

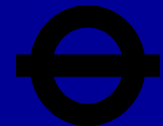


Transport for London  
**London Underground**

**Epping Forest District Council Liaison  
Meeting 16<sup>th</sup> March 2006**

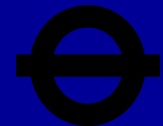
**Simon Williams**

**Operational Capability Enhancement Manager**



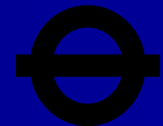
# Agenda

- **Hainault to Woodford Service**
- **Epping Car Park Development and Approach Road Cleaning**
- **Epping to Ongar Line**
- **Ticket Selling (Theydon Bois)**
- **Accessibility Programme**
- **Update on Station Modernisation and Refurbishment Programme**
- **Questions and Discussion**



# Hainault to Woodford Service

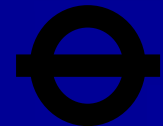
- Board has agreed extension of operating hours as part of next Central line timetable change
- Introduction likely to be in October
- Exact finish time to be confirmed but will be shortly after midnight
- Additional station staff to be provided
- Expensive so hopefully will be well used!



# **Epping Car Park Development**

## **CIlr Whitehouse**

- **Working on outline design**
- **However, has progressed slowly due to:**
  - **TfL request for car park network study**
  - **Hatton Cross Planning Inquiry unsuccessful**
  - **English Partnerships Affordable Housing Study**
- **Network study concluded only room for max 150 additional spaces without major road alterations**
- **Concept would involve building a deck on lower level part of car park**
- **Builders' yard also in LU ownership so could possibly form part of development**





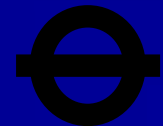






# Epping Approach Road Cleaning

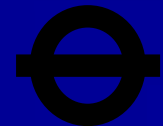
- **Responsibility of Metronet BCV**
- **Cleaners on site at Epping everyday**
- **If specific faults reported then have to be cleared within 3 hours otherwise charged £53 per 2 hours**
- **Embankment between track and fence is classed as track fault and clearance time is 5 days**
- **Have asked Group Station Manager to ensure Station Supervisors monitor cleaning and consistently report faults**



# Epping to Ongar Line

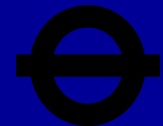
## Cllr Wright

- Covered previously (e.g. Tim O'Toole letter to John Scott 28<sup>th</sup> November 2005)
- Substantial capital cost:
  - Power supply upgrade
  - Track and signalling works
  - Extra train
  - Modernisation of stations
- Operating costs
- Not in LU ownership
- Critical capacity constraints in central London – priority of Crossrail



# Epping to Ongar Line Demand

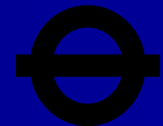
- **Based on demand growth rate since closure, 541 extra journeys estimated to be generated**
- **Far below benchmark required to meet investment appraisal criteria**
- **Even ambitious assumption of quadrupling demand to take account of new housing is insufficient to justify investment**



# **Ticket Selling (Theydon Bois)**

## **CIr Rush**

- **Ticket office at Theydon Bois closed due to low demand (also Chigwell, Grange Hill, Roding Valley)**
- **100,000 fewer tickets sold per week at ticket offices due to Oyster card**
- **Member of staff remains at Theydon Bois throughout day to fill machines and provide assistance**
- **Other options:**
  - **Ticket Stop (The Book Shop, 17 Forest Drive)**
  - **Buy a single from the machine and visit ticket office at destination/interchange point to pay correct fare**
- **N.B. Children under 11 travel free from 2<sup>nd</sup> April if accompanied by an adult**



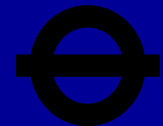
# Accessibility Programme

- **LU committed to deliver 25% of network step free by 2010 and have plans in place to achieve this**
- **Recently published plans for 33% step free by 2012 (92 stations), subject to additional funding beyond 2010 - map**
- **Further plans being developed for Mayor's aspiration of 50% step free by 2020**
- **More than 7000 frontline staff have had Disability Equality Training**
- **Station Modernisations are providing improvements such as tactile surfaces, induction loops and contrasting colours**

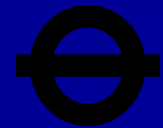


# Accessibility – Buckhurst Hill

- **Pre-feasibility study undertaken**
- **Conclusions:**
  - Reopening disused Queens Road entrances would each only provide access to one platform
  - Opposite platform not easily accessed as existing subway has long non-compliant stepped and ramped approaches
  - Major alterations to these would be required and very expensive due to cost of purchasing land
  - Potential need for two new ticket halls
  - Generally would be longer distance, higher cost and greater disruption than installing lifts
- **Decided not to proceed in the 2012 network, though not ruled out for the longer term**



# **Update on Station Modernisation and Refurbishment Programme**



# Epping





**MIND THE GAP**





THEYDON BOIS





# Debden

- Work due to start shortly for completion in 2007

