



A project development group

Skipton-Colne next steps

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JRC

Projects - logistics, funding and politics

- Lobbying and stakeholder briefing
- Political liaison
- Consultation with stakeholders
- Technical analysis
- Official reports
- Inquiry evidence

Rail projects – six main criteria

- **What are wider gains: eg economic growth, place shaping, jobs, homes**
- Project specified + costed with business case
 - good benefit-cost ratio, and wider wins
- Merits and priority against other projects
- Government and stakeholder backing
- Funding / financing
- Affordability

Initial actions

- November 2009 consensus to transform project
 - from aspiration, to specification and design
- Requires clarity on project objectives/outcomes
 - workstreams: project definition, project advocacy
- JRC May 2010 report
 - put rail scheme into context of place shaping etc
 - embrace wider stakeholder priorities
 - Project Development Group proposed

Topics in JRC report

- Sequences in project definition + acceptance
- Effective rail services: high level assessment
 - rail and road journey time analysis
- Scope for Project Development Group
 - sources of membership
 - suggested operating and reporting structure
- Supporting evidence
 - Pennine Lancashire transformation agenda
 - examples of other advocacy work
 - potential for fast project timescales

Case for railway

- More than just Skipton-Colne, to add value
- Needs to show wide benefits, not a project in isolation
- **Work with, and be part of:**
 - strategies linking with city regions
 - economic growth + regeneration objectives
- So specify Outcomes > Outputs > Inputs

Antoine de Saint-Exupéry

Quand tu veux construire un bateau,
ne commence pas par rassembler du bois,
couper des planches et distribuer du travail,
mais reveille au sein des hommes
le desir de la mer grande et large.

Reasons now

Six main elements

- **R**egeneration & skills & access
- **I**nvestment and economic growth zones
- **C**apacity vs. demand
- **H**ousing & population growth
- **E**nvironment / petrol prices / low carbon
- **S**lots released on main line tracks

Recent examples

- Capacity and city region developments
 - Manchester Hub, new Leeds stations, Crossrail
- National and regional economic growth
 - East West Rail, HS2
- Regeneration and accessibility
 - East London Line extensions
- Area reconstruction: new jobs & housing
 - Lea Valley local rail, Old Oak Common & HS2

Group Mission

- Members to have ownership of the next round of work
- Be the parents of the final project specification
- Assess and show that new accessibility via Skipton Colne solves wider objectives and challenges in the catchments, in a timely and affordable way.
- Similar to approach adopted by East West Rail (EWR) local authorities in Oxon-South Midlands-Anglia
 - wide participation, eg Network Rail, Department for Transport
 - EWR is the primary solution to strategic transport capacity, accessibility, economic growth and housing expansion

Potential membership (1)

- National organisations
 - involved with proposals, prioritisation, funding
- Railway infrastructure owners, train operators
- Regional stakeholders, county, district and unitary government bodies
 - who benefit and some may be willing to help fund
- A presence from the wider communities served
- Private sector partners eg developers, funders

Potential membership (2)

- National organisations: *DfT; CLG; BIS; HCA*
- Railway owners and operators: *Network Rail; Northern/TransPennine/new franchise/freight*
- Regional stakeholders and local government: *eg City regions, LEPs, any/all LAs in catchment*
- Private sector partners: *eg developers, funders*
- The wider communities served: *eg SELRAP*

Transport opportunities

- Inter-urban rail faster than *offpeak* car time to Leeds
- Peak car journeys are slower, so rail also faster for main journeys Airedale > Pennine Lancs/Central Lancs
- Barnoldswick and Earby gain fast access, via Skipton to Airedale/Bradford/Leeds, and to East & Central Lancs
- New limited-stop trains would be competitive with car travel along the East Lancs corridor
- There are other rail opportunities, eg Manchester via Todmorden Curve, and Liverpool via Wigan. Rail freight may also be able to use the route



Getting a GRIP (1)

Need to define key outputs to achieve desired wider outcomes

- Match specification to objectives?
- What rail elements have greatest benefit for place shaping etc?
- Balancing point of outputs with affordability?
- What outputs achieved in the short / medium / long term? Rail project timescale to support wider outcomes

Upper Lee Valley Conditional Outputs Statement
March 2012

OUTPUT OVERVIEW

The need for investment in the West Anglia Main Line to create a "turn up and go" 4 train an hour service in order to unlock the massive regeneration potential in the Lee Valley is clear. The partners recognise the difficulties faced by Network Rail and the Department for Transport both in terms of funding major new schemes post McNulty review and in terms of being able to deliver major infrastructure investment without harming existing service provision of key routes such as the Stansted Express.

The partners and stakeholders who will be responsible for delivering this economic regeneration and transformation are therefore proposing the following 6 Conditional Outputs that can be realised in the Lee Valley derived from Network Rail's original work in the London & South East RUS.

facilitate and enable future growth and development, unlocking the massive potential for investment and regeneration in the Lee Valley.

- Output 1: Provide a core four trains per hour (4tph) service at local stations in the Upper Lee Valley (including Angel Road)**
- Output 2: Provide a 4tph service from the Upper Lee Valley and Tottenham Hale to Stratford**
- Output 3: Reopen Lea Bridge station with a 4tph service**
- Output 4: Remove Northumberland Park level crossing and provide alternative facilities for cyclists and pedestrians**
- Output 5: Address timetable shortcomings (resilience / stopping patterns / improved journey times)**
- Output 6: Provide an improved passenger experience**

Upper Lee Valley Conditional Output Statement: March 2012. Page 10

FOREWORD

The Upper Lee Valley has the potential to be one of London's top places to live, work and visit, creating a new centre and focus not only for London, but for the Cambridge growth corridor and the UK as a whole.

The Lee Valley is one of London's forgotten gems. Home to over 3000 hectares of waterways, parklands and reservoirs, the valley provides the second largest industrial corridor in London, a key location for many household names such as Warburtons, IKEA, Tesco, John Lewis and Coca Cola.

However the overall decline in UK manufacturing has taken its toll on the area, and the prosperity of the surrounding communities, with high levels of deprivation and unemployment, something that came to the fore in this area which sat at the heart of the disturbances in August 2011.

The Lee Valley Authorities (both within and outside London) are working in partnership to address these needs and to deliver an economic and social transformation of the Valley. The partners will deliver over 15,700 new homes and 21,900 jobs in the Lee Valley itself and up to 15,000 jobs in adjoining areas, creating an uplift to the UK economy of over £4.51 billion by 2021 and over £10.7 billion by 2031, an unrivalled benefit to the Country (Oxford Economics 2012).

Key to delivering that transformation is the creation of a reliable, resilient and flexible rail service that acts as the backbone to the area around which this development and regeneration can take place.

Network Rail acknowledges that overcrowding and poor performance are key issues on this line, identifying the need to "respond to the capacity, connectivity and other strategic gaps in this corridor". The Strategy set out a number of potential options to deliver these improvements.

In developing the London and South East Route Utilisation Strategy, Network Rail worked closely with the Lee Valley Authorities and Transport for London to test these proposals and identify a way forward to deliver the regeneration of this key area of the London and UK economy.

This Conditional Output document takes forward the work of partners and Network Rail to recommend a number of key outputs to be achieved within CP5 and beyond.

These outputs will act as the critical means to deliver the transformation of the Valley, unlocking key development sites such as Meridian Water by providing 4 trains an hour to stations like Angel Road and Lea Bridge, massively improving passenger experience and quality of service across the Valley.

Upper Lee Valley Conditional Output Statement: March 2012. Page 5

Getting a GRIP (2)

Forecasting demand levels – ‘new world’ not just new trains

- Rail demand Airedale vs Pennine Lancashire
- Skipton nearly 1m rail entry/exit in 2010/11, 15,000 pop.
- Colne, Brierfield, Nelson, all Burnley stns 0.6m, 130,000 pop.

- Many recent rail reopening schemes are proving far more successful than forecast eg Alloa, Ebbw Vale, Larkhall, London Overground

- Careful analysis is needed for Pennine Rail demand study

Getting a GRIP (3)

All costs need to be questioned

- Is it needed at once, could there be passive provision?
 - used on Chiltern Railways scheme to Oxford
- Shuttle or through service (starting/finishing where)?
- Airedale Line – what capacity and costs on existing railway?
- Trains - electric or diesel?
- Service levels? Fast or stopping?
- Skipton-Colne – single / loop / double track?
- Former line or variations? Bridges? Obstacles? Renovation?
- Upgrade East Lancs Line?
- New stations: Where? What purpose?

