

## London Overground takes shape



Rail company MTR Laing has been chosen to operate London's new Overground rail services from 11 November.

MTR Laing will run services on the North London Railway, currently operated by Silverlink Metro.

The new contract, managed by Transport for London (TfL), will bring investment of £1.4bn. By 2010 there will be more staff, new accessible trains and a vastly upgraded service, as well as refurbished and new stations.

Other improvements on the Overground network include increased capacity with longer trains, as TfL has recently placed a new £36m order for 36 rail carriages for the network. This is in addition to the 44 already being built.

For more information on the stations being served by London Overground, go to [tfl.gov.uk/rail](http://tfl.gov.uk/rail)

### What is London Overground?

London Overground is a new train service for the Capital.

From November, TfL will take control of four railway lines: the North London; West London; Barking to Gospel Oak; and Watford to Euston lines.

When the East London line extension is completed it will be joined to the North London line and form part of an orbital rail network.

# Congestion Charging – traffic levels still lower

Reduced levels of traffic are being maintained in central London, and congestion has been cut by up to 25 per cent within the western extension according to the Congestion Charging Fifth Annual Impacts Monitoring Report issued in July.

The report highlights the stability of traffic levels in the original zone in 2006 – 21 per cent lower than in 2002. Before charging began, some 334,000 vehicles entered the original zone each day. Last year, around 70,000 fewer vehicles entered the same area each day.

Also, traffic levels on boundary routes of the original zone have remained comparable to previous years.

The report also looks at the western extension of the charging zone which was introduced in February. Over the first three months of operation, traffic was typically down by 10 to 15 per cent on equivalent levels in 2006, in line with TfL's predictions.



The first comprehensive survey of congestion in the western extension indicates that levels have been reduced by between 20 and 25 per cent against comparable values in 2005 and 2006.

For a copy of the report, go to [tfl.gov.uk/ccpublications](http://tfl.gov.uk/ccpublications)

## Metronet Administration will not affect services

Mayor of London Ken Livingstone has said that despite Metronet going into Administration, safe and reliable Underground services will continue.

Metronet Rail BCV Limited and Metronet Rail SSL Limited, the companies responsible for the maintenance and renewal of the Bakerloo, Central, Victoria, and Waterloo & City lines and Circle, District, Hammersmith & City, Metropolitan and East London lines entered Administration on 18 July.

Go to [tfl.gov.uk/metronetquestions](http://tfl.gov.uk/metronetquestions) for details.

### First trains to T5

Tube trains are now being tested on the Piccadilly line extension to Heathrow Terminal 5. This will enable London Underground to check the service operates safely and reliably and to allow staff training to take place. Passenger services will start when Terminal 5 opens in March 2008.

## DLR Woolwich Arsenal extension tunnel breakthrough

One of the most ambitious tunnelling projects in Britain in recent years was completed on 23 July.

The breakthrough of the second and final tunnel of the Woolwich Arsenal extension to the Docklands Light Railway (DLR) was completed ahead of schedule and on budget.

The Woolwich Arsenal extension will connect residents directly with London's rail transport network, giving them access to more jobs and leisure, and triggering regeneration within the borough.

Once built, the extension will connect the Olympic Park with equestrian and shooting events in Greenwich for the 2012 Games. The extension will enter service in early 2009.

For more information, visit [tfl.gov.uk/dlr](http://tfl.gov.uk/dlr)

# Millions turn out for Le Tour

Up to four million people lined the streets of London and Kent to watch the start of the Tour de France on 7-8 July.

Over the two days, elite cyclists from around the world thrilled onlookers while racing past some of the city's most iconic landmarks and buildings.

Peter Hendy, London's Transport Commissioner, said it had been 'a superb advertisement for cycling' and that the turnout had exceeded all expectations. He said: 'I believe that the Tour has helped in our push to see many more Londoners helping to accelerate and deepen the cycling renaissance that the Capital is already experiencing.'



'The four years of planning we and our partners put in has seen everything run like clockwork. Public transport has run smoothly throughout the day.'

The Tour is expected to have generated more than £115m worth of economic benefits to the region and promoted the Capital to a worldwide audience of two billion.

A range of cycling activities and events also took place in the Capital over the weekend, including the People's Village and the Hyde Park Cycling Festival.

The Mayor of London, Ken Livingstone, said: 'I hope this incredible event will encourage many more Londoners to get on their bikes and enjoy the health and environmental benefits of cycling in the Capital. I am now looking forward to the time when we can welcome Le Tour back to London.'

For more information about cycling in London, visit [tfl.gov.uk/cycling](http://tfl.gov.uk/cycling)

## Tour de France facts:

- The Tour generated £115m for London
- Twenty-one teams of nine riders raced the 3,500km
- Two million spectators gathered in the Capital to watch the start

# Vital Crossrail takes another step

The process to gain powers to build the Crossrail scheme is firmly on track, as are discussions with Government to secure funding.

Crossrail is the most important project to boost transport in the Capital. It would increase public transport capacity by a significant 10 per cent and sustain London's job and population growth.

The high-speed railway would run from Maidenhead in the west to Shenfield in the east with a new tunnel through the central London section. It would link Heathrow, Paddington, the West End, City, and Canary Wharf, providing regeneration benefits to many areas. It would improve access to jobs and

relieve pressure on a number of Tube lines, rail routes and key stations.

Additionally, London is set to benefit from billions of pounds of investment in rail services after the publication of the Department for Transport's rail priorities for the period 2009 to 2014.

It will mean longer trains at peak hours and station platforms lengthened on many suburban routes. The Thameslink expansion scheme has also been given the go-ahead and involves lengthening platforms to allow 12-car trains, plus a major infrastructure upgrade which will triple capacity.

For more information, visit [tfl.gov.uk/crossrail](http://tfl.gov.uk/crossrail)

# DLR helps to make London greener

A new report, compiled by business support consultancy Innovacion, has shown that the DLR has helped London tackle climate change.

The DLR extension to London City Airport has brought huge environmental benefits with around 120,000 fewer taxi rides and 288,000 fewer car journeys being made, reducing carbon dioxide emissions by more than 156 tonnes.

It showed that, of those passengers travelling to City Airport, 49 per cent had gone by the new DLR extension – the highest proportion carried by any airport rail link in the UK.

The extension opened ahead of schedule and on budget in December 2005. It runs from Canning Town via London City Airport to King George V station in north Woolwich.



## 20 years of success

On 31 August, DLR will celebrate its 20th anniversary with a range of events across the network.

This year a record 60 million passengers travelled on the DLR. By 2009, this is expected to rise to 80 million.

# Penalty Charge notice changes

A new two-tier scheme for penalising illegal parking has come into force in the Capital.

The scheme is based on the seriousness of the contravention committed. It means drivers parking at bus stops, on pedestrian crossings, or in safety zones outside schools, will receive a higher penalty than those overstaying at parking meters. Other contraventions include wrongly using bus lanes, entering a box junction when exits are blocked and ignoring a no-entry sign.

A £120 penalty will be applied to the more serious contraventions in central London, while lesser contraventions will attract a penalty of £80. In outer London, the penalty will be £100 and £60. All penalties will be reduced by 50 per cent if paid within 14 days.

The introduction of the scheme follows an extensive consultation with the public, motoring organisations and other interested parties, carried out last year by London Councils and TfL.

Go to [www.londoncouncils.gov.uk](http://www.londoncouncils.gov.uk) for more information.

# Access to the Tube

LU has launched a consultation asking for the views of disabled people on its current service and plans for the future.

The consultation document, which describes the progress made so far in making the Underground more accessible, outlines plans and priorities for the future. Most of the network was built more than 100 years ago before accessibility was considered a priority, so the task facing LU is a significant one.

The consultation will continue until 31 December. Copies of the document are available in a variety of formats.

To find out more call 0845 330 9880, email [CSCTeam@Tube.tfl.gov.uk](mailto:CSCTeam@Tube.tfl.gov.uk) or visit [tfl.gov.uk/tubeaccess](http://tfl.gov.uk/tubeaccess)

## Annual Report available online

TfL's 2006/07 Annual Report is available to download at [tfl.gov.uk/annualreport](http://tfl.gov.uk/annualreport)

For further information, please contact: Group Public Affairs, Transport for London, Windsor House, 42-50 Victoria St, London SW1H 0TL, 020 7126 4411, [publicaffairs@tfl.gov.uk](mailto:publicaffairs@tfl.gov.uk)