

West Anglia Taskforce: Terms of Reference

Introduction

On 20th February 2015 the 'Long term economic plan for London' was announced by the Chancellor and Mayor of London. The Chancellor and the Mayor set out a six point plan, with a number of a specific measures detailed to improve "transport links, housing, skills and to build further on the culture and history of the great city."

To deliver improvements in transport links in the Region a West Anglia Taskforce will be established to look at opportunities to improve connections to Stansted and Cambridge from Liverpool Street.

Subsequently it was agreed by the Secretary of State for Transport the work would encourage opportunities for economic growth along the route including the expansion of services in the Lea Valley.

The West Anglia Main Line

The West Anglia Main Line provides services through North East London, Cambridgeshire, Essex and Hertfordshire. Services are currently provided as follows:

- Trains to and from Liverpool Street via Tottenham Hale
- Two trains per hour to Hertford East
- Two trains per hour to Cambridge
- Trains every 15 minutes to Stansted Airport
- Trains to and from Stratford via Tottenham Hale
- Two trains per hour to Broxbourne
- Hourly services from Cambridge to Stansted Airport;
- The route provides an important cross country link for several long distance freight flows, from the East Coast ports of Felixstowe and Harwich to the Midlands and the North of England

Long term aims and considerations

The Taskforce will be seeking to achieve the key outcome of supporting and enhancing the economy of London and West Anglia. As such it will challenge local authorities and local economic partnerships to demonstrate and build upon the economic benefits derived from improvements to journey times along the route.

The following considerations will be paramount to the work of the Taskforce:

- The overall capacity of the route must be maintained or enhanced for both passenger and rail freight users
- The overall reliability and performance of the route must not be compromised in order to reduce journey times

- Any proposals must represent value for public money with a view to meeting the Government's affordability criteria

Shorter term aims

While the Taskforce has the clear goal of achieving long term aims it will seek to gain justification and funding for the delivery of incremental benefits as quickly as possible. This could include (but will not be limited to):

- Tackling speed restrictions connected to the level crossings along the route
- Making use of rail discretionary funding available in the period 2014-2019 (for example, the National Journey Improvements Fund) and seeking contributory funding from outside the rail industry
- Additional platforms at Stratford

Schedule of work and alignment to other work

The Taskforce will deliver findings and recommendations by June 2016, thereby providing an opportunity to inform the rail industry's Initial Industry Plan for September 2016.

In addition, the Taskforce's work will be aligned to a series of other key decisions and projects, including:

- The New Anglia Rail prospectus
- Network Rail's Anglia Route Study
- New funding for infrastructure will become available for the period 2019-2024
- Work to ensure that rail vehicles are fully accessible by January 2020
- Local highways plans managed by County Councils including funding for work associated with all types of crossing
- Stansted Airport Sustainable Development Plan
- The Greater Cambridge City Deal
- Crossrail 2
- The West Anglia Inner Rail devolution of services to a TfL controlled concession. This work is due to be completed May 2015
- The new East Anglia replacement process: the target release of the Invitation to Tender is in August 2015; the target date for the contract signature is in June 2016; the current franchise expiry on 16th October 2016
- The Stratford – Tottenham Hale – Angel Road (STAR) enhancement scheme
- Chesterton Science Park new station
- East West Rail central section proposals

Working arrangements

The Taskforce will adopt a strategic role. It will coordinate with local stakeholders, provide overall direction and identify options for funding. It will meet every two months.

It will be supported by a Working Group, comprising government and industry experts. It will identify the work streams required and linkages needed to achieve the objectives and make recommendations to the Taskforce. It will meet at least every four weeks.

The secretariat and project management functions for the Taskforce and Working Group will be provided by the GLA.

Membership of the Taskforce

MP x 2

GLA

TfL

Hertfordshire County Council

Essex County Council

Cambridgeshire County Council

Stansted Airport

Network Rail

LEP representative

LB Haringey

LB Enfield

DfT Advisors x 2

Communications

The Taskforce recognises the significant interest in its work by passengers and business across West Anglia and the need for improved access to connections to Stansted Airport and Cambridge from London Liverpool Street.

The terms of reference for the Taskforce will be published on the DfT and other participating bodies' websites.

The Taskforce will hold a series of stakeholder consultation events across the route during 2015/2016. These events will provide stakeholders with an opportunity to influence the developing work of the Taskforce and shape the key priorities.

The Taskforce will hold a stakeholder event in the spring of 2016 to launch its findings and explain how these findings will inform the rail industry's Initial Industry Plan for September 2016.

The Taskforce's remit covers both the West Anglia and Stansted Express lines on the route map below.

East Anglia Business Segments

