

## Services in inner south London

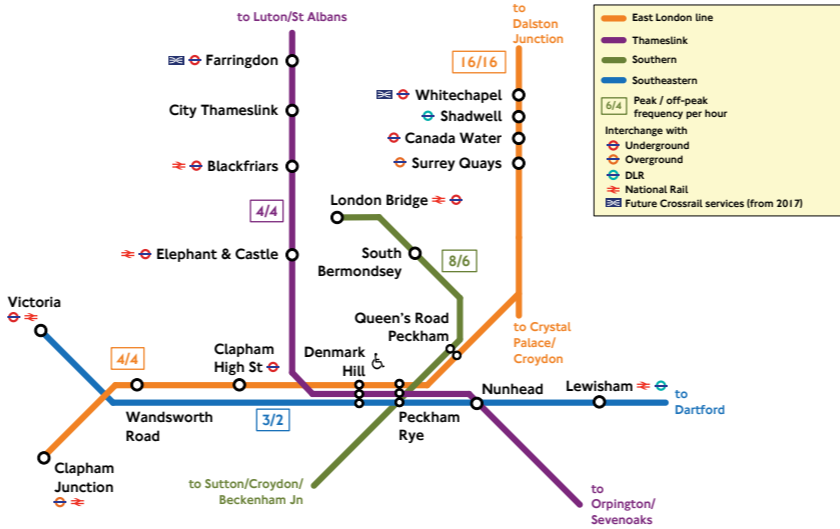
2010

London Overground's new East London line will link Dalston Junction to New Cross, Crystal Palace and West Croydon



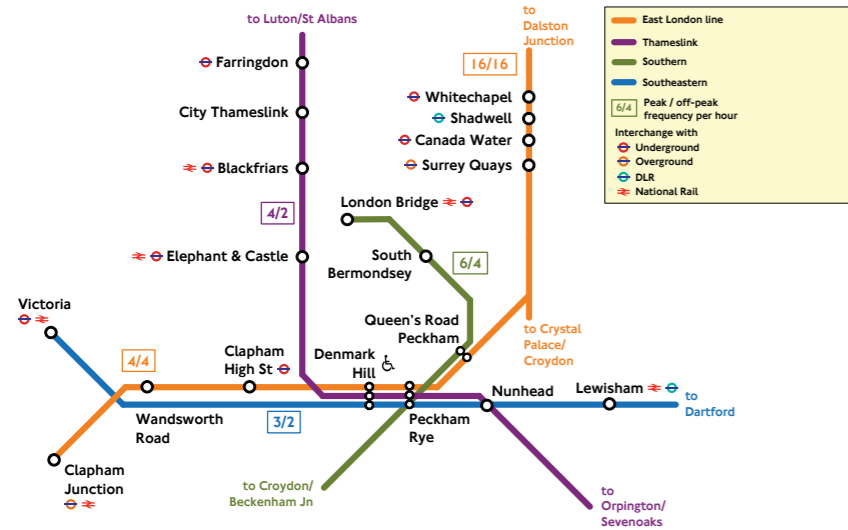
2015

More frequent Southern services to London Bridge and extra off-peak Thameslink trains



2012

Introduction of frequent London Overground services between Clapham Junction and Dalston Junction



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## London Overground



Delivering improved train services for South London

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Transport for London





## East London Line

### 2010

The new, extended East London Line will open as part of the London Overground network in June. Passengers will benefit from turn-up-and-go services between Dalston Junction in the north to New Cross, Crystal Palace and West Croydon in the south, which will improve links to the City and Docklands.

### 2012

A further extension will link London Overground services in east and west London to provide an 'orbital' route around the Capital. There will be frequent, direct trains to the City and the Docklands (four trains per hour) from Clapham Junction to Surrey Quays via Denmark Hill/Peckham Rye.

### Key benefits

- New high-capacity, accessible trains
- Fast, frequent service - a minimum of four trains an hour all day
- Staff at all London Overground-managed stations when trains are running
- Improved opportunities to connect with other services at:
  - Clapham Junction (for Waterloo, Victoria, West London, Gatwick Airport and further afield)
  - Peckham Rye (for London Bridge and south London)
  - Canada Water (for Jubilee line services, the West End and Canary Wharf)
  - Whitechapel (for District and Hammersmith & City line services)
  - Dalston (for Highbury & Islington from 2011)



## Future south London services

Over the next seven years, more than £6bn will be invested by Transport for London (TfL), the Department for Transport and Network Rail to improve and expand rail services in south London.

- The East London Line project will offer a high-frequency London Overground orbital rail service for the Capital, with new trains and better stations which will be staffed while services are running
- Thameslink will provide 24 trains an hour through the centre of the Capital, connecting southeast London, Kent and Sussex, Hertfordshire, Bedfordshire, and Cambridge
- Trains will be longer with the 10-car train lengthening project on services out of London Bridge and Victoria, increasing capacity to destinations across south London
- More funding for extra police officers will improve passenger safety and security

South London residents can look forward to better links, more frequent services, new and longer trains in the future. For example, by 2012 the number of trains serving Denmark Hill station will increase from nine to 11 an hour during peak times and from six to eight trains in the off-peak. Improved connections and more frequent trains will mean that 30,000 more people will live within 30 minutes of King's College Hospital in 2012 compared to 2006.



## South London Line

In 2012, the South London Line service, which runs between Victoria and London Bridge (operated by Southern) will be withdrawn to enable a major remodelling of London Bridge station to accommodate more Thameslink services.

When Network Rail recommended this withdrawal in 2007, two alternative options were proposed:

A – The second phase of the East London Line extension

B – A service between Victoria and Bellingham

However there was not sufficient funding for both services. TfL's analysis showed that option A would provide:

- Access to significantly more employment opportunities – 125,200 more jobs within 60 minutes of Peckham Rye station, (36,600 more jobs with the Victoria-Bellingham service)
- Increased passenger demand – around 12 million passengers per year are likely to use the second phase of the East London Line (compared to approximately five million for Victoria-Bellingham)
- Better opportunities to connect with other services
- More trains (four an hour instead of two)

TfL recognises that alongside the massive improvements in services over the next seven years there are some customers who will be adversely affected by the closure. We are working with London TravelWatch and other interested parties to identify possible alternative options for them. This work is planned to be completed by the end of the year. As TfL's funding is fully committed, we will work with the industry to investigate how any measures could be delivered.