Overview of the Anglia Route Study
Draft for Consultation

Leigh Collins
Senior Strategic Planner (Anglia)
Long Term Planning Process

Based on current and likely future funders’ aspirations, and linked to Network Rail’s Strategic Themes

Medium & Long Term Demand Scenarios (passenger and freight)

To meet the strategic goals, given the long–term demand scenarios, conditional upon value for money and affordability
Route Study Process and timeline to Control Period 6 (2019 – 2024)

The outputs of the Route Study process will be:

- Long term Strategy for the Anglia Route (2043)
- Choices for funders to feed into the Control Period 6 (2019-2024) Initial Industry Plan

Route Studies seek to identify the options available to accommodate the Conditional Outputs on the network:

- Firstly, by making the best use of existing capacity
- Secondly, assessing the business case for interventions
Timeline to CP6

**Railway milestones**
- CP5 begins
- General election
- Davies Commission reports
- The rail industry publishes its Initial Industry Plan (IIP) providing options for future enhancements
- National Infrastructure Plan 2013

**Relevant political milestones**
- General election
- DfT publishes HLOS – its railway funding aspirations
- NR publishes Strategic Business Plan for CP6
- Secure funds and finalise projects for CP6
- Final funding for CP6 announced

- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020

The Greater Anglia (2007) and London and South East (2011) RUSs drove a series of recommendations on the Anglia Route which have been implemented already or will be implemented in Control Period 5 (2014 – 2019)
Stakeholder Engagement to date

- Meeting with MPs
  - Simon Wright MP
  - Therese Coffey MP
  - Rt Hon Sir Alan Haselhurst MP
  - John Baron MP
  - Sir Bob Russell MP
  - Peter Aldous MP
  - Chloe Smith MP
  - Norman Lamb MP

- 4 Regional Group Meetings (Regional and Local Authorities)
- 8 Working Group Meetings (Freight and Train Operating Companies, including DfT and TfL)
Background

The following enhancement schemes have been assumed for completion by the end of CP5:

- Bow Junction Remodelling
- West Anglia Capacity Enhancement (STAR)
- Felixstowe to Nuneaton (via Ely) Work Package 1 (48tpd)
- Gospel Oak to Barking Electrification

Even after the introduction of Crossrail onto the GEML there will remain capacity challenges to meet the forecast demand, especially from outer suburban and long distance routes. Primarily around passing loop facilities for freight and signalling headway issues closer to London.
Context

Strong stakeholder pressures to improve journey times on the GEML and as well as other locations such as Stansted and Cambridge.

Significant growth in freight traffic is expected from both Felixstowe and London Gateway Ports. Impacting primarily on the cross country route via Ely and orbital route around London via the North London Line and Gospel Oak to Barking Line.
Proposed New Stations

- Chesterton (between Cambridge and Waterbeach)
- Beaulieu Park (between Chelmsford and Hatfield Peverel)
- Soham (between Kennett and Ely)
- Beam Park (between Dagenham Dock and Rainham)
- Barking Riverside (line extension from Barking)
Conditional Output Priorities for CP6 (2019-2024)

**Passenger capacity to cater for demand**
- West Anglia Main Line Train Lengthening (Stansted, Cambridge, Hertford East)
- Great Eastern Main Line Outers Additional Services
- Essex Thameside Train Lengthening

**Freight capacity to cater for demand**
- Felixstowe to Nuneaton (via Ely) growth from Ports

**Cross-boundary connectivity**
- Felixstowe to Nuneaton (via Ely) growth from Ports and services connecting Norwich/Cambridge with the East Midlands, Yorkshire, North West and Scotland

**Outer Suburban and Long Distance connectivity to Central London**
- Great Eastern Main Line journey time improvements
- West Anglia Main Line journey time improvements
**CP6 Choices for Funders to meet forecast demand**

**Great Eastern Main Line**
- Infrastructure to support 3 additional services to meet forecast demand
- Infrastructure to support journey time improvements

**West Anglia Main Line**
- Infrastructure to support forecast demand
- Infrastructure to support journey time improvements
- Enabling works to support longer term solution

**Cross Country (Felixstowe to Nuneaton)**
- Infrastructure to support forecast demand

**Essex Thameside**
- Infrastructure to support forecast demand
### Anglia Route Study CP6 Choices for Funders

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<th>Choices for Funders</th>
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<th>Great Eastern</th>
<th>Essex Thameside</th>
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<td>Line speed improvements (100mph) on current infrastructure</td>
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<td>The lengthening of some services to 12-car to meet demand</td>
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<td>Full doubling of Ely to Soham Line</td>
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<td>Fenchurch Street Station Passenger Capacity</td>
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Choices for Funders CP7 and beyond

- Longer term capacity up to 2043 for cross-boundary and Cambridge services travelling to Norwich via Ely, including London cross-boundary traffic and growth from the Ports
- Longer term capacity up to 2043, and further incremental journey time improvements for Great Eastern Main Line, West Anglia Main Line and Essex Thameside services into London, Including growth from the Ports
- Longer term capacity up to 2043 and journey time improvements for services to Stansted Airport and Cambridge
- Longer term capacity up to 2043 for services on the London Orbital route (North London Line and Gospel Oak to Barking)
- Increase passenger service frequency to 2tph for the following branch lines:
  - Norwich to Sheringham
  - Great Yarmouth to Norwich (via Acle)
  - Lowestoft to Norwich
  - Lowestoft to Ipswich
  - Felixstowe to Ipswich
  - Harwich Town to Manningtree
  - Walton-on-Naze to Colchester
  - Clacton to Colchester
  - Sudbury to Marks Tey
  - Braintree and Witham
  - Southminster and Wickford
  - Kings Lynn to Cambridge
  - Newmarket to Cambridge
Conclusions in Route Study

Great Eastern Main Line
By 2023 Capacity needs to be targeted at longer distance services (Norwich, Stowmarket and services via Wickford), and on the cross country route via Ely to cater for forecast freight growth

Essex Thameside
By 2023, there is capacity gap in the first shoulder peak and high peak. This capacity gap can be resolved through train lengthening

West Anglia Main Line
By 2023, there is a capacity gap on the Stansted and Cambridge services and a small capacity gap on the Suburbans. This capacity gap can be resolved through train lengthening

Gospel Oak to Barking
Sufficient capacity to the end of CP6 provided by GOB lengthening

North London Line
Sufficient capacity to the end of CP6 provided by the London Overground Capacity Improvement Program (LOCIP)

Route Study focuses on alterations to the Network that would help to protect performance given interaction between Freight and Passenger services

TfL are developing plans for a new station on the NLL to provide an Interchange with HS2 and Crossrail at Old Oak Common. This will increase demand on the NLL from CP7 onwards. Options are being developed to be consistent with those for the West London Line
**Next Steps**

- Draft Route Study published  
  November 2014

- Consultation responses  
  February 2015

- Regional Working Group  
  April 2015

- Final Route Study to be published  
  July 2015
Have your say

Consultation on the draft Anglia route study is open until 3 February 2015 with the final version of the document expected to be published in summer 2015. The final study will then be used to inform the Department for Transport’s strategy for the industry’s next funding period from 2019 through to 2024.

Send us your comments on the draft study via email at AngliaRouteStudy@networkrail.co.uk
Improving Connectivity

Consultation on a methodology to provide better connections across the network

Anglia has been used as an example to describe the approach

The consultation is open till 30th January 2015 and we welcome views on this alternative approach to improving connectivity across the rail network

This is not a proposed strategy for Anglia
Questions?