



TfL/London TravelWatch South London Line study

When the South London Line services are withdrawn in 2012 and East London Line Phase 2 services commence, there will be some gaps in service:

- Reduced service to Victoria from Peckham Rye, Denmark Hill and Battersea Park stations
- Loss of service to Victoria from Peckham Rye and Denmark Hill stations before 08:00, after 20:00 and all day Sundays
- Loss of service to Victoria all day from South Bermondsey, Queens Road Peckham, Clapham High Street and Wandsworth Road stations

Some stakeholders have requested that the reduction in services to London Bridge is also included as a gap. While this gap is created by changes required because of the Thameslink Programme, not the Mayor or TfL, options for running additional services into London Bridge are also being assessed by the study.

Long list of options

A long list of 30 potential schemes has been developed to address these gaps:

East London Line (**ELL**) South London Line (**SLL**)

OPTION DN A: Do Nothing (East London Line extension Phase 2: four trains per hour to Clapham Junction only)

OPTION ELL A: East London Line extension Phase 2 alternative service pattern: Two trains per hour to Clapham Junction and two trains per hour to Victoria

OPTION ELL B: East London Line extension Phase 2 alternative service pattern: Four trains per hour to Clapham Junction and two trains per hour to Victoria

OPTION ELL C: East London Line extension Phase 2 alternative service pattern: Two trains per hour to Clapham Junction and two trains per hour to Victoria with Victoria services changing identity between London Overground and Southern services at Wandsworth Road

OPTION ELL D: East London Line extension Phase 2 alternative service pattern: Two trains per hour to Clapham Junction and two trains per hour to Battersea Park



OPTION ELL E: East London Line extension Phase 2 alternative service pattern: Four trains per hour to Victoria with Victoria services changing identity between London Overground and Southern services at Wandsworth Road

OPTION SLL A: Retain existing South London Line service (two trains per hour between London Bridge and Victoria)

OPTION SLL B: Alternative South London Line service (two trains per hour between Charing Cross and Victoria)

OPTION SLL C: No East London Line Phase 2 service and replaced with two trains per hour between London Bridge and Victoria

OPTION CATFORD LOOP A: Additional two trains per hour service between Bellingham and Victoria

OPTION CATFORD LOOP B: Additional two trains per hour service between Bromley South and Victoria via the Catford Loop

OPTION CATFORD LOOP C: Additional two trains per hour service between Orpington and Victoria via the Catford Loop

OPTION HITHER GREEN A: Additional two trains per hour service between Hither Green and Victoria 06:00 - 08:00, 20:00 - 00:00 and all day Sundays

OPTION SIDCUP A: Additional two trains per hour service between Sidcup and Willesden Junction via the South London Line

OPTION ORPINGTON A: Additional stops in two out of the existing four trains per hour service between Orpington and Victoria at Clapham High Street and Wandsworth Road

OPTION ORPINGTON B: Additional stops in existing four trains per hour service between Orpington and Victoria at Clapham High Street and Wandsworth Road

OPTION NORWOOD JN A: Additional two trains per hour service between Norwood Junction and Victoria via Tulse Hill

OPTION HAYES A: Replace existing two trains per hour service between Hayes and Charing Cross with new two trains per hour service between Hayes and Victoria

OPTION HAYES B: Additional two trains per hour service between Hayes and Victoria 06:00 - 08:00, 20:00 - 00:00 and all day Sundays

OPTION HAYES C: Additional two trains per hour service between Beckenham Junction and Victoria via the Hayes branch 06:00 - 08:00, 20:00 - 00:00 and all day Sundays



OPTION SUTTON A: Replace existing two trains per hour service between Wimbledon loop and the Thameslink route with new two trains per hour service between the Wimbledon loop and Victoria via Tulse Hill

OPTION DARTFORD A: Change existing two trains per hour service between Dartford and Victoria via Bexleyheath to operate at regular intervals

OPTION DARTFORD B: Enhance existing two trains per hour service between Dartford and Victoria via Bexleyheath to operate at three trains per hour frequency throughout peak periods

OPTION DARTFORD C: Enhance existing two trains per hour service between Dartford and Victoria via Bexleyheath to operate at four trains per hour frequency throughout peak periods

OPTION DARTFORD D: Additional two trains per hour service between Dartford and Victoria via Bexleyheath 06:00 - 08:00, 20:00 - 00:00 and all day Sundays

OPTION DARTFORD E: Additional stops in existing two trains per hour service between Dartford and Victoria via Bexleyheath at Clapham High Street and Wandsworth Road

OPTION DARTFORD F: Additional two trains per hour service between Dartford and Victoria via Sidcup 06:00 - 08:00, 20:00 - 00:00 and all day Sundays

OPTION THAMESLINK A: Enhance existing two trains per hour service between Catford Loop and Thameslink route via Blackfriars to operate at four trains per hour frequency at off peak times

OPTION THAMESLINK B: Enhance existing four trains per hour service between Catford Loop and Thameslink route via Blackfriars to operate at six trains per hour frequency throughout peak periods

OPTION CANTERBURY A: Additional stops in existing two trains per hour service between Canterbury East and Victoria at Peckham Rye and Denmark Hill

Note: all options where trains longer than four cars call at Clapham High Street and Wandsworth Road assume Selective Door Opening at these locations.



Scoring criteria

It is not feasible to properly assess 30 options, so a sifting process was developed to identify a short list of options. This was based on the following scoring criteria:

- 1 MTS objectives – how well do the options match the strategic policies in the draft Mayor’s Transport Strategy?
- 2 Station gaps – do the options actually address the gaps in service provision?
- 3 Scale of impact weighting – how many passengers will be affected and by how much?
- 4 Indicative cost weighting – how much would it cost to implement the option?
- 5 Deliverability – can the scheme be realistically delivered?

The schemes which have the best weighted score and deliverability will be taken forward to the short list