


London Transport Users Committee Rail and Underground Sub-Committee	R&U
Secretariat's Memorandum Author: Dan Taylor	Agenda No: 12 h RU: 25 Date: 12.07.05

 <i>Speaking for Transport Users in & around London</i>	NOTE ON MEETING WITH EXTERNAL BODY
MEETING:	Transport for London – Stratford Development / Olympic Update
MEETING DATE:	15.06.05
LOCATION:	6 Middle Street, EC1A
PARTICIPANTS:	Eric Waters [Transport for London]
LTUC	Dan Taylor, Tony Shields
AUTHOR OF REPORT	Dan Taylor

1 Transport for London had contacted the Senior Committee Administrator offering to provide LTUC with an update on the Stratford City Development and London's bid for the 2012 Olympics. This was a follow-up of Mr Waters' recent presentation to the Rail & Underground Sub-Committee.

2 Feasibility Study

2.1 London Underground had approved stage two of the feasibility study against its Project Assurance Plan stage 2. The outline design, which mitigates 2016 demand as detailed in the Mayor's London Plan, has been agreed. The design will - with the addition of temporary bridge works and management - cope with the Olympic traffic in 2012. Network Rail was expected to sign-off the outline design to their Grip 4 [Guide to Railway Investment Project] in early July 2005.

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2.2 A decision on the positioning of the new northern ticket hall had been delayed because of DLR's proposed takeover of the North London Line. As DLR had yet to finalise the position of the North London Line terminating platforms [for Silverlink services approaching Stratford from the north] there was a need to delay the decision making process for the ticket office. The functional specification for the ticket office had however been worked up.

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3 Link Schemes

3.1 Docklands Light Railway: The replacement of its current terminating platform 4 with two new platforms (designated 4a and 4b) is progressing. The work is scheduled for completion in 2006.

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3.2 Docklands Light Railway: Conversion of the North London Line south of Stratford – the Transport and Works Act Order was expected by the end of July; the public scheme would come in 2006. The project was expected to be complete by 2010.

3.3 Stratford City Development [SCD]: The enhancement project of Stratford Regional Station [SRS], was at Grip 4 whilst SCD, was only at Grip 2. The planning timetable for the development of the new 'Living Bridge' and the Carpenters Estate Bridge was quite tight, as Network Rail had identified Christmas 2009 (possibly 2008) as possible dates for the developers to conduct the work across the tracks.

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3.4 A Strategic Forum had been established to oversee the project. This included representatives from the LDA, GLA, the developers, Office of the Deputy Prime Minister, DfT, NR and LBN

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3.5 Other link projects included:

- The Northern Bus Terminal
- West Ham Station re-development
- Enhancements to the Upper Lea Valley to cater for traffic on the M11 corridor.
- Integrated Kent Franchise

4 Interchange

4.1 TfL has with the support of LBN commissioned Weston Williamson to ascertain the minimum requirements of an interchange and to compare options against those requirements. They took as a base option DLR and walking through the shopping centre.

4.2 Passengers intending to use DLR services would have to walk north through a small car park and cross a three lane road [with DLR platforms being sited as close to the international part of the station as possible]. Those passengers intending to head south to the Stratford mainline/LUL station currently faced a 400 meter walk. As a condition of its, TWA Order consent Union Railways, was required to provide an enclosed walkway with, for much of its route, a travelator or similar mode of mechanical link.

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4.2 The study included researching the interchange between Lille [France] and Lille Flanders, which consisted of a metro service and a fixed tram link with two walking options either along the road or via a shopping centre. Research showed that neither of the mechanical links was favoured by passengers after 8.00 pm due primarily to security reasons. The train frequency is 1.5 minutes and consists of two small cars, access to which is not well signed or used that much at the international end.

4.3 The shopping centre is approximately half the size of SCD's proposed development with over 9000 car parking spaces. TfL found that the shopping centre worked well as a shopping centre but the cross flow of shoppers conflicted with the movements of those passengers wishing to interchange between the two stations. With this in mind and questions over whether the developers of SDC would want to staff/open the shopping centre for the morning peak and late at night, it was felt that interchange via the proposed shopping centre was not a solution, at least, without some segregation of passengers from shoppers.

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4.4 Initial review of the report shows that although the options of DLR and walking are adequate they do not fulfil all the requirements of an interchange. The report is currently being evaluated by TfL with whole life. After consultation the report will be circulated to key stakeholders. The decision on whether the TWA obligations are to be fulfilled rests s with the borough council, Newham. A decision was likely to come after the winning bid for the 2012 Olympics had been announced on July 6th and before the end of the year. It was stressed that the travelator was not part of the Olympic bid, as passengers travelling to the Olympic Stadium would have no need to use it.

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5 Olympic decision

5.1 A decision on whether London had been successful in its bid to hold the Olympics in 2012 was expected on the 6th July; the final voting and decision is expected to be televised at 12.45PM.

5.2 Once the announcement had been made TfL would welcome the further opportunity to provide LTUC's Rail and Underground Sub-Committee with a brief update on how things were to proceed.