

## *East West Rail Central Section*

### *Early Development Activity*

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*17th June 2015*

# *Agenda*

- Long Term Planning Process and Funding
- Early development framework and activity undertaken
- Output from early development activity
- Next steps

# *Long Term Planning Process (LTTP)*

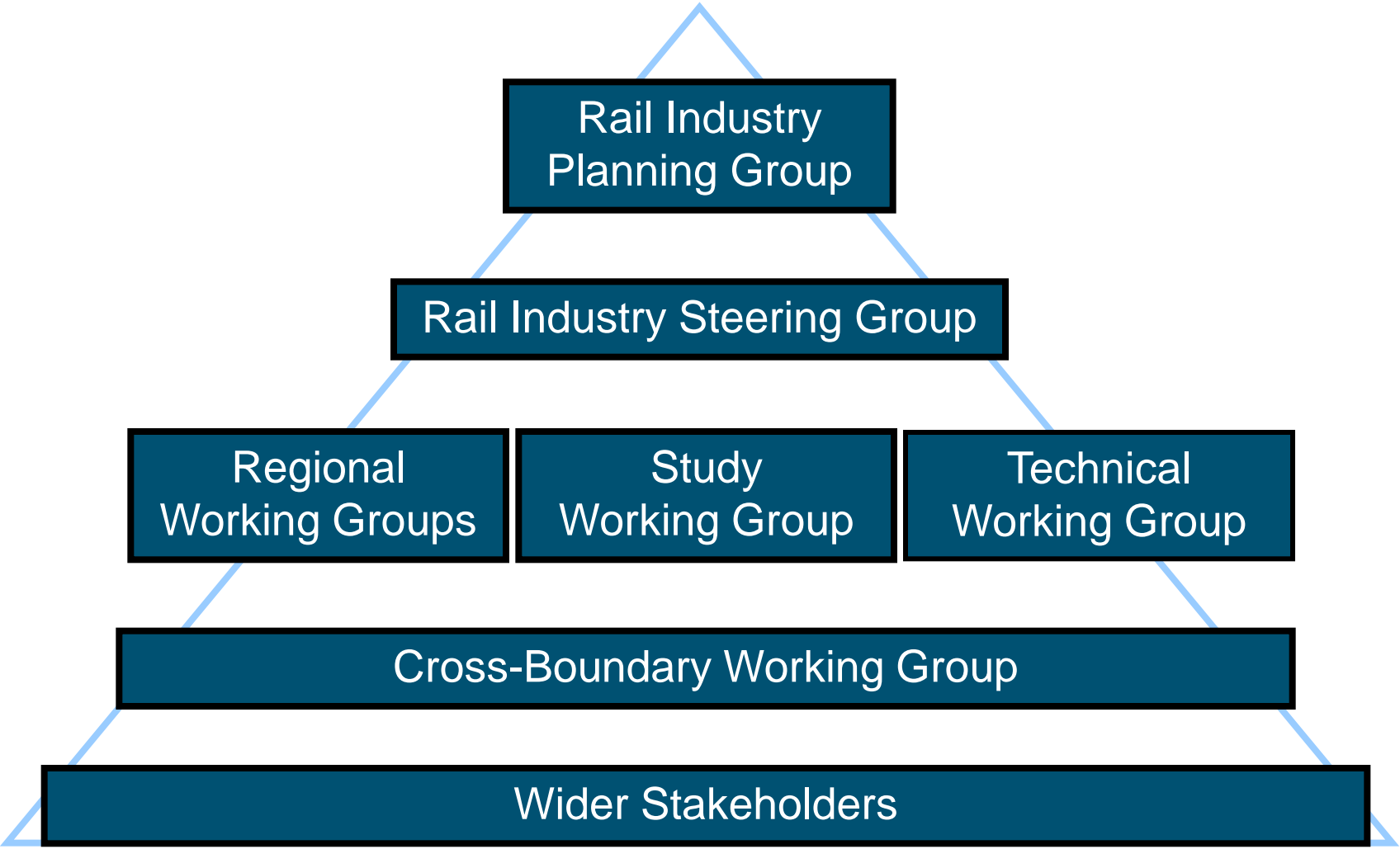
- Licence Condition
- Designed to consider the role of the strategic rail network in supporting UK economy over next 30 years
- Aims
  - Plan the long-term capability of the rail network
  - Promote the efficient use of network capability
  - Enables the industry to explore strategic issues
  - Develops potential infrastructure interventions
- Informs
  - Network & Route Specifications
  - Funders' decisions on industry outputs (Control Period 6 and beyond)
  - Franchising

# Development Funding

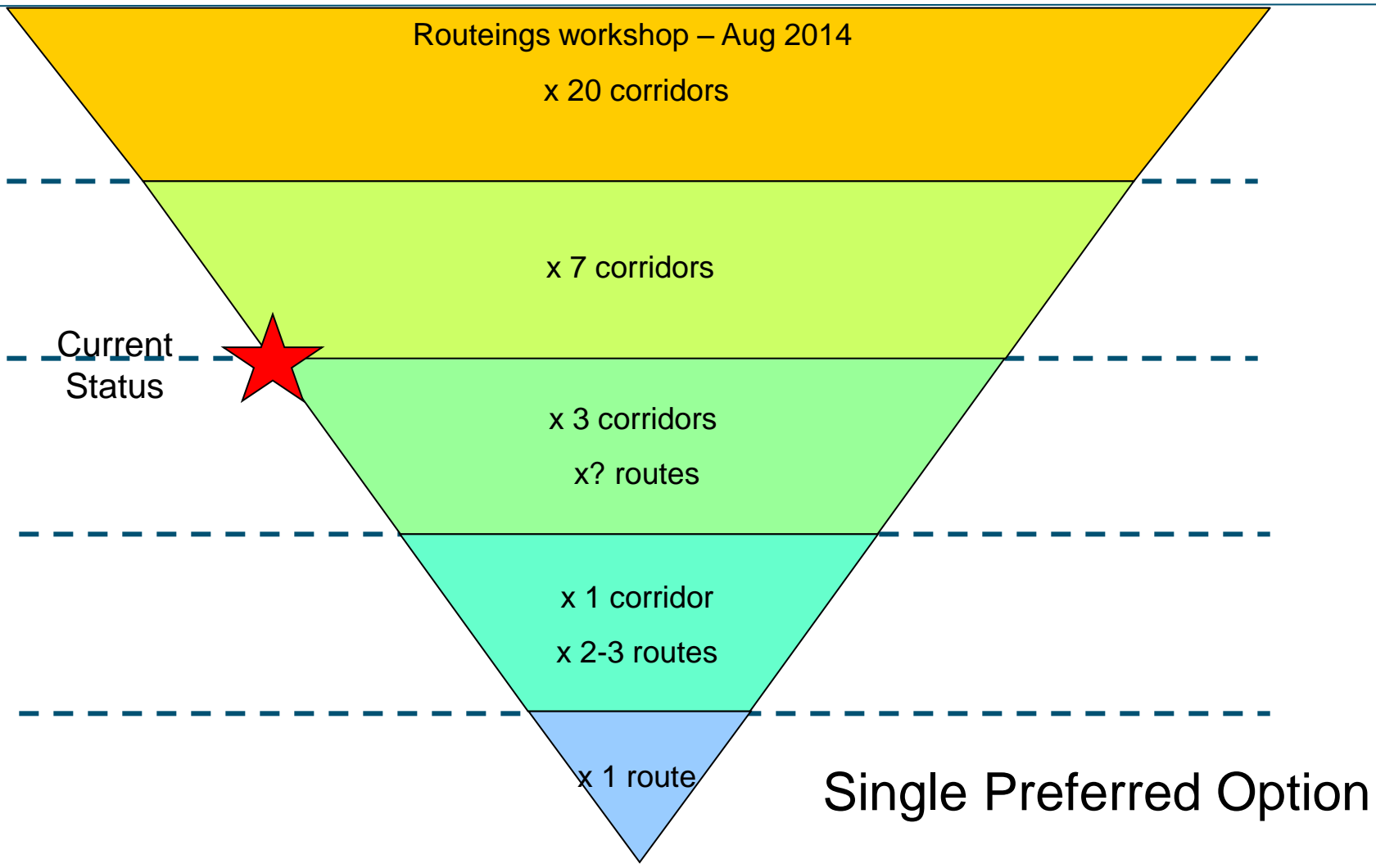
- A Development Fund for Control Period 6 has been made available to Network Rail for LTPP activities in Control Period 5
- Supports development of an evidence base for industry submissions for infrastructure investment in Control Period 6
- Proposals must be reasonably likely to demonstrate a value for money case for investment
- This funding, therefore, is available for early development activity to identify options to achieve a strategic rail route between Oxford and Cambridge
- Aim to develop scheme for inclusion in Initial Industry Plan in Sept 2016



# *LTTP Consultation Framework*



# Early Development Framework



# Summary of corridors



# Infrastructure Scope

	1A	1B	2	3	4A	4B	5
New railway km	44.5	45.5	13	18	27	27	26
Existing Infrastructure km	4.5	4.5	64.5	76	43	43	43
<b>Total km</b>	<b>49</b>	<b>50</b>	<b>77.5</b>	<b>94</b>	<b>70</b>	<b>70</b>	<b>69</b>
Station alterations	0	0	3	3	3	3	3
New/relocated stations*	2	2	1	0	1	1	1
Tunnels (single bores)	0	0	0	4	0	0	0
Grade separations	1	2	2	2	1	2	2
	ECML @ Sandy	MML @ South Bedford ECML @ Sandy	ECML @ Sandy ECML @ Hitchin	MML @ Stewartby MML @ Luton	MML @ Hitchin	MML @ South Bedford ECML @ Hitchin	MML @ Harlington ECML @ Hitchin

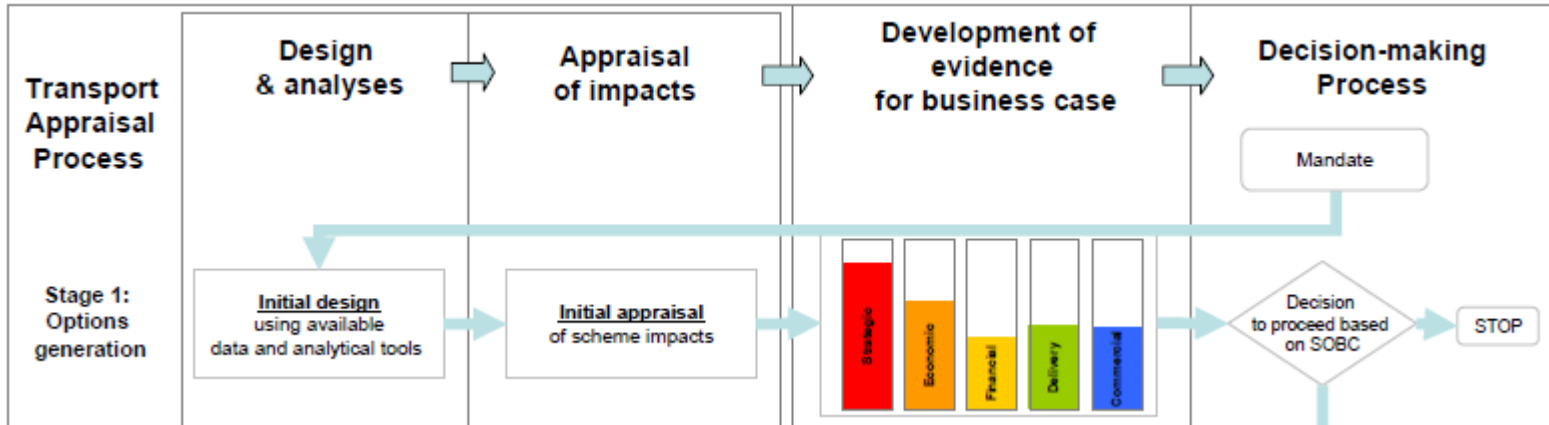
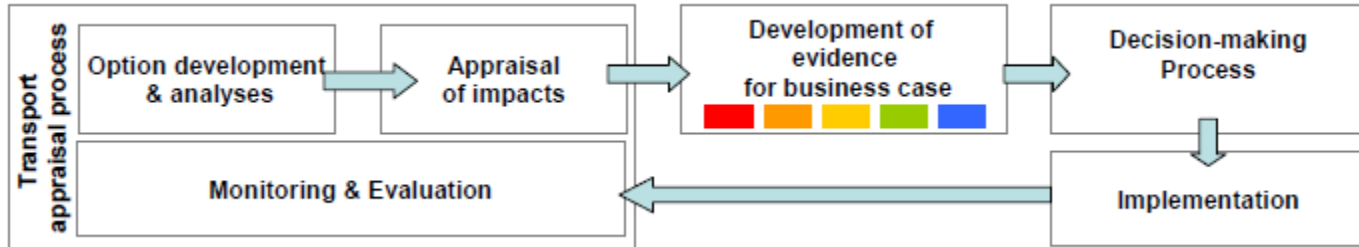


# Service Assumptions

- Thameslink Dec 2018 specimen timetable
- Intercity Express Programme Timetable for ECML
- Chiltern Evergreen 3 Timetable
- EWR Western Section specification
- EWR Central Section
  - 1 tph Paddington – Oxford – Cambridge semi-fast
  - 1 tph Bristol – Oxford – Cambridge – Norwich/Ipswich fast
  - 1 tph Bletchley – Cambridge semi-fast



# Transport Analysis



# *New station opportunities*



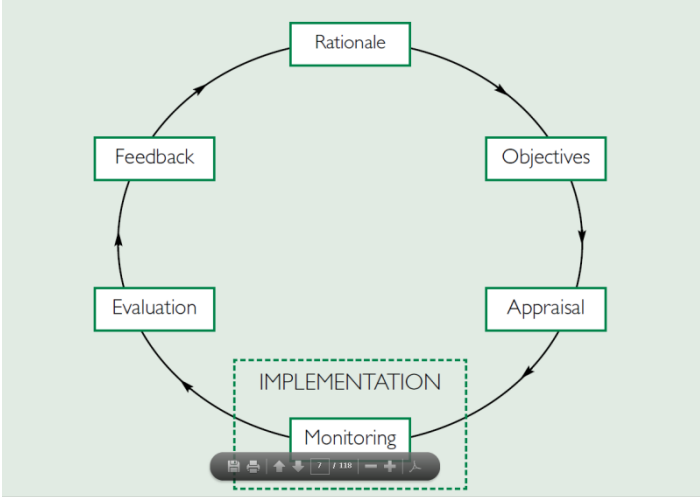
- Addenbrookes growth and station opportunities reviewed and tested
- South Bedford growth and station options reviewed and tested
- South Cambridgeshire station opportunity reviewed and tested

# Economic Appraisals

Corridor	1A/1B	2	3	4A/4B	5
BCR range	1.49-1.71	1.08-1.16	0.77-0.81	1.33-1.43	1.11-1.18
	Medium - High	Low	Poor	Medium	Low



Department for Transport



HM TREASURY

## THE GREEN BOOK

Appraisal and Evaluation in Central Government

# Summary

- Significant level of development activity undertaken to date
- Output consulted with rail industry representatives and a key part of the early development process
- All 7 preferred corridors offer a significant level of benefit but variances in capital costs and operating costs are impacting on the value for money that each option offers
- Corridors 1A/1B and 4A/4B are the best performing options and are to be taken into the next stage of development
- Work on other corridors will be paused
- Links to growth and development opportunities in relevant areas to be considered further

# *Next steps*

- Cost and programme to support on-going development through to Initial Industry Plan is being prepared
- Focus will be on identifying a preferred single corridor to enable more detailed work on possible routeings to be progressed
- Industry consultation will continue