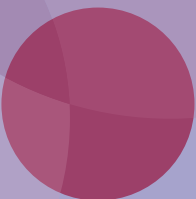


WEST ANGLIA TASKFORCE

A strong case for investment
in rail to support growth



What's the challenge?

The West Anglia corridor is growing - population is forecast to increase by

360,000
by 2031



London and Cambridge are the **only UK cities** in the top 10 most attractive European cities for foreign investment

Top
10

The West Anglia Main Line needs a boost – it's a busy railway with only 2 tracks which caps journey times, limits frequency and affects reliability



The corridor is driving the UK life sciences and medical sector – forms a key arm of the Golden Triangle between Oxford, London and Cambridge.

What's the opportunity?

Four-tracking followed by Crossrail 2 could unlock up to

100,000

new homes in the West Anglia corridor



Journey time savings of up to **6 minutes to Cambridge** and up to **10 minutes to Stansted Airport** could be achieved



Crossrail 2 is a **priority** for Government. It could be open by **2033**. It would mean new stopping services between Broxbourne and London, and more frequent longer distance services to and from Cambridge and beyond.



25,000

Four-tracking as an early phase of Crossrail 2 could accelerate the delivery of up to 25,000 homes

New trains

The Taskforce recommends **new** trains for the route



Chair's foreword



The West Anglia Main Line corridor is vital for the UK economy. London and the East of England are two of the fastest growing regions in the UK, and the West Anglia Main Line links them together. The railway is essential for bringing jobs, homes and businesses together.



The need for investment in the West Anglia Main Line is overwhelmingly clear. It has become a vital corridor for the UK economy. Any further delay to an increase in its capacity puts at risk economic growth in one of the most vibrant regions of the UK.

Obvious? So one might think. But to remove any doubt the following pages spell it out, providing a vision for all communities linked along the West Anglia corridor.

This report paints a picture of what is happening along the route and its potential to unleash spectacular growth from inner London through the Upper Lee Valley, Hertfordshire, Harlow, Stansted Airport, and a burgeoning bio-science cluster all the way to the outstanding University of Cambridge.

Following the appointment of the new franchisee, the Taskforce will seek to show the specific gains which investment in our rail infrastructure will bring. In the meantime I would like to thank all the very able people who have lent their services to the Taskforce and its supporting groups, bringing a collaborative spirit and sense of purpose to its work.

Connectivity is crucial. Rail is its essential element. The forecast growth of homes and business has to be matched by the ease, convenience and speed of train travel. Companies across the corridor deserve the best possible rail network; people travelling to work require reliability; and London's third largest airport for passengers and employees alike needs a high quality link to the capital.

Sir Alan Haselhurst
West Anglia Taskforce Chair

Executive Summary

The West Anglia Taskforce, which formed in September 2015, has been busy building the case for improved rail provision on the West Anglia Main Line along the London-Stansted-Cambridge corridor.

The Taskforce's work supports investment in the railway serving this nationally significant economic area, and concludes that there is significant room for improvement. This report presents a compelling case for investment in the West Anglia Main Line. Funding must now be secured to develop four-tracking so it can be delivered as soon as possible as part of Crossrail 2 and must be supported by a range of wider measures that improve journey times and local accessibility. Key stakeholders across the corridor will need to work together, and with the new East Anglia franchisee, the Department for Transport and Network Rail, to identify a broad range of funding sources.

The Challenge

An effective transport network is essential to a strong economy. Transport infrastructure unlocks business investment and allows firms to grow by enabling them to work together and access a wide range of customers, suppliers and a skilled labour market. Transport connects homes with jobs and is fundamental to people's daily lives.

Rail travel is becoming a more important mode of travel in the region. In the ten years leading up to 2011, the number of working adults living in the corridor who travel to work by rail increased by more than 100,000, while the population increased by around 250,000. But the West Anglia Main Line railway is relatively slow, services are infrequent, the line lacks resilience, and it does not have sufficient capacity to meet the continued growth that is forecast. Investment is therefore needed. Stakeholders and businesses agree that rail improvements are vital if the region is going to continue to thrive.

The Opportunity

Investing in the West Anglia Main Line would significantly reduce journey times to key employment centres in the region, bring businesses closer together and make the area an even more attractive site for international investment.

Four-tracking the line, followed by Crossrail 2, would unlock up to 100,000 urgently needed new homes and up to 45,000 new jobs. By addressing transport constraints to growth, early four-tracking could add up to £15bn (Present Value, scheme lifetime) to the region's economy and provide economic benefits many times greater than the cost of improvements. Investment in the West Anglia Main Line railway will also take a first step towards Crossrail 2, the proposed railway linking Surrey and Hertfordshire through the south west and the north east of London and would improve access to more than 170 destinations worldwide at Stansted Airport.

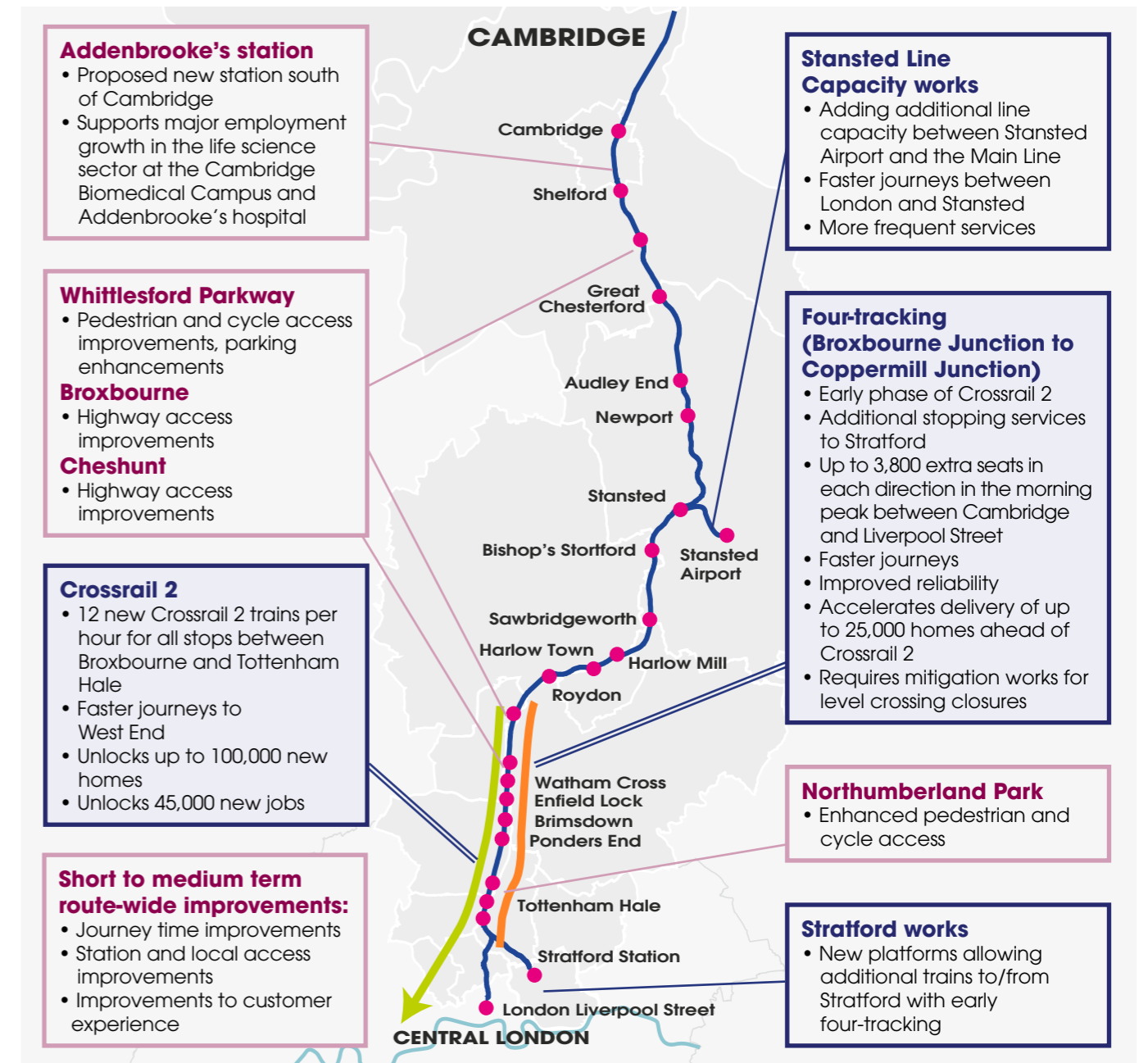
In the short term given the region's current housing shortage, the development of 25,000 homes could be brought forward into the 2020s if four-tracking is delivered early as a vital precursor to Crossrail 2.

The Taskforce has looked closely at a range of options for investing to improve issues with capacity, frequency, journey times and reliability along the West Anglia Main Line. This has included examining a range of short term and long term enhancements to the existing railway to ensure that the true potential of the economic corridor is realised.

These include a series of local interventions along the route; journey time improvements up and down the railway; and the introduction of four-tracking between Copper Mill Junction and Broxbourne, followed by Crossrail 2.

The Taskforce's recommendations

Short to medium term recommendations (up to 2026) Medium to long term recommendations (2026 and beyond)



The Taskforce has undertaken an initial assessment on how journey times could be improved.

In the short to medium term (up to 2026):

- Up to 2-4 minutes of journey time improvement with new trains
- Further improvements could be realised by increasing line speeds, however this would require a major review of the timetable and would need to ensure that this does not disadvantage other sections of the line. More work is needed to understand the full implications of the necessary timetable changes.

In its next phase, the Taskforce will focus on journey time improvements in the short to medium term. This will involve working with the new franchisee to develop these plans in more detail.

In the medium to long term (2026 and beyond), more is possible:

- Once new trains are running, and with four-tracking for Crossrail 2, up to 6 minutes of journey time improvements could be achieved
- For Standed services specifically, up to 10 minutes saving could be achieved with four-tracking for Crossrail 2, and extra line capacity between Standed Airport and the Main Line.

The West Anglia Main Line today

The Challenges



Housing supply



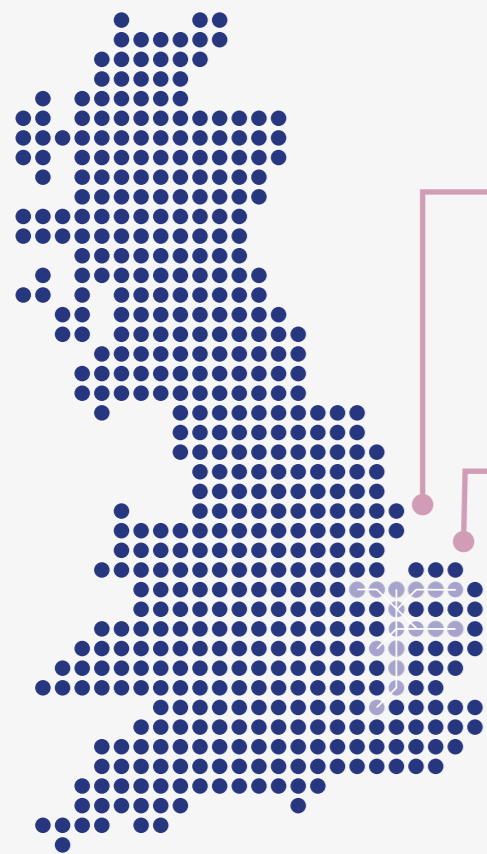
Population & employment growth



Transport capacity



Economic competitiveness



2.7m
Residents along the route



1 in 7
UK jobs
Within 10km of the corridor



360,000
Population forecast to continue to increase by 2031



39%
Network Rail forecast demand on the West Anglia railway to increase by 39% by 2043



£121bn
Total worth of the corridor to the UK economy



Delays
Current railway is limited by only two tracks and causes delays



100,000
Additional rail commuters in the 10 years to 2011

The Challenges

The West Anglia Main Line is a vitally important strategic connection between London and the East of England. It performs relatively poorly compared with other key mainline railways serving London and the South East.

- ➔ **There is limited space on the tracks**
Services on the West Anglia Main Line are severely hampered all the way along the line because the section between Coppermill Junction (just south of Tottenham Hale) and Broxbourne junction in Hertfordshire consists of only two tracks affecting journey times, reliability and capacity. New tracks between these two locations (four-tracking) would provide the capacity to run more trains and allow a balance between fast regional services and frequently stopping inner-suburban services.
- ➔ **This hampers journey times and services frequency**
Journey times and train frequencies on the line could be improved. Fast services and commuter stopping services currently compete for space in the timetable and on the tracks, meaning that journey times are extended for the longer distance services and frequencies are relatively low for the shorter distance stopping services.
- ➔ **There is limited space at the termini stations**
At the London end of the line, both Liverpool Street and Stratford stations are full at peak times. Alongside four-tracking on the West Anglia Main Line, work to add new platforms at Stratford station could add further capacity.
- ➔ **This reduces the railway's reliability and resilience**
If one track is out of action, other services on the line become disrupted through delays or cancellations. This impedes business growth and airport competitiveness as many people choose to commute, travel or do business elsewhere.

Risk of inaction

Failing to invest in the West Anglia Main Line risks stalling economic growth across a vital region for the UK economy. Labour and skills shortages will increase, harming business productivity and ultimately reducing the corridor's attractiveness to investors. It will also mean that people struggle to access employment and training opportunities, reinforcing existing patterns of deprivation.

Delaying investment would also deepen the housing shortage facing London and the South East. The corridor already faces huge pressure for homes at prices people can afford, and with the population set to continue growing, this pressure will become increasingly acute. Rail improvements could unlock tens of thousands of new homes along the corridor, helping to address the current shortage.

In theory we could grow the office to well beyond 1,000 but current policy and infrastructure make it difficult to see how we could realistically envisage growth beyond 600 in the UK. With new starters having to live further and further away from Cambridge and the infrastructure struggling to cope, improvements to the existing railway could go some way to solving the problem.

Cambridge Consultants | Global product development and technology consultancy firm

Key findings

Key findings and recommendations

The Taskforce has spent the last 10 months looking closely at a range of possible options for investment along the West Anglia Main Line. With input from key stakeholders and businesses along the route, the Taskforce has developed a provisional timetable for action that breaks the investment down into short to medium and medium to long term interventions.

The Taskforce's recommendations have been designed to complement and support investment already planned across the region, including Crossrail 2, which is vital to supporting long term growth in the corridor.

Short to medium term

Key finding:

Journey time improvements on the West Anglia Main Line in advance of a four-tracking scheme are much needed. Key locations on the West Anglia Main Line such as Harlow, Bishop's Stortford, Stansted Airport and Cambridge all stand to benefit from quicker journeys. Reducing journey times can be achieved through infrastructure improvements that enhance capacity and increase line speeds, but also through new trains and associated changes to the timetable. Further work is required to fully examine the case for reducing journey times in light of the proposals made by the winning East Anglia rail passenger franchise bidder which will be known in Summer 2016.

Recommendation:

The Taskforce recommends that once the winning East Anglia franchise bidder is announced and the proposals for the line are known, a full appraisal of a package of short to medium term measures to improve journey times on the line is undertaken. Journey time improvements in the longer term should also be considered as part of this work. A Taskforce workshop has reviewed a package of proposals, and it is recommended that an action group is created to further the case for short to medium term improvements working with the Department for Transport, the new Train Operating Company and Network Rail.

Key finding:

Improvements to the railway need to be delivered alongside local improvements that enhance access to and from stations.

Recommendation:

The Taskforce recommends that local authorities and stakeholder groups identify and make the case collectively for key 'last mile' local station enhancements.

Key finding:

A new station at Cambridge South would support the sustainability and growth of the Cambridge Biomedical Campus and Addenbrooke's Hospital and provide better connections to the centre of Cambridge and science parks in South Cambridgeshire.

Recommendation:

The Taskforce recommends that local authorities and local business work together to build a case and a funding package for a new station to the south of Cambridge serving the Cambridge Biomedical Campus and Addenbrooke's Hospital.

Medium to long term

Key finding:

Delivery of four-tracking between Coppermill Junction and Broxbourne Junction as an early phase of Crossrail 2 by 2026 could bring forward up to 25,000 new homes into the 2020s. Four-tracking would also mean improved journey times and more frequent trains, increasing the number of jobs accessible to people living in the corridor, and the size of the labour market available to employers located in the corridor.

Recommendation:

The Taskforce recommends that four-tracking is delivered as part of Crossrail 2, and as soon as possible within the overall programme as set out by the National Infrastructure Commission, subject to feasibility work through a detailed constructability assessment, and subject to an affordability assessment.

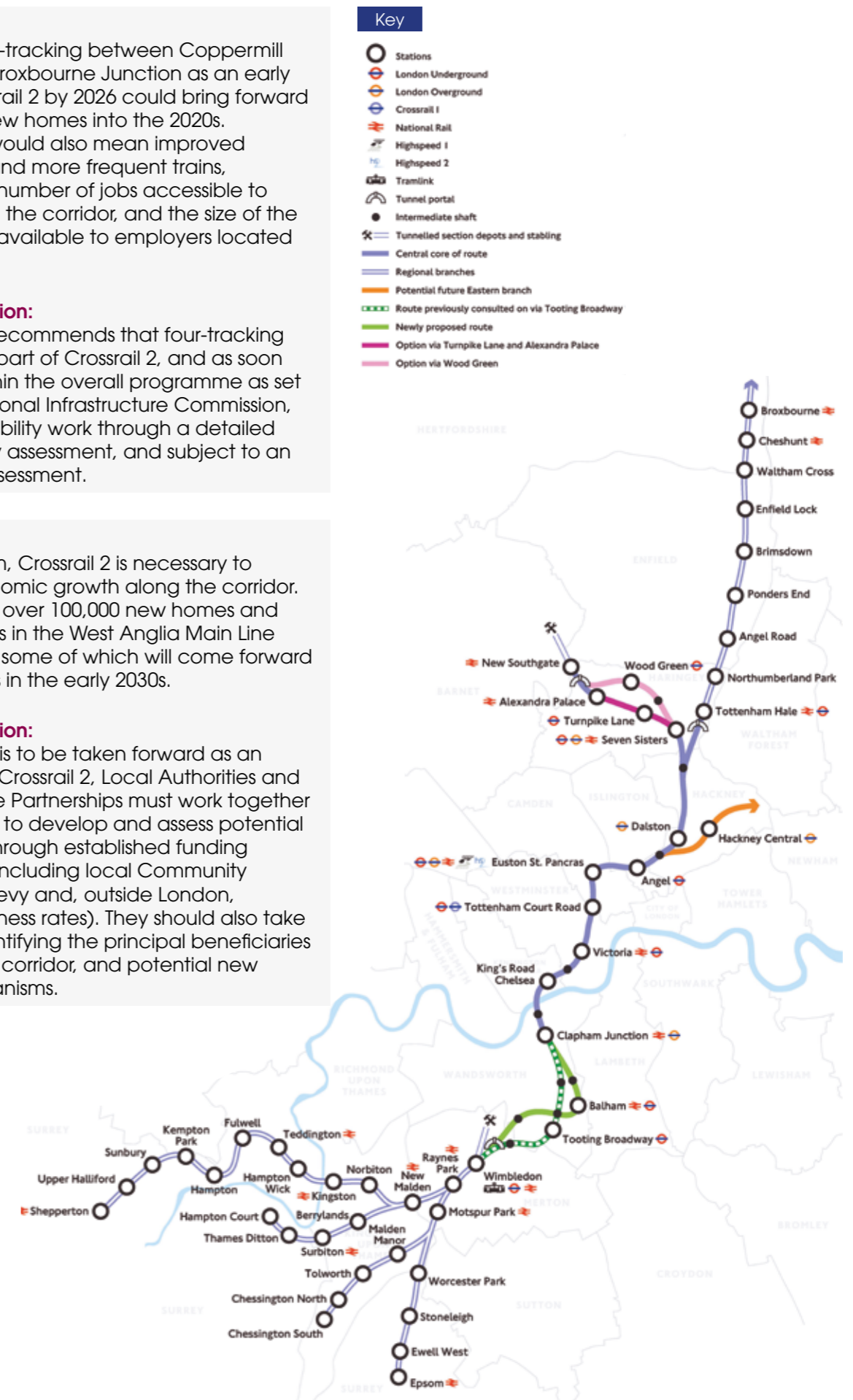
Key finding:

In the long term, Crossrail 2 is necessary to maximise economic growth along the corridor. It could unlock over 100,000 new homes and 45,000 new jobs in the West Anglia Main Line corridor alone, some of which will come forward before it opens in the early 2030s.

Recommendation:

If four-tracking is to be taken forward as an early phase of Crossrail 2, Local Authorities and Local Enterprise Partnerships must work together with businesses to develop and assess potential contributions through established funding mechanisms. (Including local Community Infrastructure Levy and, outside London, additional business rates). They should also take the lead in identifying the principal beneficiaries right along the corridor, and potential new funding mechanisms.

The proposed route of Crossrail 2, the key long-term scheme for the corridor



The Taskforce's Plan for the West Anglia Main Line

SCHEMES ALREADY FUNDED AND COMMITTED

2016 ££

Lea Bridge station

Lea Bridge station reopened May 2016



2017 ££

Cambridge North station

Due to open



2017 £

Closure of minor (off-highway) level crossings



2018 ££

Tottenham Hale

Major station upgrade



2018 ££

Stratford to Angel Road (STAR) scheme

3rd track from Stratford to Angel Road



Legend



Additional capacity



Improved connectivity



Improved step-free access



Journey time and reliability improvements



New jobs supported



New homes unlocked



Localised enhancements



Capital Cost up to £5m



Capital Cost £5m - £500m



Capital Cost £500m+



Value for money strong



Value for money tbc

SCHEMES UNDER DEVELOPMENT

New franchise starts October 2016

2019

Extended and new trains Timetable refresh



Action Group to develop schemes for journey time improvements with the new franchise operator

2018 £

Lea Bridge

Cycle access improvements



2022 ££

Addenbrooke's

Proposed new station south of Cambridge to support jobs growth at Cambridge Biomedical Campus



SCHEMES TO BE DEVELOPED

Planned local station improvements £

**Broxbourne
Whittlesford Parkway
Cheshunt
Northumberland Park**



Other station priorities to be identified.

Schemes could include improved station environments, cycle parking, cycle routes, bus access, and provision of adequate parking at all the stations

2024 £££

Line speed improvements on their own

• Work improving the line speed north of Broxbourne



2026 ££

Stansted Line Capacity works

Adding additional line capacity between Stansted Airport and the Main Line

- Faster journeys to and from Stansted
- More frequent services



2026 £££

Early four-tracking (with Crossrail 2)

Four-tracking between Tottenham Hale and Broxbourne

- Expected to reduce delays by half between Tottenham Hale and Broxbourne Junction
- Enables more frequent services (with works at Stratford) - additional fast services between Cambridge and Liverpool Street, and additional stopping services to Stratford
- Journey time improvements
- Early completion of four-tracking, ahead of Crossrail 2, will bring forward the development of 25,000 new homes in the corridor into the 2020s



2033 £££

Crossrail 2

Recognised by the National Infrastructure Commission as the major long-term transport investment priority for London and the South East, Crossrail 2 is a proposed new rail line across London and beyond

- 30 trains per hour through central London
- Relieves overcrowding on key sections of London Underground and National Rail network
- Crossrail 2 trains every 5 minutes from stations up to Broxbourne
- Unlocks housing development and regeneration benefits in major growth areas such as the Upper Lee Valley
- Replacement east west connectors in the North East Enfield Corridor



2016

2025

2033

The potential that will be unlocked

Growth and Productivity

The West Anglia Main Line is at the heart of an extremely productive knowledge-based corridor which supports the UK economy. It is Europe's leading life science region and is 16 per cent more productive than the national average.

The corridor has grown significantly in recent years. Since 2007, the corridor has grown by 65 per cent more than the national average, and now has a total annual output of £121 billion.

As a result of a strong economy, the corridor is also set to experience significant population growth. This provides new opportunities for growth, but further investment is needed to maximise the area's potential. According to early estimates, four-tracking in advance of Crossrail 2 could add an additional £15 billion to the annual economic output of the West Anglia region.

Housing

London and the wider South East region is facing an acute housing shortage. High private rents, combined with a shortage of homes, are making it difficult for employees to find housing. Some skilled employees are already being priced out of the region.

A long term plan is needed to tackle the housing shortage. Increasing rail service capacity, reducing journey times, and improving access to employment will unlock the potential for new homes and new jobs and help meet the needs of the rapidly growing population.

Four-tracking the West Anglia Main Line followed by Crossrail 2 could support the development of up to 100,000 new homes across the corridor.

There is huge potential for housing development in sites across the corridor, provided there are significant improvements made to the transport infrastructure. Depending on local plans and when improvements come forward, even more homes could be built than these numbers suggest.

The development of up to 25,000 new homes could be brought forward into the 2020s if four-tracking is delivered early as a vital precursor to Crossrail 2. As well as directly unlocking brand new homes, investment in early four-tracking followed by Crossrail 2 would help to speed up the delivery of housing that is already planned, helping to plug this gap.



16% more productive

The corridor's economy is 16% more productive than the UK average - now worth £121 billion

£15 Billion

Four-tracking and the subsequent delivery of Crossrail 2 could generate an additional £15 billion (Present Value) to the economic output (GVA) of the West Anglia Region



Investment unlocks growth

Investment will help London and the South East tackle the acute housing shortage

100,000 new homes

Early four-tracking with Crossrail 2 would unlock the delivery of 100,000 new homes in the corridor

Up to 25,000

Homes could be delivered sooner if four-tracking is delivered as a precursor to Crossrail 2

Employment

The corridor is a major employment centre and home to high-skill, high growth sectors. It is driving UK technology and bioscience growth - the UK life sciences and medical technology sectors which dominate the corridor are set to generate over 14,000 new jobs by 2023. Later this year, AstraZeneca arrival will provide an additional 2,000 positions.

Improvements to the rail infrastructure are vital to ensure the corridor continues to grow and attract and accommodate new jobs. Stansted Airport alone has the potential to provide an additional 10,000 vacancies by 2030.

Investment in the railway is vital for keeping this growth on track. The corridor has even greater potential to support employment growth with more reliable transport, quicker journeys and wider labour catchment areas.

Early four-tracking of the railway followed by the arrival of Crossrail 2 from 2033 will bring up to 45,000 new jobs to the corridor.

Transport

To achieve this potential, we need to make a transformational investment in the railway. Implementing the Taskforce's recommendations would transform punctuality and reliability, and could provide a huge boost to frequencies and journey times.

Assessment work carried out by Network Rail indicates that four-tracking could reduce delays between Broxbourne and Tottenham Hale by 50 per cent. Additional capacity will allow fast services to overtake slow services, increasing the reliability of the railway. This improvement will unlock demand for rail travel within the West Anglia corridor.

Crossrail 2 would create space for more trains on the West Anglia Main Line. If early four-tracking and capacity works at Stratford are delivered ahead of this, additional trains to destinations across the region could start running long in advance of Crossrail 2 opening.

Once Crossrail 2 arrives, stations such as Angel Road which currently suffer from irregular services - often with no trains at all for hours at a time - would benefit from up to 12 trains an hour in each direction.

Rail improvements can encourage more people to travel by train instead of car, helping to reduce the number of cars on the road and reducing harmful CO2 and particulate emissions.

The benefits of transport investment in the West Anglia Main Line corridor would be magnified by the delivery of a number of complementary rail schemes across the wider region, for example East-West Rail, connecting Oxford with Cambridge; and the reopening of the March-Wisbech line.



14,000

New jobs in life sciences and medical technology

10,000

Up to 10,000 new jobs could be created at Stansted Airport

45,000

45,000 new jobs could be created along the corridor by four-tracking and Crossrail 2



Four tracking

Adding more tracks would improve journey times, punctuality and capacity

50%

Four-tracking could reduce delays between Broxbourne and Tottenham Hale by 50%

12 more trains per hour

12 more trains per hour in each direction with Crossrail 2

Accessible

All Crossrail 2 stations will be step free

London-Stansted-Cambridge

is a corridor with huge potential

The West Anglia corridor is set to continue growing at pace, with a population increase of 360,000 between now and 2031. We need to house this population and provide even more regular and reliable transport connections to access jobs.

 AIRPORT
 KEY DEVELOPMENT AREAS
 WEST ANGLIA MAIN LINE

Cambridge

Home to one of the world's best universities, numerous science parks, the Cambridge Biomedical Campus which is predicted to employ close to 30,000 people making it one of the largest biomedical sites in the world, and the new Cambridge Compass Enterprise Zone.

Stansted

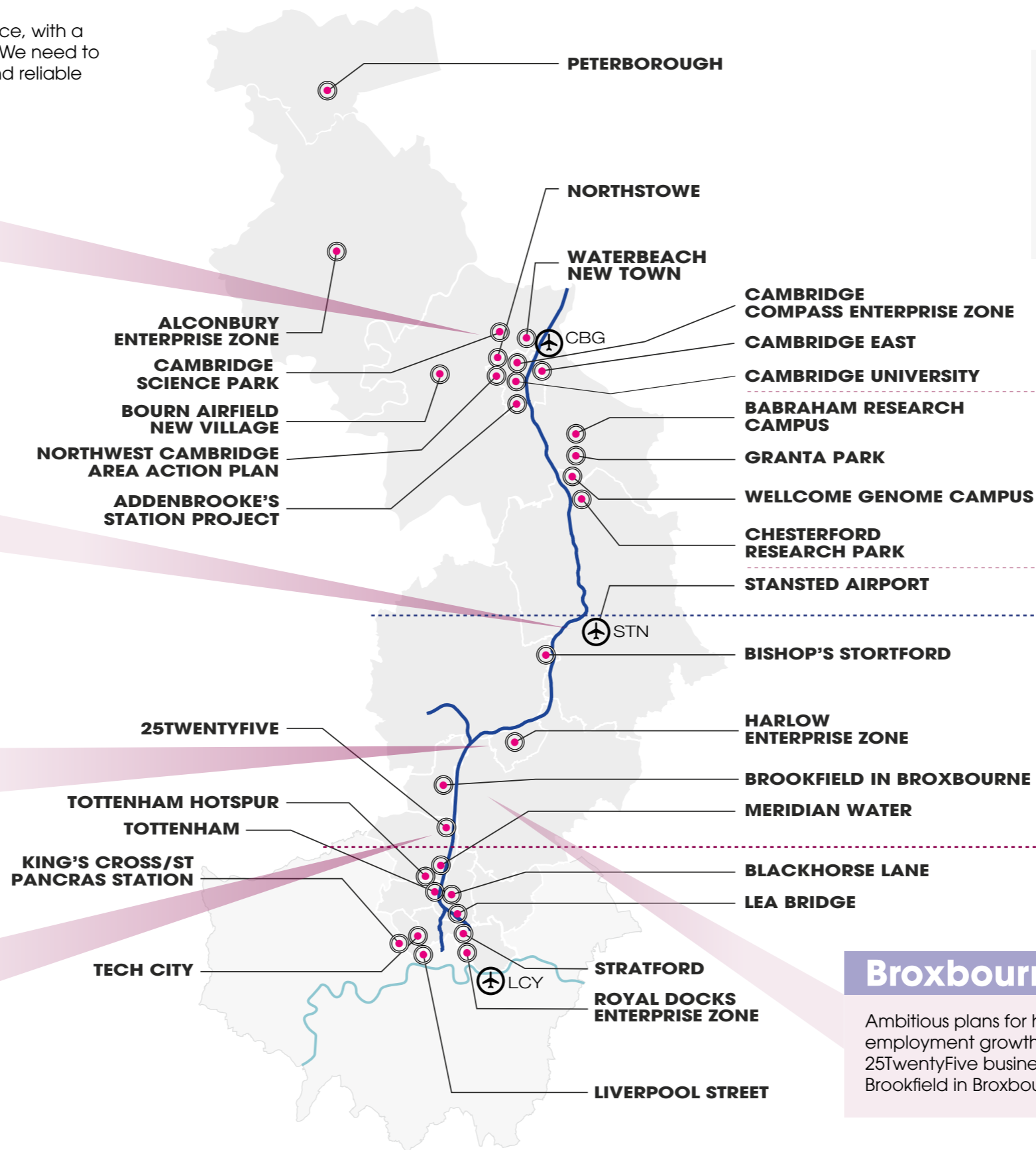
One of the fastest growing major airports in Europe, serving 170 worldwide destinations in 38 countries. Plans to nearly double passenger throughput by 2030 will generate £4.6bn GVA.

Greater Harlow

Home to the Harlow Enterprise Zone and soon to host the £350m National Science Hub.

Upper Lee Valley Opportunity Area

London's largest Opportunity Area could support tens of thousands of new homes and jobs with the right transport infrastructure. Around 10,000 homes and 6,700 jobs are being created at Meridian Water following improvements to the railway line.



Additional homes

In addition to those housing schemes already planned, four-tracking the West Anglia Main Line in advance of Crossrail 2 could spur the development of tens of thousands of additional homes.

CAMBRIDGE LIFE SCIENCES CORRIDOR

North of Stansted

around 10,000 new homes

Waltham Cross to Stansted

around 40,000 new homes

Broxbourne

Ambitious plans for housing and employment growth including 25TwentyFive business park and Brookfield in Broxbourne

Upper Lee Valley

around 50,000 new homes

Case study 1

Cambridge

Cambridgeshire is home to some of the UK's leading science research, one of the world's best universities and a number of global innovation centres.

Cambridge is at the heart of the high-technology 'Silicon Fen' with industries such as software and bioscience. Over 50% of the workforce has a higher education qualification, more than twice the national average. Research clusters around Cambridge such as the Cambridge Biomedical Campus (one of the largest biomedical research clusters in the world) and the Cambridge Science Park (the largest commercial R&D centre in Europe), are helping attract investment from leading international firms to the West Anglia region: AstraZeneca is due to arrive in 2018 creating up to 2,000 jobs.

In recent years, leading technology companies such as Abcam, CSR, ARM Limited and Sinclair have arrived to take up their place amongst a rapidly growing contingent of technology employers. Only recently, Microsoft has located its Microsoft Research UK offices in West Cambridge, attracted to invest in the region by the transport links to and from London and the close proximity to key research and technology companies. As a result, Cambridge is now the top city for innovation in the UK – out performing the next 7 best performing cities put together.

To accommodate this demand and a projected population influx, Cambridge City and South Cambridgeshire Councils have worked together to draw up aligned Local Plans for 33,500 new homes and 44,000 new jobs by 2031. The majority of the new homes will be located within and on the edge of Cambridge; at Cambourne village; at a new village at Bourn Airfield, and at the new towns of Northstowe and north of Waterbeach

village. A consequence of these developments is a significant predicted increase in road traffic around these local areas to and from places of employment. A new station, Cambridge North, is under construction and will help improve local connectivity but further rail improvements are needed.

Currently, Cambridge's transport links are being held back by the limitations of the West Anglia Main Line. Irregular services to and from London, combined with long journey times and issues with reliability are the greatest potential obstacle to future growth. A chronic housing shortage is also pricing some of the region's most capable employees out of the region. Investing in the railway would help to spur the development of thousands of much-needed homes and improve the attractiveness of the region to even more high-skilled technology and life-science employers.

"The University of Cambridge has enjoyed rapid growth in recent years and the West Anglia Corridor is home to one of the highest rates of economic growth in the country. However, we face a serious shortage of affordable housing and inadequate transport infrastructure.

"Improving the West Anglia Railway will go some way to addressing these issues. The delivery of additional trains, increasing capacity on parts of the Cambridge-London corridor and increasing the reliability of the route, would help reinforce this growth and the vital links the University has with London and the wider South East."

University of Cambridge

Rail investment

What investing in the West Anglia Main Line would mean to Cambridge:

- More trains with shorter journey times to and from London, supporting the East Coast Main Line link to and from London King's Cross
- A more accessible railway to unlock a larger labour market
- Greater capacity and connectivity on the public transport network to relieve a congested highway network



Cambridge Compass Enterprise Zone



The Cambridge Compass Enterprise Zone creates a unique opportunity to expand the reach of Cambridge's global innovation centre to the surrounding market towns, new communities and wider rural areas to boost the local and national economy.

The Enterprise Zone encompasses key emerging sites of employment such as Cambourne Business Park, Cambridge Research Park, and Waterbeach. Collectively they provide vital employment opportunities and public transport improvements are needed to serve these new positions.

Wellcome Genome Campus

We believe that investing in the railway would significantly open the door to much higher numbers of our staff using the train to travel to work, improving connections to the campus and allowing us to attract skilled candidates from a wider pool of people'

Cambridge Biomedical Campus and Addenbrooke's

Cambridge biomedical campus is a new development linking some of the world's most pioneering scientific research. With a projected staff of 21,000 from 2020 (daily visitors including staff total 23,000).

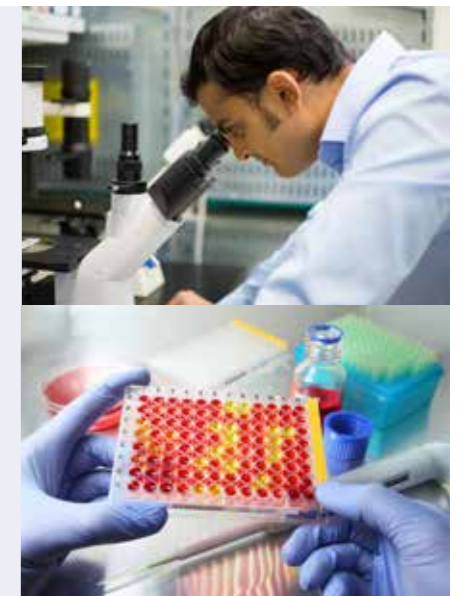
The biomedical campus are looking to build a new station at Addenbrooke's to accommodate future growth and meet demand. Their staff do not currently use the existing railway because it is infrequent or unreliable.

The greatest challenge for the biomedical campus is resolving the issues with the railway and being able to provide their staff access to housing – of which there is a chronic shortage.

A new station that serves the biomedical campus has the potential to open up the campus to a number of new employees. The campus would also like to see complementary improvements to pedestrian and cycleways.

'Four-tracking would significantly improve labour catchment areas, attract new, highly-skilled workers and unlock much-needed housing for existing staff'

Cambridge Science Park



Case study 2

Stansted Airport and the surrounding region

As the UK's fourth largest airport serving over 170 destinations and employing 11,600 people, Stansted Airport is a significant national infrastructure asset and a key economic hub on the West Anglia Main Line.

Since 2013, passenger numbers have increased by over 5.5 million from 17.4 million to 23.2 million with long term deals secured with two of the largest airlines in Europe, Ryanair and easyJet. As a result, Stansted is now one of the fastest growing airports in the UK and is forecast to reach 35 million passengers by the mid-2020s.

In order to continue at its current rate of growth, the airport needs improved public transport links and a more efficient rail network linking it to London and the wider region. Better rail connectivity to Stansted Airport will help to unlock existing runway capacity in a more sustainable way, ensure the airport can play a bigger and broader role in meeting the UK's aviation capacity needs over the next decade and drive economic growth. It will also boost productivity and job creation across London, the East of England and the wider South East. The airport currently estimates a further 10,000 additional vacancies could be created by 2030 if it can continue to grow.

The airport has attracted significant investment to the surrounding area. Bishop's Stortford, Harlow and Broxbourne have become prime sites for investors and in recent years the region has welcomed the likes of major firms including Kelvin Hughes, VolkerWessels and News International. The local authorities have worked closely to pioneer a number of local Enterprise Zones and business parks – such as Harlow Enterprise Zone supporting up to 5,000 jobs the new 25TwentyFive development at Broxbourne supporting up to 3,000 jobs– aimed at

providing accessible jobs in key employment sites with potential for even greater growth.

Given this huge growth potential, there is a pressing need for better, faster and more frequent connections to London, Stansted and Cambridge.

Rail investment

What investment in the West Anglia Main Line would mean here:

- Improved access to 170 international destinations via Stansted Airport
- Unlocking the full potential of Stansted Airport
- Employers have access to a wider labour market
- More trains serving key employment centres

“Faster and more reliable rail services are critical to attracting new airlines and passengers to Stansted Airport while at the same time fostering growth along the London-Cambridge economic corridor. It is vital Government and the rail industry listens to these calls and commit to a programme of investment on the West Anglia Mainline over the next decade, starting with improvements to reduce journey times and leading to the doubling of track capacity by the early 2020s.”

Andrew Harrison, MAG Stansted Airport

Brookfield in Broxbourne

An objective of Broxbourne Borough Council is for a new station between Broxbourne and Cheshunt that would support the development at Brookfield and regeneration in the local area.

Brookfield in Broxbourne represents an opportunity to create around 1,500 homes in a garden village setting surrounding a mixed use riverside centre comprising 40,000m² of new retail and leisure uses, together with residential, civic and commercial buildings. The scheme would transform the local area and create around 3,000 jobs.



Commercial Estates Group

The 90 acre site, now renamed 25TwentyFive, will deliver a state-of-the-art Business Park offering 3,000 new jobs.

“The essential work the West Anglia Taskforce is undertaking to deliver improvements to the transport network is vital to ensure this scheme attracts companies seeking high quality space for their headquarters.”

Jon Allen – Commercial Estates Group

Raytheon UK

Raytheon has their UK R&D division at Harlow Enterprise Zone, with plans to expand further. Today the company generates turnover of £400 million.

“The right transport connectivity is important to allow our business to compete globally and so we support the work of the West Anglia Taskforce in delivering both short and long-term improvements... to attract the skills required to deliver growth.”

Richard Daniel – CEO, Raytheon UK



Kelvin Hughes

Kelvin Hughes is a major exporter of high value technology to defence, security and commercial markets and is also a key supplier to the Royal Navy and other armed forces within the UK Ministry of Defence.

“It is critically important that Kelvin Hughes and ChartCo have efficient, fast and reliable commuting connections in and out of London. Kelvin Hughes supports any initiative that enables us to maintain and expand our competitiveness.”

Russell Gould – Kelvin Hughes



Business Stortford

“Business Stortford is a joint collaboration between Hertfordshire LEP and Bishop's Stortford Chamber of Commerce to attract European and international firms to Bishop's Stortford due to its close proximity to Stansted Airport. A faster, more reliable and frequent rail service to London and Cambridge is key to encouraging companies to set up here.”

Sally Bromham – Business Stortford



Case study 3

Upper Lee Valley

The Upper Lee Valley epitomises the potential benefits that can be unlocked by rail improvements in the West Anglia Main Line. It is home to some of the most deprived parts of the UK and many stations suffer from infrequent train services which are severely congested during peak times. It is also a major opportunity area and the West Anglia Main Line forms the spine that can support major projected housing and employment growth in the coming years.

As with the rest of London, the wider South East is facing an acute housing and transport crisis that is set to grow in coming years. In the Upper Lee Valley there is significant opportunity to develop high intensity housing and employment space around improved transport links.

Improvements underway are already proving transformational: improvements to the line between Stratford and Angel Road (to be renamed Meridian Water) will provide more frequent services on this stretch of the line. This investment is unlocking the first phases of a £3.5 billion development at Meridian Water in Enfield. Longer-term improvements such as four-tracking and Crossrail 2 will ultimately support this development of around 10,000 new homes and 6,700 new jobs in the area.

Investment in the railway will also help attract a range of businesses to the area. Over recent years, major investments have been made by a number of commercial sectors including global logistics, construction, food and drink and green industries. Proximity to London and a strong local workforce have helped draw in major international firms but improvements to the railway are needed to truly unlock the area which, with the right transport investment, could ultimately support up to 50,000 new homes and 20,000 new jobs.

Rail investment

What the West Anglia Taskforce Action Plan would mean for the Upper Lee Valley:

- More trains serving key employment centres
- Larger labour catchment areas for businesses
- Improved access to and from London and the wider South East
- Unlocking major growth sites accelerating housing delivery

Tottenham Hotspur Football club

“Tottenham Hotspur is investing more than half a billion pounds in delivering a world class stadium and associated developments in North Tottenham. Not only will this will be a huge economic driver, it will also kick-start further much needed regeneration in an area which has suffered historical under-investment by the public sector. Improvements to the West Anglia Line, starting with 3-tracking in 2018 and major station improvements at Tottenham Hale and Northumberland Park, are critical to supporting the long-term vision for turning around one of London’s most deprived areas.”

Donna Cullen, Executive Director, Tottenham Hotspur Football & Athletic Co Ltd



Meridian Water

Meridian Water, is an 85 hectare, £3.5 billion investment that will provide 10,000 new homes, a full range of neighbourhood facilities, 6,700 new permanent jobs and a new Meridian Water station over the next 20 years.

The arrival of these new homes will spur the redevelopment of North London and require additional capacity along key routes of the West Anglia Main Line.

“Enfield Council strongly supports increased frequencies at stations in the Upper Lee Valley and particularly in the North East Enfield Corridor and Meridian Water.

“The council fully supports the transformational potential of Crossrail 2. We are confident the scheme will unlock tens of thousands of homes and jobs along the wider Upper Lee Valley.”

Councillor Doug Taylor, Leader of Enfield Council



Tottenham Hale station

Tottenham Hale station is a key interchange between the Victoria line and services towards Stansted Airport and Cambridge. However, access to the airport and the Cambridge growth corridor is constrained by overcrowded peak services and the very low service frequencies at some stations. Haringey Council want to see much better local services at an improved frequency as well as better and quicker access to the airport. To realise the growth in homes and jobs and reduce deprivation in Tottenham much better local rail services are essential.

“The rail line provides a key link to Stansted Airport and to communities along the corridor towards Cambridge as well as links to central London and to the growth area. Local people can use the line to directly access jobs at places along the line as well as interchanging at Tottenham Hale to access central London jobs via the Victoria line.”

Haringey Council



Funding & delivering these improvements

To make the Taskforce's vision a reality and deliver the essential investment the West Anglia Main Line needs, local authorities and businesses will need to work together to identify and agree local funding streams that capture the benefits of growth. Government funding has a role to play but it alone will not deliver the scale of investment required. This means businesses and stakeholders will need to pay their fair share as beneficiaries helping to fund the improvements.

Other major infrastructure investment projects, such as Crossrail in London, have been able to successfully secure local and regional funding contributions through a range of funding streams. These local funding streams which include business rate supplements and infrastructure levies have helped demonstrate local support and boosted value for money.

The Taskforce believe that there is a strong case for investing in the railway, because of the wide range of benefits that it will have, and places and people it will impact.

From 2020, local authorities in England will have the power to retain 100 per cent of the business rates that they collect which can be spent as they see fit. Importantly, they will also be incentivised to encourage business growth – something investing in the West Anglia Main Line would support – as local authorities will be able to retain any growth in business rates. This represents an entirely new funding stream for local authorities outside of London which could help support vital investment in the railway. Other funding streams such as business rate supplements and direct contributions from major businesses also need further consideration.

Investment in the railway will unlock housing development which will in turn generate significant additional revenues for central Government.

If local authorities were able to capture some of the value from this residential development, through a Community Infrastructure Levy (CIL) for example, this could provide a further funding stream to help fund major improvements such as early four-tracking or more direct development of homes.

Businesses and local authorities along the West Anglia corridor are unified in their support for improvements to the railway. The Local Enterprise Partnerships, key businesses, local authorities, major landowners and other key stakeholders in the corridor will continue to work together to explore these opportunities in more detail.

So where does this leave us with the Taskforce's ongoing work? The development work for early four-tracking is funded by the Government and Transport for London as part of the Crossrail 2 scheme. TfL will continue to make the case for this scheme to be delivered as an early part of Crossrail 2, to further develop the funding package in collaboration with local organisations and make representations for funding to Government. To further its investigations into schemes that can support the railway before four-tracking the Taskforce will also need resource and funding. It will keep in close contact with Government and seek further support from its partners and stakeholders.

The next steps

The findings are clear; doing nothing is not an option. Only by four-tracking the West Anglia Main Line in advance of Crossrail 2 can the maximum potential benefits be realised. For the good of the region and its economic growth a series of other improvements - particularly for journey times to Stansted Airport and to Cambridge - are needed in the short to medium term before a four-tracking scheme is implemented.

The Taskforce will undertake the following steps to further its work:

- ➔ The Taskforce's report makes a compelling case for investment. The Taskforce will submit it to the Department for Transport who will consider the evidence presented.
- ➔ The Taskforce will continue to lobby the Government to deliver vital investment, emphasising the importance of making funding available as early as possible.
- ➔ The Taskforce's report will also inform Network Rail's planning process and the Taskforce will engage with the new East Anglia franchise train operator. The new train operator, once in place, has the potential to deliver significant improvements in the coming years and the Taskforce looks forward to working with them as they shape their delivery programme.
- ➔ The Taskforce will continue to work in partnership to implement its recommendations and see these vital investments take place. To do this the Taskforce will need the support of stakeholders up and down the line to back its findings and engage with its work.
- ➔ As it seeks to turn these recommendations into action, the Taskforce's focus will need to shift onto the short and medium term improvements that can support growth along the line before four-tracking can be implemented.

Members of the Taskforce

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

Designed by

frontroom
creative ltd