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My Ref :

Your Ref :

Date : 2 February 2015

Dear Sir/Madam

### **Draft Anglia Route Study – Response by Enfield Council**

Thank you for the opportunity to comment on the draft Anglia Route Study.

The Council is actively engaged with the London, Stansted, Cambridge Consortium (LSCC) and the West Anglia Routes Group and I would like to stress our support for the comments submitted by both organisations.

However, there are a number of specific points that the Council wants to make about the study and a summary of these is set out below. I have also attached a report that sets out our thinking in more detail.

#### **1. Projects to be completed by 2019**

The STAR line and related station works, including relocating Angel Road station (and its renaming to Meridian Water) must be complete by the completion of the

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first tranche of housing, at the start of 2018.

This is vital to meet the council, Mayoral and sub-regional priorities to delivery growth in the Upper Lea Valley and at Meridian Water in particular. Network Rail are committed to a target delivery date of May 2018, but are seeking an earlier completion in December 2017 if possession management and construction phasing permits. Delivery dates should be committed contractually, with penalties for delayed completion.

For other schemes, wherever feasible early project development and approvals should be focused on CP6 schemes which:

- Support additional housing capacity and new jobs in the Upper Lea Valley.
- Improve service reliability, for instance by working with the council on alternatives to the level crossings at Brimsdown and Enfield Lock.
- Enhance capacities and, if possible, service levels on the suburban route via Seven Sisters and Edmonton Green, to Enfield Town and Cheshunt, where previously unforecasted growth in local passenger travel may arise once it becomes part of the Overground network.

## **2. Review of Conditional Outputs**

The Anglia Route Study still focuses on the former Route Utilisation Strategy means of measuring outputs, through a combination of capacity, frequency and journey times. However, this ignores three critical factors:

- GVA and wider economic growth valuations – which will improve the business case for doing much more than a minimum capacity gain.
- Disaggregation of minimum service levels rather than a uniform objective of 3-4 trains per hour. As an absolute minimum, the Anglia Route Study should be moving towards 6-8 tph in Zones 5-6, and 8-10 tph at stations within Zones 2-4. Here the comparator is the tube frequency, and the forward transport pressures seen in London 2050 where National Rail in London increasingly will have to be as attractive as the tube, and competitive during the peak, off-peak AND weekend, to deliver adequate capacity (London 2050 says that National Rail should be offering 80% more capacity overall).
- The importance of contra-flow peak travel to places other than Central London. In addition, there are a number of opportunities to increase orbital connectivity which should be added to CP6 objectives, including a potential interchange between Seven Sisters and the adjoining Gospel Oak-Barking Line.

There is no vision in the Anglia Route Study of a 'Stansted Connect' service, offering to tie a major passenger and workforce catchment along the Lea Valley and Hertford Road lines (the latter via Edmonton Green) directly into the

airport. With four-tracking in place, there's more capacity to offer such a service, to an airport possibly then heading towards current Gatwick levels of air traffic and employee density.

### **3. The long term outputs to 2043 and their merits**

There are real concerns about the stability of the forecasts as far ahead as 2043, particularly as they take no account of growth in demand that occurs as a result of the 'Overgroundisation' of the WAML inners. Network Rail and TfL must therefore allow in their planning for a considerably greater volume of passengers than currently forecast, with possible consequences for infrastructure requirements.

The Council strongly supports Crossrail 2 routing along the Lea Valley from Tottenham northwards to Cheshunt and Broxbourne. Planning for this should explicitly accommodate the potential for greater housing numbers than are currently signed off in growth plans. Design for Lea Valley four-tracking should take this precautionary output on board, including safeguarding for 12-car platforms, and preliminary designs and consultation to prepare for the replacement of the remaining level crossings on the Lea Valley main line.

The LSCC corridor as a whole would benefit from faster overall journeys to Stansted, and between principal intermediate railheads, including ones accessible within Enfield. A comprehensive four-track scheme, if it considered other elements of a total package, would add greater net value to the basic suite of works set out in the Route Study to improve Stansted connectivity.

### **4. The short term outputs during CP6 to 2024, and their merits**

Getting the train service and capacities right by the end of CP6 is a fundamental requirement. This will provide the building blocks to expand capacity in an orderly way in the following decades. This is important because the passenger growth forecasts (excluding those not yet allowed for in official planning, such as extra Lea Valley housing, and extra travel after 'Overgroundisation') already point to a very rapid growth in travel demand between 2013 and 2023.

So both Network Rail and National Rail need to get ahead of the trend of demand in the first decade, leading to the end of CP6. To the extent that the potential scale of future demand was not anticipated in the planning and justification for CP5 projects, this forecasting shortfall must be made good for CP6. So CP6 needs to be more ambitious than CP5, not less, for both the inner and outer service groups.

Within Enfield, there are two potential catchments for new stations, poorly served by existing stations, which the council urges Network Rail and TfL to consider:

- A new station at Carterhatch on the Southbury loop, to serve a high population, high deprivation area (this would be between Southbury and Turkey Street).
- Picketts Lock between Angel Road and Ponders End, with four-tracking.

The Council welcomes the proposals to review the case for 12-car platforms at 18 stations on WAML, to support longer trains on suburban services. We recognise the increased operational flexibility that this would allow.

The Council is determined that, before the end of CP5, the new Angel Road/Meridian Water station will have a full 4 tph service to support the new population, jobs and developer investment in this major economic growth site in the Upper Lea Valley.

The priority and business case for four-tracking must be progressed, with the wider economic and GVA benefits fully taken into account. Meanwhile, stakeholders and the rail industry must review the emerging designs for four-tracking so that the scheme is available to be adopted quickly when positive decisions are taken.

## **5. Conclusions**

Enfield Council agrees with the thrust of the WARG/LSCC commentary on the draft Anglia Route Study, that there is under-valuation and under-estimation of the likely passenger demands up and down the West Anglia routes. Worse still, the Study shows insufficient appreciation of the economic growth and GVA benefits from taking a stronger line on updating the railway infrastructure and service offer to align with the corridor's external rate of change.

We are aware that the former Route Utilisation Studies were focused on catering for the maximum Central London commuters along a route as a whole, preferably while avoiding major infrastructure expenditure. The start to the new Route Studies, with the 2013 Market Studies, stressed that the new approach would be willing to redefine the railway outputs, to better meet the wider area's economic, population and development preferences and priorities. Most unfortunately the draft Anglia Route Study appears to have reverted to a RUS style.

There must of course be various value for money assessments, but unless these capture elements such as GVA from better rail access, it will not be a full valuation of the benefits of responding positively to the externalities which are emerging within Enfield, the Upper Lea Valley and the wider LSCC corridor.

The current narrow approach in the draft Study will deny the government of the day the realisation of the full range of economic benefits sought to leverage Britain out of recession and budget deficit. The railway in London and along the whole corridor should be the servant, not the arbiter.

The balance between CP6 baseline priorities, and when to press on with wider actions on major works such as four-tracking, and many other initiatives, is questioned. Further discussions with Network Rail are therefore needed to give joint consideration of CP6 and 2043 priorities.

I hope the above comments are helpful and I would be more than happy to meet with you if you have any questions about our response or require any further information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Bond', with a long horizontal stroke extending to the right.

**Councillor Chris Bond**  
**Cabinet Member for Environment and Community Safety**