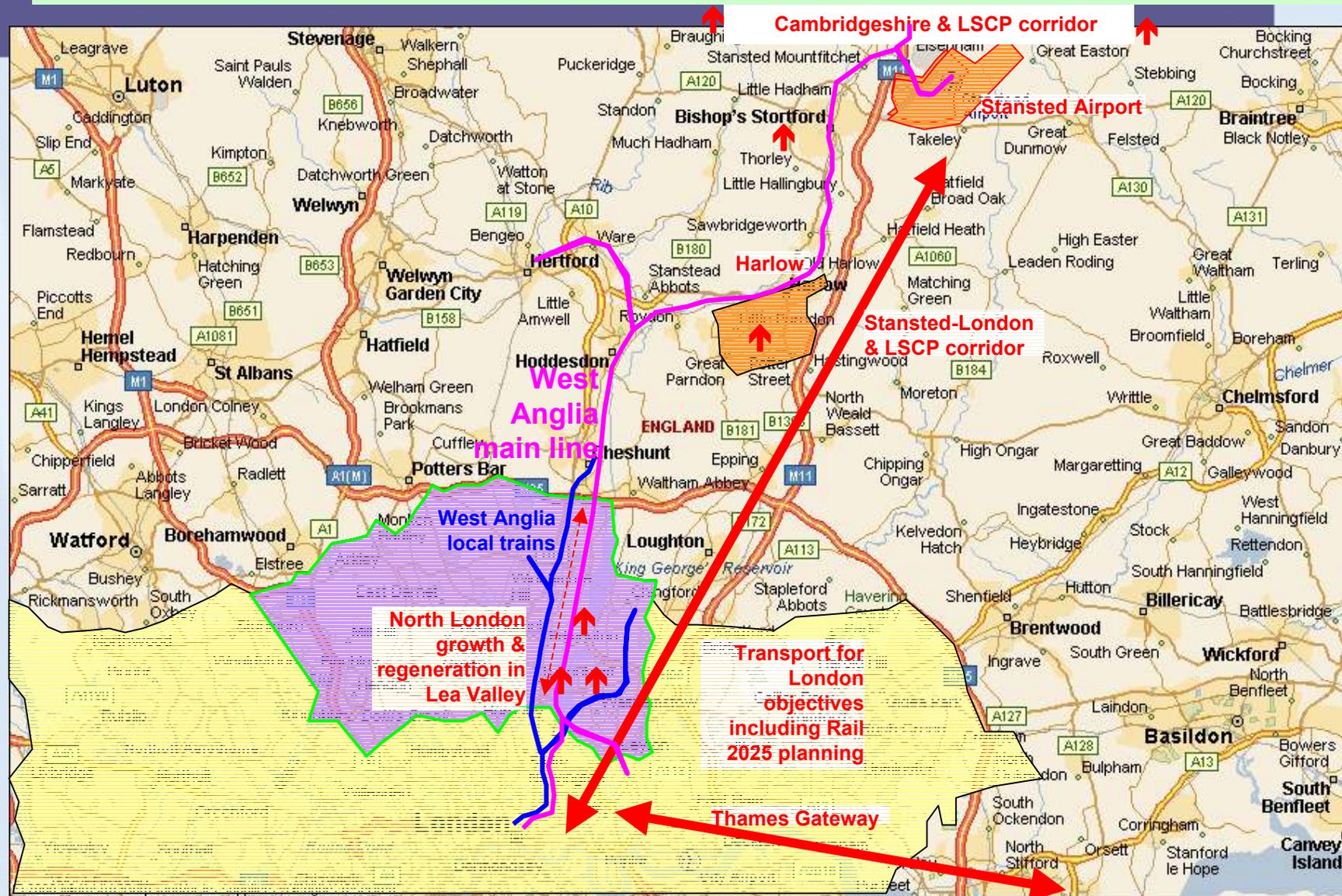


West Anglia next steps – a commentary

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Citigate Public Affairs



The West Anglia Route – A Regional Policy Overview



Some National Policy Issues along the West Anglia Line

	SHORT TERM (3 yr)	MEDIUM TERM (10 yr)	LONG TERM (11+ yr)
<p>SCP (overall)</p> <p>SCP – regionally</p>	<p>By 2008 DCLG will be spending £1.3 billion more per year on housing than 2004</p> <p>2009 -Stratford City Development complete</p>	<p>Gov ambition of achieving 200,000 new homes a year nationally by 2016</p> <p>23,900 new homes to be provided pa in E. England</p>	<p>Gov predict households in Eng to grow from 20.9m (2003) to 25.7m (2026) - annual growth of 209,000</p> <p>500,000 homes to be built in East of England over next 20 yrs</p>
<p>DfT Aviation Policy</p> <p>BAA at Stansted</p>	<p>2006 – Gov updates 2003 White Paper</p> <p>2006 – BAA submitted G1</p> <p>2007 – BAA submit final airport masterplan</p> <p>2008 - Stansted reaches 25mppa</p>	<p>2010 – DfT predict 300m air passengers a year</p> <p>2015/16 –Stansted’s capacity increases to around 45mppa following completion of 2nd runway</p>	<p>2030 – demand for air transport predicted to be 2 or 3 times 2004 levels</p> <p>2030– If approval given to mixed mode operation of two runways, Stansted’s capacity could ultimately rise to 76mppa.</p>
<p>DfT / Network Rail Policy</p>	<p>Summer 2007 – DfT High Level Output Statement – linked to SR 2007</p> <p>Autumn 2008 – ORR expect to reach agreement on NR’s allowed revenue for CP4</p>	<p>2010, DfT aim to increase use of public transport by 12%+ with 2000 levels, with growth in every region.</p> <p>2009-2014 – NR CP4 expected to see reduced annual revenue</p>	<p>Beyond 2016 –</p> <p>Crossrail construction will release platform and track approach capacity at Liverpool Street (incl. via Stratford)</p> <p>Beyond 2014 – NR enters CP5</p>



THE OPTIONS FOR IMPROVING THE WEST ANGLIA LINE – *Current Status of the line*

	LIVERPOOL STREET-CLAPTON	CLAPTON-BROXBOURNE	BROXBOURNE-HARLOW TOWN	HARLOW-STANSTED
Planning Catchments	Central London Liverpool Street, East London elsewhere	North London from Tottenham Hale to Enfield and Waltham Cross	East of England (Herts & Essex) from Cheshunt to Stansted, Cambridge and beyond	
Spatial issues	Jobs growth, area regeneration, housing intensification	Jobs restructuring, area regeneration, housing growth, manage road congestion	Jobs and housing growth, manage road congestion	Jobs and housing growth, airport expansion, manage airport access
Current Tracking	2/4 track Liv.St-Bethnal Grn (4 not always available) 4 track Bethnal Green-Hackney Downs, 2 Clapton	2 track from Clapton /Stratford, Tottenham Hale, Brimsdown, Waltham Cross, Cheshunt to Broxbourne	2 track on main line Passing loops for slow trains at Broxbourne and Harlow Town	2 track between Harlow Town and Stansted Airport Only 1 track through Stansted Airport tunnel
Conflicts (excl. short platforms)	Liv.St platforms and approaches	Junctions in Lea Valley; no tracks for fast trains to overtake	Junctions in Lea Valley	Stansted Airport junction; Stansted tunnel



THE OPTIONS FOR IMPROVING THE WEST ANGLIA LINE – *Realistic Achievables*

No Quick Fixes!

Short Term – **Medium Cost?**

- Timetabling
- Network Rail's enhancements as in business plan

Medium Term – **Big cost?**

- Lengthening of West Anglia trains - carriages and station platforms
- Improved interchanges

Long Term – **Very big cost?**

- 3 or 4 tracking on parts of the Lea Valley and towards Stansted airport – or partial new line – and extra trains
- Selective passing loops
- New stations?

Key factors –

- **Affordability – who can/will pay?**
- **Business case**
- **Willingness to share objectives**



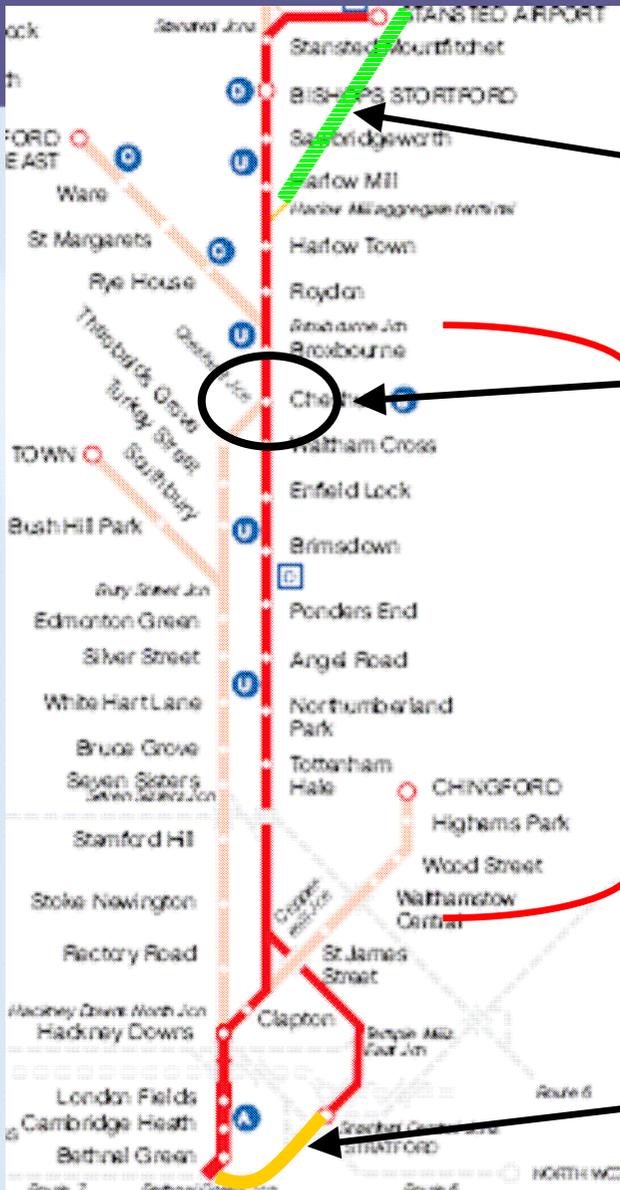
Some of the options in the long term

Possible new route?

Difficulties at Cheshunt Junction

Zone for review: partial 3 or 4 tracking possible from Copper Mill to Broxbourne Junction

Post Crossrail options



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Be Politically Intelligent



Public Policy & Political Process

Some key staging posts in the next 12 months

DfT Eastern RPA

- Sets out the options for next 20 years
- Supports work on HLOS, 2007 rail strategy, and regional, spatial/ economic planning.



Route Utilisation Studies

- Short to medium term industry plans for each route
- Better use of existing capacity and some network improvements



DfT HLOS

- Outline for delivery on rail over the next 5 years (incl Network Rail first part of 5-years 2009-14), plus ORR approval of affordability
- ORR then enforces upon Network Rail

East of England Plan

- Sets out regional strategy for planning and development in the East of England to the year 2021
- Covers economic development, housing, transport and more

London Plan Review

- Late Spring 06 – consultation with London Assembly/GLA
- Autumn 2006 – full consultation
- Summer 2007 EiP and Panel's report
- Early 2008 – publication of revised London Plan

CSR 2007

- Fundamental and in-depth examination of government spending priorities (zero-based)
- Sets out 3-year aims and objectives for each department
- Performance targets



Next Steps – the example of the East London Line Group

E A S T
L O N D O N
L I N E
G R O U P



- Mutually supporting consortium of local authorities, businesses and regeneration agencies – shared objective for £1.3 bn project
- Came together to put forward the case for delivery of, and early priority for, the East London Line extensions
- Operate via Working Group and Steering Group meetings
- Annual subscriptions
- Promoter (now TfL) observes and updates



East London Line Group – mode of operation

- Meet and brief key MPs, regional members and officials
- Respond to consultation documents and Inquiries
- Media briefing
- Attend relevant industry events with message
- Occasionally host events
- Inform and encourage active third party support
- Plan timescale of opportunities to put forward the group's messages
- Establish a strong network of friends and allies
- Closely follow project developments, intervening or making suggestions to TfL and others when appropriate
- Develop coherent responses to challenges and difficulties to the scheme as they arise



East London Line Group - Results

- October 2001 – Government gives go ahead in principle for the East London Line extension project – but legal issues intervened – major lobbying campaign
- Summer 2003 – Government approves ELL extension business plan – campaign continued on funding
- July 2004 – Transport for London and Government confirm 5-year funding deal for London until 2009
- October 2004 – TfL confirms that ELLX Phase 1 will be delivered as part of its capital investment programme
- July 2005 – Phase 1 extension contractually committed as part of London's successful bid for 2012 Olympic Games
- *Ongoing* – Advocacy regarding rolling stock, Crossrail impacts, RUS impacts, Phase 2 funding.



Taking forward West Anglia improvements

Stakeholders need to:

- Develop and agree a common set of priorities to be achieved e.g. a priority list of improvements
- Agree the best way forward to achieve these goals e.g. Working Group/Steering Group?
- Recognise that not everyone might be members – some might be observers?
- Contributions to resource a Work Plan?
- Opportunities until a further meeting. E.g. Joint communiqué, press release, research
- Timescales



Campaigning for West Anglia Improvements: *Some Next Steps*

Decide organisational arrangements etc	Now
Formulate joint communiqué and set of messages	Now
Respond to NR Greater Anglia RUS	August/September 2006
Respond to London Plan Review	GLA consult'n –summer 06 Full consult'n – autumn 06
Alert stakeholders to developments - press for available funding in SR 07 and later reviews	Through autumn 2006 to summer 07



West Anglia – “*timing is everything*”

(Stansted Express byline)



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