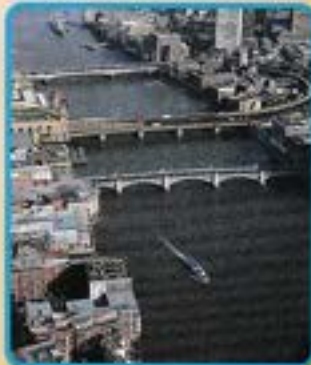
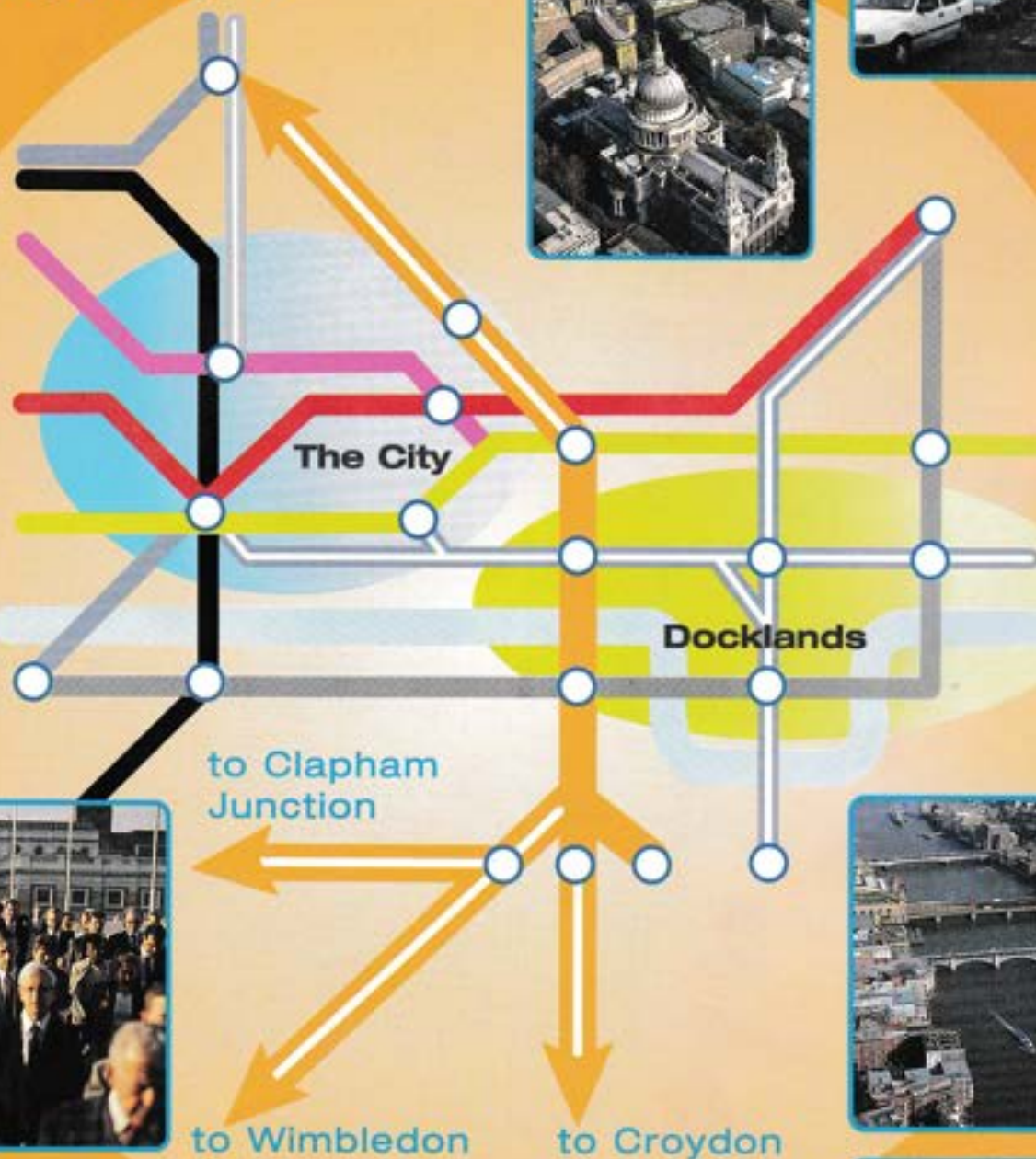


Highbury & Islington



EAST London

Line Extensions

FIRST FOR THE
NEW MILLENNIUM

London-wide support

I am delighted to launch *East London Line Extensions: First for the New Millennium*. Members of the East London Line Group support the project as a practical basis for combining transport and regeneration across North, East and South London and the City Fringe.

Extensions to the East London Line are a key step forward in the creation of integrated transport in London. They will pioneer new links between suburban and Underground lines, with a comprehensive rail network supporting commuter and orbital travel by public transport. The extensions underpin and stimulate major regeneration projects worth over £1.5bn, giving access to many



areas of London which have considerable urban deprivation.

At £150m the East London Line extensions are a realistic project - quick to build and affordable, with the construction timetable allowing completion by 2005, creating a new London-wide service with just 6 km of new and reopened railway.

The extended East London Line can be the first new London railway in the new millennium. I hope we can count on your support.

Archie Galloway, Chair, East London Line Group, and Deputy Chairman of the Policy and Resources Committee of the Corporation of London

Sir Alan Greengross, Chairman, London Regional Passengers Committee



The LRPC looks forward to the new journey opportunities and enhanced integration of London's rail networks which the East London Line extensions would bring.

House of Commons Select Committee

The Public Private Partnership proposals must address the provision of major capacity enhancements... and central government must start planning now for new projects to be taken forward within the new framework. The Government should confirm whether... the proposed extensions of the East London line... will be included in the infrastructure contract(s).

Report and Proceedings of the House of Commons Environment, Transport and Regional Affairs Select Committee July 1998

East London Partnership

The northern extension of the East London Line will... complement existing transport networks and new facilities under construction and [is] essential to provide the extra transport capacity needed to maintain the momentum of regeneration in east London and to support further investment and new jobs.

A New Deal for Transport in East London, April 1999

Cllr Nicky Gavron, Chair, London Planning Advisory Committee



It is hard to think of another transport project which adds so much value to London's regeneration. It will open up new opportunities for mobility and economic activity in parts of London where rail transport access is needed most of all.

Railtrack

We plan, with London Underground, to link the East London Line with our network both north and south, offering an exciting range of new journey opportunities.

Railtrack 1999 Network Management Statement

Lord Toby Harris, Chair, Association of London Government

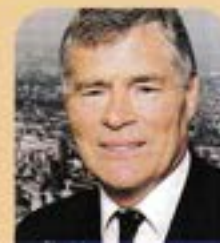


Londoners south of the river have very poor access to the tube network. Extensions to the East London Line would make life easier for thousands of commuters, help local regeneration and would provide a much-needed incentive for people to leave their cars at home and use public transport instead.

Stephen O'Brien, Chief Executive, London First

London First fully supports the extension of the East London Line which will bring the underground system to Hackney for the first time and stimulate the regeneration of sites in Hoxton, Dalston and at Bishopsgate goods yard.

East London represents a great opportunity for inward investment and growth and the extension of the East London Line will help attract business to the region and improve the quality of life for everyone who lives and works there.



Eric Sorensen, Chief Executive, The London Development Partnership

The East London Line extensions are very good examples of relatively inexpensive rail improvement schemes which would bring great benefit to London's job market and business activities.

One of our major tasks is to improve the practical connections between communities and job opportunities within London.

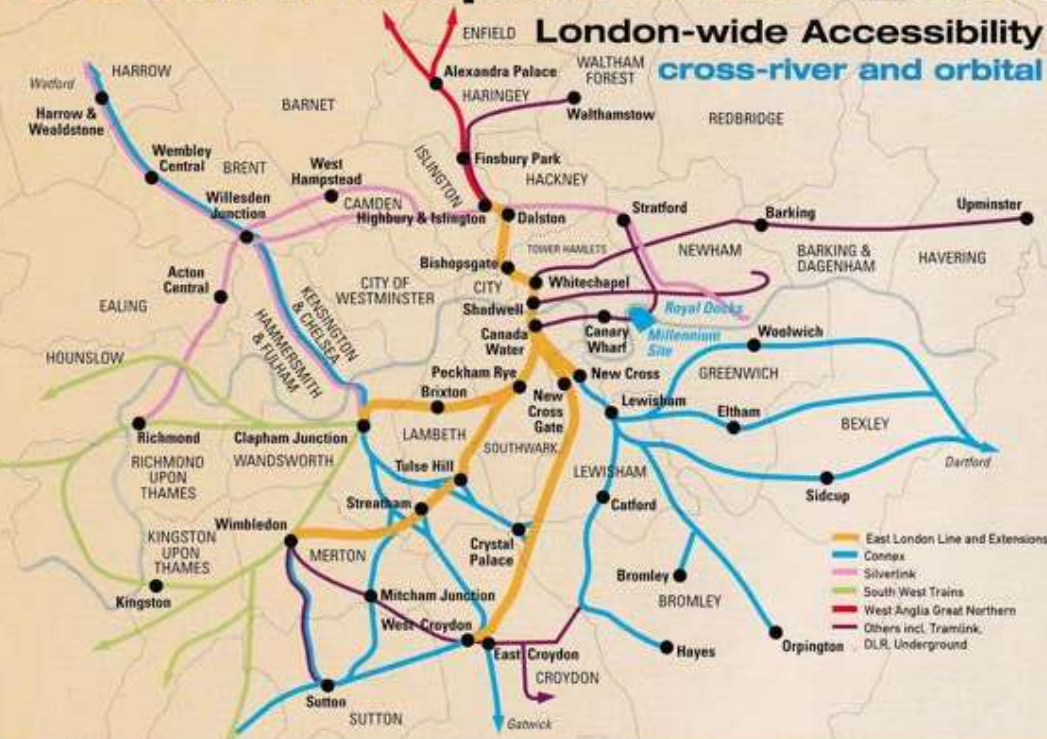
The extensions would link together communities in Hackney, Islington, Lewisham and other South London boroughs with Central London business activities.



The extensions also offer a new inner orbital route and such routes are badly needed to help improve London's transport system. Moving in and out of Central London along radial routes is relatively easy but cross - London orbital routes badly need improvement.

The rail corridor is already largely in place; there would be relatively little environmental disturbance in building the extensions and the benefits would be enormous.

£150m transport investment .. Boosting £1.5bn regeneration



Journey time savings

reaching more of the City:

Norwood Junction - Bishopsgate
from 35 to 28 mins (SAVE 7 MINS)



Streatham - Bishopsgate
from 31 to 25 mins (SAVE 6 MINS)



Dalston - Mansion House
from 23 to 18 mins (SAVE 5 MINS)



to Docklands, the Millennium site, and the Thames Gateway:

Tooting - Canary Wharf
from 44 to 27 mins (SAVE 17 MINS)



Highbury & Islington - Canary Wharf
from 28 to 22 mins (SAVE 6 MINS)



Forest Hill - North Greenwich
from 29 to 20 mins (SAVE 9 MINS)



direct, faster orbital journeys:

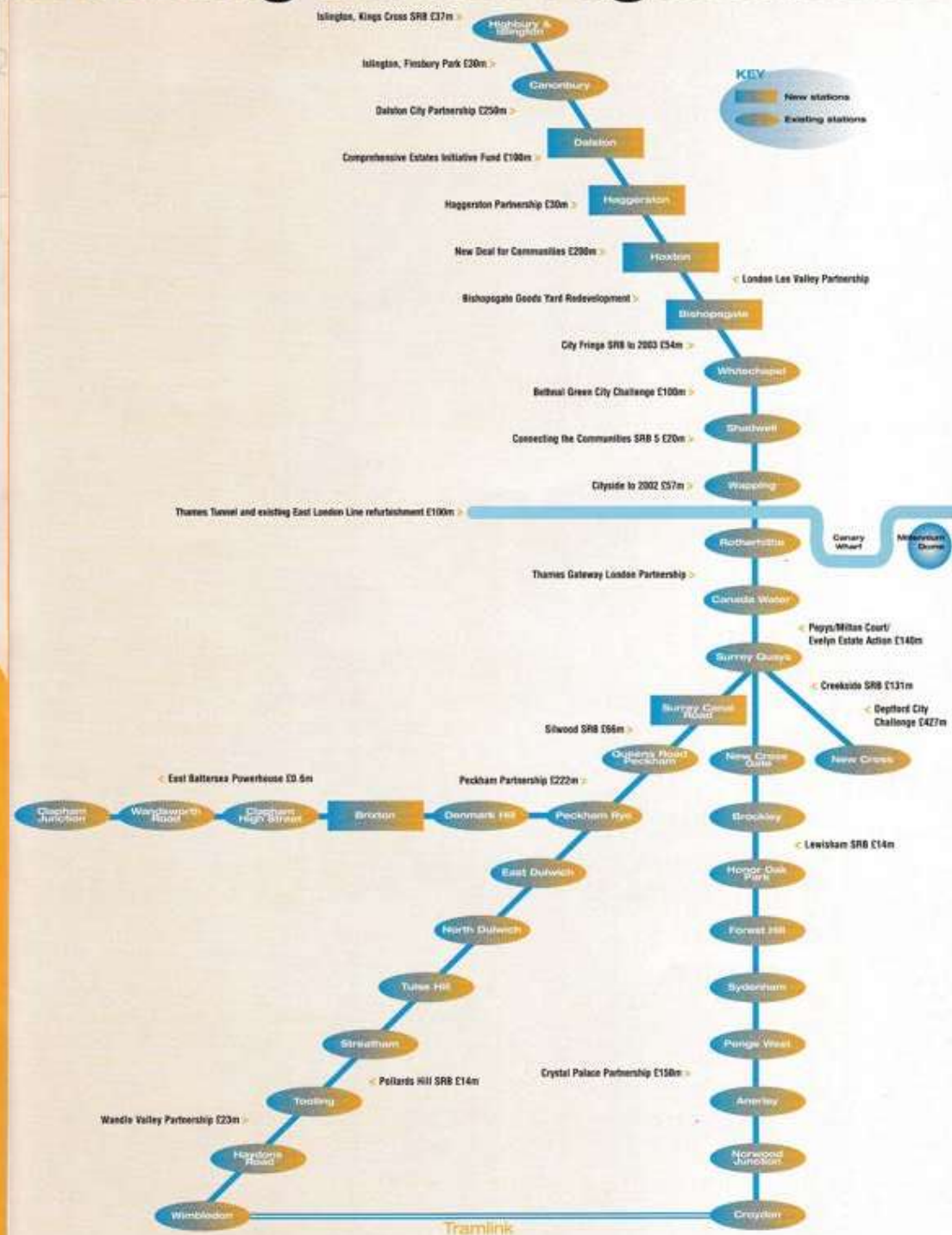
Clapham Junction - Wapping
from 40 to 24 mins (SAVE 16 MINS)



West Croydon - Surrey Quays
from 30 to 23 mins (SAVE 7 MINS)



Whitechapel - Wimbledon
from 40 to 31 mins (SAVE 9 MINS)



Key benefits

- > The first London scheme for the 21st century - construction under way by 2002, fully open by 2005
- > Strong regeneration benefits in North, East and South London and the City Fringe
- > Directly links 7 of the 14 Greater London Assembly constituencies, and 10 London Boroughs and the City
- > Greater cross-river capacity, relieving busy railways and roads, with scope for further services and capacity
- > Serves half of all eligible Welfare to Work young people in Greater London
- > Expands London's commuter and orbital public transport, with interchanges securing more transport integration
- > Tube-style 'Metro' services for North and South London
- > Makes much use of existing or former tracks, at £150m, 1/20th the cost of a new tube
- > Excellent value for money in LT's business criteria

Major interchanges

Integrating local transport



In this brochure, the diagrams show through local services studied by London Underground which have a strong business case. LU's £150m cost is based on services between Highbury, Wimbledon and Croydon. The diagrams are illustrative; the through tracks between the East London Line, and Railtrack in North and South London, would allow London area train companies to propose services which are integral to their networks.

Extra transport capacity for London

tackling cross-river congestion with more 'Metro' services for North, East and South London

2005

East London Line

Extensions capacity

(based on 18 trains per hour, 2 way flow, 4-car trains).

Greater capacity possible with additional investment.

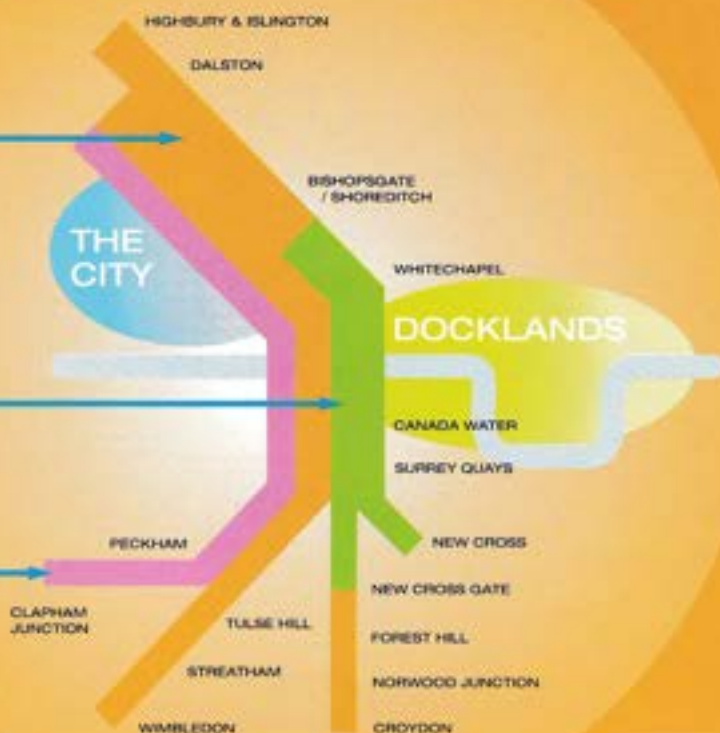
1999

East London Line

capacity

(based on 10 trains per hour, 2 way flow, 4-car trains).

Greater capacity possible with additional investment. To illustrate this, a Clapham Junction to Dalston service is shown.



About the East London Line Group

The East London Line Group is the joint body representing the common interests of the London Boroughs, local businesses, regeneration agencies and public/private partnerships along the route of London Underground's East London Line and its northern and southern extensions.

Group members include (mid-1999):

London Boroughs:

- Bromley
- Croydon
- Hackney
- Islington
- Lambeth
- Lewisham
- Merton
- Southwark
- Tower Hamlets
- Wandsworth
- Cityside Regeneration Ltd
- Corporation of London
- East London Partnership
- Lewisham Development Partnership
- London First
- Renaisi, Hackney
- SOLOTEC (South London TEC)
- Spitalfields Development Group

For further information: please contact Margaret Cooper on behalf of the East London Line Group: (tel) 020 7364 5000, (email) traffic.btl@dial.pipex.com

Timetable

- | | |
|------|--|
| 1997 | <ul style="list-style-type: none"> Government approves East London Line (ELL) northern extension powers (Whitechapel - City - Dalston - Highbury & Islington) |
| 1998 | <ul style="list-style-type: none"> Deputy Prime Minister authorises London Underground (LU) to start detailed planning and design work on ELL southern extensions (links onto Railtrack via New Cross Gate, and Surrey Quays-Peckham) |
| 1999 | <ul style="list-style-type: none"> LU to report to Department of the Environment, Transport and the Regions, who will decide if southern extension powers may be sought. Preparation underway for renewing northern extension powers Decision on including ELL extensions in LU's public-private partnership |

Next steps, with progress on extensions

- | | |
|------|---|
| 2000 | <ul style="list-style-type: none"> Public inquiry into application for southern extension powers |
| 2001 | <ul style="list-style-type: none"> Inspector's report on southern extensions sent to DETR for decision on powers. Decision on renewing northern extension powers New basis for LU funding started (eg public - private partnership) Go ahead for ELL extensions? Mayor for London to make final decision |
| 2002 | <ul style="list-style-type: none"> Construction begins on ELL northern and southern extensions |
| 2005 | <ul style="list-style-type: none"> New extended East London Line opens |