JRC

Next steps for Lea Valley main line

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LSE RUS, IIP and beyond

- **Option C2a £35m+ = Brimsdown siding**

- **Option C2b £232m+ = partial 3 / 4 track**

- **Option C2a in NwR Initial Industry Plan**

- **Early modelling shows C2a doesn't work, while C2b not full outputs – and not affordable**

- **What are do-able interim options meeting stakeholder objectives within affordability?**

Core outputs – Main rail options

- **STAR = Stratford- Tottenham – Angel Road**

- STAR 1 = 2 tph extra Stratford-Tott.-Angel Rd = 4 tph Stratford-Tott. + 2tph > AR + poss ML

- STAR 2 = 2 tph extra Stratford-Tott. = 4 tph + separate 4 tph Tottenham Hale-Angel Road

Infrastructure

Angel Road												
1 difficult plat		notional schematic of STAR 1 infrastructure (STAR 2 requires more signals at TH)										
+2nd entrance		**North. Park**		**Tott. Hale**		River Lea		Coppermi	Chingford line	Watercourse		**Lea Bridge**

Angel Road, 1 difficult plat, +2nd entrance. North. Park. Tott. Hale. River Lea. Coppermi. Jcn water. Chingford line. Watercourse. Lea Bridge.

remove level crossing

Red signal > is essential

from main line ---- to Stratford
to main line ---- from Stratford

Green signal > may be needed but primarily as platform starter indicator, not for train safety, as track proved OK by previous red signal

Option costings

- **STAR 2 = transport+development objectives**
  - CAPEX (TfL £ basis): £21m ST-TH,
                              £39.8m TH-AR = £60.8m

  - OPEX (inc ORR RAB): £2.8m ST-TH,
                              £2.8m TH-AR = £5.6m

- **STAR 1 = transport-led, combined service**
  - CAPEX (TfL £ basis): £52.4m
  - OPEX (inc ORR RAB): £4.5m

Operating costs

	STAR 1		STAR 2	
	ST-TH		TH-AR	
	only		only	
		OPEX		
	£m		£m	
ST-TH miles	0.9		0.4	TH-AR miles
2 train lease	1.0		0.5	1 train lease
ORR £ RAB	1.0		1.9	ORR £ RAB
	2.8		**2.8**	
combined cost £4.5m (-1 train, fewer miles to AR)				

Next steps

- **Work on revenue baselines and projections**

- **Work on core infrastructure costs**

- **Work on gaps in capex / opex vs projected income**