

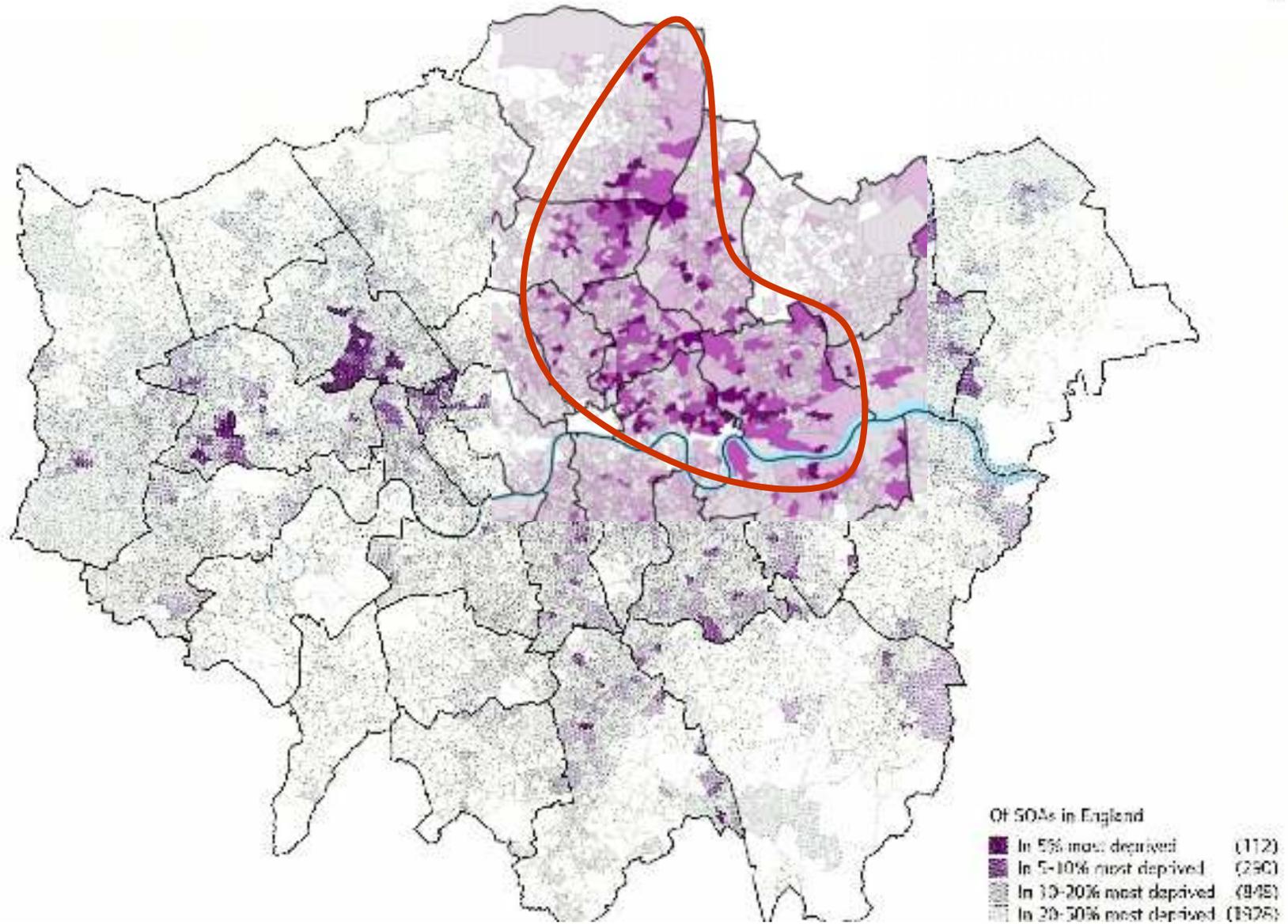


# Access for Lea Valley homes and jobs

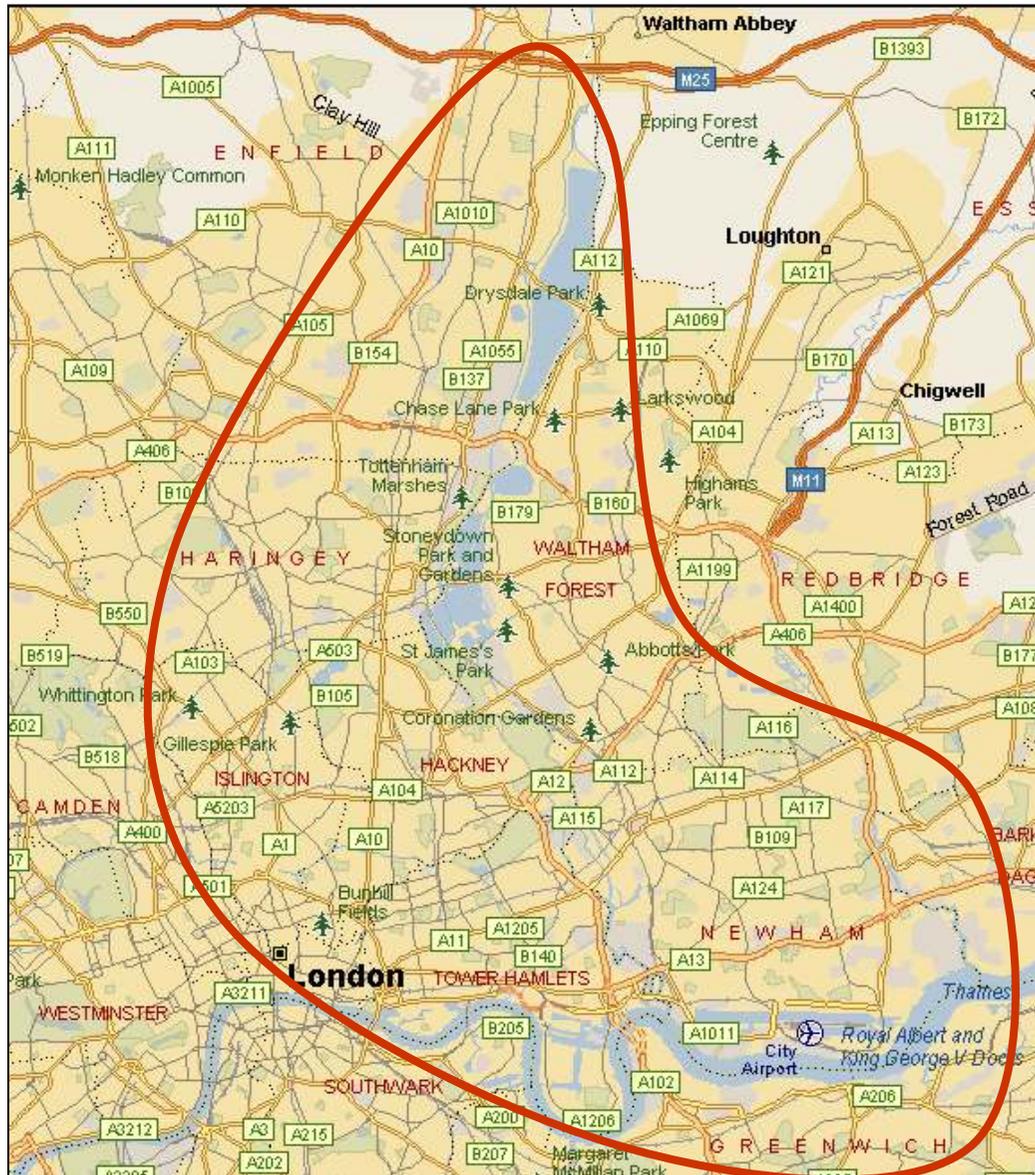
Jonathan Roberts, JRC  
Transport adviser



# Regeneration needed



# Investment and Growth



## UPPER LEA VALLEY

London Stansted Cambridge  
Peterborough growth corridor

London Anglia economic area

Enfield Regeneration

Meridian Water

Tottenham Hale, Blackhorse Lane

Lee Valley Regional Park

Hackney & Waltham Forest  
MAAs, other strategies

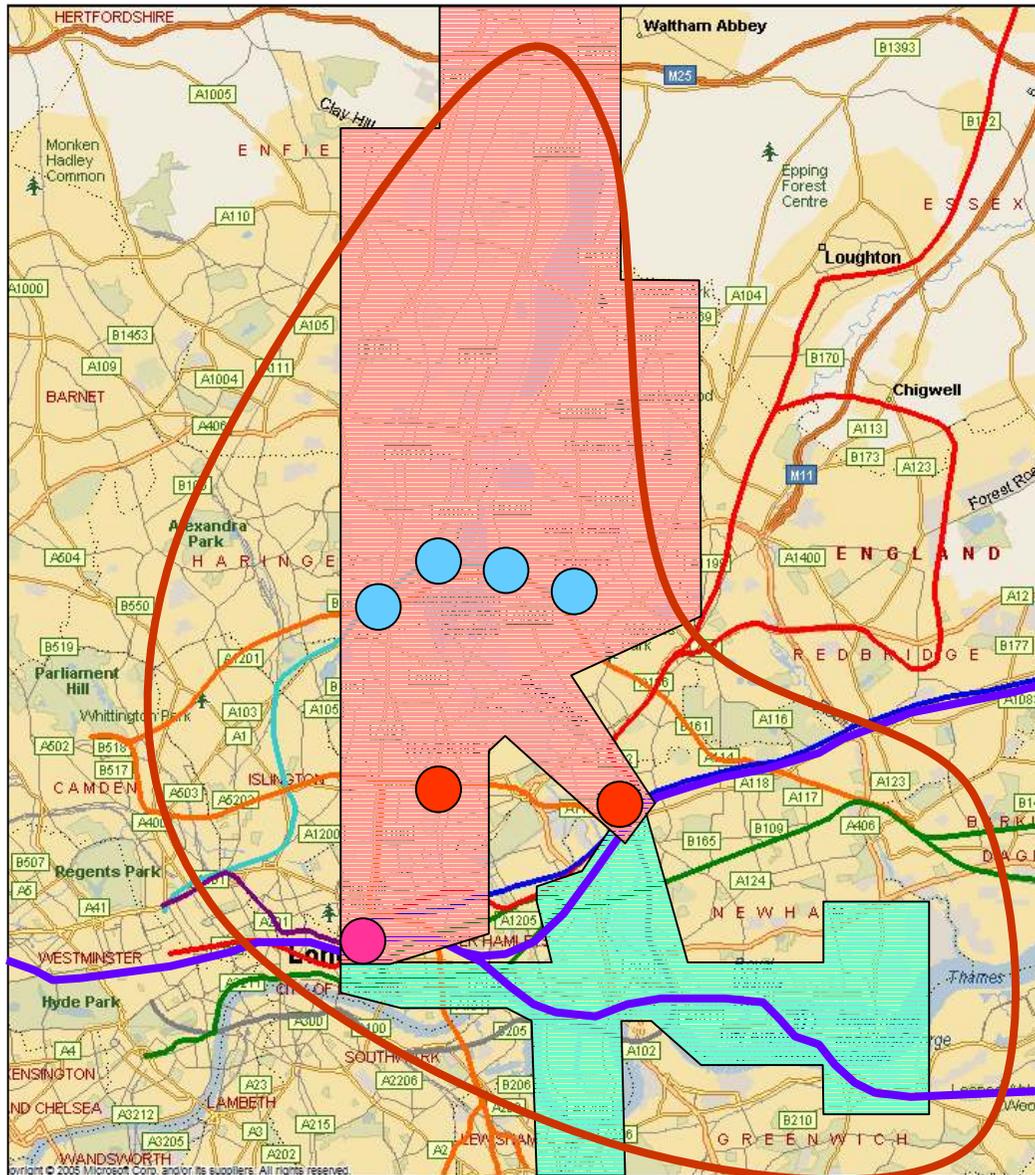
## LOWER LEA VALLEY

Opportunity area, Stratford City

Olympic Games 2012

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)

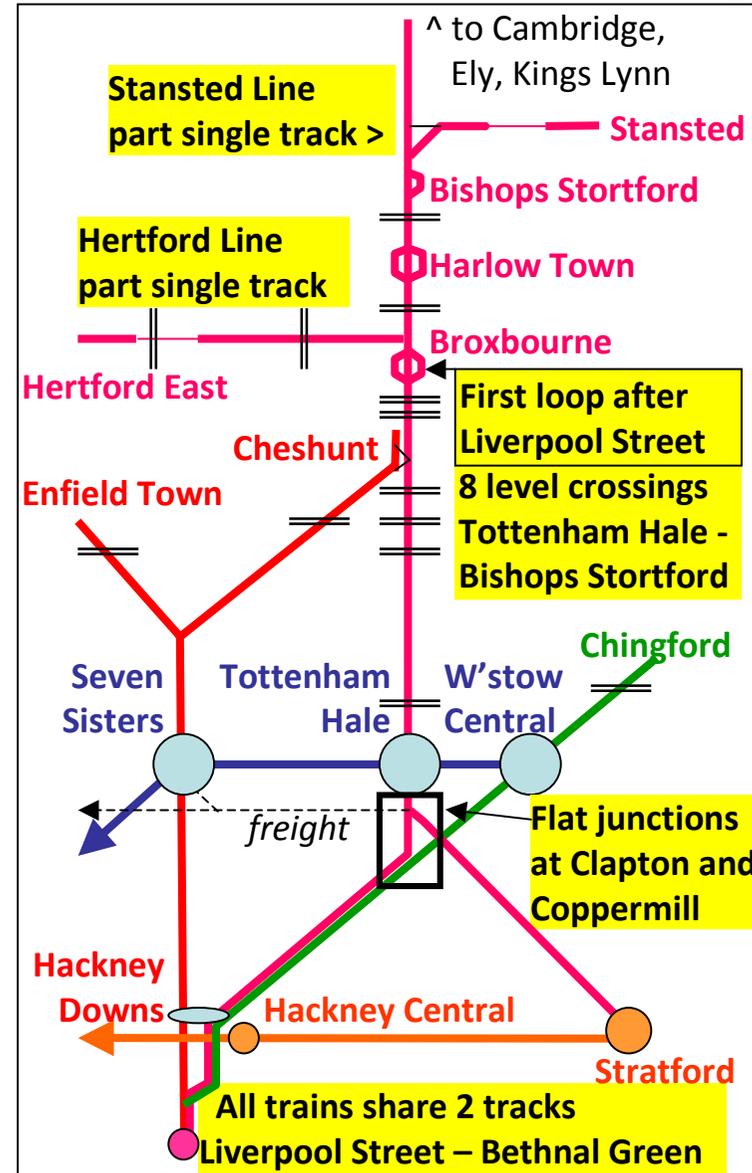
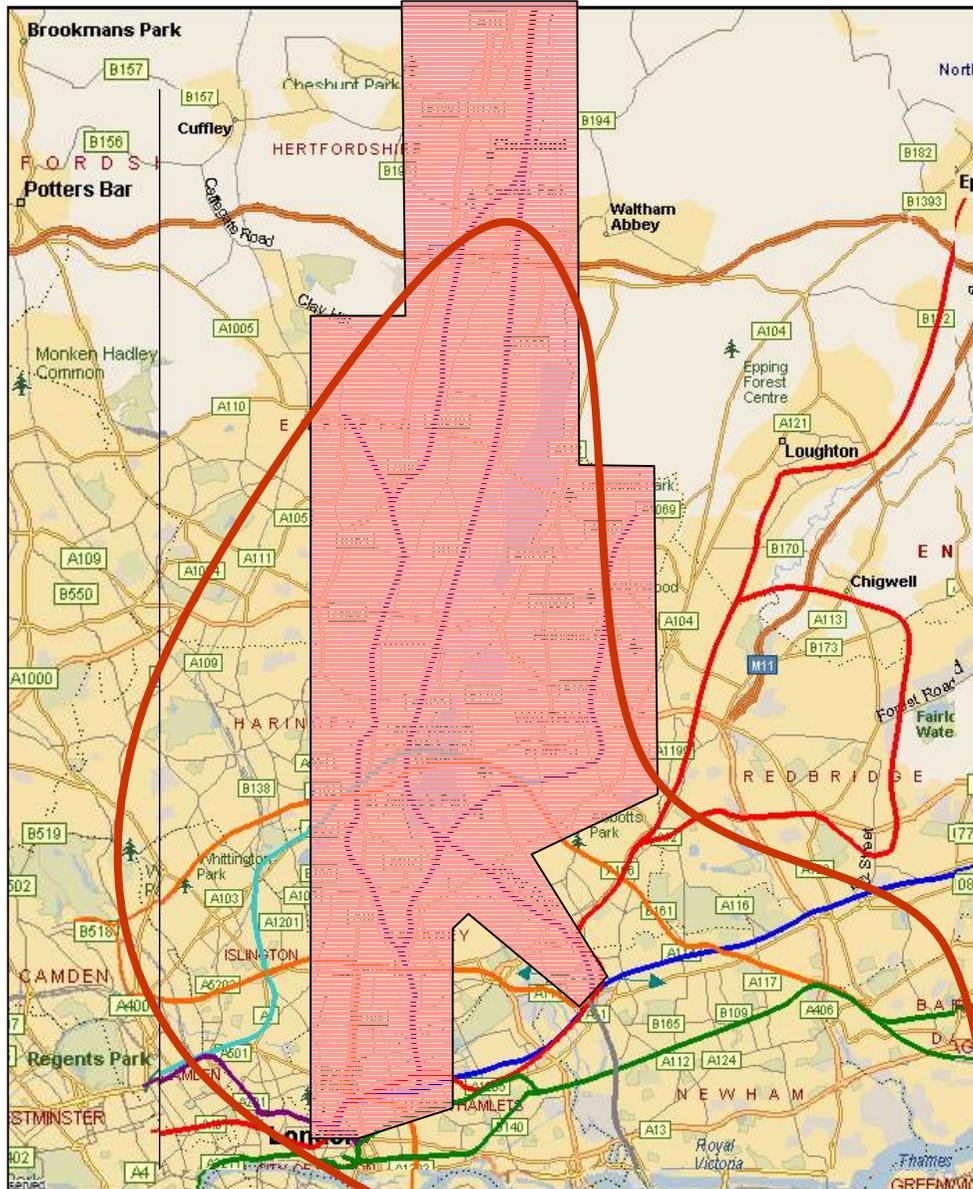
## WEST ANGLIA INTERCHANGES

Stratford, Liverpool Street

Seven Sisters, Tottenham Hale,  
Walthamstow Central

Hackney Downs/Central

# Upgrade required



# Mind the Gaps



## London Rail values –

### What we'd like on West Anglia

Travel in comfort

Reliable, trusted 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
Brimsdown	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

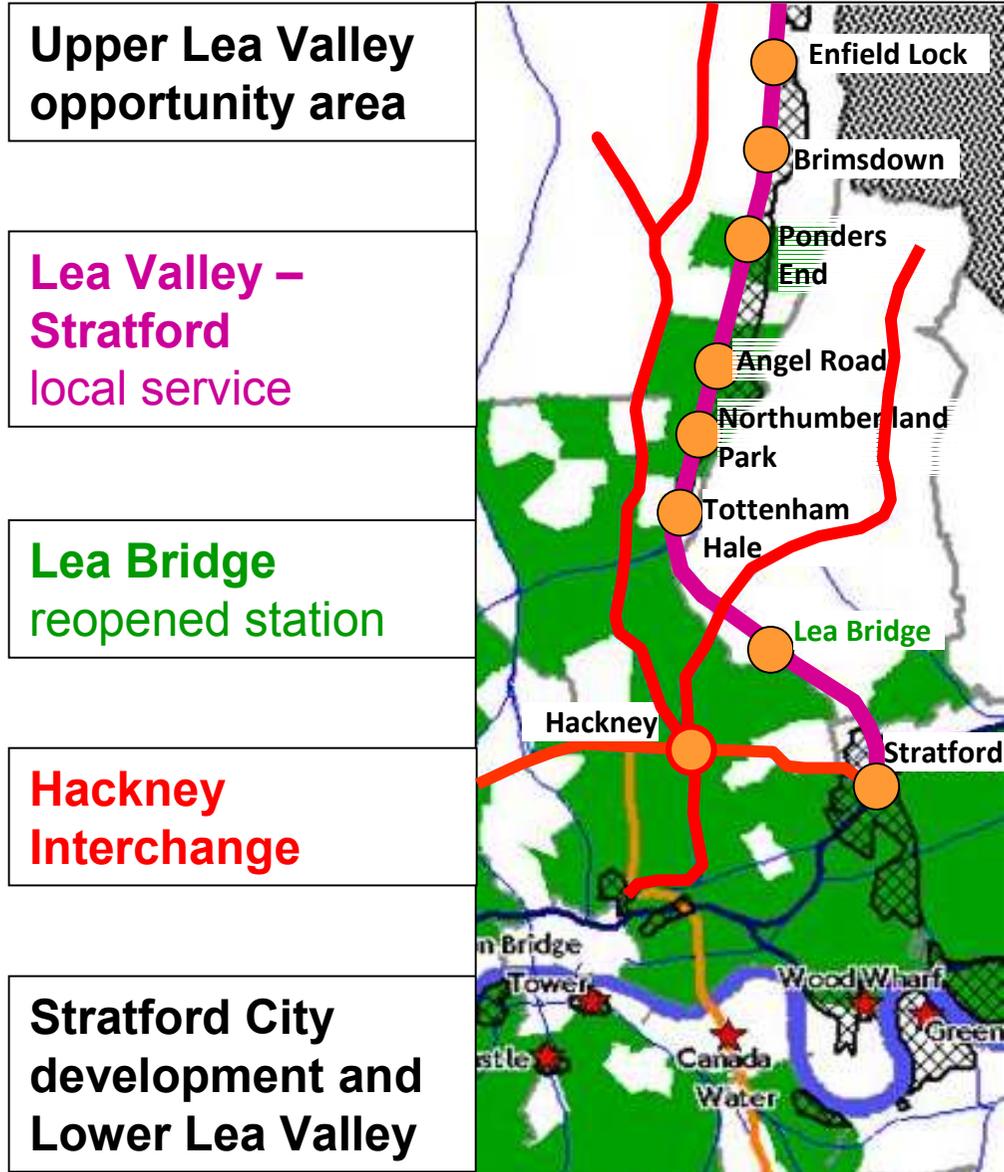
Provisional results for all stations  
Stratford-Tottenham Hale-Enfield Lock

Annual total entry/exit passengers:  
**12.6m** passengers (**11.1m** excl. Stratford)

Office of Rail Regulation passenger  
volume 2009/10 (ticket sales, Travelcard/  
Oyster use): **5.2m** excluding Stratford

Difference with WARG/LBE: **110%**.

# Projects supporting Growth



## Extra rail travel:

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

# 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



Example of timetable conflict on Lea Valley main line: inners vs outers

<b>Options requiring extra track in Ponders End-Enfield Lock area</b>					
<b>Northbound</b>	HFE	SFE	SFP	STX	CAMB
		<b>OR</b>		Peak	Peak
Tottenham Hale	xx:28	xx:31	xx:31	xx:37	xx.40
Northumberland Park		xx:33	xx:33		
Angel Road		xx:35	xx:35		
Ponders End	xx:32½	xx:38½	xx:38½	xx:41	
Brimsdown	xx:34½	xx:40½	<b>extra track to allow</b>		
Enfield Lock	xx:37	xx:43	<b>local service</b>	xx:43	
Waltham Cross	xx:39			1	
Cheshunt	xx:42½			xx:46	
Broxbourne	xx:46½			2 xx:50½	

# 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**

**3<sup>rd</sup> track: segregated local trains Stratford – Tottenham – Brimsdown**

Segregation from Lea Bridge allows extra local station at Picketts Lock

### ***Option C2a***, £25-35m capital

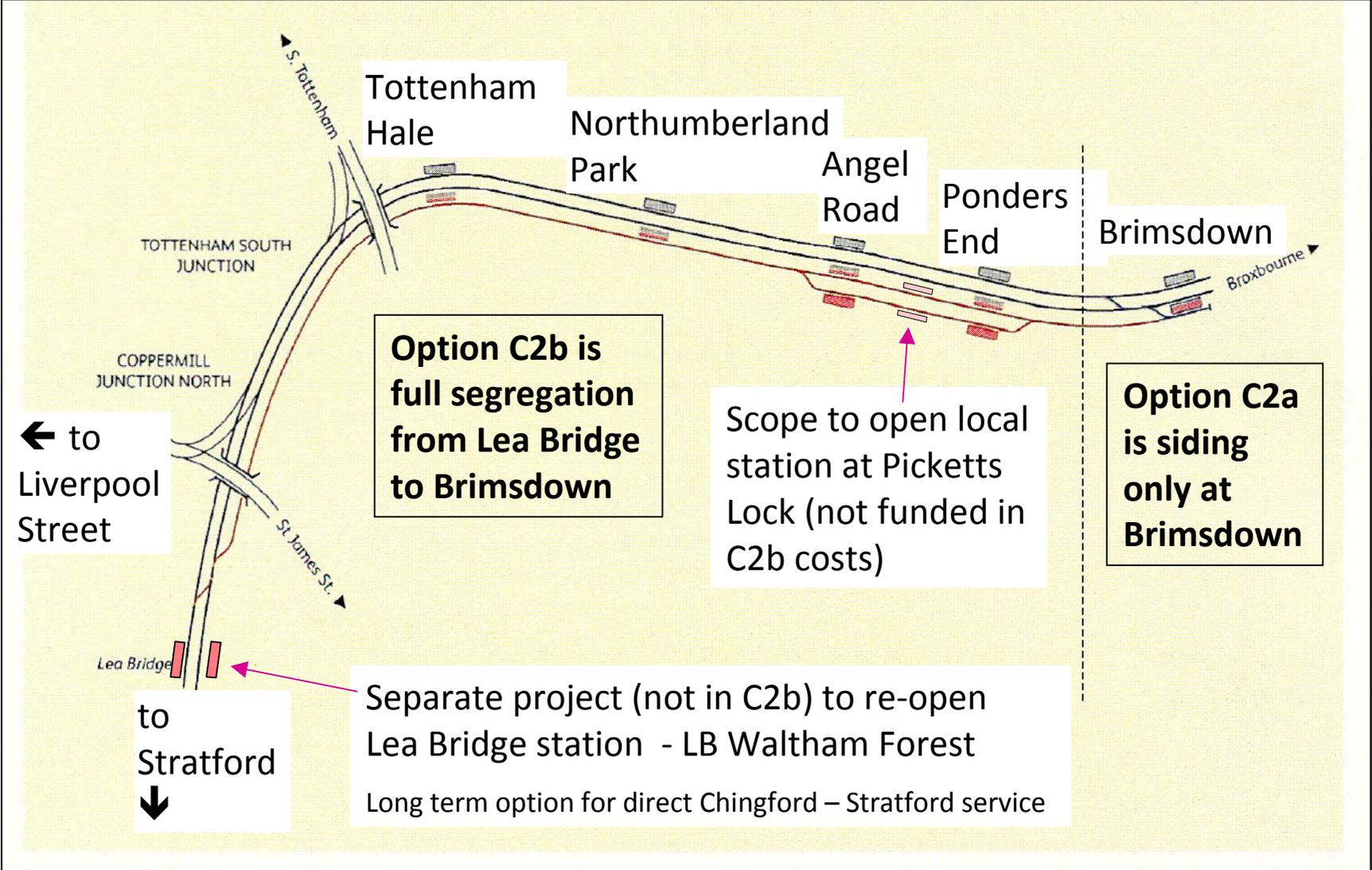
- segregated Brimsdown only
- benefit : cost ratio 11.2 : 1 - 13.7 : 1
- high value for money but ...
- not all stations 4 tph at all times
- train intervals not regular 15 minute
- skip-stop service – can't always travel from one station to next
- not proven operationally robust

### ***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 3<sup>rd</sup> track, with 2½ mile loop
- capable of regular trains every 15 min
- service calling all stops

*Larger schemes were also modelled*

# Lee Valley rail options



# 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 ORR review under way
  - Validation of options under way as urgent priority
  - HLOS2 (Govt. position) due 2 July 2012 + funding
  - Full ORR review Summer 2012 - Autumn 2013
  - Go ahead Autumn 2013
  - Construction and open 2014-15 if C2a, ?different if C2b

# Other projects under way



## Post-riots recovery investment

### **Lea Bridge Station (LB Waltham Forest)**

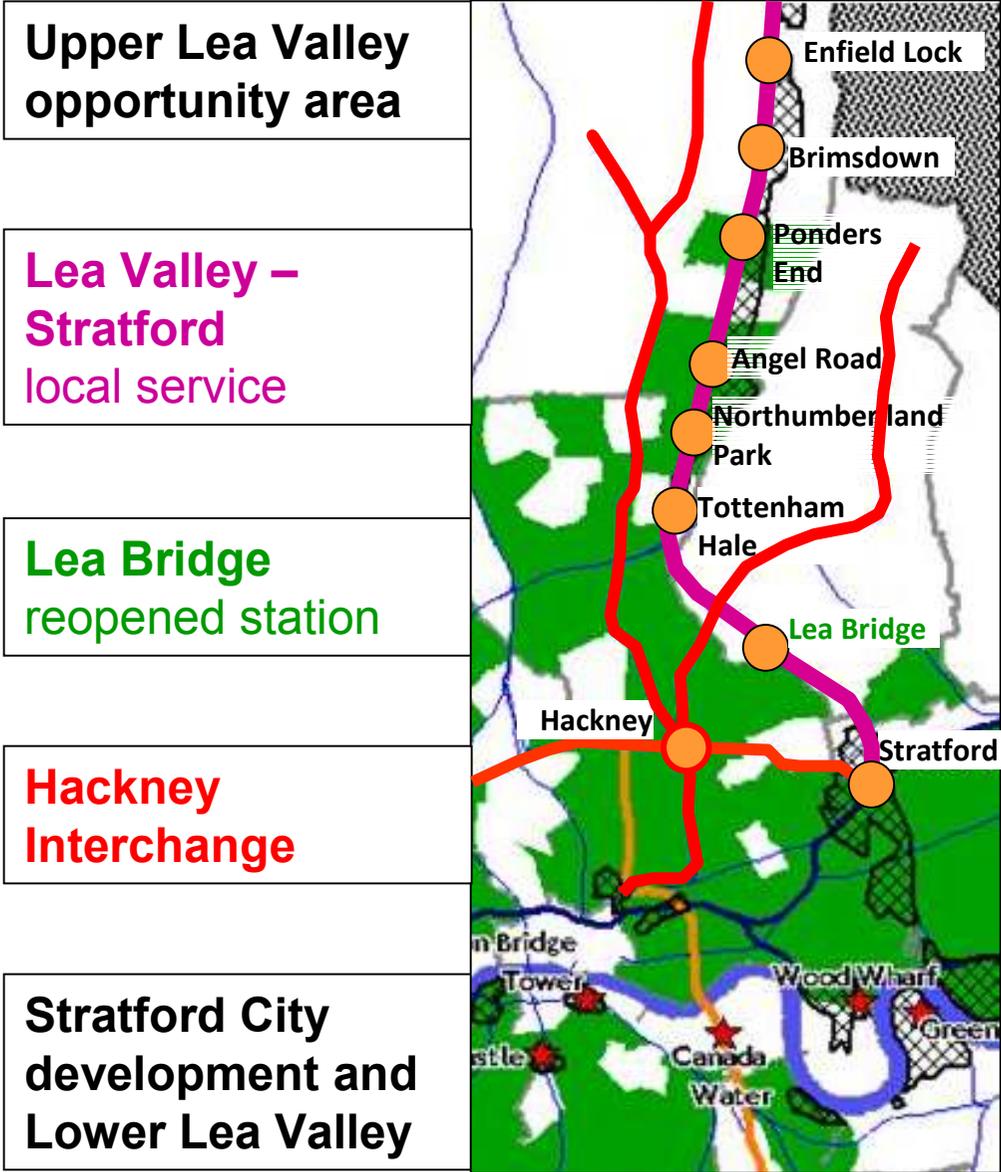
Westfield section 106 funds now ca. £5m

To be committed by end 2012

### **Hackney Interchange (LB Hackney)**

Simple connector Central < > Downs ca. £4m

# Projects supporting Growth



  
**Jonathan Roberts**  
[jr@jrc.org.uk](mailto:jr@jrc.org.uk)  
07545 641204