

A Vision for London Rail

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Do you know that in the next 18 months Network Rail will complete over £10 billion worth of rail projects to transform travel to London?

Massively complex and hugely challenging projects like Thameslink, Waterloo and Great Western are all on the home straight. They will deliver major benefits for passengers, businesses and the economy.

By the end of 2019 there will be a 30% increase in capacity into London at peak times. That's huge; roughly 90,000 extra passengers in the peak hour, equivalent to the capacity of Wembley Stadium!

The Railway Upgrade Plan in London all adds up to more frequent services on 16 of the busiest lines into the capital. And that's services on brand new trains that are longer, more comfortable, air conditioned and with wi-fi.

I want to tell you a bit more about some of these key mega projects we're getting close to completing. They are amongst some of the largest, most complex and challenging in the world.



I really believe our engineers are in many ways the new Brunels. They're designing and building innovative new infrastructure within London's constrained spaces, while dealing with the complexity of keeping businesses and train services running. This bridge at Stockley was built to the side of the railway and pushed out over it as trains were running underneath!

And take the £800 million investment at Waterloo. This will create 30% more space for passengers at the country's busiest station – significantly busier than Heathrow! That's room for an extra 45,000 people each morning and afternoon.

I think this could be one of the best road upgrade projects in the country! Picture this; the capacity increase is the equivalent of a three lane traffic jam from Winchester to Waterloo! Better rail services create more space on the roads for faster journeys, less congestion, less pollution – and less frustration!



Take Thameslink; this programme will deliver 50% more north-south trains through London, with trains every 2-3 minutes through central London. London Bridge Station will be completely transformed, with a huge new concourse and longer platforms. And the infrastructure improvement outside the station will mean less delays and better journey options than ever before, as we untangle the tracks and

connect five major London stations to the East Coast Mainline for the first time.

Great Western; six and a half thousand extra seats, per day, in each direction between Paddington and Maidenhead. And reduced journey times into London from Bristol by 15 minutes.



And of course, I can't go without mentioning the fast approaching opening of the Elizabeth line, a project that needs no introduction as it will bring an extra 1.5 million people to within 45 minutes of central London. But did you know that Network Rail is delivering 2.3 billion of works on the Elizabeth line? Enormously challenging work on railways used every day by busy commuters.

Even as we build, we are delivering economic benefits. We spend about £4.3 billion annually with businesses in London and the South East and support about 70,000 jobs in the area. When complete some of our biggest projects will return £4 of economic benefit for every £1 invested.

So this city is approaching the conclusion of some very exciting developments. But in this fast approaching post-Brexit world, to keep London competitive, we have to maintain the pace of our transformation of the city's transport links.

I want London to remain the world's greatest city.



And this is where rail comes in. The railway is crucial to the economic prosperity of the capital, it enables London to be one of the most important and influential cities in the world. It is fundamentally important to growing the economy, creating jobs and unlocking more housing.

The rail transformation I've spoken of so far is huge, but it has got to be just the beginning. History is littered with successful businesses that

failed to adapt to change. To meet this challenge a digital railway has to be our future and funding it must be a priority. These are the next generation of projects for London, not the mega concrete and steel projects of today, which are increasingly difficult to do without disrupting passengers and businesses.

We have already started on our own digital revolution to get more out of what we've already got. We are starting to modernise our network with traffic management; digital railway technology which will allow trains to run closer together and more reliably. It will free up the capacity in our existing rail infrastructure that is waiting to be used. That is just the beginning. Driver advisory systems, automatic braking and soon full European Train Control System.



We have a plan to digitally enhance 70% of journeys in this country within a decade. But I think we should go faster, we need to go faster. To meet the rising expectations of customers, we need to join the pieces of our digital railway plan up sooner. But sooner needs investment; and a new approach to investment too because we can't just rely on government to fund railway projects.

Our new innovative contract with Resonate is one such approach; a performance based contract for traffic management on our Western route that could reduce reactionary delays by 15 per cent. It means Resonate will pick up much of the costs, but with the benefit of greater reward if train performance improves. It's a new approach to funding the all-important digital railway, helping accelerate its delivery. And we want to do more of this output based partnering with innovative companies.

Digital is not the only answer – we do have to also build some new infrastructure. That is why Network Rail is working hand in hand with TfL to keep up the pace on Crossrail 2, which will boost the UK's GDP by an estimated £150 billion. Perhaps most importantly for London and the South East it would unlock 200,000 new homes. More than a quarter would be built before Crossrail 2 opens – and 30 per cent would be outside London.

Better railways drive economic growth, housing and jobs. So we have to step up the role rail plays in shaping the city, providing more housing and new centres for growth and regeneration. Network Rail is working hard to release as much land for housing as we can. Across the UK we will deliver land for 12,000 new homes by 2020, about 5,000 of those in London. And we are working with London's authorities to play our part in areas identified as driving socio-economic growth across the city.



Railway stations will be key anchors for the next generation of housing developments, growth and regeneration. Look at what we've done at King's Cross, Birmingham and Reading stations. This regeneration is helping drive our station retail, which is growing at 5.3% percent while high street sales stagnate. At London Bridge we are creating a thriving new retail hub in the railway arches. In the very near future, a huge proportion of the people you'll see at the new London

Bridge station won't be there just to catch a train. It won't just be a transport hub or shopping destination, but also a focal point within the community, providing a space for arts and culture.

The same thing is also going to happen in Bristol, York, Manchester and Leeds. This is urban regeneration on a grand scale.

At Clapham Junction we have a joint venture with Capco looking at the potential of actually creating new land. Decking over the busiest interchange station in Britain station would provide 57 acres of space for new development. And the potential for up to 9,000 new homes! And the aged, hugely congested Victorian station underneath will be transformed into a modern, vibrant station. All paid for by private sector developers. Similar transformative schemes at Euston and East Croydon also have the potential to revitalise large areas of London.



And we do this on a smaller, but no less important scale too. Solum, our partnership with Kier Property, is building a new station at Twickenham around a new plaza. It will create a modern gateway to Twickenham and 115 much needed new homes. So there is huge potential for rail to deliver new housing, but we do need help. We need a policy to allow land value capture mechanisms to provide funding for projects that unlock new housing areas.

We recently announced reforms following the Hansford Review to better enable third parties to build on the railway, attracting new sources of funding, while encouraging innovation and competition. Housing and other new developments are one of the obvious areas that can benefit from this.

As I hope I have shown in my remarks today – I believe that rail is absolutely integral to London's fortunes, and I am proud that we at Network Rail are doing a huge amount to create new opportunities for this great city – through massive transport improvements that are coming down the track fast! Looking to the future we need to work together. Transport must be planned in an integrated way. It must meet the needs of urban planners and the communities that it serves.

That way, we will create the best railway, for the greatest city in the world. Thank you.