

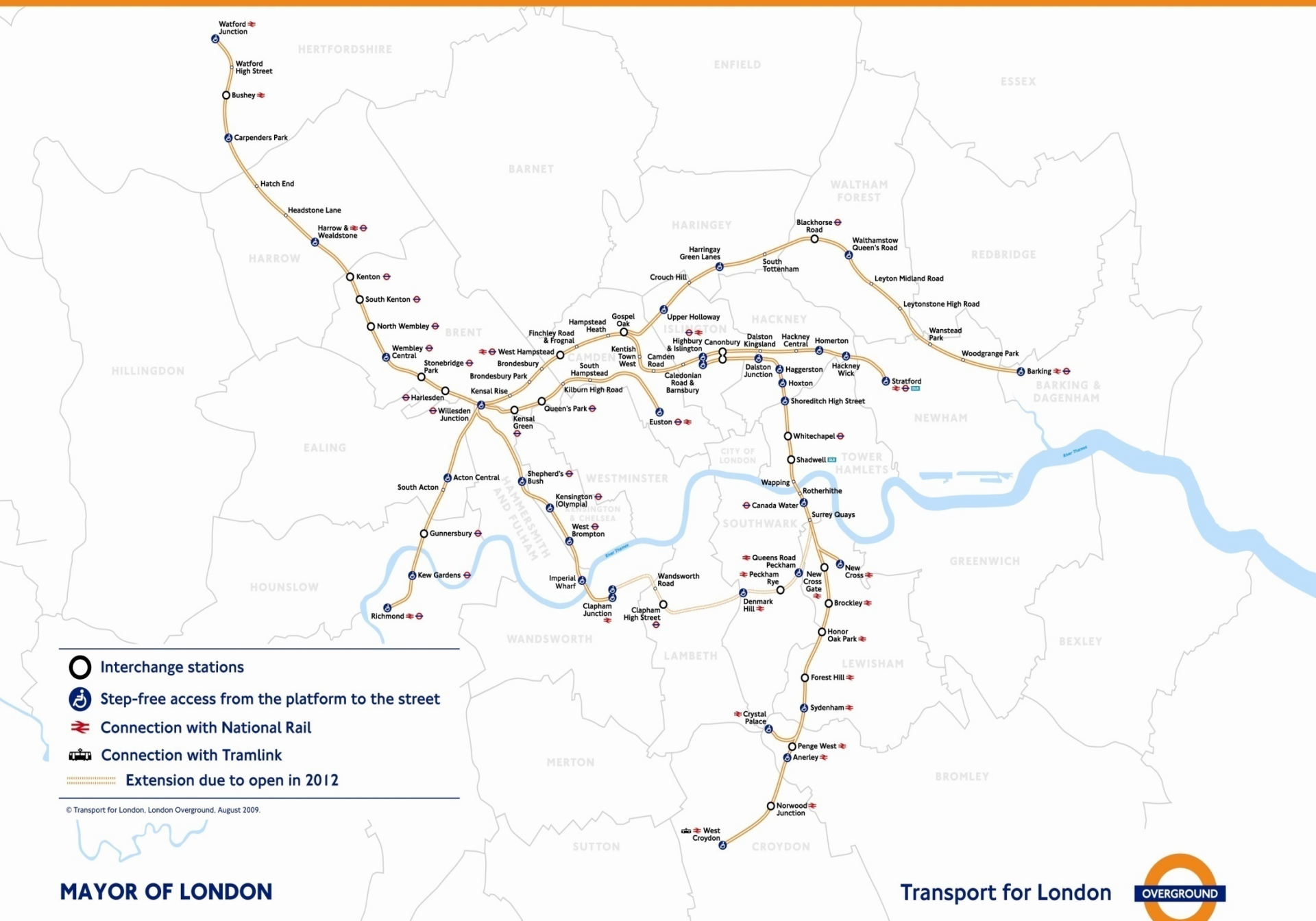
TfL / London TravelWatch South London Line services study



**Stakeholder update meeting
24 November 2009**

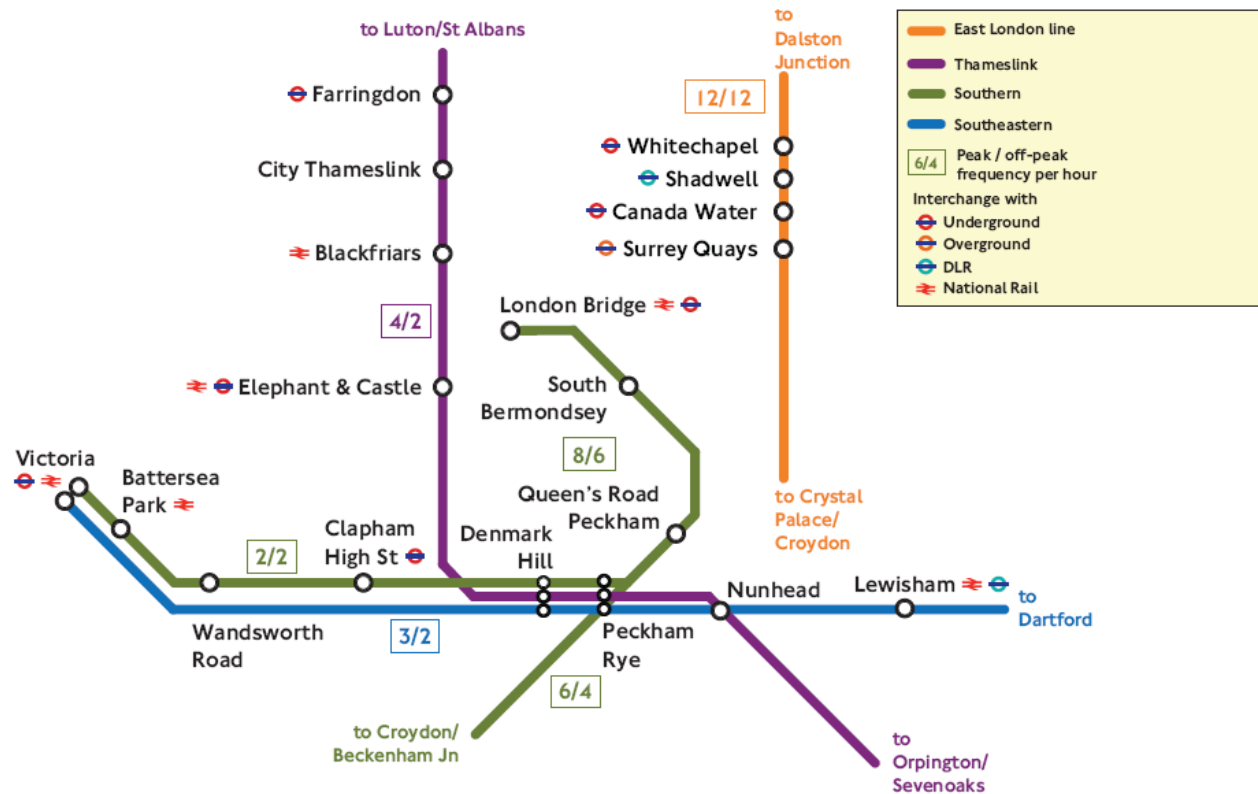


London Overground geographic map 2012



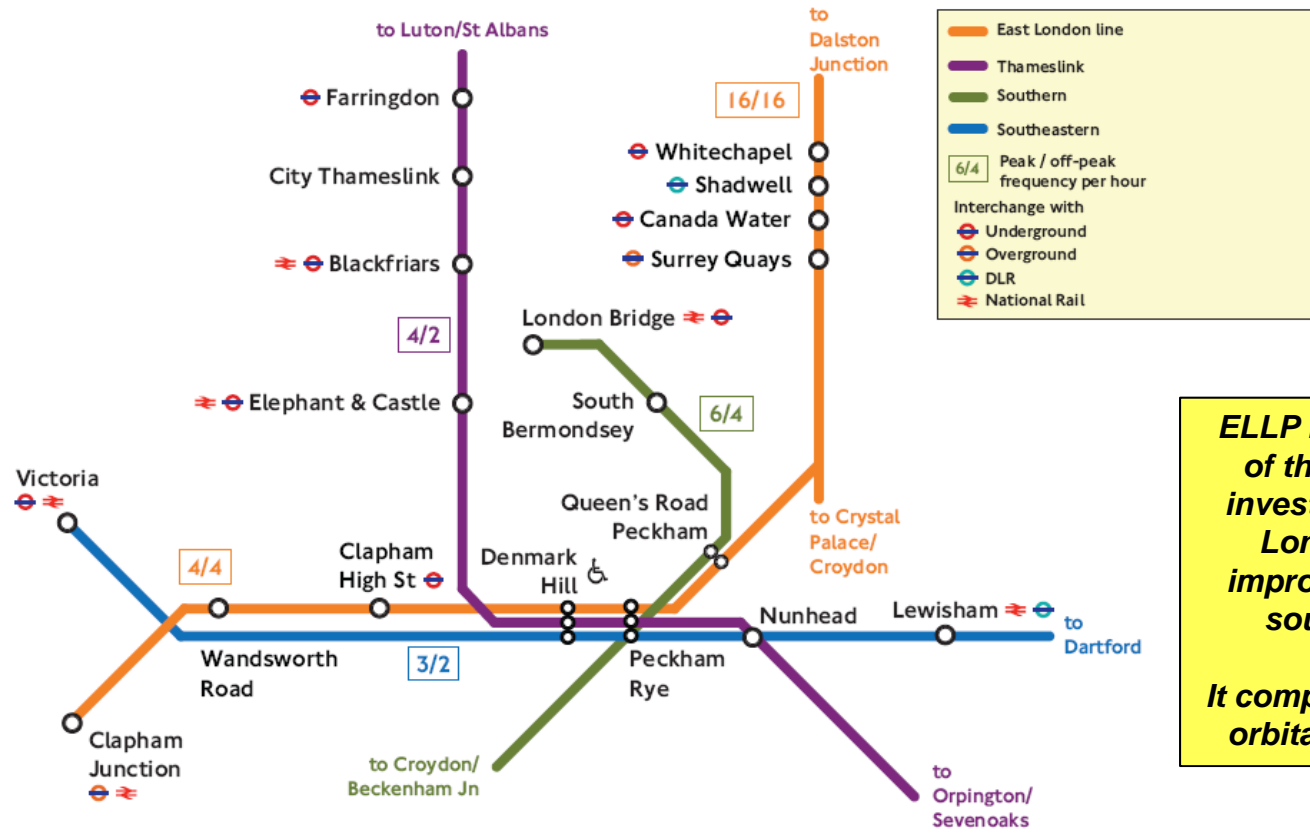
Background - withdrawal of SLL

The withdrawal of the existing South London Line (SLL) service between London Bridge and Victoria in 2012 was proposed by Network Rail to accommodate the Thameslink Programme works at London Bridge



Background – introduction of ELLP2

It will be replaced by the East London Line extension to Clapham Junction (ELLP2) in 2012 which provides 4 trains per hour on the line



ELLP Phase 2 is part of the £1bn being invested in the East London Line to improve services in south London.

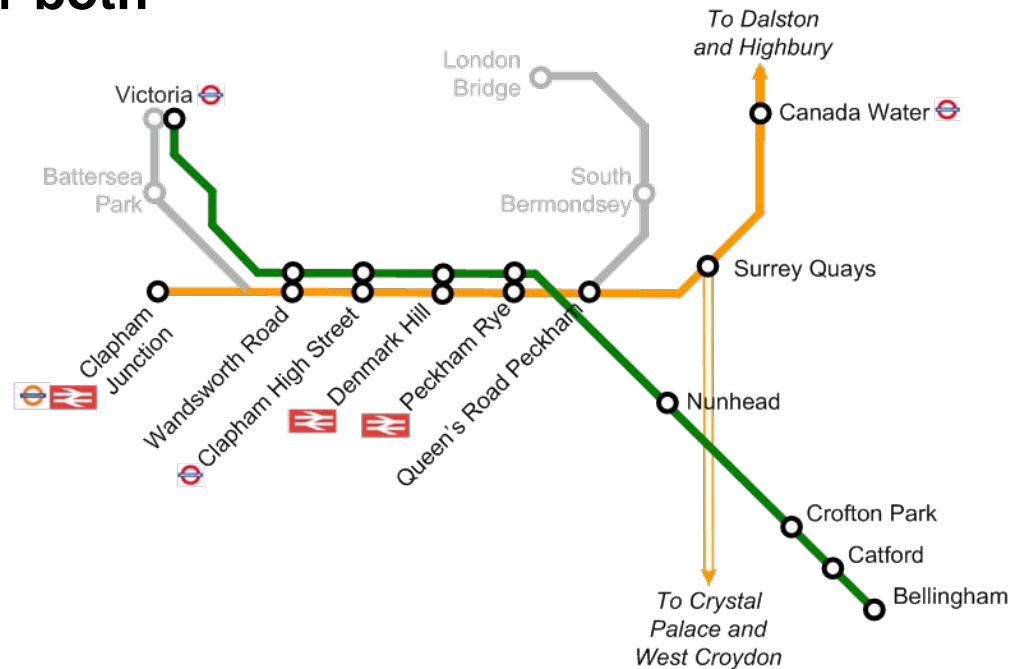
It completes London's orbital rail network.





Alternative options

- Bellingham – Victoria service was also proposed to maintain links to central London
- But insufficient funding for both
- ELLP2 provides more benefits:
 - *Access to significantly more jobs*
 - *Carries more passengers*
 - *Doubles frequency on the line*
 - *Better journey opportunities to more people*
- But reduced frequencies to central London
- Joint study is being carried out to find ways of mitigating this

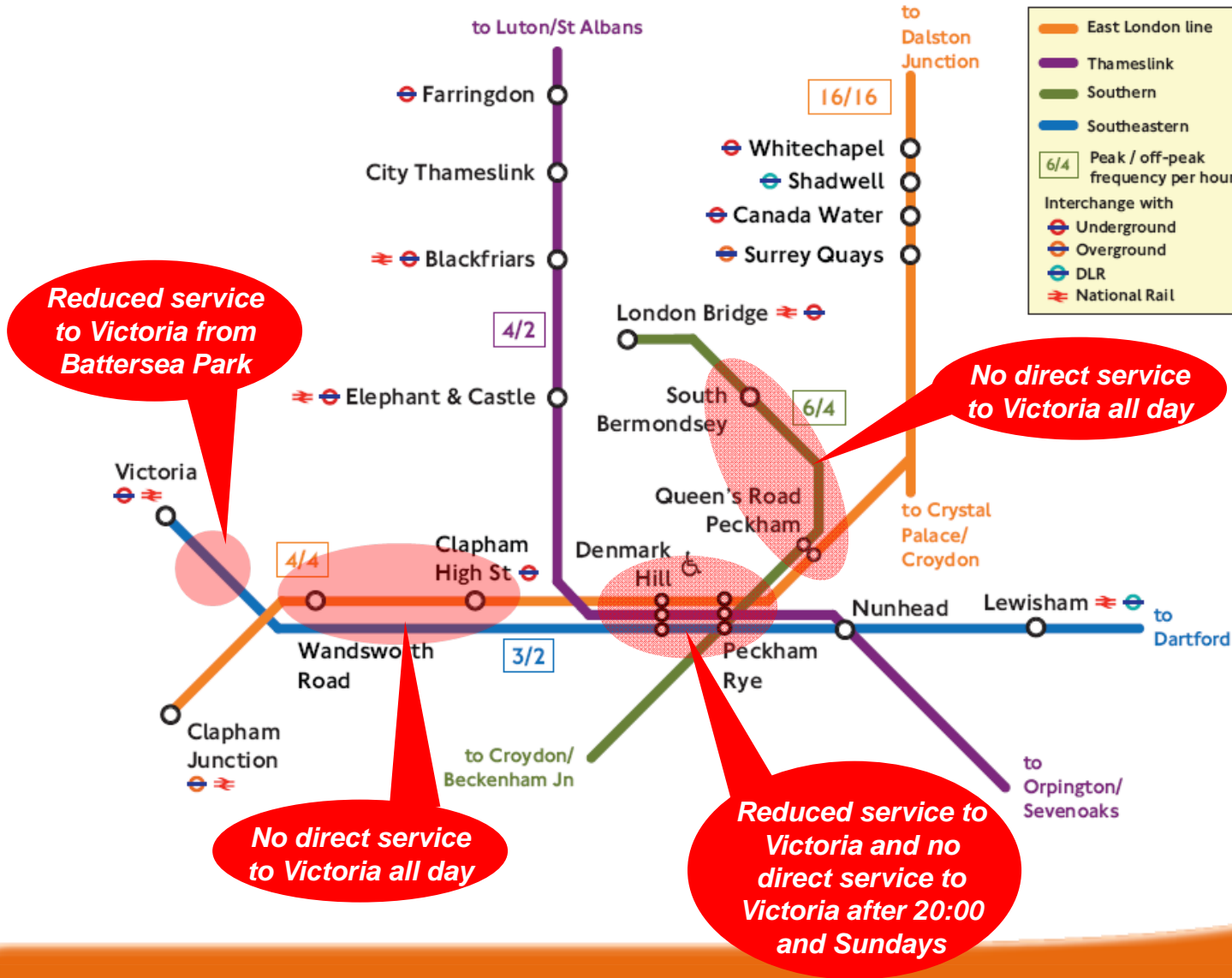


Objectives of study

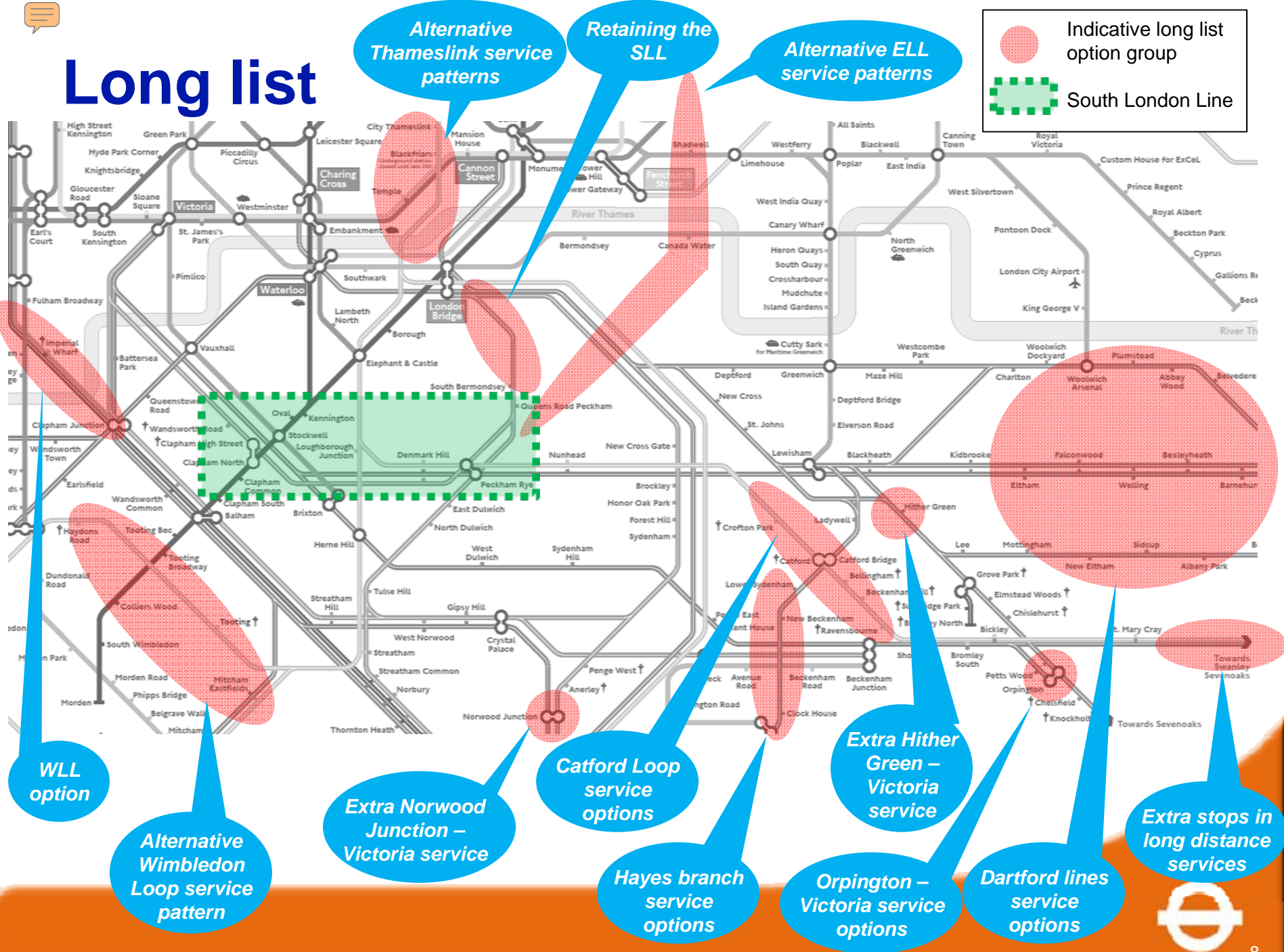
- **Identify gaps in services on the South London Line when ELLP Phase 2 services begin and London Bridge – Victoria services are discontinued**
- **Develop potential options that could address these gaps**
- **Assess their operational feasibility at a high level**
- **Assess their affordability and value for money**
- **Present the findings to stakeholders and explain how they were reached**



Gaps in service provision



Long list





Sifting – methodology

- Sifting process developed to identify a short list of options
- Scoring was based on:
 - 1 Mayor's Transport Strategy objectives
 - 2 Station gaps
 - 3 Scale of impact weighting
 - 4 Indicative cost weighting
 - 5 Deliverability
- Schemes with the best score and deliverability were taken forward to the short list



Sifting – an example

Enhance existing 2 tph service between Dartford and Victoria via Bexleyheath to operate at 4 tph throughout peak periods



MTS Objectives (1-3)

Economic development:	3
Quality of life:	2
Safety and security:	1
Transport opportunities for all:	3
Climate change:	1

Station gaps (1-3)

S Bermondsey / Queens Rd Peckham:	1
Peckham Rye:	2
Denmark Hill:	2
Clapham High St / Wandsworth Rd:	1

Scale of impact

4/10

Indicative cost

4/10

Deliverability

7/10





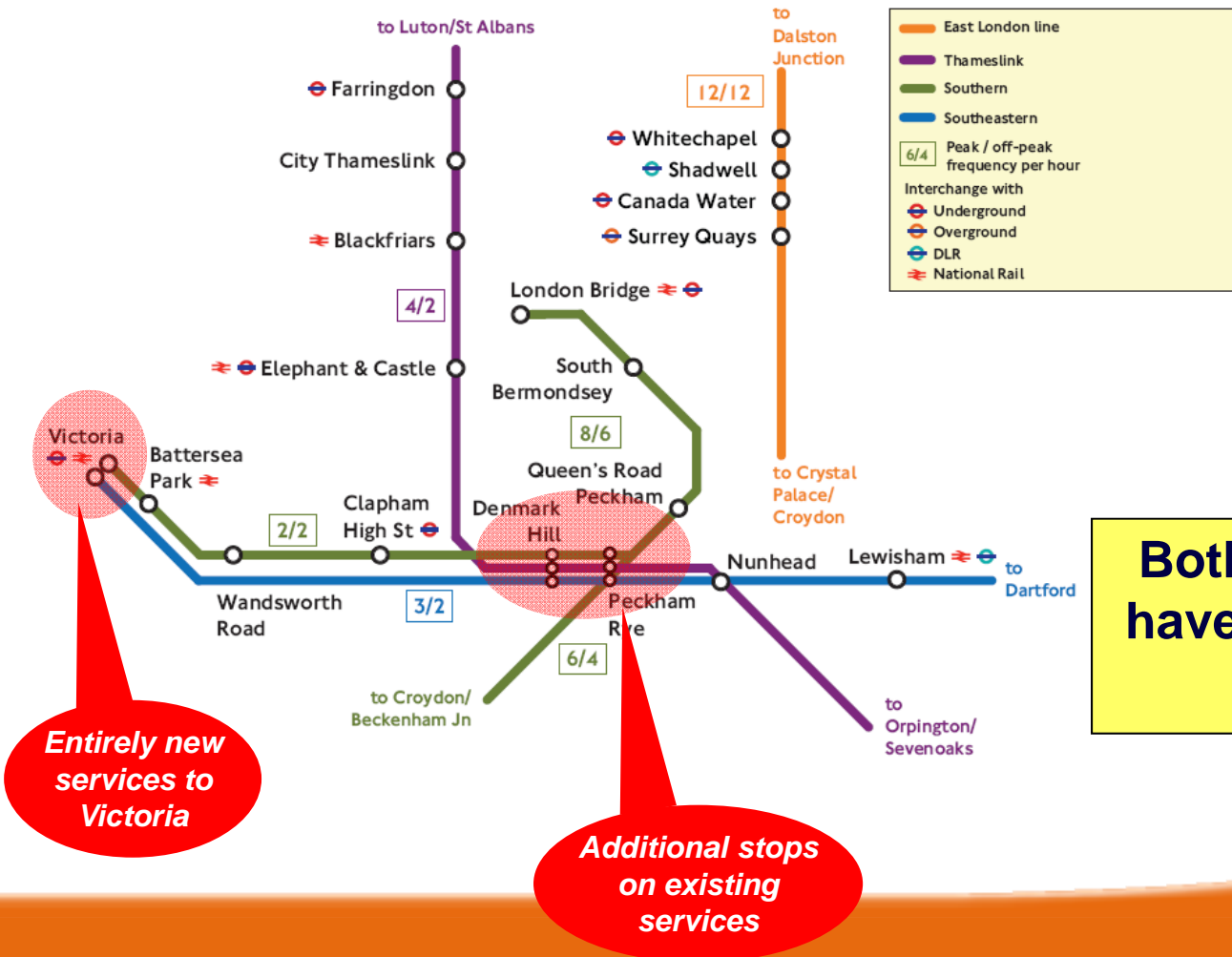
Your feedback

- **We asked for feedback on:**
 - the long list of schemes
 - the scoring methodology
- **The comments received fitted into six broad areas:**
 - a) types of options
 - b) specific feedback on individual options
 - c) scoring methodology
 - d) opportunities for stakeholder input
 - e) Battersea Park
 - f) services to London Bridge



Your feedback

(a) Types of option



Both types of option have gone through to the short list

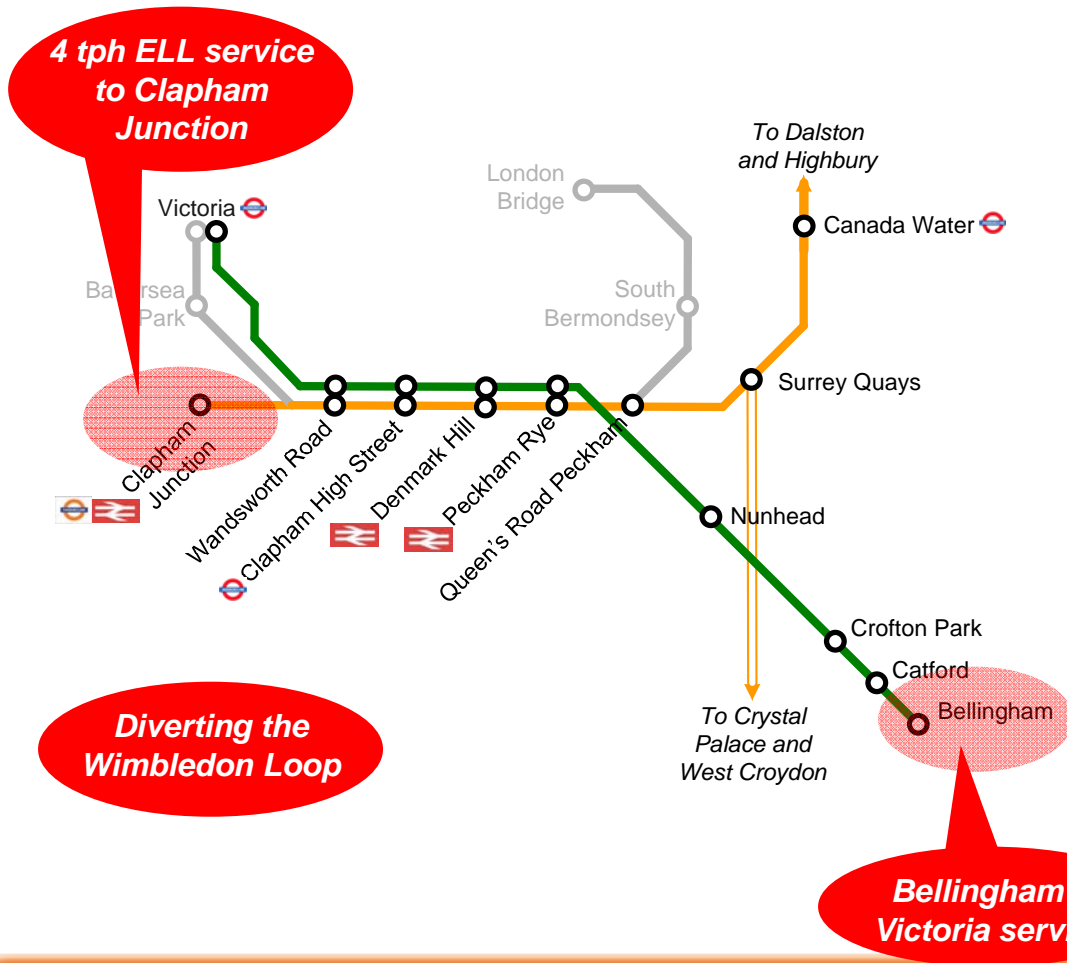
Entirely new services to Victoria

Additional stops on existing services



Your feedback

(b) Individual options



Where additional evidence was provided to support options, this was used to inform the scoring process





Your feedback

(c) Scoring methodology

- Does it account for adverse effects on other passengers?
- How would number of passengers affected be assessed?
- Methodology too prescriptive

Negative impacts on other passengers accounted for in deliverability score

A high level estimate of the impact on passengers was carried out based on footfall at stations and magnitude of impact

Common sense used alongside scores to determine which schemes or packages go through to short list





Your feedback

(d) Opportunities for stakeholder input

- A few suggested study being progressed too quickly for stakeholders' views to be taken into account

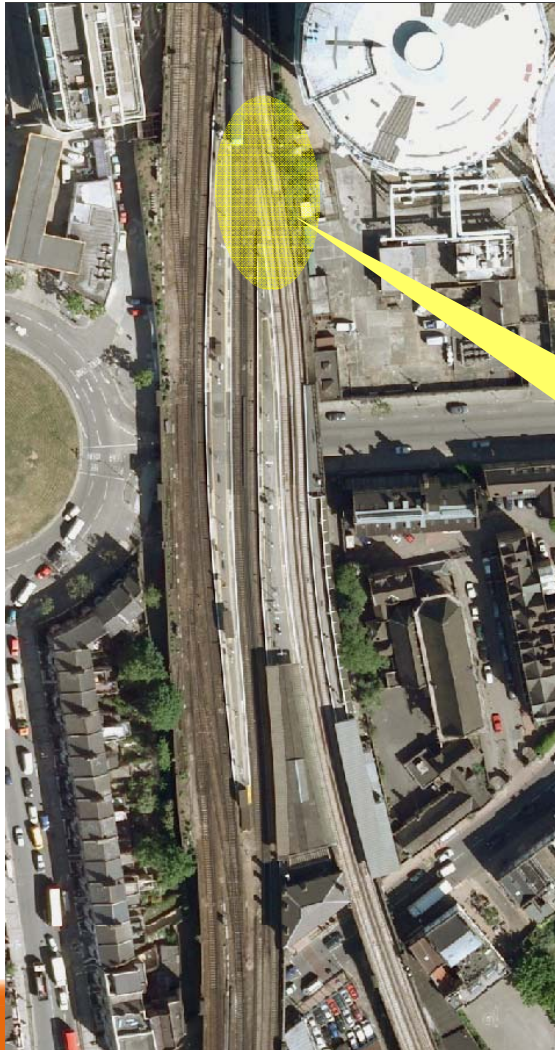
Comments on long list and scoring methodology are being taken into account

Part of reason for delaying study is to allow stakeholder views to be incorporated



Your feedback

(e) Battersea Park



*Inclusion of
Battersea Park in
study*

Battersea Park will retain many services to Victoria, so initially not considered a gap

But Battersea Park will lose services to SLL stations

Platform lengthening may mean that services from SLL to Victoria cannot call anyway

In assessment of short listed schemes, analysis will be carried out to see if the station can be served by the options



Your feedback

(f) London Bridge services



SLL service to London Bridge should be retained

Or other options to maintain links to London Bridge

Services to London Bridge not included in original remit agreed between TfL and London TravelWatch

But extra analysis has been carried out because of stakeholder feedback

Network Rail and the DfT provided advice to TfL on this

The next slides show:

- **analysis of capacity of London Bridge**
- **why SLL services were proposed for withdrawal**
- **potential for substitution of other services for SLL**
- **operational possibilities**

Impact of Thameslink Programme at London Bridge

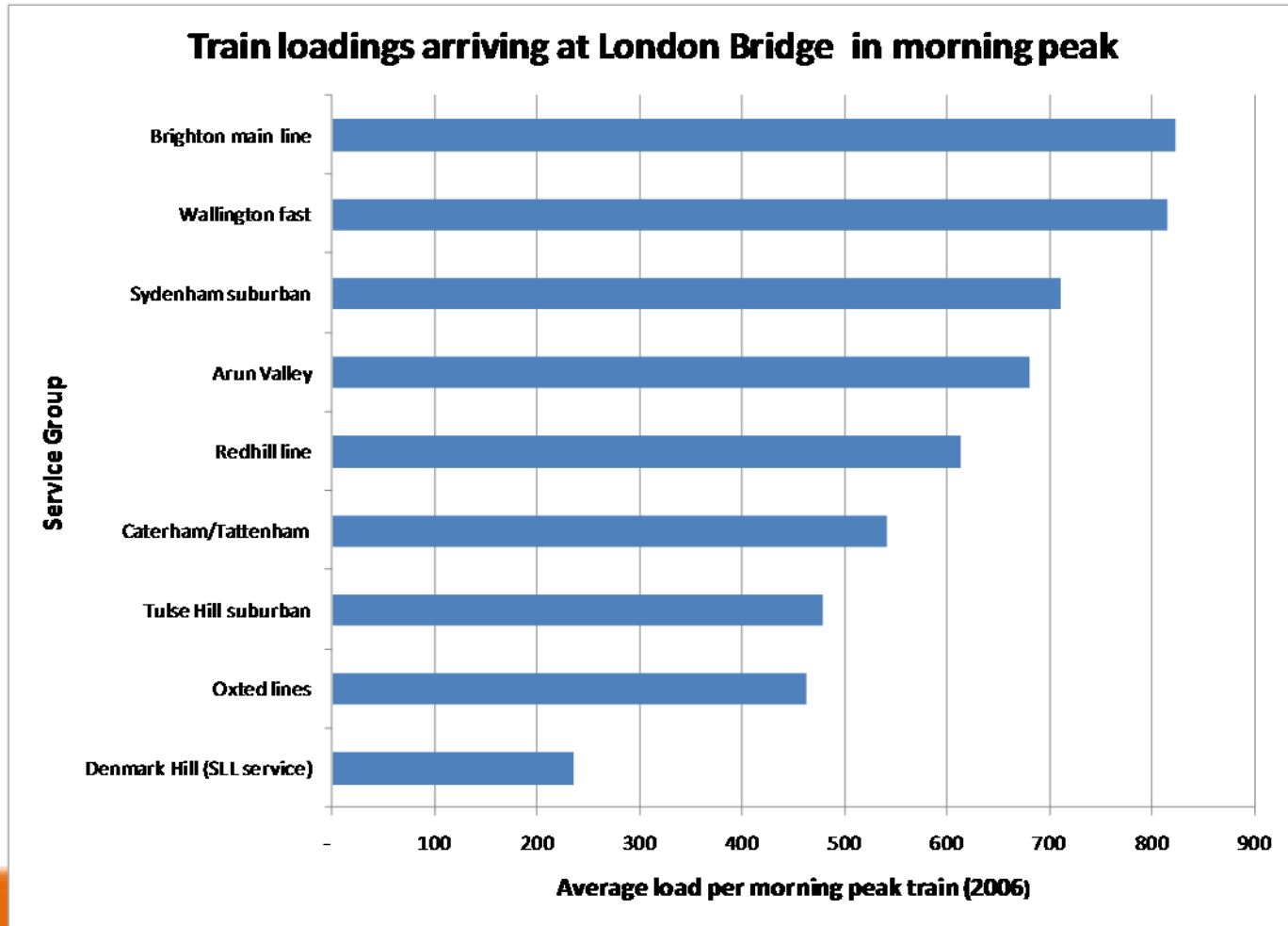
- **Current London Bridge station is 6 through platforms and 9 terminating**
- **Future London Bridge plan is to reduce the current terminating provision to 6 platforms**
- **When the Thameslink works start at London Bridge the number of train paths into the terminating platforms in the peak will fall from 30 to (up to) 24 per hour**
- **On completion of the scheme the low level terminating platforms are likely to have capacity for up to 24 trains per hour**





Why remove the South London Line?

- The South London RUS identified that demand for SLL services was approximately only half that of the next least used service





Operational possibilities

- **Various operational possibilities raised by stakeholders to allow extra trains to run into London Bridge have been assessed:**
 - **Stacking trains on long platforms**
 - **Lengthening all London Bridge Low Level platforms to 12 cars**
 - **Faster turnround times**
 - **Bouncing back other trains more quickly**
 - **Running through to Charing Cross**



London Bridge: conclusions

- **No realistic operational solutions for providing a SLL service to London Bridge without displacing other services**
- **While other services could be substituted for the SLL there would be a greater impact on more passengers elsewhere**
- **A service from the SLL to London Bridge therefore cannot be achieved without major changes to the Thameslink Programme works at London Bridge**
- **For these reasons retaining the SLL service cannot be short listed because of the severe adverse consequences elsewhere**



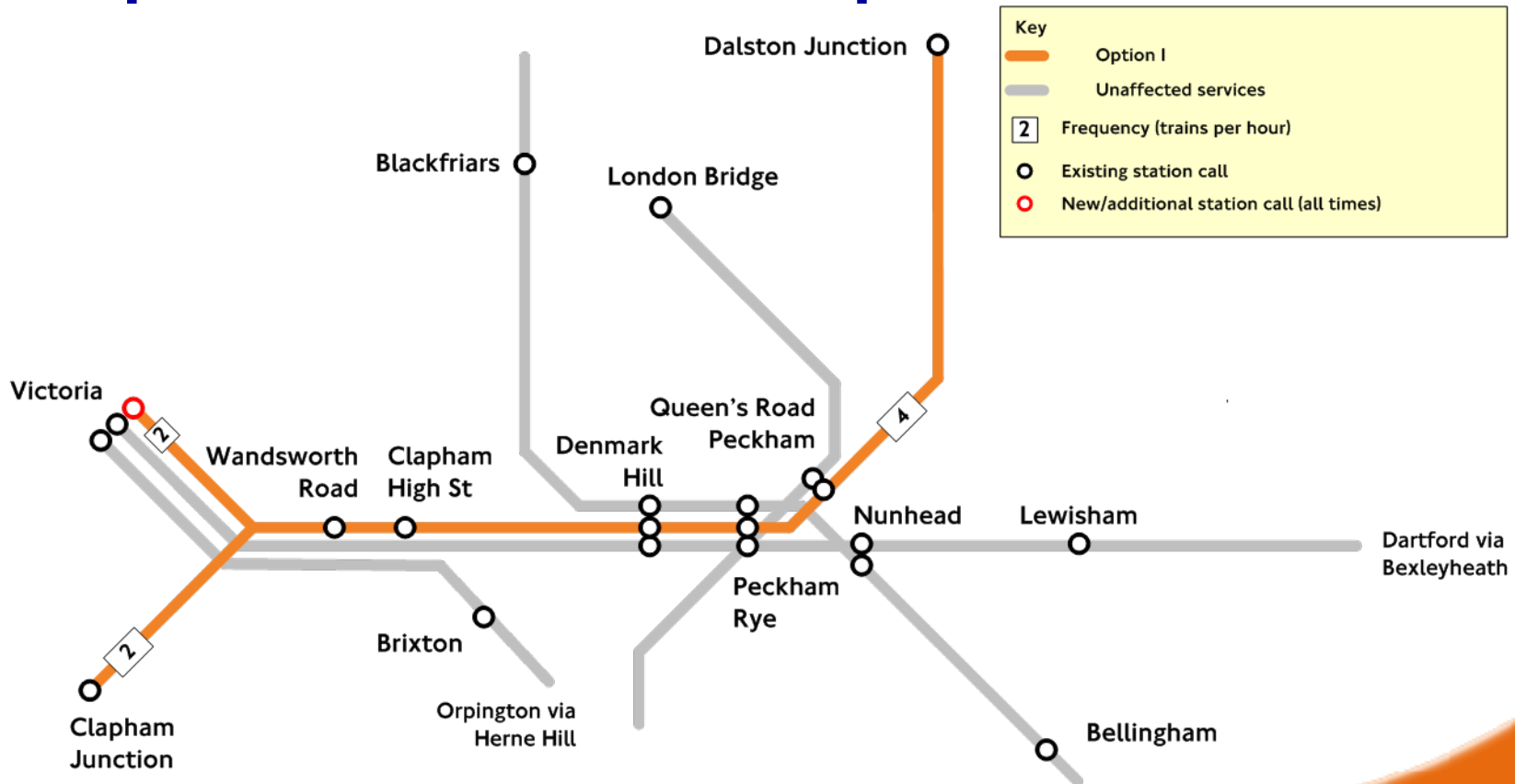
Draft short list

- **Ten of the long list schemes with the best overall and deliverability scores were taken forward**
- **Some were grouped together into packages of options to ensure as many of the gaps as possible are addressed by each package**
- **There are five options / packages which will be assessed in more detail**



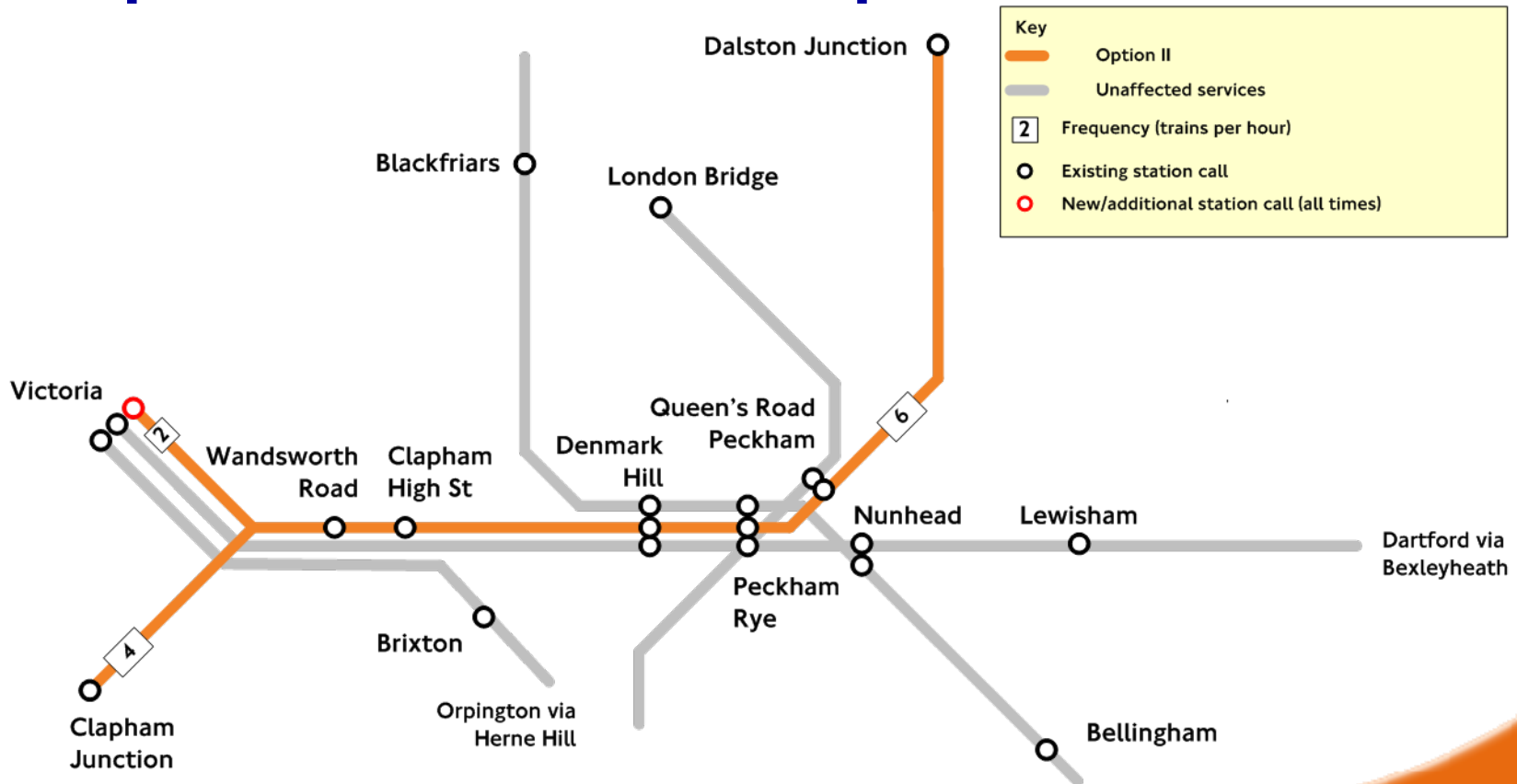
Short list option I

Modified East London Line service of 2 tph to Clapham Junction and 2 tph to Victoria



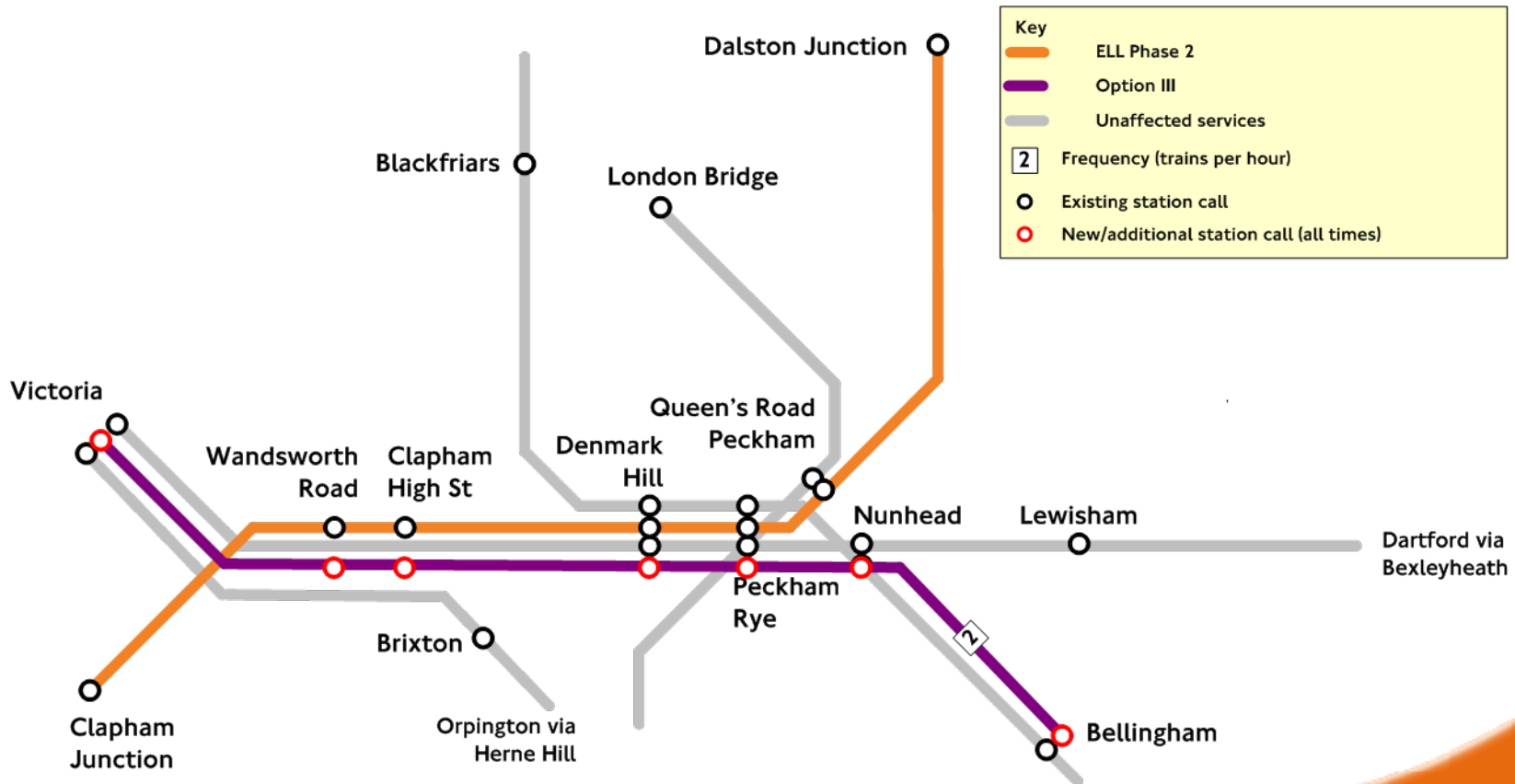
Short list option II

Modified East London Line service of 4 tph to Clapham Junction and 2 tph to Victoria



Short list option III

Additional 2 tph service between Bellingham and Victoria

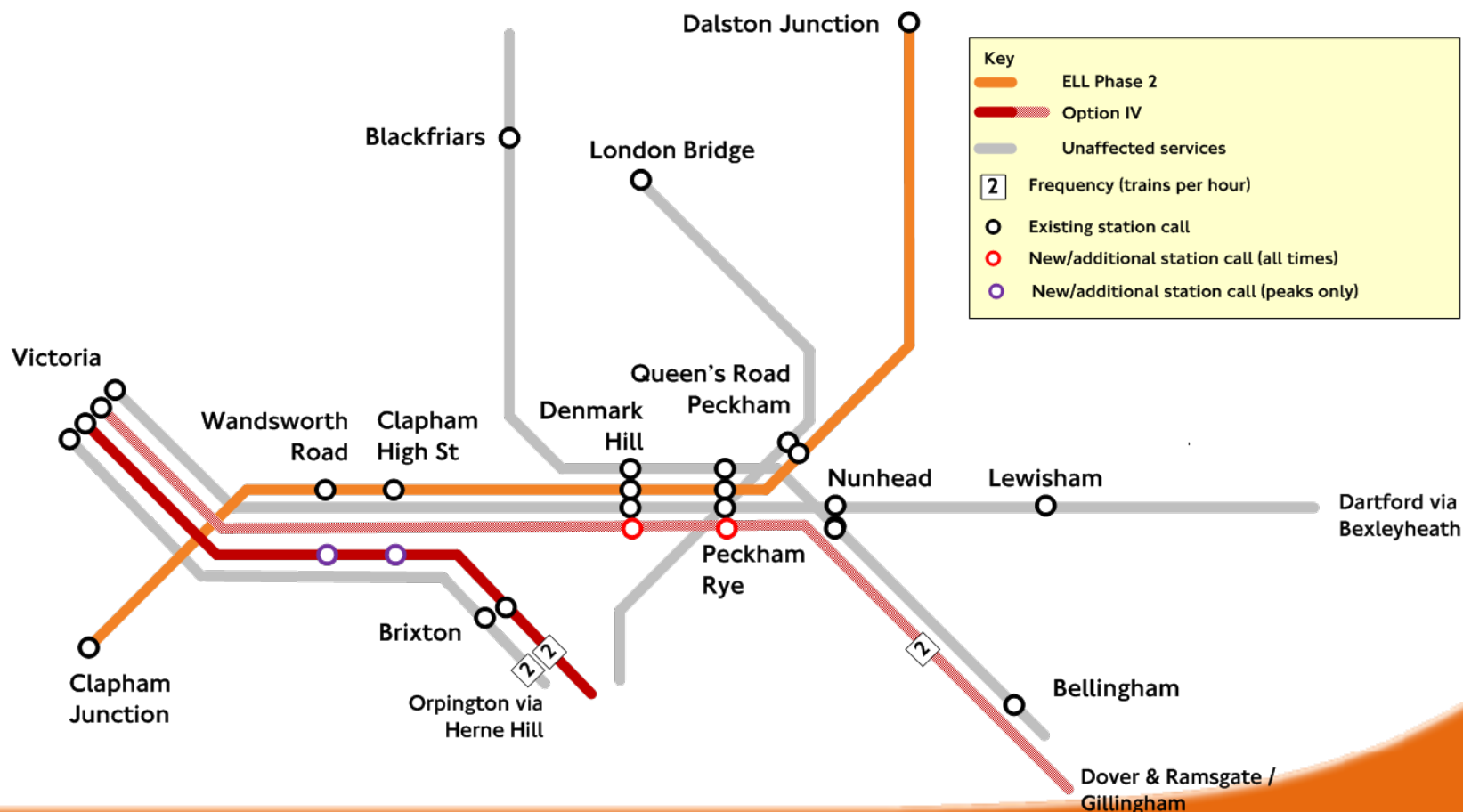




Short list option IV

Additional stops in 2 of 4 Orpington – Victoria services at Clapham High Street & Wandsworth Road outside of peak times

Additional stops in 2 tph Gillingham or Dover / Ramsgate services at Peckham Rye & Denmark Hill

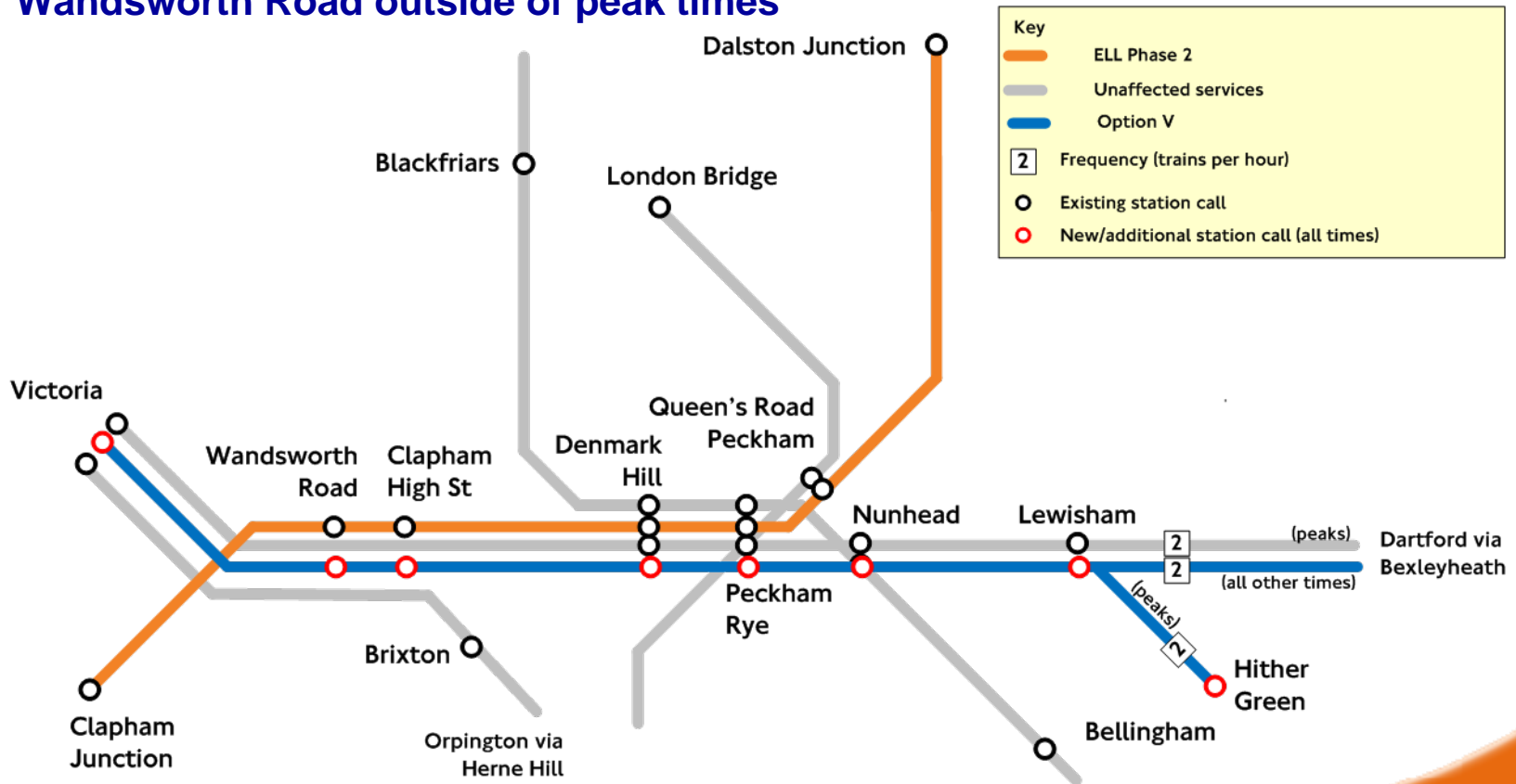


Short list option V

Additional 2 tph Hither Green – Victoria service at peak times

Run 2 tph Dartford – Victoria service all day every day

Additional stops in 2 tph Dartford – Victoria service at Clapham High Street & Wandsworth Road outside of peak times





Evaluation of short list

- **Detailed assessment of the short-listed options is required**
- **This will be done by TfL, Network Rail and DfT**
- **It will involve:**
 - **Operational assessment (can it be timetabled?)**
 - **Calculation of the cost of the option**
 - **Construction costs**
 - **Forecast revenue**
 - **Passenger benefits**
- **We will then know whether the schemes are value for money and whether they are affordable**





Next steps

- **Discuss short listed options and feedback with stakeholders**
- **Assess operating costs and revenue of short-listed options**
- **Discuss draft findings with London TravelWatch and develop a detailed (draft) report of findings**
- **Discuss report with stakeholders and agree next steps**
- **Finalise report**

The findings of the study will then be discussed with the DfT and the Mayor to identify whether the recommendations can be taken forward

