



## East London Line Phase 2

### Project

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### Client

Transport for London

### Location

London, UK

### Start Date

2008

### End Date

2012

### Duration

48 months

### Contract Value

£26m

### Services Provided

Signalling, train control and telecoms, track/permanent way and programme management

### Background

The East London Line Project Phase 2 (ELLP2) has resulted in a south-western branch from Surrey Quays to Clapham Junction via Peckham Rye, Denmark Hill and Wandsworth Road. This new orbital route has saved significant journey times and provide an essential new strategic transport link for London.

Phase 2, followed on from ELLP1 which started operation in May 2010, with the extension of services to New Cross, Crystal Palace and West Croydon.

The extension of the East London Line is estimated to increase usage of the passenger transit capacity from 10.4 million to about 35.4 million annually, with around 50 million passengers expected to use the line after the completion of the second phase.

The 4 year project formed the final link in the Mayor's strategy to promote orbital rail travel, reducing need for interchange and reducing congestion at central London termini.



## Scope of Works

The scope of the works on this project included:

- ▶ constructing a new double junction controlled from London Bridge Area Signalling Centre (ASC), to provide a connection to Rail for London's (RFL) East London Line
- ▶ carrying out associated track, structures, power and signalling works
- ▶ modifying Supervisory Control And Data Acquisition (SCADA) to enable electrical power control from Lewisham Electrification Control Room (ECR)
- ▶ extending the Global System for Mobile Communications - Railway (GSM-R) coverage to new Silwood Lines.
- ▶ converting Platform 2 in to two separate 4-car platforms
- ▶ re-modelling the track
- ▶ re-configuration of signalling to suit the new layout involving a changeover of over 2500 wires to correctly re-control the new layout and its new functionality
- ▶ installing a facing crossover
- ▶ doubling a section of track.

## Key Project Outputs

The key outputs of this project were:

- ▶ a new passenger service of 4 trains per hour in each direction, calling at all intermediate stations and terminating in the new platform 2 at Clapham Junction
- ▶ better integration of rail services with other modes of transport
- ▶ improve access between East and South-West London
- ▶ provide additional capacity to accommodate growing demand.

The project provided a strategic orbited rail link for London in time for the London 2012 Olympics. The project was however, designed to provide long term capacity, accessibility and economic benefits.