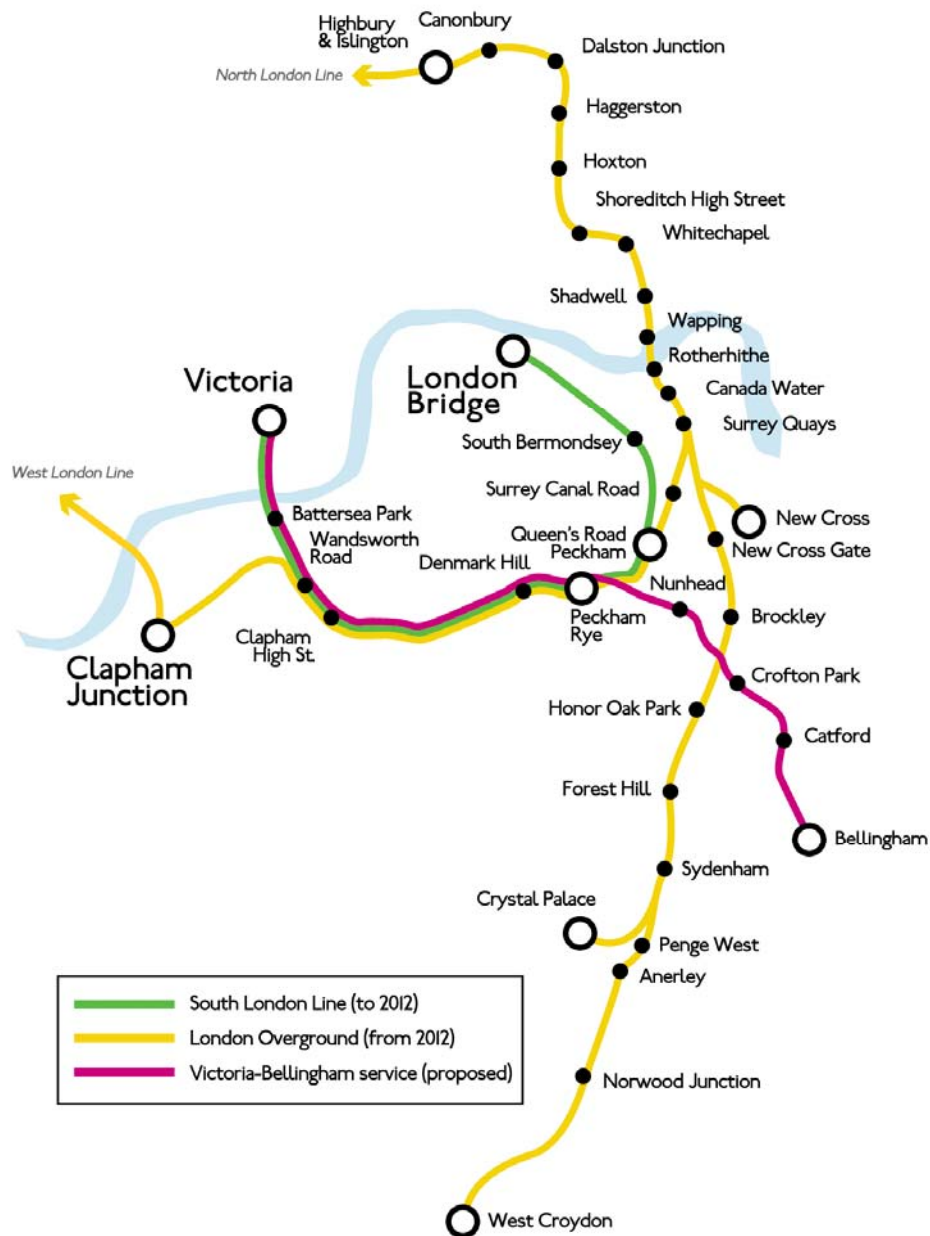


# The South London Line

## The Vital Link



This is the year when the fate of the South London Line will be decided. This booklet makes the case for the retention of this vital link. Moreover, it argues that, instead of cutting rail lines, Transport for London and the rail companies should be looking to increase services in South London. The booklet makes some simple suggestions on how that could be done.

The booklet has been produced by the Campaign to Save the South London Line. Further information from [www.southwarkrailusers.net](http://www.southwarkrailusers.net), email [SRUG@southwarkrailusers.net](mailto:SRUG@southwarkrailusers.net). Or call John Stewart on 020 7737 6641. Or check out our Facebook site: [Save the South London Line between Victoria & London Bridge](https://www.facebook.com/SaveTheSouthLondonLine) website: [www.southwarkrailusers.net](http://www.southwarkrailusers.net)

# **The South London Line – The Vital Link**

**If the South London Line is scrapped, many stations in South London will lose key services to Central London:**

## **Clapham High St and Wandsworth Road:**

*With SLL:* 2 services an hour to Victoria and London Bridge

*Without SLL:* 0 services to Victoria and London Bridge\*

## **Denmark Hill:**

*With SLL:* 4 daytime an hour services to Victoria; 2 evening and Sunday services an hour

*Without SLL:* 2 daytime services an hour to Victoria; 0 evening and Sunday services

*With SLL:* 2 services an hour to London Bridge

*Without SLL:* 0 services to London Bridge\*

## **Peckham Rye:**

*With SLL:* 4 daytime an hour services to Victoria; 2 evening and Sunday services an hour

*Without SLL:* 2 daytime services an hour to Victoria; 0 evening and Sunday services

*With SLL:* 6 services an hour to London Bridge

*Without SLL:* 4 services to London Bridge

## **Queens Road and South Bermondsey:**

*With SLL:* 4 daytime an hour services to Victoria; 2 evening and Sunday services an hour

*Without SLL:* 0 services to Victoria

*With SLL:* 6 services an hour to London Bridge

*Without SLL:* 4 services to London Bridge

## **Battersea Park:**

Loses a direct rail link to all stations on the line except Victoria

\* To reach London Bridge would require a change at Peckham Rye

### **What scrapping the link would mean**

- Residents of Wandsworth Road would lose their link to Victoria – 8 minutes. Alternative journeys would require changes and take a lot longer.
- Residents of Clapham North would lose their 10 minute link to Victoria and are likely to be forced back onto the overcrowded North Line.
- Kings College and Maudsley hospitals at Denmark Hill would lose all evening services to Victoria and lose their direct service to London Bridge. Increasingly, the hospitals are working closely with Guys hospital, based at London Bridge.
- Direct links from Peckham Rye to Central London would be reduced. These have proved increasingly important in attracting business and visitors to Peckham.
- Queens Road and South Bermondsey would lose their direct link to Victoria.
- Battersea Park would lose its direct links to stations to the east. This would disadvantage the significant number of people who make these journeys.

**The South London Line provides a unique link for people in the area. To scrap it would be a big mistake.**

## **A Positive Vision**

**What is needed is a positive vision of how to improve rail services for people in South London. New and better services, rather than cutbacks, should be the order of the day.**

The East London Line will be extended to South London in 2012. It is to be welcomed. But it should be seen as additional to existing services such as the South London Line, not as an alternative to them. The East London Line has a different function to the existing services in South London. It is an orbital service, taking people across London. The South London Line is largely a radial service, taking people into Central London. The problem right now is that Transport for London sees the East London Line as an alternative to the South London Line. It is badly mistaken.

**It is not either/or. It is both**

<b>East London Line</b> <b>An orbital service</b>	<b>South London Line</b> <b>A radial service</b>
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### **Simple improvements could make a big difference**

The introduction of the East London Line

**plus**

The retention of the South London Line

**plus**

A day and evening stopping service from Victoria – Dartford and the introduction of a Victoria-Bellingham service and the Victoria-Orpington service stopping at Clapham High St and Wandsworth Rd.

**plus**

The reinstatement of the 2 trains per hour from London Bridge to East Croydon via Peckham Rye

**would provide**

- Clapham High Street, Wandsworth Road and Denmark Hill with 4 trains per hour to Central London
- Peckham Rye with a 15 minute service to Victoria and a 10 minute service to London Bridge
- Additionally, each station would have 4 East London Line trains an hour providing an orbital service.
- Queens Road, South Bermondsey and Battersea Park would retain their links.

**All the evidence shows that when you run trains at this sort of frequency, they will attract many extra passengers. Just look at how well-used the Underground is.**

## Overcoming the Obstacles

### The extra cost is minimal

The South London Line exists. The East London Line Extension is about to open. The only extra costs would be to run the Victoria-Dartford service in the evenings and weekends and to stop it additionally at Clapham High St and Wandsworth Road and to reinstate the 2 trains per hour between London Bridge and Victoria. There would also be the cost of the Victoria-Bellingham service if the South London Line is scrapped.

### The problem of trains terminating at London Bridge needs to be dealt with

In order to cater for extra Thameslink trains running from the South Coast through London Bridge, the plan is to reduce the number of platforms available for terminating trains at London Bridge. This plan should be revised to cater adequately for local services.

- Similarly the plan to lengthen the platforms at **Battersea Park** which might affect the South London Line trains should be revisited.

These obstacles are not insurmountable. To scrap the South London Line now would be a mini-Beeching in Zone 2 of South London – a short-sighted decision to be regretted at length for decades to come. The re-built London Bridge Station must provide provision for South London line trains. Overground rail services, potentially the Tube for many parts of South London, need to become an integrated network. The Department for Transport has shown the way by offering to include the Victoria-Bellingham Line in the new South Eastern franchise in 2014. Transport for London needs to respond positively to that. It is time to have vision for the railways in South London.

## What a positive vision could look like



The South London Line (in purple) and the East London Line Extension (in orange) have been added to the well-known tube map.