



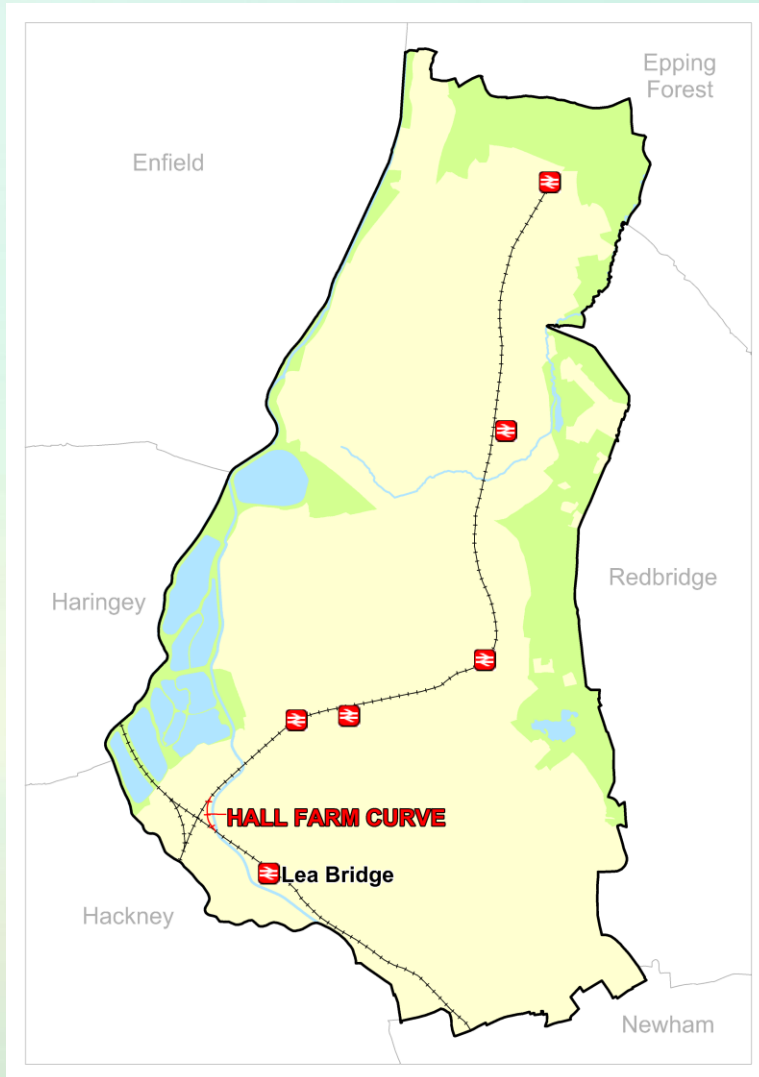
Chingford to Stratford Rail Line

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The Proposal

- Hall Farm Curve reinstated
- Lea Bridge Station reopened
- 4 trains per hour service between Chingford and Stratford
- existing 4 trains per hour service between Chingford and London Liverpool Street



Specialist rail consultant MVA appointed to carry out a feasibility study Oct - Dec 2009

Brief:

- produce accurate up to date cost estimates for reinstating the Hall Farm Curve and Lea Bridge Station
- determine the operational feasibility of a 4 trains per hour Chingford to Stratford service
- estimate the demand for the service
- carry out an economic appraisal to determine the benefit/cost ratio of the scheme



Network Rail receives its funding from the
Government in 5 year 'Control Periods'

Study assumes that the scheme will be funded
in CP5 (2014 - 2019)

Realistic programme:

- 2010 - 2012 DfT/Network Rail approval process
- 2013 - 2014 detailed design/commissioning
- 2015 construction
- 2016 scheme operational



Estimated costs of the infrastructure '2009 prices'

- £24.3 m - double track Hall Farm Curve with Lea Bridge Station
- £18.4 m - single track HFC with LBS
- £20.0 m - double track HFC without LBS
- £14.3 m - single track HFC without LBS
- £4.64m - construct Lea Bridge Station separately



Operational feasibility

A new 4 trains per hour Chingford to Stratford service can be fitted around existing services on the network

Chingford	10.00	10.00
Highams Park	10.04	10.04
Wood Street	10.07	10.07
Walthamstow Central	10.09	10.09
St James St	10.11	10.11
Lea Bridge	10.15
Stratford	10.22	10.20

- 4 additional 4 car class 315 units required to operate the service
- 12 drivers required per day



Demand

- Transport for London's 'Railplan' public transport model used to forecast passengers on a Chingford to Stratford service
- 2016 forecast year assumes population and employment growth set out in the London Plan

Passengers in the am peak (7am - 10am)

	<u>2016 reference</u>	<u>2016 both services</u>
Chingford - Stratford		4,047
Chingford - Liverpool Street	6,425	5,985



Lea Bridge Station

- Railplan model also used to forecast Chingford to Stratford passengers using the new station in 2016

Passengers in the am peak (7am - 10am)

boarding/alighting at Lea Bridge

Chingford to Stratford	boarding 54
Chingford to Stratford	alighting 233
Stratford to Chingford	boarding 6
Stratford to Chingford	alighting 61



Economic Appraisal

- Infrastructure and operating costs and benefits are quantified over a 60 year period to assess the BCR (Benefit/Cost Ratio)

	BCR
• double track Hall Farm Curve with Lea Bridge Station	3.02
• single track HFC with LBS	3.26
• double track HFC without LBS	3.57
• single track HFC without LBS	3.87



Possible Difficulties

1. Highams Park level crossing

- 8 extra trains passing over the crossing every hour
- Longer queues and more traffic congestion
- Model indicates that level crossing will be open to traffic for 28 minutes in each hour (significantly less than at present)

2. New rail services on the Lea Valley Line

- Additional services from Tottenham Hale to Stratford
- Limits platform capacity at Stratford for Chingford services



Conclusions

The proposed Chingford to Stratford service addresses important gaps in the local transport provision

Infrastructure costs are approximately £20m for the Hall Farm Curve and £4m for Lea Bridge Station

The scheme is operationally feasible and can be accommodated onto the existing network

The Chingford to Stratford service offers good value for money with a BCR of over 3.0

More work needs to be done to ensure the best possible business case for the reopening of Lea Bridge Station



Next Steps

- Canvass neighbouring councils and Transport for London to gain their support
- Progress a publicity campaign to raise public awareness
- Negotiate with the DfT and Network Rail to aim to secure inclusion of the scheme in the national rail programme for 2014 - 2019