

**TRANSPORT FOR LONDON**

**RAIL AND UNDERGROUND PANEL**

**SUBJECT: EAST LONDON LINE PHASE 2**

**DATE: 7 JULY 2010**

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**1 PURPOSE**

- 1.1 The purpose of the paper is to provide an update on the progress of the East London Line Phase 2 – now to be referred to as the ‘New South London line’ at the request of the Mayor.
- 1.2 The Panel is asked to note the paper.

**2 LONDON OVERGROUND EXTENSION TO CLAPHAM JUNCTION**

- 2.1 Development work for the London Overground extension to Clapham Junction is continuing. Following the evaluation of responses received to an OJEU Contract Notice for TfL’s civil engineering and track works, a tender shortlist was finalised and agreed at the end of June. The Invitation to Tender for this contract is due to be issued in July with construction work likely to start in the final quarter of 2010. In parallel, quotations are being sought for the associated Railway Systems and Power works as variations to the Dalston Western curve contracts; TfL included a Phase 2 option as part of the Dalston Western curve procurement process.
- 2.2 The funding package for the project did not include the cost of building a new station at Surrey Canal Road. The London Borough of Lewisham’s Mayor and Cabinet have confirmed a contribution of £3m towards the station from its Local Implementation Plan funding, and TfL and Lewisham have had a number of meetings with the Department for Transport to discuss whether it is still prepared to put in the £7m that was previously offered. However no decision was received from the DfT prior to the election. The Mayor has recently written to Philip Hammond, the Secretary of State for Transport seeking clarification as to whether the £7m is still available.
- 2.3 However, should funding be confirmed in the immediate future it would not be possible to build and open the station within the same timescales as the rest of the project, although every effort would be made to open it as soon as possible. At a minimum, provision for a station will be included in the design of the scheme which would allow construction at a later date.

**3 JOINT TfL-LONDON TRAVELWATCH SOUTH LONDON LINE STUDY**

- 3.1 The South London Line (SLL), which runs between London Bridge and London Victoria, is being withdrawn because of the Thameslink Programme works in 2012 that will reduce the number of platforms and paths available at London Bridge station, preventing the SLL from operating in the future. This was a decision by Network Rail and the DfT affecting rail services that are not under the control of

TfL or the Mayor.

- 3.2 Two new rail services were proposed by Network Rail in the South London Route Utilisation Strategy (RUS) to help mitigate this loss of the SLL service – the London Overground extension to Clapham Junction and a proposed Victoria to Bellingham line. Although there is a good case for the two new services individually, there is insufficient funding to introduce both.
- 3.3 TfL made a successful argument to the DfT that the London Overground extension should take priority. This project has greater benefits because it doubles the frequency on the SLL, is forecast to carry more passengers, provides access to more jobs and provides more new journey opportunities to a greater number of people. Crucially the extension to Clapham Junction allows for the completion of an inner London orbital railway – a huge opportunity to create greater connectivity, especially in South London, and relieve congestion.
- 3.4 TfL recognised that with the withdrawal of the SLL and even with the implementation of the further London Overground extension to Clapham Junction, there would remain a number of gaps in service into the main London terminals of London Bridge and Victoria. Because of this, TfL undertook a study with London TravelWatch to review ways of mitigating the withdrawal of the South London Line service. This study has now been completed.
- 3.5 The findings indicate that one option appears the most appropriate (in terms of operability, affordability and value for money) in the interim to address the gaps in service provision when London Overground services to Clapham Junction commence and the South London Line service is withdrawn. This option provides additional stops in long distance Kent Coast services at peak times to serve Denmark Hill and Peckham Rye, and a half hourly Bromley South to Victoria service outside of peak times to serve all stations between Peckham Rye and Wandsworth Road.
- 3.6 This is not a perfect solution, as Wandsworth Road and Clapham High Street stations would still not have direct services into London Victoria in the peak period (7.00-10.00 and 16.00-19.00). However, it has not been possible to find a solution for this gap which does require either a full timetable recast or platform lengthening at these stations.
- 3.7 TfL and London TravelWatch held a meeting with stakeholders on 1 June 2010 to present the findings of the study. TfL believes there was general consensus at the meeting that the proposed option was acceptable in the short term (although concerns were expressed about the remaining gap referred to above), but TfL understands that the various groups may meet to discuss the findings further. It was also highlighted at the meeting that Kent passengers may have views on this proposal due to the impact on their services.
- 3.8 In the longer term, when a full recast of the timetable takes place (expected upon completion of the Thameslink Programme in 2016) a solution which addresses the gaps more fully may be achievable.
- 3.9 The proposed solution requires funding of approximately £900,000 per year to subsidise the service changes, however TfL's funding is fully committed in its Business Plan until 2017/18. The Mayor has written to the Secretary of State for Transport, Philip Hammond, to set out the findings of the study and seek a commitment for the service changes to be specified and funded in the new

Southeastern franchise when it is renewed in 2014. The letter also requests that the DfT fund these enhancements on an interim basis and seek the necessary amendments to the existing Southeastern franchise to enable this to happen.

- 3.10 TfL will also seek to influence Network Rail's London and Southeast Route Utilisation Strategy so that the Victoria-Bromley service is written into future plans for the network. TfL is also working with the Department for Transport to ensure that the East London line extensions play an appropriate role in mitigating the impact of any disruption as a result of the Thameslink works at London Bridge when it starts in autumn 2012.

#### **4 RECOMMENDATION**

- 4.1 The Panel is asked to NOTE this paper.

#### **5 CONTACT**

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