



Our ref: ES/746/bg
Your ref:

Ms Valerie Shawcross CBE AM
Chair, London Assembly Transport Committee
London Assembly
City Hall
The Queen's Walk
London SE1 2AA

8th July 2010

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Dear Val,

The London Assembly's Transport Committee Meeting – 26th May 2010

Thank you very much indeed for inviting Geoff Hobbs and myself to your Transport Committee meeting on the 26th May. I must say I am particularly encouraged by not only the Assembly Members kind words about their early experiences of the new London Overground East London line route but also the Committee's commitment to developing National Rail services in London into a coherent and integrated system for the city.

There were a number of issues on which I committed to providing further information. The first of these relates to the new trains. When the trains were being tested on the new London Overground East London route, an issue was discovered with the reliability of CCTV software controlling cameras in the drivers cab. To resolve this issue, Bombardier and their specialist software supplier have produced further releases of software for both the CCTV and Train Management system. In the meantime Bombardier technicians have been positioned at a number of locations to promptly rectify any faults which occur. These remedial measures have been carried out entirely at Bombardier's expense.

The next relates to the provision of step-free access at Wapping, Rotherhithe and Surrey Quays stations on the new East London route. When the East London Line extension project was led by the Strategic Rail Authority (SRA) the issue of step-free access was reviewed. Following extensive consultation the SRA decided that the considerable cost of making the changes could not be justified and that the options therefore were either to close Rotherhithe and Wapping stations or keep them open without providing step free access. The SRA decided to take the latter option. At both Wapping and Rotherhithe (and to a slightly lesser extent Surrey Quays) full step-free access would have required extensive structural work, made considerably more difficult by the very narrow platforms and difficult ground conditions in close proximity to the river. At Wapping, the platforms would have needed to be completely rebuilt to reduce the stepping distance between platform and train to a DDA compliant level. Additionally, as the platforms are on a curve they would have needed to be relocated to the north (where the track straightens) to make them compliant. This would have required another Transport and Works Act Order.

The required works at these stations were therefore prohibitively expensive, and in the case of Wapping and Rotherhithe, it was a case of either closing the stations altogether or retaining them with some modifications. It was our view that the latter, although not ideal, would be significantly more beneficial to passengers.

On the topic of cycle facilities at London Overground stations, we have embarked on a significant programme to review and upgrade cycle parking across our network, which is progressing well. However in some cases, we are very limited by the space available for cycle racks within the station footprint. We have installed (or plan to install) as much parking as space allows, which is often supplemented by Local Authority cycle racks located nearby. Further detail on the programme is provided as an appendix.

Following our discussion, we have pressed Network Rail about the need for blanket Sunday closures on the Clapham Junction to Willesden Junction line and will continue to work with them to minimise the impact of engineering works on our passengers. On the subject of the remaining closures on the Richmond to Stratford line, we can confirm that there will be two further closures to enable Network Rail to commission the new signalling. These will be significantly shorter than the previous closures. The first will take place over the Christmas/New Year period and the second in the spring. E As soon as the dates are finalised, we will let you know.

You also asked about the scope for the South London line to continue operating until the Thameslink works at London Bridge commence. I can advise that the Mayor has put the question to the Department for Transport in a recent letter to the new Secretary of State and we await a response.

Finally I understand that a meeting has been arranged on 26th July for Geoff Hobbs to brief the Committee on the work that his team have been doing to prepare for the Government's next High Level Output Specification. I hope you find this helpful.

Yours sincerely and kind regards,



Ian A. Brown

Enc. – Appendix A – Cycle Parking at London Overground Stations

Appendix A – cycle parking at London Overground stations

Key

Grey highlighting indicates that it has not been possible to identify a suitable site within the station footprint.

Station	Number of spaces installed/ replaced in 09/10	Number of spaces installed/ replaced in 10/11 (and expected completion)	Total cycle capacity (all within station footprint)	Notes
Acton Central	24		24	
Anerley		10 (period 6)	10	
Brockley		16 (period 6)	16	
Brondesbury			0	8 cycle spaces are available nearby, but outside the footprint of the station
Brondesbury Park			0	9 cycle spaces available nearby, but outside the footprint of the station
Bushey		8 (completed) 30 (period 9)	38	
Caledonian Road & Barnsbury			9	
Camden Road			0	Local Authority hoops available nearby
Canonbury		10 (period 2)	10	
Carpenters Park		20 (period 2)	20	
Crouch Hill		6 (period 4)	6	
Crystal Palace				Local Authority hoops nearby but underutilised
Dalston Junction		30 (period 5)	30	London Borough of Hackney are adding circa 50 spaces in Dalston Square
Dalston Kingsland			0	
Forest Hill		30 (period 7)	30	
Finchley Road & Frognal			0	
Gospel Oak	6		6	
Hackney Central			7	
Hackney Wick			0	

Haggerston		38 (period 5)	38	London Borough of Hackney also installing additional racks nearby
Hampstead Heath			11	
Haringey Green Lane		10 (completed)	10	
Hatch End	12		12	
Headstone Lane			0	
Homerton	24		24	
Hoxton	18	44 (period 5)	62	
Kensal Rise		10 (period 5)	14	
Kensington Olympia	38		38	
Kentish Town West		8 (period 12)	8	
Kilburn High Road			0	Some Local Authority parking available nearby
Leyton Midland Road			0	
Leytonstone High Road	8		8	
New Cross Gate	0	0	0	No land available within station footprint, however Local Authority hoops available nearby on walkway to superstore
Norwood Junction		10 (period 7)	10	
Penge West		8 (period 8)	8	
Rotherhithe			0	8 Local Authority spaces available near station, outside of station footprint
Shadwell			0	We are currently assessing demand at this station as there are 12-14 spaces available at DLR station nearby which are underutilised
Shoreditch High Street		38 (currently being installed)	38	
South Acton	8		8	
South Hampstead			0	
South Tottenham		8 (period 12)	8	
Surrey Quays		8 (completed)	8	
Sydenham		10 (period 8)	10	
Upper Holloway		12 (period 4)	12	

Walthamstow Queens Road		8 (period 5)	8	
Wanstead Park	12		12	
Wapping			0	No additional space available but there are 8 spaces available nearby, but not within station footprint
Watford High Street	20		20	
West Croydon		10 (period 9)	10	Limited Local Authority hoops available nearby
West Hampstead			0	
Willesden Junction	18		18	
Woodgrange Park	8		8	

PERIOD END TIMETABLE 2010-2011

<u>PERIOD</u>	<u>Start Date</u>	<u>End Date</u>
PERIOD 01	01-Apr-2010	01-May-2010
PERIOD 02	02-May-2010	29-May-2010
PERIOD 03	30-May-2010	26-Jun-2010
PERIOD 04	27-Jun-2010	24-Jul-2010
PERIOD 05	25-Jul-2010	21-Aug-2010
PERIOD 06	22-Aug-2010	18-Sep-2010
PERIOD 07	19-Sep-2010	16-Oct-2010
PERIOD 08	17-Oct-2010	13-Nov-2010
PERIOD 09	14-Nov-2010	11-Dec-2010
PERIOD 10	12-Dec-2010	08-Jan-2011
PERIOD 11	09-Jan-2011	05-Feb-2011
PERIOD 12	06-Feb-2011	05-Mar-2011
PERIOD 13	06-Mar-2011	31-Mar-2011