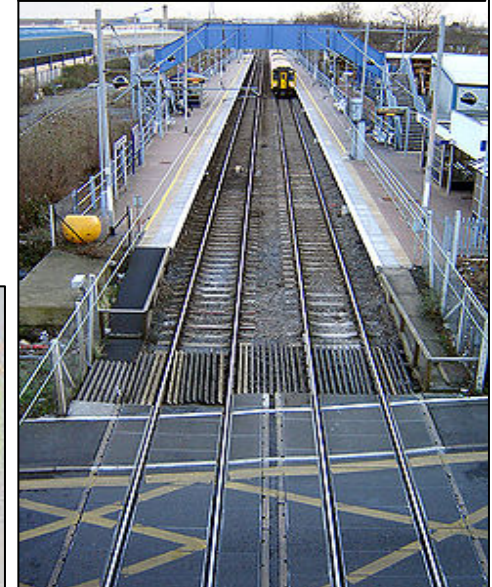




Lea Valley Rail – putting Waltham Forest into the equation

Jonathan Roberts, JRC



railfuture



www.railfuture.org.uk

*The independent campaign for a better passenger
and freight rail network*

This presentation and the associated report were fully-funded with
a grant from Railfuture's Fighting Fund

For more information go to Railfuture's web site :-
<http://www.railfuture.org.uk/CLUA-JRC+Report>

JRC

Projects, their logistics and their politics

- Lobbying and stakeholder briefing
- Political liaison
- Consultation with stakeholders
- Technical analysis
- Official reports
- Inquiry evidence

Background to report

- Desire by Chingford Line Users Association for evidence and briefing material
 - to support Lea Valley rail projects
- Supported in principle and financially by Railfuture at national board level
- JRC commissioned in March 2012
- JRC previous Lea Valley experience
 - adviser to WARG and LB Enfield
- Stimulus for action by CLUA + stakeholders

Topics in report

- 1 – Lea Valley's economic, planning and transport context
- 2 – Reopening Lea Bridge station
- 3 – Better Lea Valley rail services
 - A turn up and go service at local stations
- 4 – Chingford Line access to Stratford

What the report says

Description and assessment of each project:

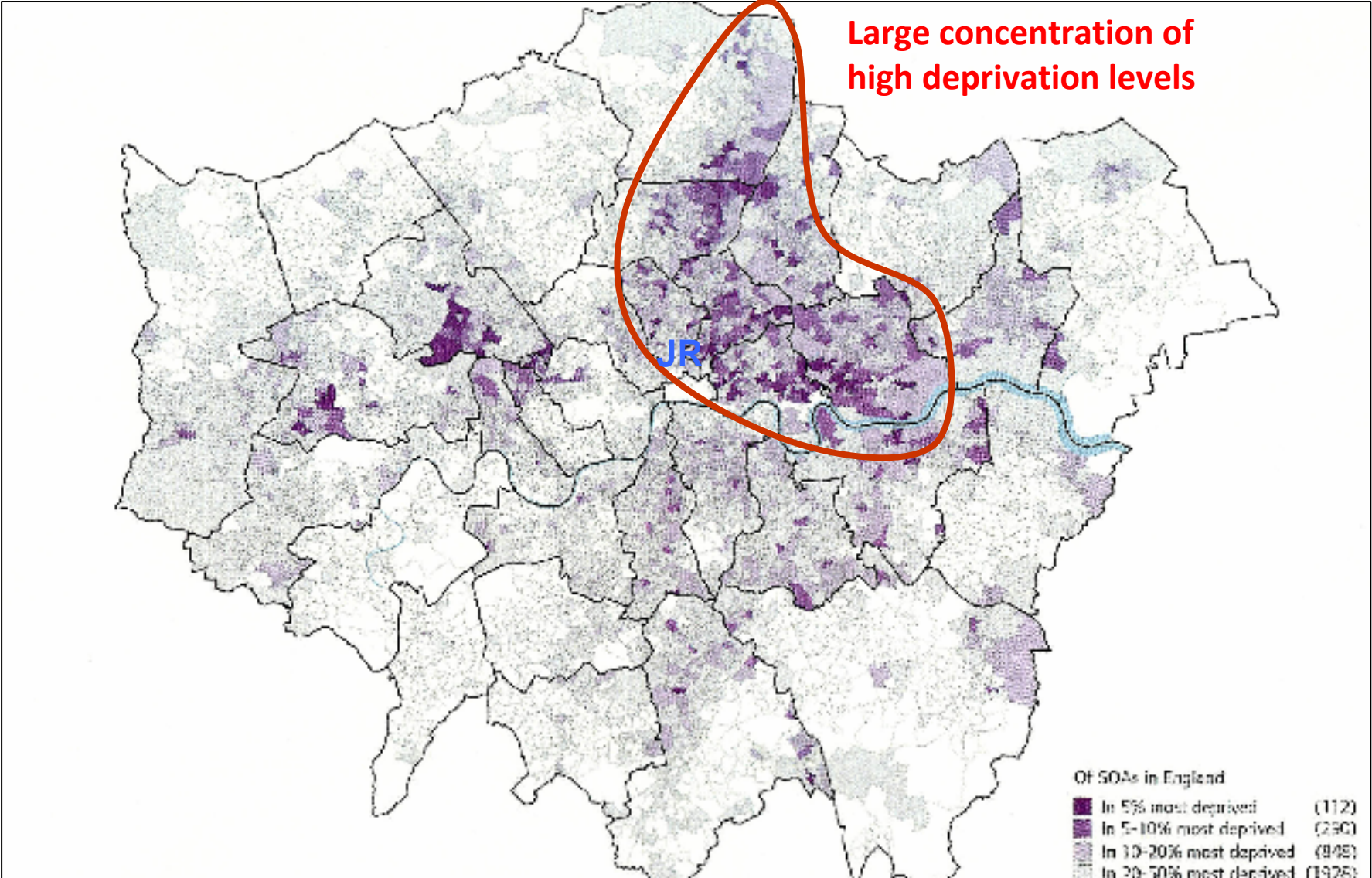
- Rationales and merits of the proposals
- Present status
- Outputs desired and service plans
- Demand and costs
- Funding matters, and next steps
- NB: For future projects, defining outputs is more important than precise scheme details

Starting point

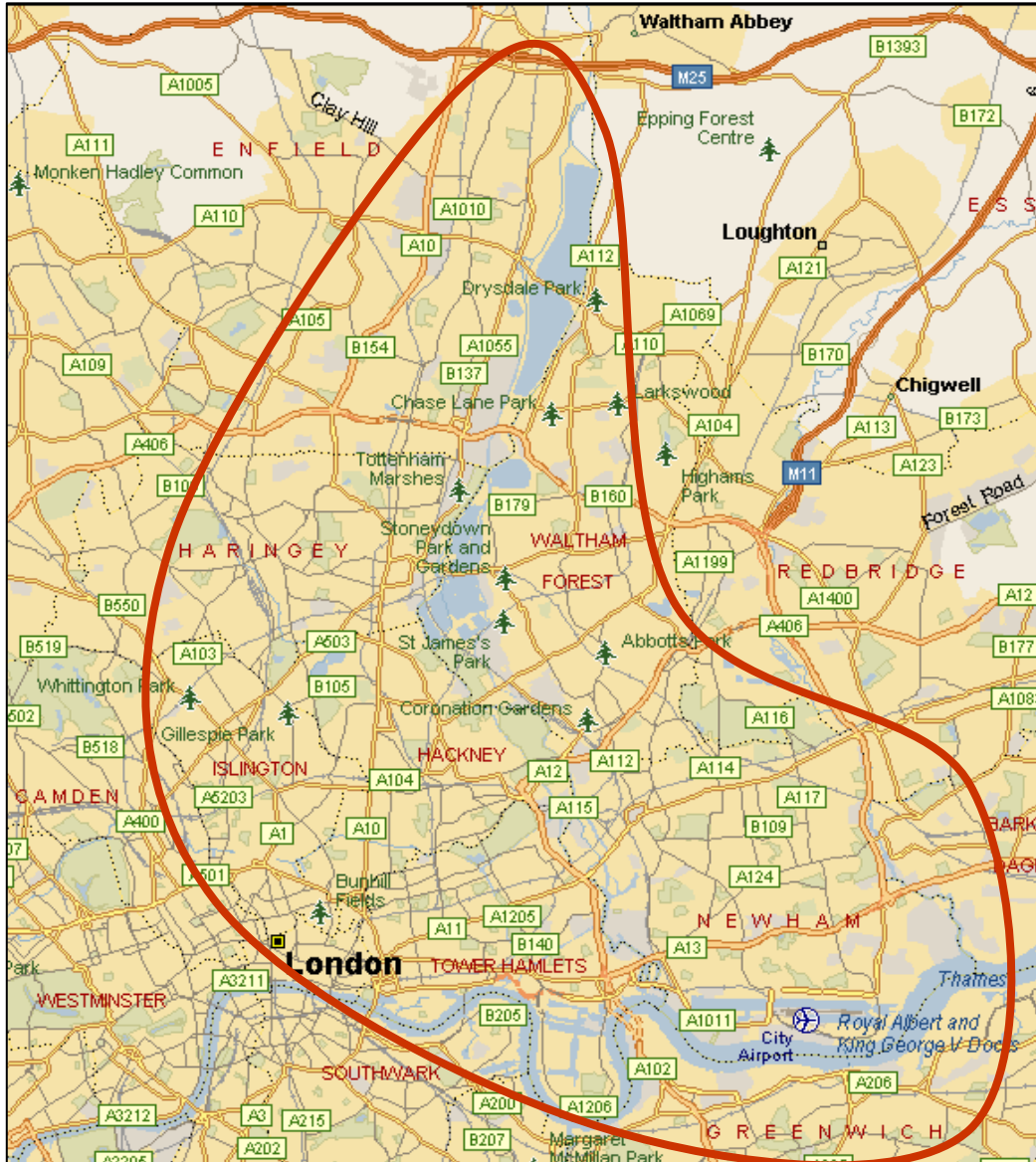
LEA VALLEY RAIL
BETTER ACCESS TO JOBS
AND HOMES



Regeneration needed



Investment and Growth



UPPER LEA VALLEY

London Stansted Cambridge
Peterborough growth corridor

London Anglia economic area

Upper Lee Valley opportunity
area planning framework

Waltham Forest priorities,
Meridian Water

Tottenham Hale, Blackhorse Lane

Lee Valley Regional Park

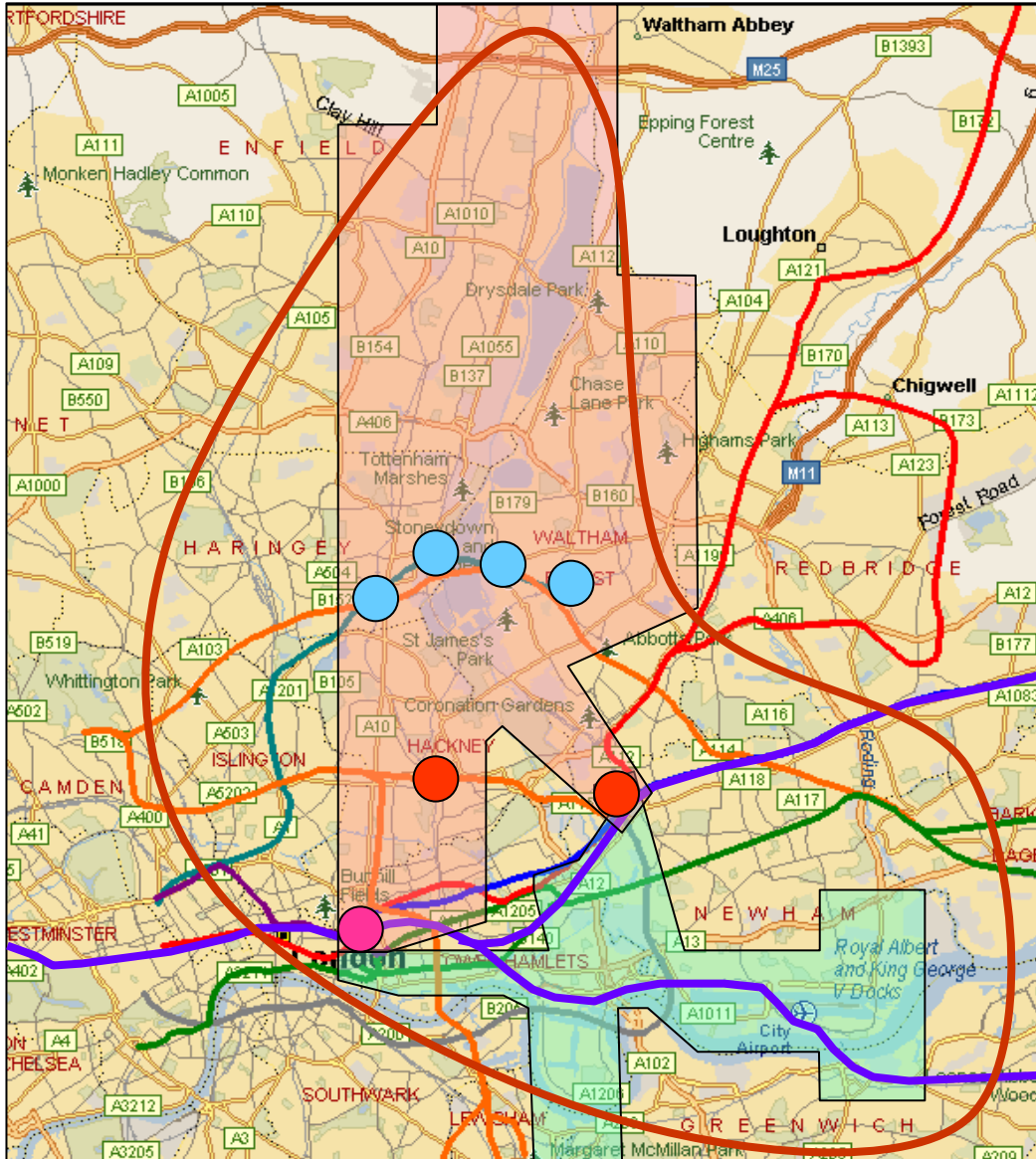
Waltham Forest & Hackney
MAAs, other strategies

LOWER LEA VALLEY

Stratford City

Olympics Legacy, MAAs

Rail for Access



KEY ROUTES

North and West of Stratford

West Anglia Routes

Victoria Line

London Overground

South and East of Stratford

Docklands Light Railway

Central, District, Jubilee Lines

Crossrail 1 (from 2019)

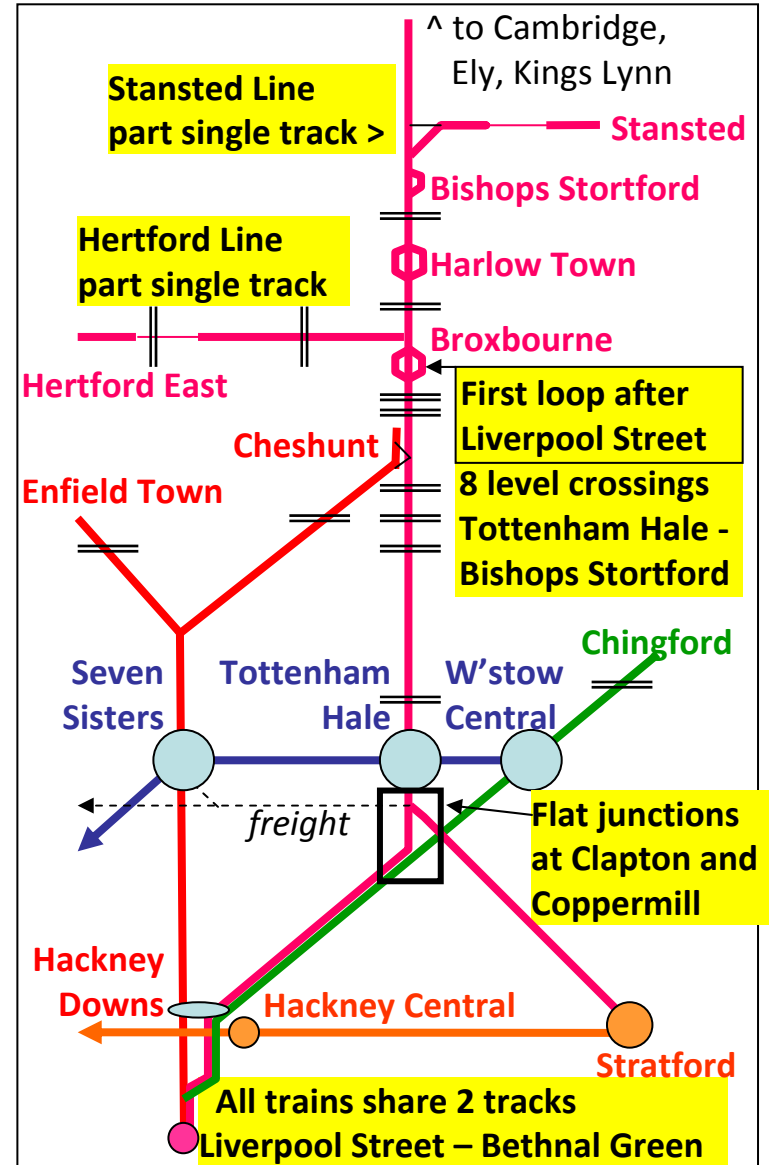
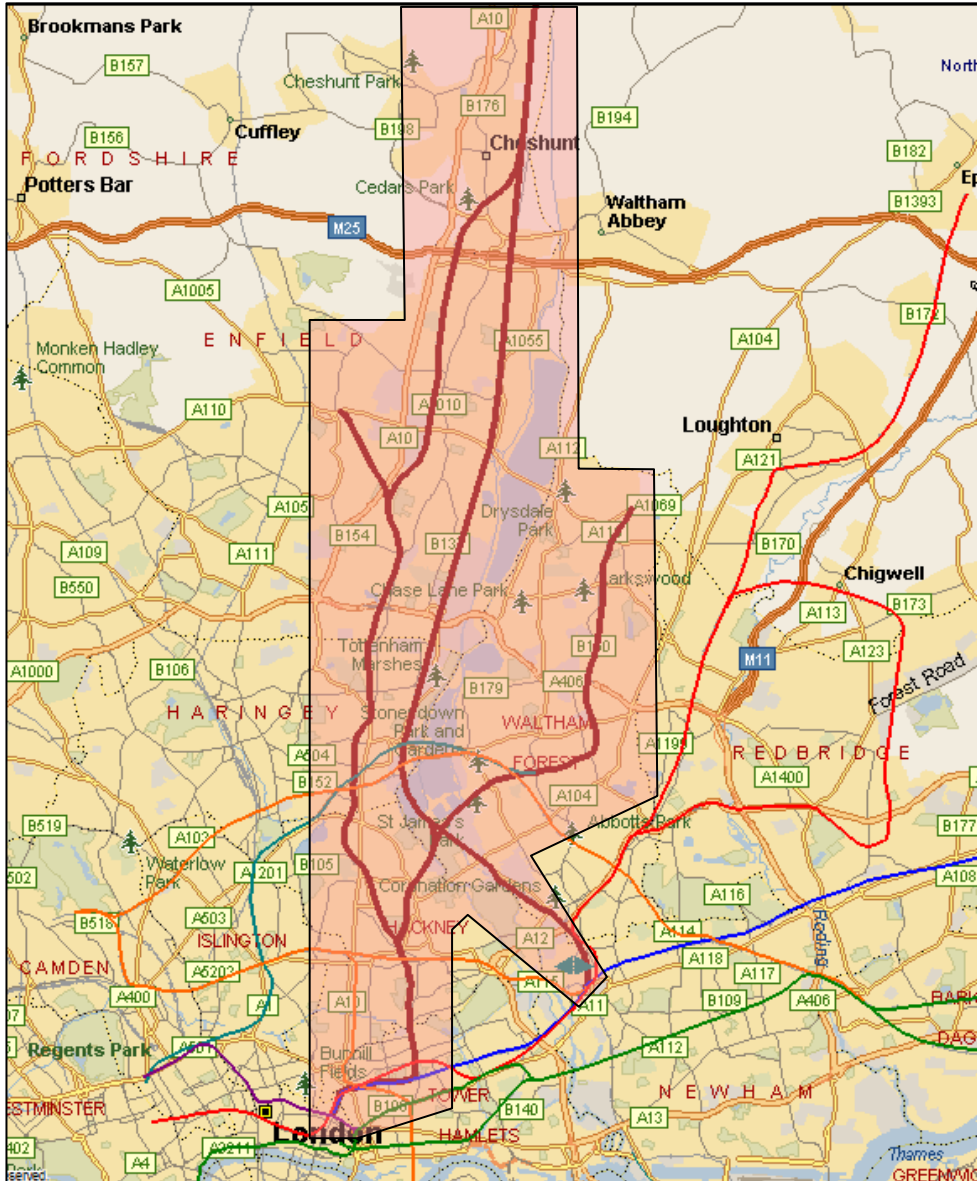
WEST ANGLIA INTERCHANGES

Stratford, Liverpool Street

Seven Sisters, Tottenham Hale,
Walthamstow Central

Hackney Downs/Central

Upgrade required





Projects supporting Growth

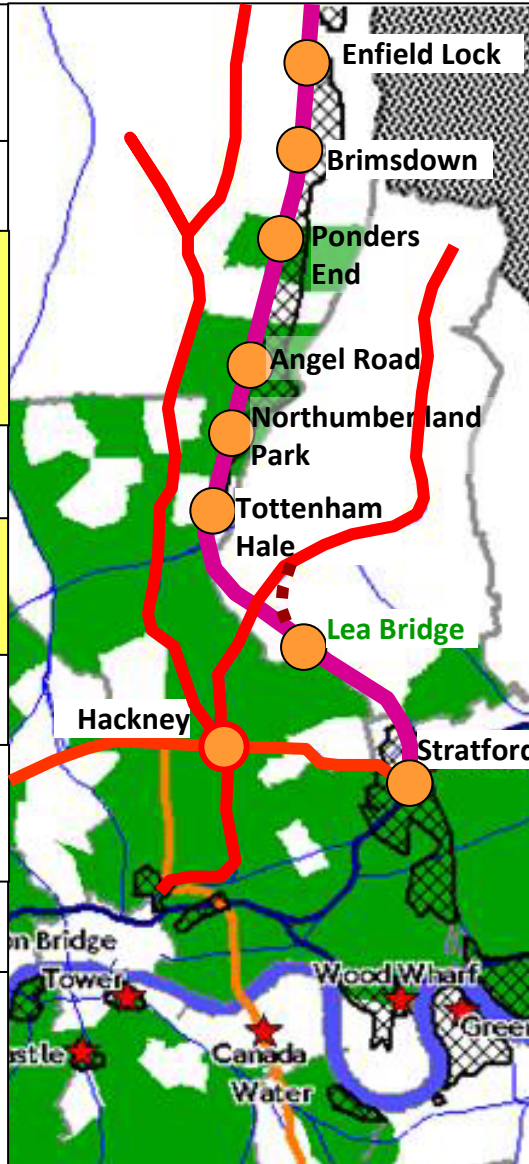
Upper Lea Valley opportunity area

Lea Valley – Stratford local service

Lea Bridge reopened station

Hackney Interchange

Stratford City development and Lower Lea Valley



Extra rail travel:

Transport for London sees 30-40% increase in AM peak period rail demand on West Anglia between 2007 and 2031

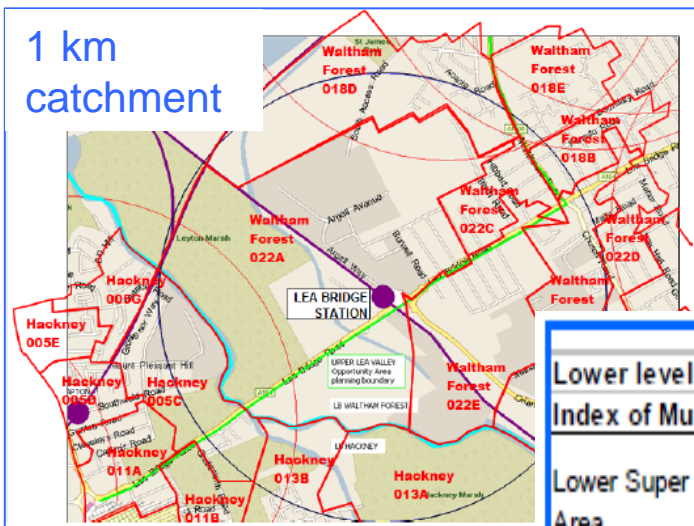
Chingford-Stratford direct service

Re-open Lea Bridge station



Lea Bridge: background

1 km catchment



Lower level Super Output Area data (LSOA)					Pink	Orange	Yellow =
Index of Multiple Deprivation (IMD) 2010 data					= worst 5%	= worst 6-10%	worst 11-20%
Lower Super Output Area	IMD overall rank in 2010 (best 32,482)	Employment rank	Health / disability rank	Educ skills & training rank	Access to Housing & services rank	Crime score rank	Living environment rank
Waltham Forest 18B	7,379	14,109	16,325	16,057	1,399	3,065	4,227
Waltham Forest 18D	5,714	7,536	9,465	14,759	1,306	7,296	3,010
Waltham Forest 22A	6,145	11,673	11,129	15,034	844	2,818	2,822
Waltham Forest 22B	3,834	6,633	7,065	15,588	717	4,751	1,636
Waltham Forest 22C	6,161	16,735	13,228	18,440	1,203	7,858	77
Waltham Forest 22E	4,986	13,394	14,310	10,471	333	3,935	230
Waltham Forest 26E	6,784	10,308	13,936	12,449	771	10,239	4,889
Hackney 5C	4,374	7,431	8,353	16,247	463	10,462	3,724
Hackney 13B	2,183	3,181	8,075	7,010	1,228	15,719	8,246

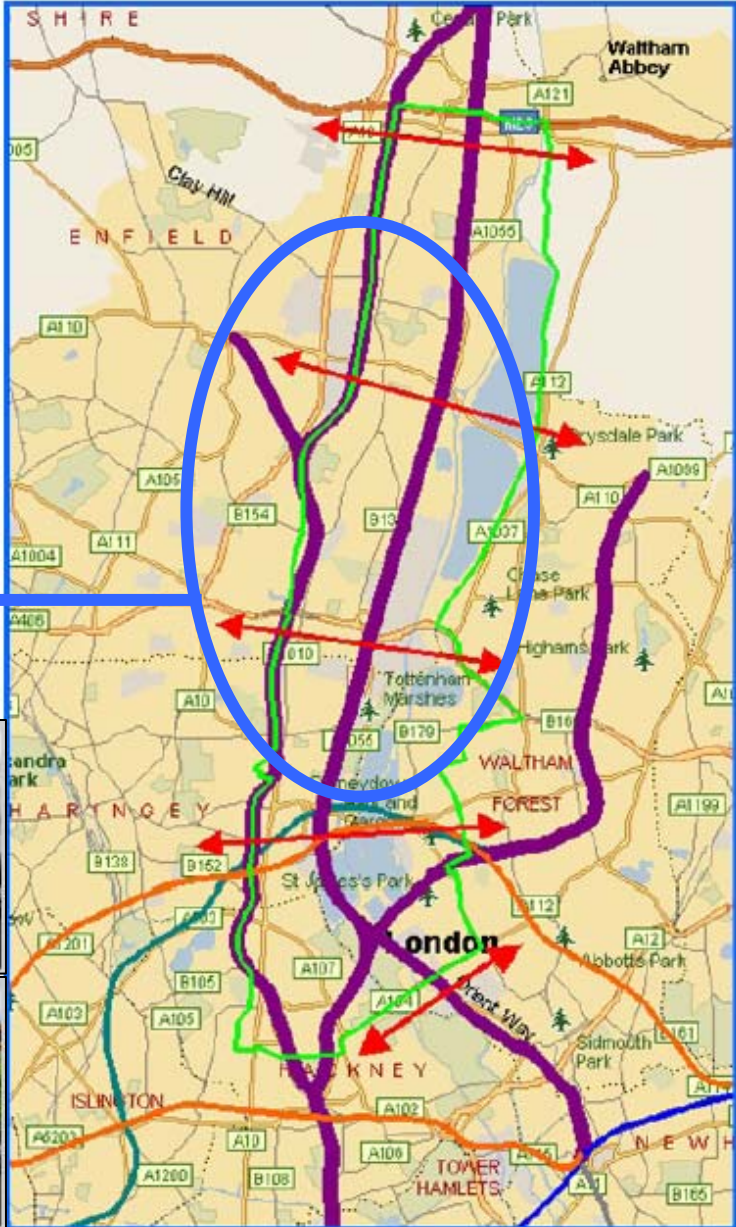
Hackney 5C and 13B depend on station access routes

Lea Bridge: the opportunity

- Now, unreliable and slow access to major industrial / business zone
 - Can be 20-30 minutes even to Stratford or Tottenham Hale
 - High levels of local deprivation
-
- Train service past station (closed 1985) has improved to 2 trains/hour (tph)
 - now aiming for 4 tph
 - **5 minutes** to Stratford or TH after reopening
 - Most capital funding in place + high benefits

Better Lea Valley rail services: the need

2014-19	+3,200 residents	+3,500 new jobs
2014-24	+6,300 residents	+5,500 new jobs.





Mind the Gaps

London Rail values –

What we'd like on West Anglia

Reliable, trusted, comfortable service

Easy to use, frequent, turn up and go

Marketed on tube map

Lifestyle transport supplier

Train frequency Stratford LV, and local stations to Enfield Lock

trains per hour each way	MF peak	offpk	Sat	Sun
Stratford Lea Valley	2	2	2	1
Tottenham Hale	depends on stops			
Northumberland Pk	2	1	1	0
Angel Road	2/1	0	0	0
Ponders End	2	2	2	1
Brimmsdown	5/2	2	2	1
Enfield Lock	5/2	3	3	1

Lea Valley Line – an undervalued railway?

Station usage surveys Autumn 2011 West Anglia Routes Group/LB Enfield

Provisional results for all stations
Stratford-Tottenham Hale-Enfield Lock

Stratford-Lea Valley Rail	annual entry/exit ORR 2010-11	annual entry/exit WARG 2011	
Stratford LV	1,048,741	1,376,836	+31%
Lea Bridge	-	-	-
Tottenham Hale	3,831,805	6,456,820	+69%
Northumberland Park	176,456	239,763	+36%
Angel Road	28,646	40,282	+41%
Ponders End	259,820	691,328	+166%
Brimmsdown	465,520	1,031,298	+122%
Enfield Lock	779,548	1,540,221	+98%
	6,590,536	11,376,548	+73%

At Stratford, ORR number is % of total, based on West Anglia % of main line trains
WARG Autumn 2011 count reduced by 6.2% to rebase to 2010-11, and by 5% for seasonality



Planning for expansion

Two main constraints

(1) Terminal capacity

Current two-track railway full into **Liverpool Street** – 22 trains per hour in peaks

No more room into Liverpool Street until after Crossrail (2019 >)

Alternative destination is **Stratford**, can handle up to 6 trains per hour after Olympics investment

(2) Lea Valley main line

This can't offer good local service without more infrastructure - Stansted Express requires clear track to Broxbourne (first loop)



Planning for expansion

Route Utilisation Strategy:

Full 4-tracking Coppermill to Broxbourne not afforded: £800m+

Proposal is to create first Phase: adaptable and expandable over time

3rd track: segregated local trains Stratford – Tottenham – Brimsdown

Segregation from Lea Bridge allows extra local station at Picketts Lock

Option C2a, £25-35m capital

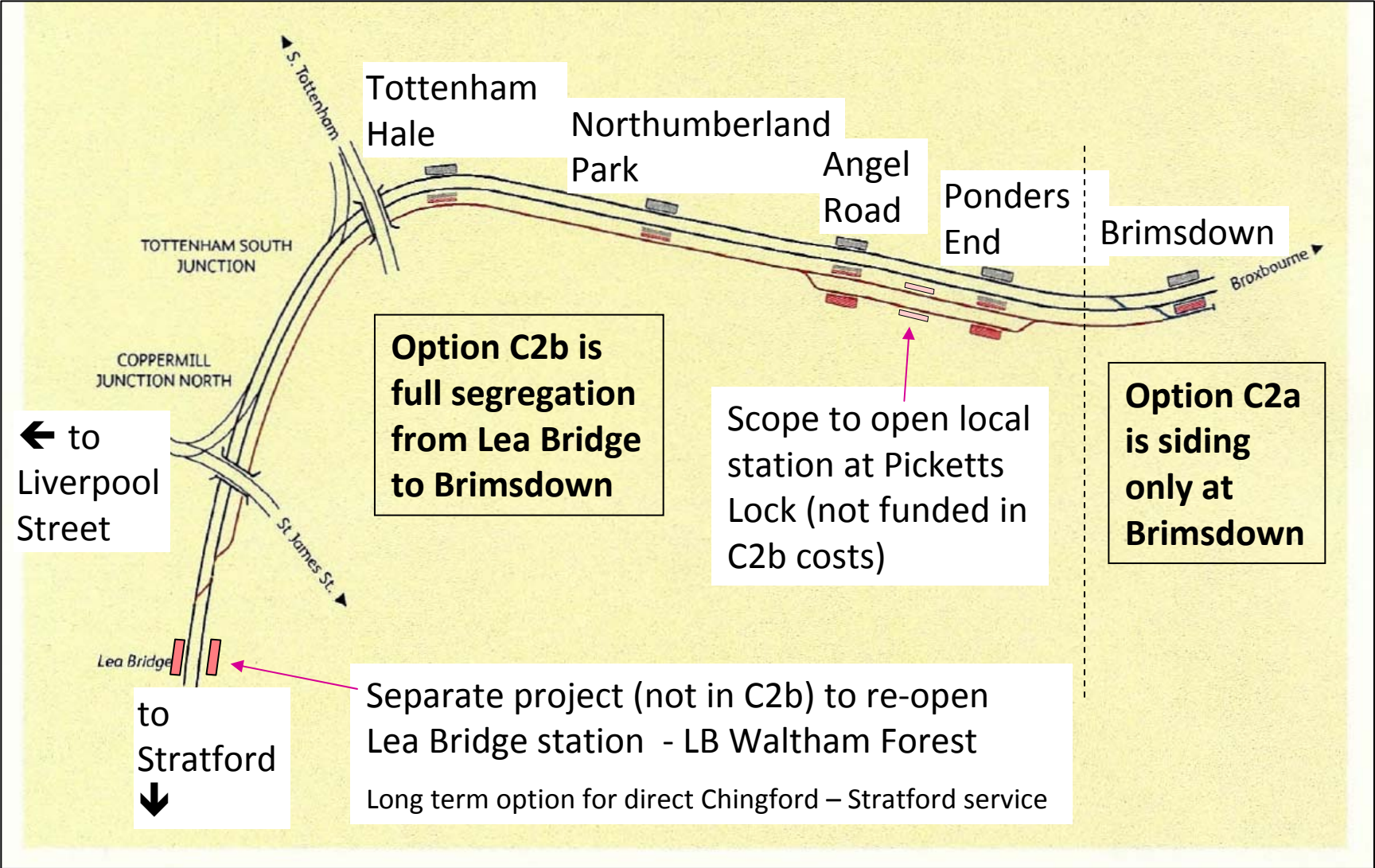
- segregated Brimsdown only
- benefit : cost ratio 11.2 : 1 - 13.7 : 1
- high value for money but ...
- not all stations 4 tph at all times
- train intervals not regular 15 minute
- skip-stop service – can't always travel from one station to next
- not proven operationally robust

Option C2b, £232-247m capital

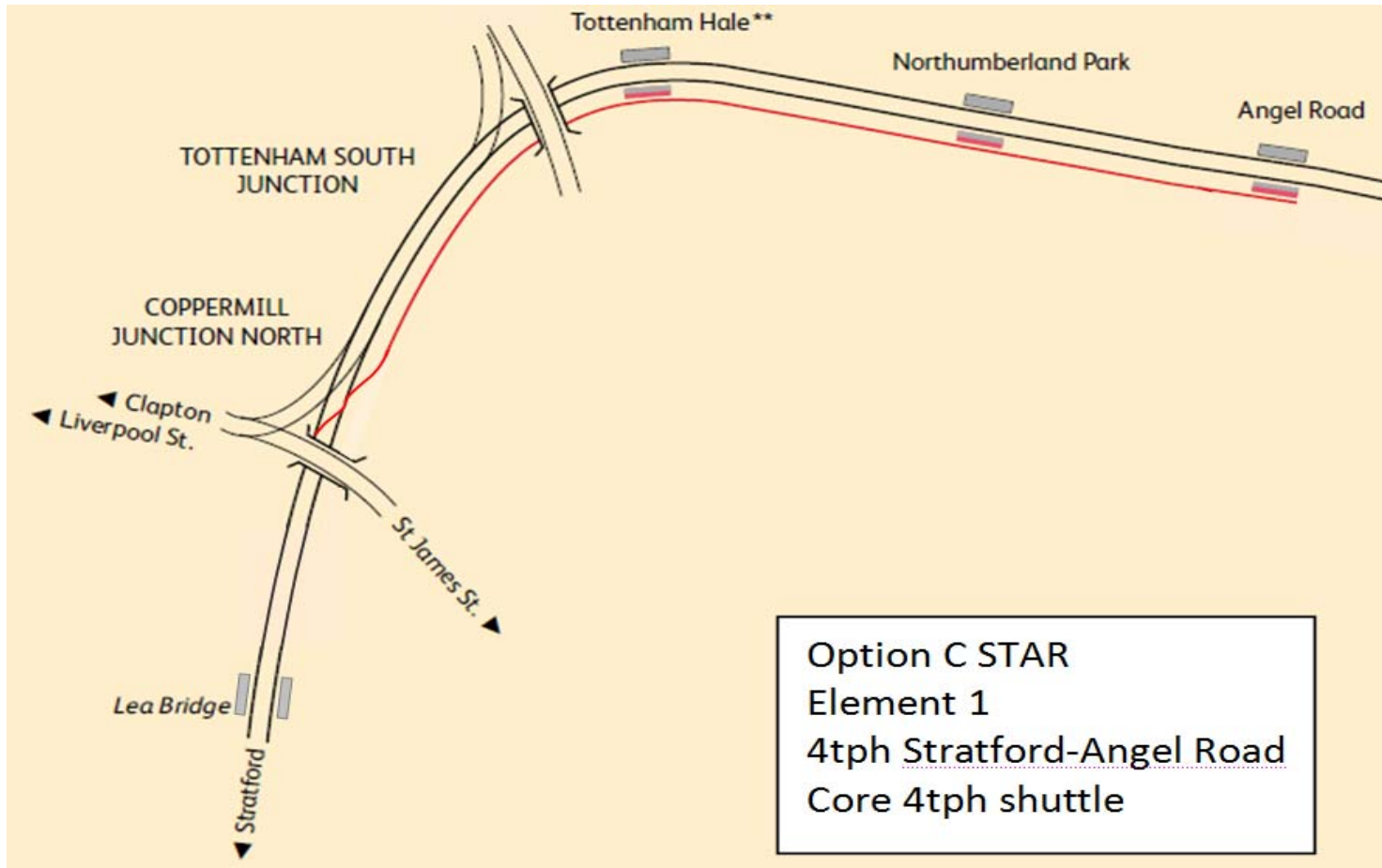
- full segregation from Lea Bridge
- benefit : cost ratio 2.7 : 1 – 2.9 : 1
- high value for money
- 4½ mile 3rd track, with 2½ mile loop
- capable of regular trains every 15 min
- service calling all stops

Larger schemes were also modelled

Lea Valley rail options

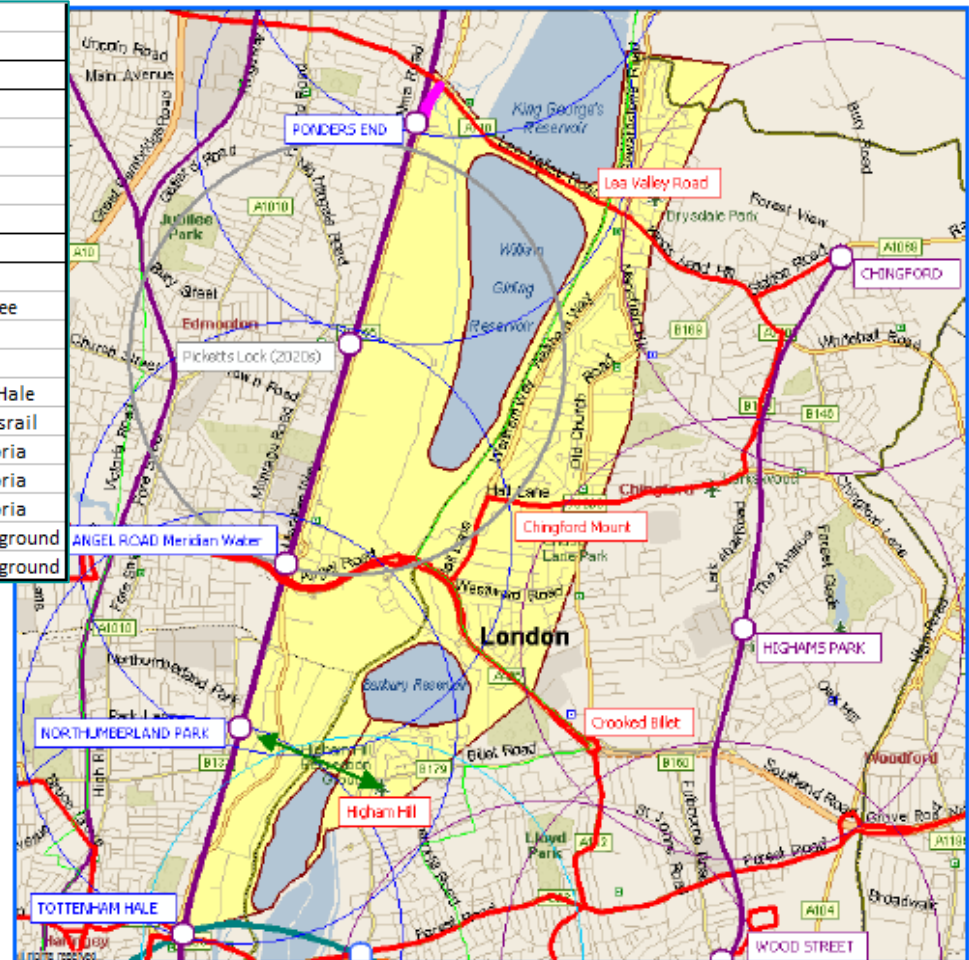


Lea Valley STAR

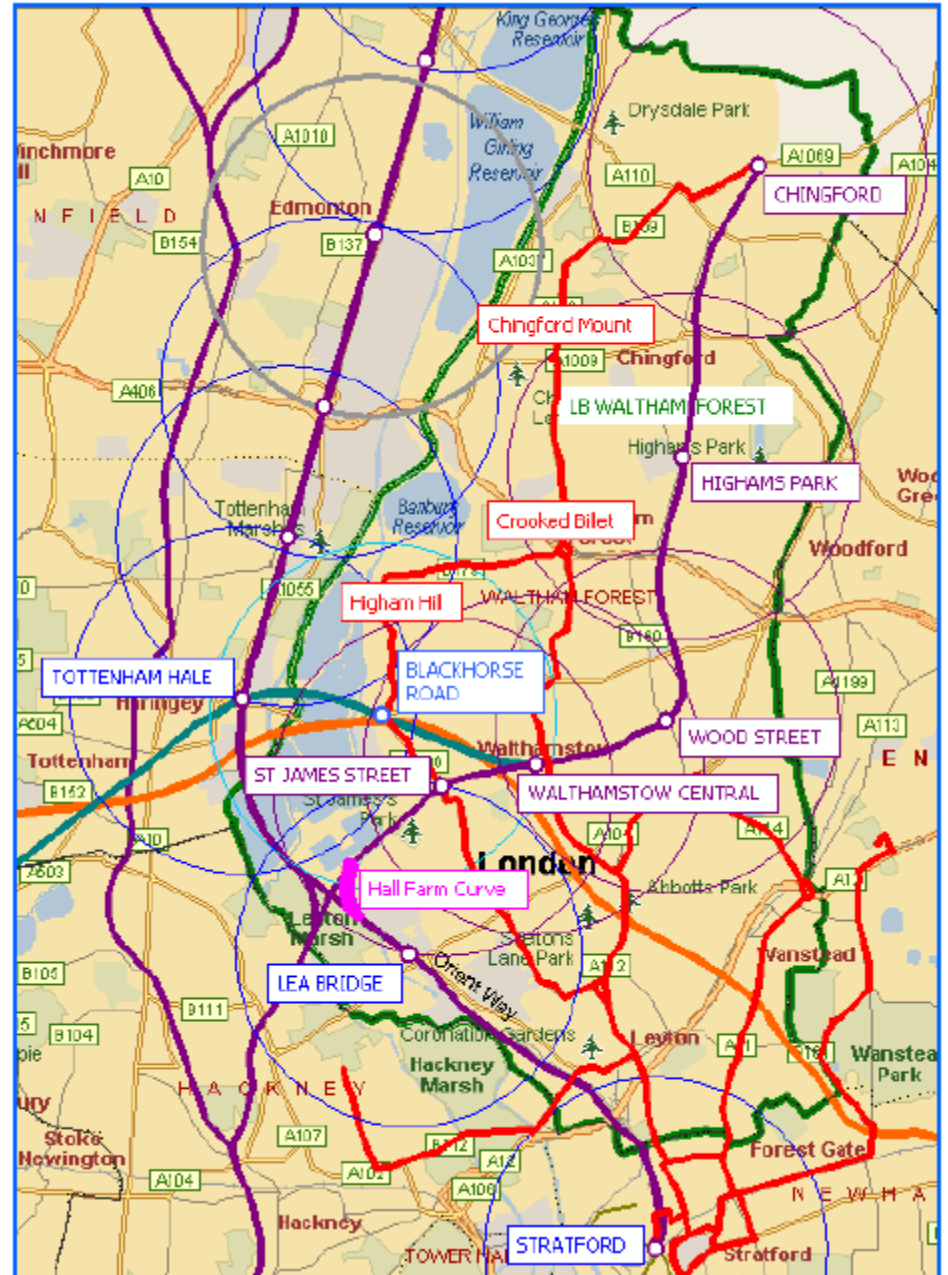


Lea Valley & Waltham Forest

LEA VALLEY RAIL				
Sample journey times (minutes)				
7½ minutes average wait for Lea Valley local train				
ANGEL ROAD (Meridian Water)				
2.5	NORTHUMBERLAND PARK			
5	2.5	TOTTENHAM HALE		
13	8	5	LEA BRIDGE	
15	13	10	5	STRATFORD
5 minutes interchange/waiting time at Tottenham Hale or Stratford				
Total station to station time including waiting and final journey				
38	36	33	28	CANARY WHARF Jubilee
41	39	36	31	LONDON CITY AIRPORT DLR
58	56	53	48	LEWISHAM DLR
30	27	17	26 Stfd	LIVERPOOL STREET Tott.Hale
70	68	56	60	HEATHROW CENTRAL Crossrail
22	19	6	22	WALTHAMSTOW CENTRAL Victoria
30	27	14	30	KINGS CROSS ST PANCRAS Victoria
35	32	19	35	OXFORD CIRCUS Victoria
39	36	23	39	CAMDEN ROAD Overground
45	42	29	45	WEST HAMPSTEAD Overground



Chingford > Stratford



Chingford > Stratford

Stratford and Stratford International station usage						
<i>entries and exits plus interchange</i>	<i>services</i>	2010-11	2009-10	2008-09	2007-08	2006-07
National Rail (ORR estimate)	c2c, Great Eastern, London Overground, West Anglia	new basis: 19,136,000	13,753,000	13,446,000	14,187,000	13,453,000
High Speed 1 (Stfd. International)	South Eastern high speed	409,000	69,000	< opened December 2009		
London Underground	Central and Jubilee Lines	48,570,000	29,820,000	26,990,000	27,230,000	25,627,000
Docklands Light Railway	pre 2012, via Poplar only	6,890,000	6,021,000	5,106,000	<i>n/a</i>	<i>n/a</i>

Some examples of different scenarios are set out below:

1. Capacity overload on the Chingford line during the 2020s
2. Road congestion in the Stratford catchment, caused by Stratford City, Lower Lee Valley developments and other economic regeneration
3. Crossrail 1 forecasting proving inadequate, with more demand than projected once the line opens in 2018/19
4. Victoria Line bursting at the seams, with no Crossrail 2 deliverable until the early 2030s because of funding and approval delays.

Chingford > Stratford: next steps

- Evidence about the forecast future state of train crowding on the Chingford Line
- Business planning by the new long term train operating franchise company, about how it plans to address the PIXC situation
- Identification of any significant gap, alongside the post-Olympics scenario for local economic development
- prioritisation of options for capacity and service solutions, including the role of Chingford-Stratford.

Next steps

Tasks:

- Need and gap
- Business case
- Options
- Initial Industry Plan

Status:

- ✓ identified
- ✓ Network Rail level 2
- ✓ identified in RUS
- ✓ included in Network Rail plan

-
- | | |
|---------------------------|-------------------------------|
| • Initial 5 yr ORR review | reported, £21-29bn fund range |
| • Validation of options | under way as urgent priority |
| • HLOS2 (Govt. position) | due July 2012 + funding |
| • Final Network Rail bid | January 2013 |
| • Full ORR review | Summer 2012 to Autumn 2013 |
| • Control Period 5 starts | April 2014 |

Timescales

- 2012 Include improved local Lea Valley rail service in 2014-19 spending; agree Lea Bridge £
- 2013 Go ahead for Lea Bridge station re-opening, final planning for Lea Valley locals
- 2014 Lea Bridge reopened; start of work on Lea Valley locals; Hackney interchange
- 2015 Completion of initial works and roll-out of first improved local services
- 2016 Initial stance on project priorities in 2019-24, incl. case for Chingford-Stratford

