

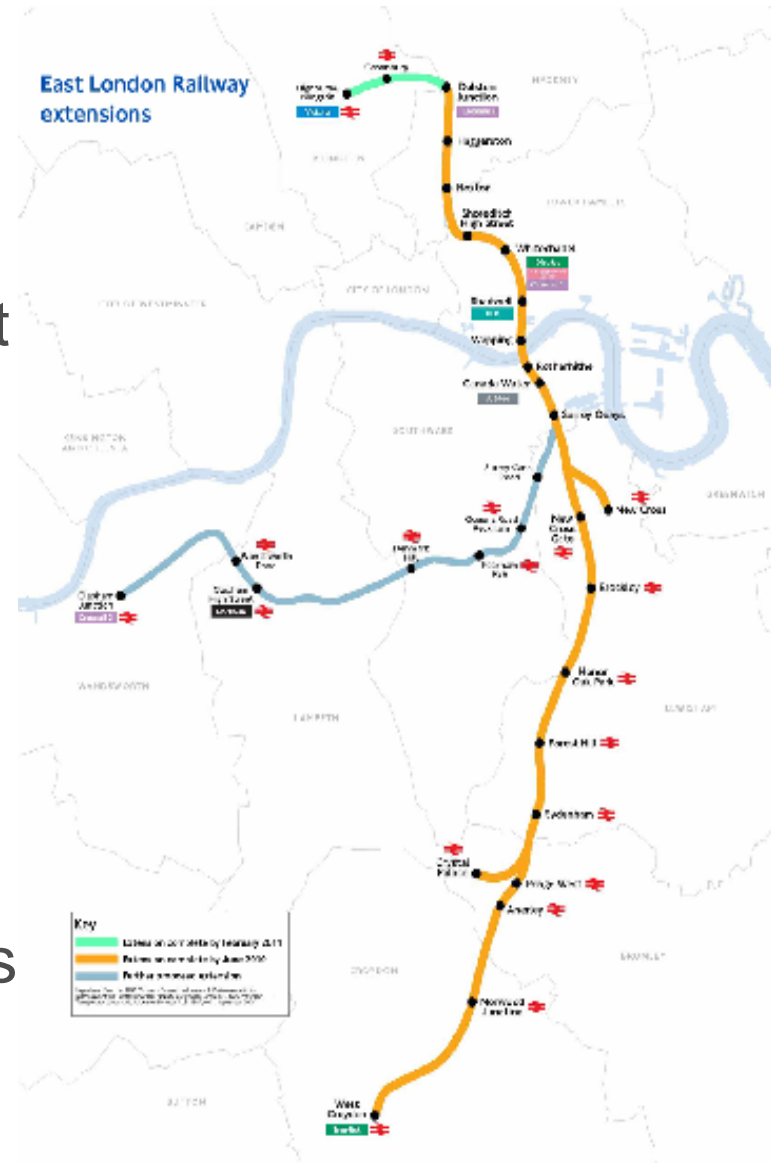


**East London Line Alternative
Transport Strategy
Update
27 November 2006**



Background

- Transport for London is extending the East London Line north to Dalston Junction and south to West Croydon & Crystal Palace
- All track and signalling on the existing East London Line will be replaced, so it is compatible with National Rail standards
- The safest and most efficient way of doing this is by closing the line in its entirety





Background

- The East London line will close on 22 December 2007
- During the closure we will provide a rail replacement bus service
- The newly extended and upgraded line will re-open by June 2010 as part of the London Overground network



Previous Closure

- The East London line closed during the mid 1990's for a 3 year refurbishment
- Small 25-seater buses provided a limited cross river service using the Rotherhithe Tunnel
- This type of bus is no longer available and would not meet current London Buses standards as it is not accessible



What has changed?

- The largest capacity bus which can serve the tunnel now, has a capacity of just 13 passengers as it is fully accessible
- It would take over 400 bus journeys in the morning peak (7-10am) alone to cater for the amount of passengers wishing to cross the river





What else has changed?

- Recent route timings between New Cross to Tower Hill via Canada Water replicating the main service during the previous closure are estimated at 50 minutes during the AM peak
- Nearly double the number of customers use the East London line as a result of further development in the Canary Wharf area



What else has changed?

- Jubilee Line Extension has opened along with extended DLR to Lewisham which provide additional cross river options
- Additionally there is now the London River shuttle service crossing the Thames between Hilton Docklands and Canary Wharf



How will customers make their journeys?

- 35,000 people use the East London line daily, the same amount that use Vauxhall Station
- Around 75% of customers do not make cross river journeys using the East London line (2004 RODS and Counts data)



How will customers make their journeys?

- Therefore replacement bus services north and south of the river will be able to accommodate most passengers.
- Two main services are planned, one linking stations north and one linking stations south of the river. A shuttle service between Rotherhithe and Canada Water has also been added.
- For those wishing to cross the river, interchange points are key and central to our strategy for cross river journeys



- ELR: Rotherhithe - Canada Water - Surrey Quays - New Cross Gate - New Cross
- ELS: Shoreditch - Whitechapel (limited times)
- ELT: Whitechapel - Shadwell - Wapping





How long will the journey take?

Whitechapel - Wapping

Station to Station	Northbound	Southbound
Whitechapel-Stand	0	4
Stand-Whitechapel	1	0
Whitechapel-Shadwell	7	6
Shadwell-Wapping	7	6
Wapping Prusom St-Wapping Stop A	0	2
Total (minutes)	15	18



How long will the journey take?

New Cross Gate – Canada Water

Station to Station	Northbound	Southbound
New Cross Gate-New Cross	2	3
New Cross -Surrey Quays	12	14
Surrey Quays-Canada Water	4	5
New Cross Gate-Stand	2	5
Total (minutes)	20	27



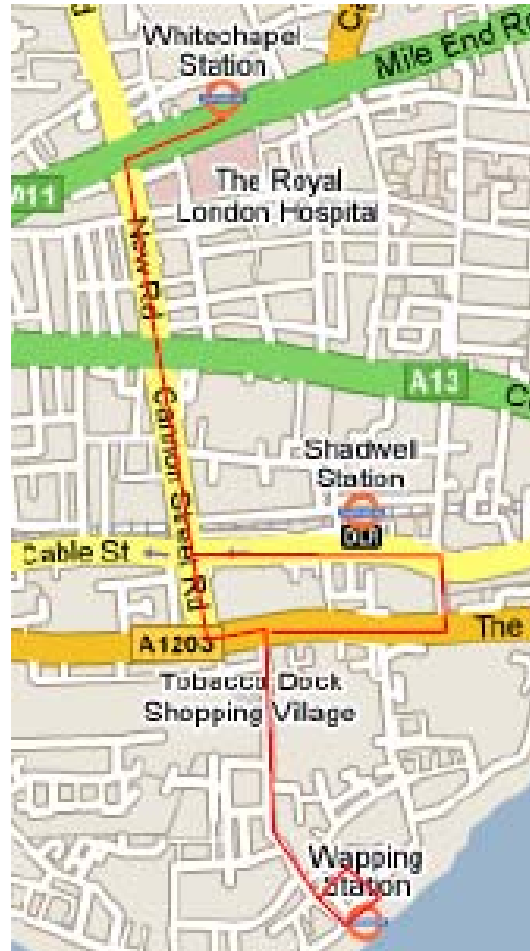
How long will the journey take?

Canada Water - Rotherhithe

Station to Station	Northbound	Southbound
Canada Water – Rotherhithe	8	2

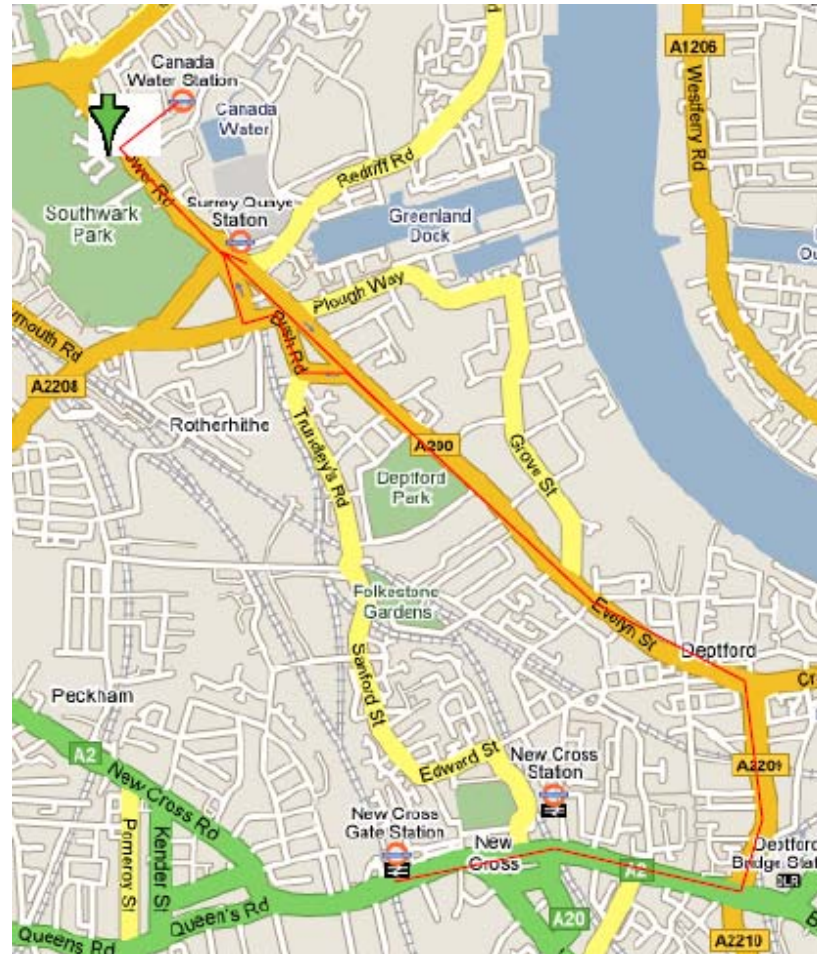


Route ELW: Whitechapel – Wapping



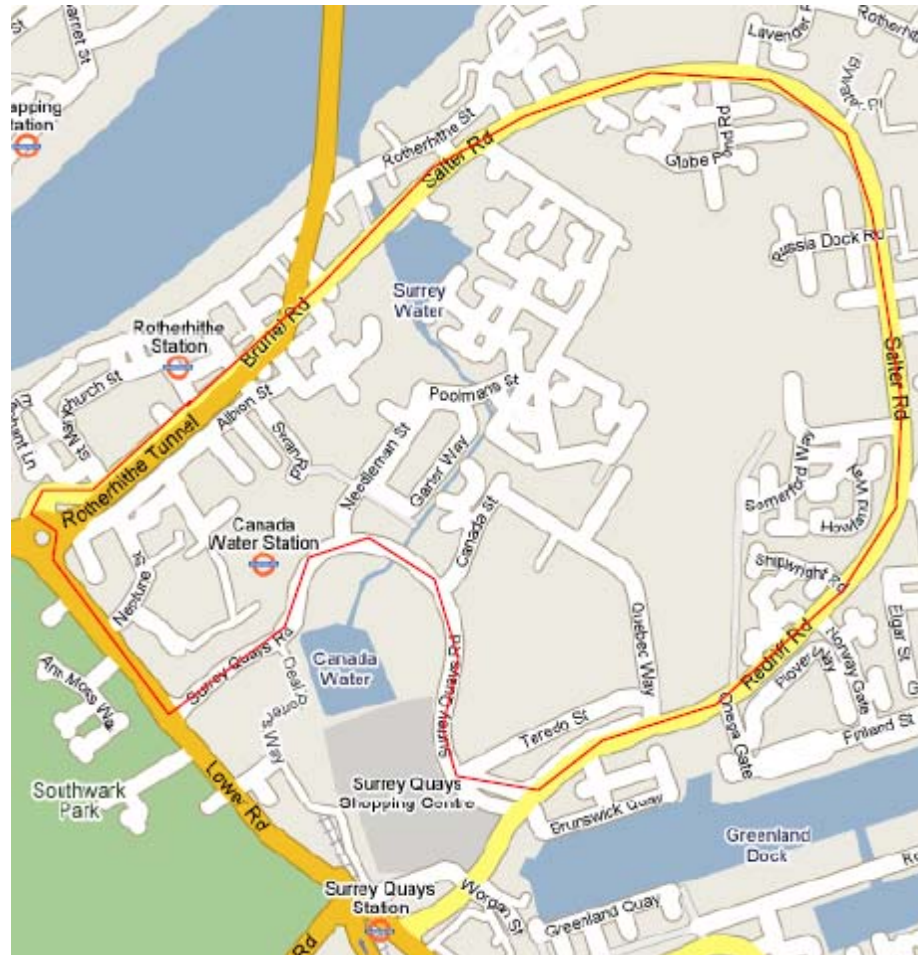


Route ELC: New Cross Gate- Canada Water





Route ELR: Canada Water - Rotherhithe





What have we done?

- Initial bus surveys have shown that the proposed routes are feasible but further tests are planned
- Issues with stops and bus stands need to be resolved before the final route can be confirmed
- Tendering process for Bus Operator will begin shortly and London Buses will begin consultation with Stakeholders regarding the routing of services



What else have we done?

- Engaged with both South Eastern and Southern as well as the DLR to ensure that they have sufficient capacity
- Southern have no additional rolling stock but are investigating introducing an additional stop at New Cross Gate for their long distance services to cater for additional demand



What else have we done?

- Looked at the possibility of aliasing London Bridge as a Zone 2 station – unfortunately this is not feasible – Southern estimate they would lose £110 million in revenue during the length of the closure



What we will do

- An intensive customer facing information campaign will begin to allow them to make informed decisions over their travel arrangements
- This will begin at the end of November to allow for customers who will be renewing season tickets