

12 July 2007

Mr Roland Anderson
National RUS Consultation Manager
Network Rail
8th Floor
40 Melton Street
London NW1 2EE

Dear Roland

Greater Anglia Route Utilisation Strategy

I am pleased to enclose TfL's response to the Draft Consultation, Greater Anglia Route Utilisation Strategy (GARUS). The response is informed by TfL London Rail's Eastern Rail Corridor Plan (ERCP).

I summarise our main points below with further detail contained in an annex attached to this letter.

The area covered by GARUS is a very significant one for London and the wider South East encapsulating major areas of housing and employment growth, proposed expansions of Stansted Airport and approved expansions to the Haven Ports and Shellhaven. We concur with the GARUS analysis of current (baseline) demand and forecasts of future growth in this corridor.

The West Anglia and Great Eastern routes are of crucial importance in catering for growth in London and the East of England and, with regard to the former, in serving a potentially considerably expanded Stansted Airport. The British Airports Authority is currently consulting on their proposals for rail access to Stansted G2. TfL will be responding to this separately. It should, however, be noted that both GARUS and ERCP put forward an option to meet demand in the Lea Valley corridor, within the timeframe of the RUS, that involves partial 3 and 4-tracking or full 4-tracking between Copper Mill Junction and Broxbourne. TfL believes that it is essential that any proposal meets the growth needs of not only airport traffic but the increased demand which is predicted to occur on the route in general. Therefore, TfL urges all parties (BAA, DfT, Network Rail) to work together to deliver the necessary infrastructure to meet the needs of all passengers, be they London commuter, regional or airport passengers. TfL is more than willing to work closely with the parties on any scheme which delivers such holistic benefits.

The Great Eastern Main Line has a different mix of traffic when compared to the West Anglia routes and a long-term solution is required to meet the challenge of increased container rail freight travelling to the expanded port facilities at Felixstowe South, Bathside Bay and Shell Haven. Again a holistic approach is required incorporating the needs of expanding freight and local

passengers services. Here, TfL is not convinced the proposals put forward to date can deal with the higher levels of demand forecast.

TfL is in broad agreement with the proposals for enhancing peak capacity on Great Eastern although work still needs doing on the stopping of more outer services at Stratford, a change which TfL strongly supports and is justified by the increasing importance of the station. We note the interface here, between the necessary extension of platform 10A and the outputs of TfL's North London Railway Infrastructure Project and the DLR extension from Canning Town to Stratford International. TfL also agrees with the means of enhancing peak capacity on the LTS route although the phasing of the work must be correlated with that of the land use development in the corridor and related increases in demand growth.

TfL appreciates the open way in which the consultation on the GARUS has been undertaken and the co-operative working that has taken place between Network Rail, TfL and the other stakeholders. We look forward to this continuing in order to produce a more detailed, co-ordinated programme of works to meet the growth in demand expected on the railway over the next 15 years.

Yours sincerely,

Richard Wallace
Head of Rail Industry Liaison
Email: richardwallace@tfl.gov.uk
Direct line: 020 7126 1687