

# GTR 2018 Timetable Consultation Phase 2

Thank you for taking the time to read and respond to our Consultation.

The details contained within this consultation represent proposals which will lead up to the biggest timetable change many routes around London and the South East have seen for decades. We are keen for everyone to have their say in shaping the future train service.

This is one of the earliest consultations any train operator has launched prior to a significant timetable change.

Please note:

Peak services refers to services at London St Pancras International, London Kings Cross, Moorgate, London Bridge, London Blackfriars, London Victoria, Kensington Olympia or Brighton arriving between 0700 and 0959 or departing between 1600 and 1859 on weekdays.

High Peak services refers to services at London St Pancras International, London Kings Cross, Moorgate, London Bridge, London Blackfriars, London Victoria, Kensington Olympia or Brighton arriving between 0800 and 0859 or departing between 1730 and 1829 on weekdays (except Brighton which is 1700 – 1759).

# GTR 2018 Timetable Consultation

<b>1. Introduction</b>	4
Background to 2018 timetable change	4
<b>Why is GTR consulting?</b>	5
<b>1. The consultation process</b>	5
How to respond to the consultation?	6
<b>Opportunities to speak with us directly</b>	6
How long will the consultation period last for?	6
Alternative Formats	6
<b>2. Our approach to 2018</b>	7
<b>1) Passenger Demand</b>	7
<b>2) Capacity</b>	8
<b>3) Operational resilience and robustness</b>	8
<b>3. Proposals for an expanded north to south cross-London Thameslink network from 2018.</b>	9
<b>The Thameslink transition</b>	9
<b>Proposed Thameslink service patterns from 2018.</b>	10
<b>Thameslink route information</b>	11
<b>4. Proposed Thameslink routes</b>	13
Thameslink Mainline Route TL1:	13
Thameslink Mainline Route TL2:	13
Thameslink Mainline Route TL3: <b>PEAK ONLY</b>	13
Thameslink Mainline Route TL4: <b>HIGH PEAK ONLY</b>	13
Thameslink Mainline Route TL5:	13
Thameslink Mainline Route TL6:	14
Thameslink Mainline Route TL7:	14
Thameslink Metro Route TL8:	14
Thameslink Metro Route TL9:	14
Thameslink Metro Route TL10:	15
Thameslink Metro Route TL11:	15
Thameslink Metro Route TL12:	15
<b>5. Proposals for a redesigned and simplified Southern network</b>	16
<b>Southern route information</b>	16
<i>Brighton Main Line</i>	18
<i>Mainline West</i>	18
<i>Mainline East</i>	19
<i>Redhill</i>	20
<i>Coastway West</i>	21

<i>Oxted Route</i> .....	23
<i>South London Metro</i> .....	23
<i>West London</i> .....	25
<b>6. Proposed Southern service patterns</b> .....	26
<b>Southern Mainline Route SN1 (Brighton Main Line):</b> .....	26
Southern Metro Route SN2 (West London Line): .....	26
<b>Southern Metro Route SN3 (South London Metro):</b> .....	26
<b>Southern Mainline Route SN4 (Oxted):</b> .....	28
<b>Southern Mainline Route SN5 (Redhill):</b> .....	29
<b>Southern Mainline Route SN6 (Mainline West):</b> .....	29
<b>Southern Mainline Route SN7 (Mainline East):</b> .....	30
<b>Southern Mainline Route SN8 (Coastway West):</b> .....	31
<b>Southern Mainline Route SN9 (Coastway East):</b> .....	31
<b>7. Gatwick Express – dedicated airport link between capital and coast</b> .....	33
<b>8. Proposals to transform the Great Northern network</b> .....	34
Great Northern Mainline .....	34
Great Northern Metro .....	35
<b>9. Proposed Great Northern service patterns</b> .....	37
<b>Great Northern Mainline Route GN1 (Kings Lynn and Cambridge):</b> .....	37
<b>Great Northern Mainline Route GN2 (Cambridge local):</b> .....	37
<b>Great Northern Mainline Route GN3 (Peterborough):</b> .....	37
Great Northern Metro .....	37
<b>Route GN4.1:</b> .....	37
<b>Route GN4.2:</b> .....	37
<b>Route GN4.3:</b> .....	38
<b>Great Northern Metro Route GN5 (Welwyn):</b> .....	38

## 1. Introduction

This Consultation sets out proposed changes to the timetable which will be operated by Govia Thameslink Railway (GTR) in 2018 following completion of the Thameslink Programme. This will be the biggest timetable change on the routes affected in a generation. We are therefore seeking feedback from any interested parties who may be affected by the proposed changes to help shape the new patterns of service.

We have revised some of our proposals following feedback received in phase one and are now in a position to share Monday to Friday timetables for further comment.

The GTR franchise is a Management Contract with the Department for Transport (DfT) specifying the service and agreeing any changes. GTR and the DfT are working together to propose changes to the services to provide the capacity and levels of performance required.

GTR operates train services under four local brands, Gatwick Express, Great Northern, Southern and Thameslink as follows:

- **Gatwick Express:** non-stop direct services between London Victoria, Gatwick Airport and Brighton.
- **Great Northern:** connects London with Welwyn Garden City, Hertford, Stevenage, Cambridge, Peterborough, Ely and Kings Lynn.
- **Southern:** frequent Metro service between London and South London and Surrey. Mainline services between London, Gatwick Airport and the Sussex Coast. Coastway services between Brighton, Worthing, Chichester, Portsmouth, Southampton to the West and Lewes, Eastbourne, Hastings and Ashford to the East.
- **Thameslink:** cross-London services linking north and south between Bedford, Brighton, Wimbledon and Sevenoaks.

During 2018 a number of Great Northern and Southern services will be transferred to Thameslink. New services from Kent will also be introduced to provide an expanded cross-London network.

### Background to 2018 timetable change

The Thameslink Programme is funded by the government through the DfT, with Network Rail delivering infrastructure improvements, Siemens delivering new trains and GTR providing additional passenger services.

When the Programme completes in 2018, it will transform north-south travel through London; journeys will be improved with trains every two to three minutes through central London at peak times.

Improved connections will give you better travel options to more destinations than ever before, modern track will make your journeys more reliable and new trains will provide additional capacity.

Network Rail is carrying out station, track and signalling works, working closely with GTR to minimise disruption to passengers. As part of the Programme, Network Rail will simplify the track layouts on the approaches to London Bridge station which will allow for a more reliable, less congested railway. In order to achieve this, Network Rail will introduce new infrastructure including a major new section of railway.

## Why is GTR consulting?

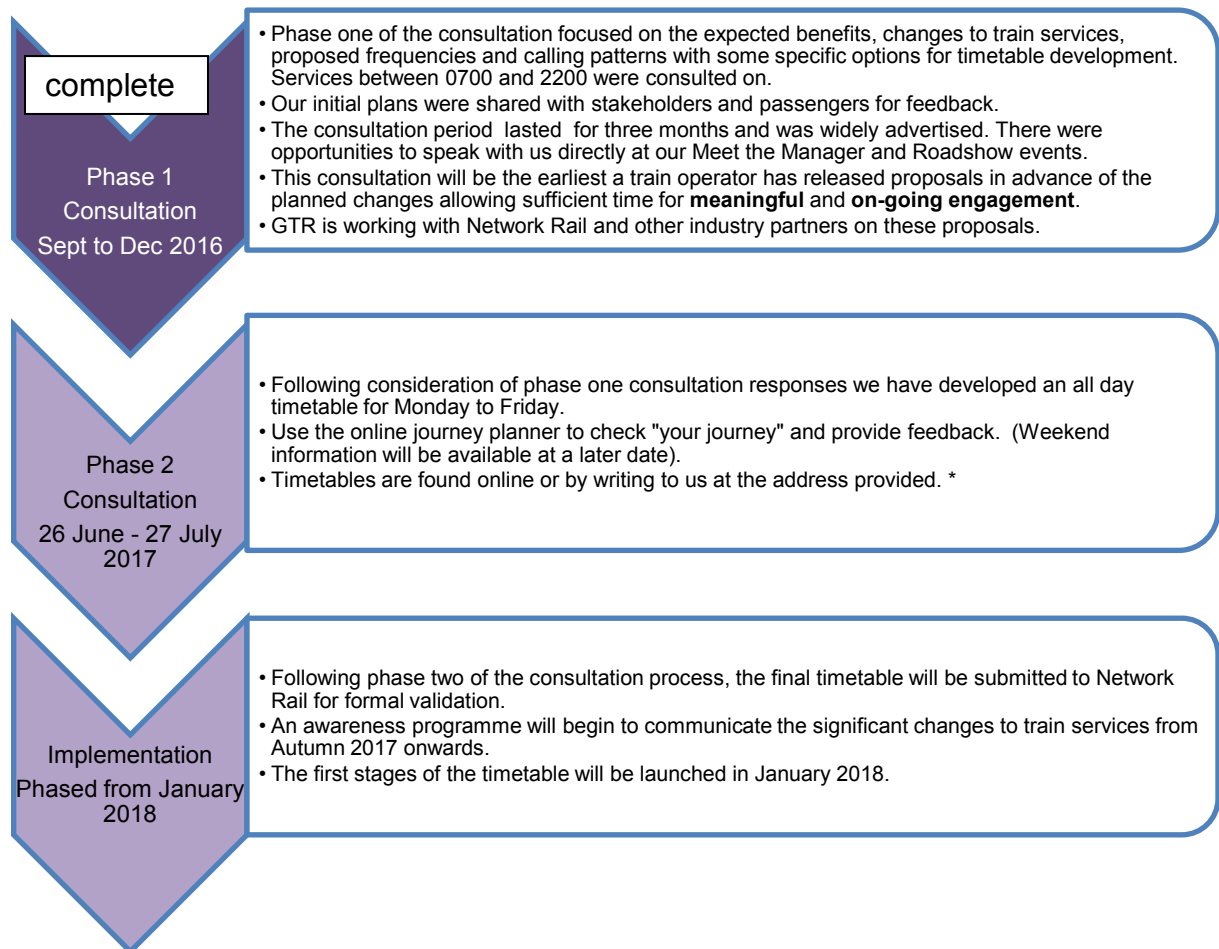
This consultation seeks to increase our understanding of what service is required to meet the majority of our passengers needs. Phase one of the consultation focused on calling patterns and frequency for weekday peak and off peak services. Following a review of the feedback from phase one we have now released detailed timetables, including an online journey planner, for further comments.

Changes to train services will happen throughout 2018 to deliver the final service in December.

### 1. The consultation process

The consultation will be undertaken in two parts.

This process forms the second phase as described below.



\*If you would like to request a hard copy of the timetables please write to the address below.

**GTR 2018 Timetable Consultation**  
**East Side Offices**  
**Kings Cross Station**  
**Kings Cross**  
**London N1C 4AP**

## How to respond to the consultation?

Information provided will only be used for purposes of the consultation and will not be passed outside of GTR or its operating brands Gatwick Express, Great Northern, Southern and Thameslink.

Please respond via the online survey on the website or you can post your responses to:

**GTR 2018 Timetable Consultation**  
**East Side Offices**  
**Kings Cross Station**  
**Kings Cross**  
**London N1C 4AP**

If you have a question please email [gtr.timetableconsultation@gtrailway.com](mailto:gtr.timetableconsultation@gtrailway.com) or write to the above address.

## Opportunities to speak with us directly

For those who would like to speak to us directly, members of the 2018 Timetable Planning team will be at the following “meet the managers” events that are scheduled during the consultation period:

Station	Date	Time
London Bridge	Thursday 22 June 2017	07:30 - 09:30
London Kings Cross	Tuesday 27 June 2017	07:30 - 09:30
London St Pancras Int	Wednesday 28 June 2017	07:30 - 09:30
London Blackfriars	Thursday 20 July 2017	07:30 - 09:30
London Victoria	Tuesday 25 July 2017	07:30 - 09:30

The team are also planning to be at the following stations during the consultation period to answer any questions:

Station	Date	Time
Hertford North	Wednesday 12 July 2017	17:00 – 20:00
Stevenage	Thursday 13 July 2017	06:30 - 09:30

These events will be advertised on local station posters and on our website.

## How long will the consultation period last for?

We are keen for as many interested parties as possible, whether as groups or individuals, to be involved in shaping the future train service.

The second stage of the consultation will start on Monday 26 June 2017 **and close at 1700 on Thursday 27 July 2017**. We need to formally submit our timetables to Network Rail by mid August 2017.

## Alternative Formats

We can provide copies of this documentation in alternative formats by contacting [gtr.timetableconsultation@gtrailway.com](mailto:gtr.timetableconsultation@gtrailway.com).

Or writing to:

**GTR 2018 Timetable Consultation**  
**East Side Offices**  
**Kings Cross Station**  
**Kings Cross**  
**London N1C 4AP**

## 2. Our approach to 2018

We know the operational delivery of train services has been very difficult and challenging for passengers during this period with in some cases a reduction in train services whilst London Bridge station is being rebuilt.

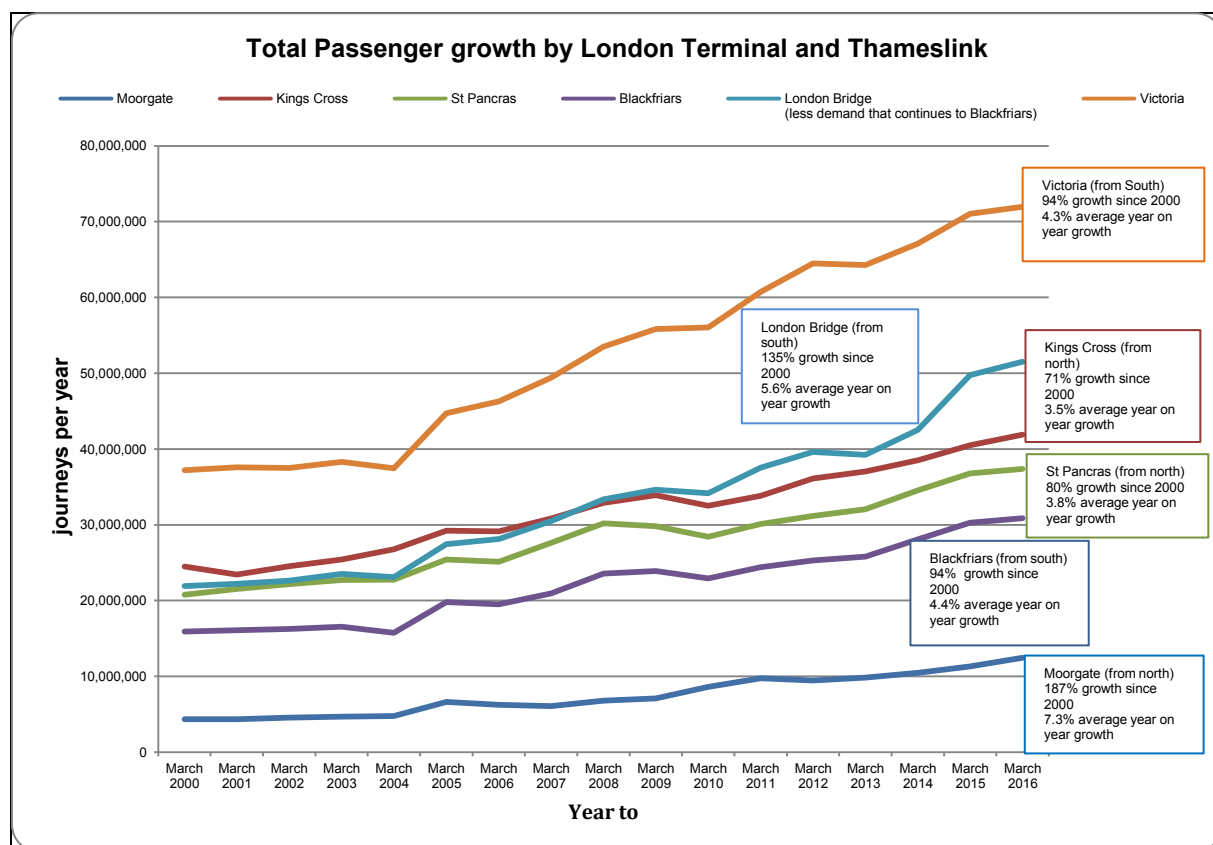
When the Programme is completed in 2018 there will be new infrastructure, using the latest signalling technology to deliver an improved more frequent service through Central London, and a new fleet of trains which will inject much needed additional capacity throughout the network.

We have adopted a fresh approach to reviewing service provision to ensure proposals can be integrated to provide a timetable which meets passenger needs and ultimately puts the Thameslink route at the heart of the UK rail network.

We have approached the four key priorities for timetable development principles as follows:

### 1) Passenger Demand

Over the last decade, growth across our routes and the UK rail system has been exceptional. The chart below shows the total passenger growth by each London terminal and Thameslink route.



**Data source: Ticket sales modified by surveys (MOIRA data inspector)  
Victoria and London Bridge data for Southern Railway only**

The transformation of the timetable proposed in this document is designed to make optimum use of the enhanced and expanded rail infrastructure, together with additional train carriages to accommodate growing demand providing a step change in service provision and meeting the needs of passengers and this demand throughout the regions we serve for decades beyond.

We have thoroughly analysed passenger demand throughout our network identifying key journeys which has informed our proposals. We have listened to feedback from phase one of the consultation to refine these proposals and produce full timetables for further review.

## **2) Capacity**

As part of our proposals we have sought to address current and future passenger demand so far as possible taking into account future developments across our routes.

Our franchise will see a total of 1,514 new build train carriages introduced. This started with a complete replacement of the Gatwick Express fleet with 108 new carriages introduced during 2016, and the 116 new Class 387 vehicles introduced initially on Thameslink, now operating on Great Northern. Introduction of an entire new train fleet of 1,140 carriages for the Thameslink routes is underway and finally an entirely new fleet of 150 carriages for the Great Northern Metro Moorgate routes is due to be completed in 2018.

To address areas of high growth experienced since 2014, we have also been successful in securing further additional carriages to improve the passenger experience and reduce overcrowding. 116 additional carriages (29 x 4 carriage trains) over and above the original franchise plans will be used to address crowding issues on the Cambridge and Kings Lynn Great Northern Mainline route, Southern West London Line, South London Metro and Mainline services.

## **3) Operational resilience and robustness**

Our proposals include a complete redesign and overhaul of the current timetable.

We have retained elements which work well and have adopted best industry practice and fresh thinking into our proposals.

The proposed timetable will include:

- Increased turnaround times across the network to ensure trains leave on time at the beginning of their journey
- More time at busy stations to allow for the increased number of passengers getting on and off trains
- Additional time between certain locations to reflect the actual running time of the train and ensure right time arrival at critical locations
- Improved intervals between trains and optimised calling patterns (which in a very small number of locations may include a slight reduction from the current levels but still meets demand)
- Train services become 'self-contained' to dedicated routes, reducing the spread of delays from incidents, ultimately making it easier to recover from disruption and subsequent delays

Journey times in the proposed timetable will be more realistic, taking into account the capability of the available infrastructure and the number of passengers we now carry.

Addressing these issues will ultimately lead to a more reliable and punctual train service.



## 3. Proposals for an expanded north to south cross-London Thameslink network from 2018

Thameslink is the brand name given to train services running through Central London serving London Blackfriars, City Thameslink, Farringdon and London St Pancras International stations (the “Core”) currently linking Bedford, Luton and St Albans City in the north with Gatwick Airport, Brighton, Wimbledon, Sutton, Sevenoaks and Orpington in the south. Thameslink will be expanded to serve many more destinations from 2018. This means a number of train services currently operated by Great Northern, Southern or Southeastern will be transferred to Thameslink during 2018.

2018 will see the return of Thameslink services stopping at London Bridge. A new tunnel link will open between London St Pancras International and Finsbury Park. This allows train services which currently start and finish at London Kings Cross to be extended to run through to new destinations south of London for the first time bringing direct trains between Cambridge, Peterborough and Gatwick Airport.

24 trains per hour (tph) will operate during peak periods (18tph during off peak periods) at frequent intervals of 2-3 minutes making full use of the new Thameslink infrastructure. New technological advances to the signalling equipment mean trains will be able to run at higher frequencies than currently possible.

### The Thameslink transition

During 2018 the new Thameslink timetable will be transformed over a number of phases throughout the year.

From **January 2018** services between Brighton and Bedford will be re-introduced on a phased basis via London Bridge. However the timetable structure north and south will be largely unaltered at this stage which means that these services will be held at London Bridge for around 10 minutes.

From **May 2018** significant changes will be made to the timetable in preparation for the final December 2018 timetable. From May 2018 the whole network will be redesigned with an increased Thameslink peak service of 20 trains per hour operating through Central London. Existing Southern, Gatwick Express and Great Northern services will also change. Initially four Thameslink trains per hour in the peaks will not operate through London and will only operate as far as London Blackfriars (from the south) and will restart from London Kings Cross (from the north) until the high capacity infrastructure becomes available through the Central London core section.

These services are

- Cambridge to Maidstone East
- Sevenoaks to Welwyn Garden City

There will be some changes to Thameslink services to Orpington via West Dulwich as they transfer to Southeastern.

From **December 2018** the four Thameslink services not running through in May will be linked to provide a continuous journey north to south when the final infrastructure upgrades are completed and the full benefits of the Thameslink Programme will be realised.

Further details regarding the transition programme will be advertised by the end of 2017.

# Proposed Thameslink service patterns from 2018

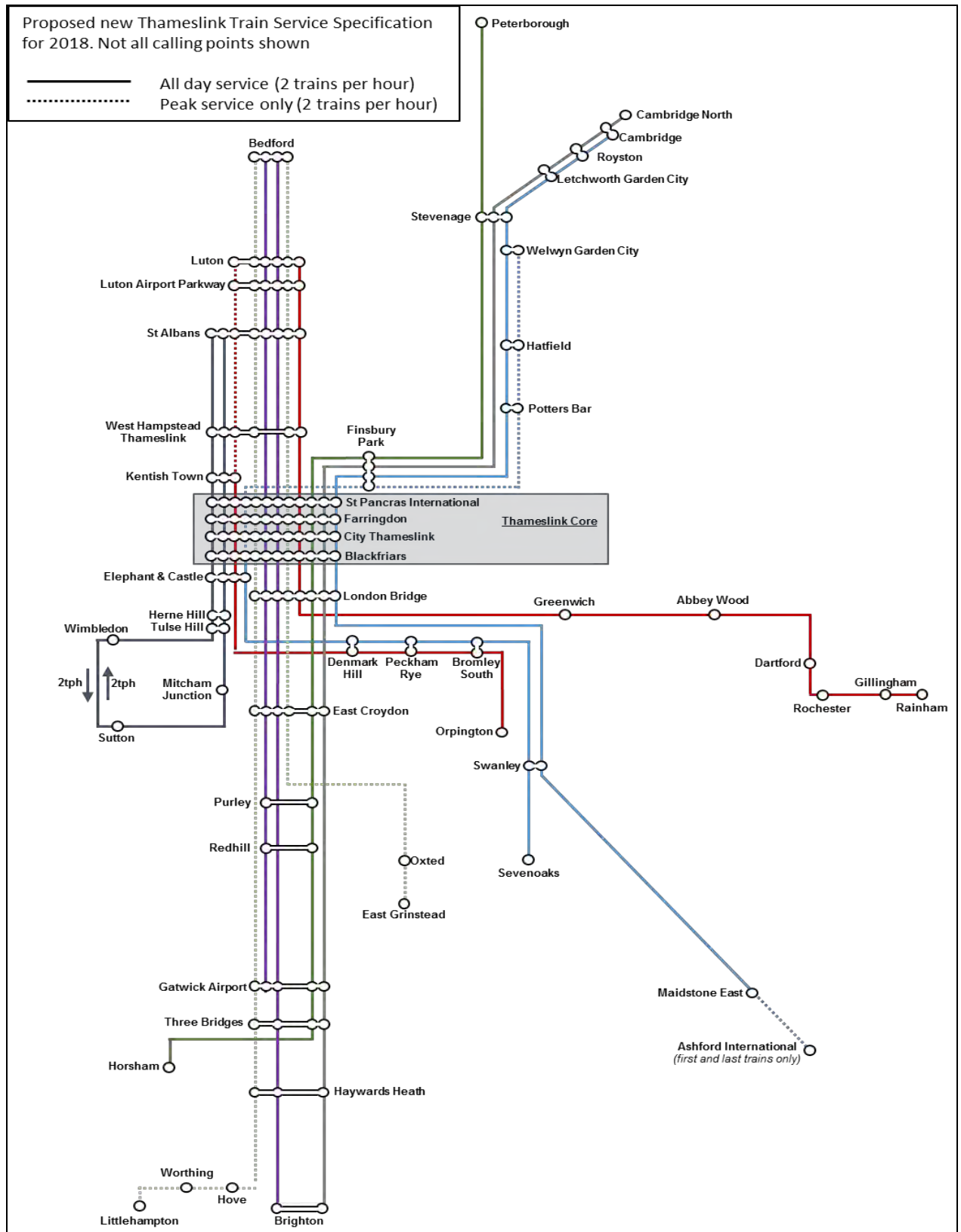


Figure 2: Proposed Thameslink service map from 2018

For the purpose of this consultation, each Thameslink route has been allocated a route number and designated as a Mainline or Metro route for easy identification. The unique route numbers feature across all material produced as part of this consultation.

## Thameslink route information

Mainline routes will include first class accommodation whilst Metro routes will not.

Route	Trains per hour	Origin	Via	Destination	Days of Operation
TL1	2tph	Bedford (fast from St Albans City)	London Bridge	Brighton (fast via Gatwick Airport)	Daily
TL2	2tph	Bedford (fast from St Albans City)	London Bridge	Gatwick Airport (semi fast via Redhill)	Daily
TL3	2tph	Bedford (fast from St Albans City)	London Bridge	East Grinstead	Mon-Fri (peaks)
TL4	2tph	Bedford (fast from St Albans City)	London Bridge	Littlehampton (via Hove)	Mon-Fri (peaks)
TL5	2tph	Peterborough (semi fast)	London Bridge	Horsham (semi fast via Redhill)	Daily
TL6	2tph	Cambridge (semi-fast)	London Bridge	Brighton (fast via Gatwick Airport)	Daily
TL7	2tph	Cambridge (stopping)	London Bridge	Maidstone East	Mon-Sat
TL8	2tph	Welwyn GC (semi fast)	Elephant & Castle	Sevenoaks (via Catford Loop)	Mon-Fri (peaks)
		Blackfriars			Daily (not Mon-Fri peaks)
TL9	2tph	Luton (semi-fast)	Elephant & Castle	Orpington (via Catford Loop)	Mon-Fri (peaks)
		Kentish Town			Daily (not Mon-Fri peaks)
TL10	2tph	Luton (semi fast)	London Bridge	Medway Towns (via Greenwich)	Daily
TL11	2tph	St Albans City (stopping)	Elephant & Castle	Sutton <i>then</i> Wimbledon (via Streatham)	Daily
TL12	2tph	St Albans City (stopping)	Elephant & Castle	Wimbledon <i>then</i> Sutton (via Streatham)	Daily

These proposals will mean more Thameslink services will operate to new destinations in Kent with other cross-London north to south Thameslink routes amended.

A summary of the proposed changes are:

- Thameslink services reinstated to serve London Bridge with much improved peak frequency and improved journey times as a result of no longer running on the South London diversion route.
- Significantly improved peak frequency and capacity uplift between **Central London and St Albans, Luton and Bedford**.
- Improved off peak services for **Luton, Luton Airport Parkway, Harpenden, St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway and West Hampstead Thameslink** with services increased from four to six trains per hour during Monday to Fridays, Saturdays and Sundays. These additional train services will run semi fast between Luton and Central London and continue to Greenwich, Dartford and Medway Towns.
- New cross-London journey opportunities will be created between **Cambridge – Stevenage – Central London (via London Bridge) – East Croydon – Gatwick Airport – Brighton** and also between **Peterborough – Stevenage – Central London (via London Bridge) – East Croydon – Redhill – Gatwick Airport – Horsham**. These new routes will provide direct connectivity with Gatwick Airport for the first time. These routes will double the frequency from hourly to half hourly of semi fast trains between both Cambridge and Peterborough and Central London.
- New cross-London journey opportunities providing multiple connectivity opportunities will be created between **Luton – St Albans City – West Hampstead Thameslink – Central London (via London Bridge) – Greenwich – Abbey Wood – Dartford and Medway Towns**. This new route will provide multiple new connections with the new east to west Elizabeth Line (formally Crossrail) at Abbey Wood. The route can also be operated by 8 or 12 car trains which is an important consideration once a new station opens at Brent Cross (scheduled for 2021).
- New all day train services are proposed to be introduced between **Kentish Town – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington**. During Monday to Friday peak periods these trains will be extended to and from **Luton**. This is in addition to the current train services between **London Blackfriars – Elephant & Castle – Catford – Bromley South – Swanley – Sevenoaks**. During peak periods these trains will be extended to and from **Welwyn Garden City**. The two routes combine between London Blackfriars and Bickley to provide 4tph on the Catford Loop route at all times of the day, doubling the frequency of Thameslink train services.
- To provide increased frequency the stopping **Cambridge** services will be linked to **Maidstone East**. This will double the stopping train frequency between Cambridge and Central London. To improve journey times between Maidstone East and Central London, and to re-instate journey opportunities previously removed in 2009, these trains will run via London Bridge (instead of Elephant & Castle). Previously the Maidstone East services were intended to be a predominately peak only. It is now proposed for this service to operate all day Mondays to Fridays and Saturdays. Some services will also be extended to or from Ashford International.
- There will be improvements to evening and Sunday services on the Wimbledon loop with earlier and later trains than present.

The above proposals mean that trains to and from **Caterham and Tattenham Corner**, routes previously proposed to be part of an expanded Thameslink network, will remain as Southern South London Metro services with increased capacity as compared to today. In phase one of the consultation 79% of respondents agreed with this change.

Significant changes are proposed for all Southern South London Metro services, creating a more simplified and robust network, which delivers enhanced capacity and better matches passenger demand.

## 4. Proposed Thameslink routes

This section details the proposed Thameslink routes.

Timetables are available on the website ([CLICK Here to go to Timetable page](#)) or check your journey ([CLICK to journey planner](#)) and provide feedback.

### Thameslink Mainline Route TL1:

#### **Bedford – Luton – St Albans City – Central London (via London Bridge) – East Croydon – Gatwick Airport – Brighton**

Serving: Bedford, Flitwick, Harlington, Leagrave, Luton, Luton Airport Parkway, Harpenden, St Albans City, West Hampstead (except Monday to Friday peaks), London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Gatwick Airport, Three Bridges, Balcombe, Haywards Heath, Wivelsfield, Burgess Hill and Brighton

### Thameslink Mainline Route TL2:

#### **Bedford – Luton – St Albans City – Central London (via London Bridge) – East Croydon – Redhill – Gatwick Airport**

Serving: Bedford, Flitwick, Harlington, Leagrave, Luton, Luton Airport Parkway, Harpenden, St Albans City, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, Norwood Junction, East Croydon, Purley, Coulsdon South (*Monday to Friday peaks only*), Merstham (*Monday to Friday peaks only*), Redhill, Earlswood, Salfords, Horley and Gatwick Airport.

*Thameslink Mainline Routes TL1 and TL2 combine to provide four trains per hour all day every 15 minutes (Mondays to Saturdays) between Bedford, Luton, St Albans City, Central London, East Croydon and Gatwick Airport*

### Thameslink Mainline Route TL3: **PEAK ONLY**

#### **Bedford – Luton – St Albans City – Central London (via London Bridge) – East Croydon – Oxted – East Grinstead**

Serving: Bedford, Flitwick, Luton, Harpenden, St Albans City, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, South Croydon, Sanderstead, Riddlesdown, Upper Warlingham, Woldingham, Oxted, Hurst Green, Lingfield, Dormans and East Grinstead.

### Thameslink Mainline Route TL4: **HIGH PEAK ONLY**

#### **Bedford – Luton – St Albans City – Central London (via London Bridge) – East Croydon – Three Bridges – Hove – Worthing – Littlehampton**

Serving: Bedford, Leagrave, Luton, Harpenden, St Albans City, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Three Bridges, Haywards Heath, Preston Park, Hove, Portslade, Shoreham-by-Sea, Lancing, Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering and Littlehampton

**Note:** A total of three peak trains will operate between Littlehampton, Central London and beyond in each peak period. Three trains north in the morning peak and three trains south in the evening peak.

*Thameslink Mainline Routes TL1, TL2, TL3 and TL4 combine to provide eight trains per hour during peak times (Mondays to Fridays) between Bedford, Luton, St Albans City, Central London and East Croydon*

### Thameslink Mainline Route TL5:

#### **Peterborough – Stevenage – Central London (via London Bridge) – East Croydon – Redhill – Gatwick Airport – Horsham**

Serving: Peterborough, Huntingdon, St Neots, Sandy, Biggleswade, Arlesey, Hitchin, Stevenage, Knebworth (am peak south bound only) Finsbury Park, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Coulsdon South, Merstham, Redhill, Gatwick Airport, Three Bridges, Crawley, Ifield, Faygate (limited service), Littlehaven and Horsham.

*Thameslink Mainline Routes TL2 and TL5 combine to provide four trains per hour (daily) between Central London, East Croydon, Redhill and Gatwick Airport. SN Route SN5.1 and SN5.2 will provide additional trains between London Victoria, East Croydon and Redhill providing a combined frequency of six trains per hour*

## Thameslink Mainline Route TL6:

### **Cambridge (semi-fast) – Stevenage – Central London (via London Bridge) – East Croydon – Gatwick Airport – Brighton**

Serving: Cambridge, Royston, Baldock Letchworth Garden City, Hitchin, Stevenage, Finsbury Park, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Gatwick Airport, Three Bridges, Haywards Heath, Burgess Hill, Hassocks, Preston Park and Brighton.

*Thameslink Mainline Routes TL5 and TL6 combine to provide four trains per hour every 15 minutes (daily) between Stevenage, Central London, East Croydon, Gatwick Airport and Three Bridges*

*Thameslink Mainline Routes TL1 and TL6 combine to provide four trains per (daily) hour between Central London, East Croydon, Gatwick Airport, Haywards Heath and Brighton*

## Thameslink Mainline Route TL7:

### **Cambridge (stopping) – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East – (Ashford International)**

Serving: Cambridge, Foxton, Shepreth, Meldreth, Royston, Ashwell & Morden, Baldock, Letchworth Garden City, Hitchin, Stevenage, Knebworth, Welwyn North, Welwyn Garden City, Hatfield, Potters Bar, Finsbury Park, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, Swanley, Otford, Borough Green & Wrotham, West Malling and Maidstone East. A limited number of trains will be extended between Maidstone East and Ashford International serving Bearsted only.

*Thameslink Mainline Routes TL6 and TL7 combine to provide four trains per hour (Mondays to Saturdays) between Cambridge, Stevenage and Central London.*

*Route GN1 will also provide additional fast services between Cambridge and London Kings Cross with a combined frequency of six trains per hour*

## Thameslink Metro Route TL8:

### **(Welwyn Garden City) – Central London (via Elephant & Castle) – Catford – Bromley South – Swanley – Otford - Sevenoaks**

Serving: London Blackfriars, Elephant & Castle, Denmark Hill, Peckham Rye, Nunhead, Crofton Park, Catford, Bellingham, Beckenham Hill, Ravensbourne, Shortlands, Bromley South, Bickley, St Mary Cray, Swanley, Eynsford, Shoreham, Otford, Bat & Ball and Sevenoaks. During Monday to Friday peak periods, trains will also serve Welwyn Garden City, Hatfield, Potters Bar, New Barnet, Oakleigh Park, New Southgate, Finsbury Park, London St Pancras International, Farringdon and City Thameslink.

**PEAK ONLY EXTENDED TO WELWYN GARDEN CITY** – please see individual timetable for details.

## Thameslink Metro Route TL9:

### **(Luton) – Kentish Town – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington**

Serving: Kentish Town (not Monday to Friday peak periods), London St Pancras International, Farringdon, City Thameslink, London Blackfriars, Elephant & Castle, Denmark Hill, Peckham Rye, Nunhead, Crofton Park, Catford, Bellingham, Beckenham Hill, Ravensbourne, Shortlands, Bromley South, Bickley, Petts Wood and Orpington. During Monday to Friday peak periods trains will also serve Luton, Luton Airport Parkway, Harpenden, St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway and West Hampstead Thameslink.

**PEAK ONLY EXTENDED TO LUTON** – please see individual timetable for details.

*Thameslink Metro Routes TL8 and TL9 combine to provide four trains per hour (daily) between Central London, Catford, Bromley South and Bickley. During peak times these services may be supplemented by Southeastern Metro services providing six trains per hour. During Monday to Saturday daytimes only Route TL9 will operate north of London Blackfriars to and from Kentish Town.*

## Thameslink Metro Route TL10: **Luton – Central London (via London Bridge) – Greenwich – Abbey Wood – Dartford – Medway Towns**

Serving: Luton, Luton Airport Parkway, Harpenden, St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway, West Hampstead Thameslink, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, Deptford, Greenwich, Maze Hill, Westcombe Park, Charlton, Woolwich Arsenal, Plumstead, Abbey Wood, Slade Green, Dartford, Stone Crossing, Greenhithe, Swanscombe, Northfleet, Gravesend, Higham and Medway Towns.

*These trains are not able to call at Woolwich Dockyard due to short platforms being unable to accommodate 12 carriage trains. There is insufficient time within the timetable to call at Belvedere and Erith stations on Thameslink routes. These stations will be served up to four times an hour by Southeastern trains to and from Cannon Street.*

***Thameslink Metro Routes TL9 and TL10 combine to provide four semi-fast trains per hour during peak times (Mondays to Fridays) between Luton, St Albans City, Mill Hill Broadway and Central London.***

## Thameslink Metro Route TL11: **St Albans City – Central London (via Elephant & Castle) – Tulse Hill – Sutton – Wimbledon (Loop)**

Serving: St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway, Hendon, Cricklewood, West Hampstead Thameslink, Kentish Town, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, Elephant & Castle, Loughborough Junction, Herne Hill, Tulse Hill, Streatham, Mitcham Eastfields, Mitcham Junction, Hackbridge, Carshalton and Sutton. Trains will generally continue to Wimbledon and beyond as Route TL12.

## Thameslink Metro Route TL12: **St Albans City – Central London (via Elephant & Castle) – Tulse Hill – Wimbledon – Sutton (Loop)**

Serving: St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway, Hendon, Cricklewood, West Hampstead Thameslink, Kentish Town, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, Elephant & Castle, Loughborough Junction, Herne Hill, Tulse Hill, Streatham, Tooting, Haydons Road, Wimbledon, Wimbledon Chase, South Merton, Morden South, St Helier, Sutton Common, West Sutton and Sutton. Trains will generally continue to Mitcham Eastfields and beyond as Route TL11.

***Thameslink Metro Routes TL11 and TL12 combine to provide four trains per hour (daily) between St Albans City, Central London, Elephant & Castle, Herne Hill, Tulse Hill and Streatham.***



## 5. Proposals for a redesigned and simplified Southern network

Southern is the brand name given to train services operating between Central London, South London and the South Coast through Surrey, West Sussex, East Sussex and parts of Kent and Hampshire.

A range of improvements are proposed aimed at simplifying the network by introducing new and revised routes, improving journey times on a number of routes through changes to calling patterns but protecting journeys that are important for passengers. Our proposals include a complete redesign of the network addressing some of the weaknesses in the current structure.

A number of train services currently operated by Southern will, by 2018, be transferred to Thameslink creating new south to north journey opportunities to Cambridge, improving connectivity with future Crossrail trains at Farringdon, national and international connectivity at London St Pancras International.

### Southern route information

Route	Trains per hour	Origin	Via	Destination	Days of Operation
SN1	2tph	London Victoria	Gatwick Airport	Brighton	Daily (not Mon-Fri peaks)
SN2	1tph	East Croydon	Clapham Junction	Milton Keynes Central	Daily
SN3.1	2tph	London Victoria	Crystal Palace	London Bridge	Daily
SN3.2	2tph	London Victoria	Crystal Palace	West Croydon	Daily
SN3.2A	2tph				
SN3.3	2tph	London Victoria	Sutton	Epsom	Daily
SN3.4	2tph	London Victoria	Sutton	Dorking (2tph) Horsham (1tph)	Mon-Sat
SN3.5	4tph	London Victoria	Norbury	Sutton	Daily
SN3.6	2tph	London Bridge	Sutton	Epsom Guildford	Daily Mon-Fri (peaks)
SN3.7	2tph	London Bridge	Purley	Caterham and Tattenham Corner	Daily
SN3.8	2tph	London Bridge	Sydenham	Coulsdon Town	Mon-Fri off peak
SN3.9	2tph	London Bridge	Tulse Hill	Beckenham Jn	Daily



Route	Trains per hour	Origin	Via	Destination	Days of Operation
SN3.10	2tph	London Bridge	Tulse Hill	Caterham	Mon-Sat (daytimes)
SN3.10A				Selhurst	Mon-Fri (peak), Sun
SN3.11	2tph	London Blackfriars	Herne Hill	Wimbledon then Sutton	Mon-Fri (peaks)
SN3.12	2tph	London Bridge	Tulse Hill	Sutton then Wimbledon	Mon-Fri (peaks)
SN4.1	2tph	London Victoria	Oxted	East Grinstead	Daily
SN4.2	1tph (off peak) 2tph (peak)	London Bridge	Oxted	Uckfield	Daily
SN5.1	TBC	London Victoria	Redhill	Reigate	Daily
SN5.2	TBC	London Victoria	Redhill	Tonbridge	Daily
SN6.1	1tph	London Victoria	Horsham and Chichester	Portsmouth Harbour	Daily
SN6.2	1tph	London Victoria	Horsham and Chichester	Southampton Central	Mon-Sat
SN6.3	2tph	London Victoria	Horsham	Bognor Regis	Daily
SN6.3A	2 trains	London Bridge	Horsham	Bognor Regis, Chichester, Southampton, Portsmouth Harbour	Mon-Fri (peaks)
SN6.4	2tph	London Victoria	Haywards Heath	Littlehampton	Daily
SN7.1	1tph	London Victoria	Haywards Heath	Eastbourne	Daily
SN7.1A	2 trains	London Bridge	Haywards Heath	Eastbourne	Mon-Fri (peaks)
SN7.2	1tph	London Victoria	Haywards Heath and Eastbourne	Hastings, Ore	Daily
SN8.1	2tph	Brighton		Hove	Daily
SN8.2	2tph	Brighton	Worthing	West Worthing. Littlehampton in High Peak	Mon-Sat
SN8.3	1tph	Brighton	Worthing and Chichester	Portsmouth Harbour	Daily
SN8.4	1tph	Brighton	Worthing and Chichester	Southampton Central	Daily
SN8.5	1tph	Littlehampton	Barnham	Bognor Regis	Daily
SN8.6	1tph	Littlehampton	Barnham	Portsmouth & Southsea	Daily
SN9.1	2tph	Brighton		Lewes	Mon-Sat
SN9.2	2tph	Brighton	Lewes	Seaford	Daily
SN9.3	1tph	Brighton	Eastbourne (stopping)	Hasting	Mon-Sat

Route	Trains per hour	Origin	Via	Destination	Days of Operation
SN9.4	1tph	Brighton	Eastbourne	Hastings	Daily
SN9.4	1 tph	Hastings	Rye	Ashford International	

### *Brighton Main Line*

- *London Victoria to Brighton*

There are no significant changes to Southern services between London Victoria and Brighton on Mondays to Fridays and Saturday off peak frequency of trains on this route. A half hourly service will operate between London Victoria and Brighton. Trains are expected to continue as currently provided on Sundays although there will be a number of timing adjustments throughout the route.

Please also refer to Thameslink and Gatwick Express sections to view the complete service provisions.

### *Mainline West*

- *London Victoria to Littlehampton via Hove and Worthing*
- *London Bridge to Littlehampton via Hove and Worthing (peak only)*

There are no significant changes proposed to the Monday to Friday and Saturday off peak frequency of trains on this route. Trains will continue to run as combined trains with Mainline East trains between Haywards Heath and London Victoria.

### **Proposals affecting existing Southern Littlehampton to London Bridge peak services:**

Currently there are two morning peak trains towards London and three evening peak trains from London. Our proposal is for these to become Thameslink services calling at London Bridge and on to Bedford increasing the number of morning peak services to three towards London and retaining three evening peak services from London.

### **Proposals affecting Littlehampton to London Victoria peak services:**

During Monday to Friday peak periods we are proposing to increase the number of morning peak trains from Littlehampton, Worthing and Hove to London Victoria filling the current 90 minute gap in train services.

There are no significant changes proposed to the Monday to Friday and Saturday off peak frequency of trains on this route. Trains will continue to combine or divide at Haywards Heath.

### **Proposals affecting Southampton, Portsmouth and Bognor Regis to London Victoria peak services:**

During Monday to Friday peak periods we have made timetable changes on these routes. The frequency will remain the same however more trains will attach at Horsham instead of Three Bridges. These changes are aimed at providing additional capacity where it is required most, avoiding overcrowding on morning trains between Horsham and Three Bridges and to improve the journey times between Chichester and London.

## *Mainline East*

- *London Victoria to Hastings via Lewes and Eastbourne*
- *London Victoria to Eastbourne via Lewes*
- *London Victoria to Seaford via Lewes (peak only)*

There are no significant changes proposed to the frequency of Monday to Friday off peak, Saturday or Sunday trains on this route. Trains will continue to run as combined trains with Mainline East trains between Haywards Heath and London Victoria.

### **Proposals for Cooksbridge and Plumpton:**

Following stakeholder requests to improve access to the South Downs, we are proposing changes to the calling patterns of some trains. Taking on board feedback from phase one we will not be changing the services at Plumpton to accommodate a more frequent service at Cooksbridge. However, we have taken note of Cooksbridge requests for additional services and are able to introduce calls on a later train from London Victoria (22:47 to Eastbourne). However due to the overnight engineering works this additional stop will only be on Friday and Saturday nights. The stop on the 22:47 was implemented in the May 2017 timetable.

### **Direct peak trains between London Victoria and East Coastway**

To provide the greatest benefit for the largest number of passengers the proposed peak service could include:

- Half hourly trains between London Victoria, Lewes, Polegate, Hampden Park and Eastbourne in typically 90 minutes with a connection to and from Newhaven and Seaford with a journey time from Victoria in typically 92 minutes.
- One per hour of the Victoria to Eastbourne trains continues to Bexhill and Hastings.
- Two London Bridge to Eastbourne trains in each peak stopping at all stations between Lewes and Eastbourne.

For many years there have been a small number of direct trains, two trains per day from Seaford to London Victoria in the morning and one from London Victoria to Seaford in the evenings which are provided during Monday to Friday peak periods. These trains combine or divide at Lewes with trains originating or continuing to or from Eastbourne. As currently operated, for a two hour peak period, three trains per hour in each direction operate between Lewes and Seaford. This is significantly constrained by the single line between Newhaven Harbour and Seaford and means trains have minimum turnaround times at Seaford and minimum single line reoccupation times at Newhaven Harbour. Operating a timetable with this reliance on a number of complex factors means delays can and do build very quickly on this route leading to a disproportionate impact across a wider network. We have analysed passenger numbers travelling on this route and we have determined that a service reduction to 2 tph in each direction will provide sufficient capacity to meet current demand.

Feedback from phase one indicated that the through services to London were the preferred option and this is reflected in the proposed timetables in phase two. We are able to provide an additional peak service from Brighton to Newhaven Town

### **Proposals affecting trains between London Victoria and Ore:**

In 2005 many London Victoria to Hastings trains were extended beyond Hastings to Ore to provide enhanced cross-Hastings local connectivity. Following further timetable development it is possible to continue running these services to Ore.

## *Redhill*

- *Tonbridge to London Victoria*
- *Reigate to London Victoria*
- *Tonbridge to London Bridge (peak)*
- *Reigate to London Bridge (peak)*
- *Three Bridges to Bedford via Central London*
- *Horsham to London Bridge*

In phase one we proposed changes to improve capacity and frequency of trains which serve Horley, Salfords, Earlswood, Redhill, Merstham, Coulsdon South and Purley. We received a lot of feedback from across the stations and have been working with the local rail user group to refine the proposals.

### **Proposals affecting trains services serving Redhill:**

Frequent all-day service of six trains per hour is proposed between Redhill and London.

Four Thameslink trains per hour would be provided to London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras International and beyond to the north with a proposed consistent improved journey time of 31 minutes instead of 41 minutes (for the majority of journeys) making a similar journey today. To the south these trains would run to Gatwick Airport and Horsham (replacing the existing Southern trains between London Bridge and Horsham). The current Three Bridges to Bedford train is proposed to operate between Gatwick Airport and Bedford only no longer serving Three Bridges but will run for longer periods during the day.

Two Southern trains per hour would continue to be provided to London Victoria originating from Reigate and Gatwick Airport. It is proposed that these trains would call at Salfords, Earlswood, Merstham, Redhill, Coulsdon South, Purley, East Croydon, Clapham Junction and London Victoria. Under these proposal passengers travelling from Redhill to London Victoria will see the journey time increased from 30 to 39 minutes during off peak periods when compared with a similar journey today due to the additional stops.

The majority of Thameslink and Southern trains during peak times would be formed of 12 carriages giving much increased capacity.

### **Proposals affecting train services serving Merstham and Coulsdon South:**

During Monday to Friday peak periods six trains per hour will be provided consistently, four of which will be Thameslink trains to London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras International and stations to Bedford or Peterborough and two of which will be two Southern trains to London Victoria.

These proposed changes mean that Merstham and Coulsdon South will receive four off peak services as currently but will consist of two Southern trains to London Victoria and two Thameslink trains to East Croydon, London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras International and beyond to Peterborough. We also propose to reduce the journey time to London Bridge. During Monday to Saturday daytimes we propose to reduce the journey time of trains towards London Bridge by up to ten minutes. To achieve this, passengers travelling between Merstham or Coulsdon South and Norwood Junction will be required to change trains at East Croydon. Direct Monday to Friday peak journey opportunities will still be available.

### **Proposals affecting train services serving Horley, Salfords and Earlswood**

We are proposing to make some changes to services calling at Horley, Salfords and Earlswood.

Southern trains between Horsham and London Bridge currently serve these stations. From 2018 these services will transfer to Thameslink and be extended beyond London Bridge to London Blackfriars, City Thameslink, Farringdon, London St Pancras International and beyond to Peterborough.

During Monday to Friday peak periods, the proposed Horsham to Peterborough Thameslink trains are proposed to call at Horley to provide four trains per hour.

Salfords and Earlswood would have two Thameslink trains per hour. These Thameslink trains will be supplemented by two Southern trains per hour to and from London Victoria.

### **Proposals affecting train services at Purley**

We propose that Purley will be served by Thameslink trains two times per hour throughout the day providing fast direct links with London Bridge, Blackfriars, City Thameslink, Farringdon, London St Pancras International and stations to Bedford.

We also propose to introduce a new half hourly direct all day fast train service between Purley and London Victoria calling at East Croydon, Clapham Junction and London Victoria.

These trains will connect with Southern Metro trains to and from Caterham and Tattenham Corner.

### **Train services between London and Tonbridge**

Following feedback from phase one, in order to incorporate changes for Redhill services we propose running a shuttle service between Tonbridge and Redhill. Passengers wishing to travel to London would be required to change trains at Redhill for onward services. We have been working with stakeholders in this area to ensure the proposed shuttle provides sufficient services for the majority of passengers.

### **Options for serving Reigate:**

These changes and the provision of longer fixed formation trains mean that the current direct peak services between Reigate and London Bridge will no longer operate after May 2018 as the platforms at Reigate can't accommodate trains longer than four carriages. Whilst there are proposals to extend platforms at Reigate this will not be completed in time for May 2018. This presents a range of options for how we effectively serve Reigate, for which we sought views in phase one. Following feedback from phase one we propose to run two direct trains per hour to London Victoria during the peak.

During Monday to Saturday off peak periods direct trains will continue to be provided between Reigate and London Victoria every 30 minutes.

### **Proposals affecting direct journey opportunities to and from New Cross Gate**

Proposed changes to Thameslink services also mean that current direct Monday to Saturday off peak journey opportunities from Gatwick Airport, Horley, Salfords, Earlswood, Redhill, Merstham, Coulsdon South and Purley to and from New Cross Gate will no longer be possible. A change of train would be required at Norwood Junction to connect with London Overground services.

### ***Coastway West***

- *Brighton to Hove*
- *Brighton to West Worthing*
- *Brighton to Portsmouth Harbour*
- *Brighton to Southampton Central*
- *Littlehampton to Bognor Regis*
- *Littlehampton to Portsmouth & Southsea*
- *Barnham to Bognor Regis*

The Coastway West route will largely be unchanged with the same frequency of trains on the above services throughout the week however there will be a number of timing adjustments throughout the route.

## **Coastway East**

- *Brighton to Lewes*
- *Brighton to Seaford*
- *Brighton to Ore*
- *Brighton to Ashford International via Eastbourne and Hastings*

### **Proposals for increased train services between Brighton and Lewes**

We are aware of significant growth to and from Falmer in connection with the Universities which have increased the number of students attending and people travelling to the AMEX Stadium which opened in 2011 for a range of events.

In light of these developments we propose an increase in train service to address this. Our proposals include a more frequent train service between Brighton and Lewes with an increase from five to six trains per hour. An additional Brighton to Lewes train would be introduced calling at all stations.

These proposals would mean that passengers travelling between Brighton, Lewes, Eastbourne and Hastings would have an improved journey time as these trains would no longer serve London Road (Brighton) or Moulsecoomb. London Road (Brighton) and Moulsecoomb stations would continue to be served four times per hour by Lewes and Seaford trains.

### **Proposals affecting train services between Brighton and Seaford**

Train services between Brighton and Seaford will continue to provide a consistent half hourly train service throughout the day.

Specifically for Southease we propose later trains on all days of the week to serve a local youth hostel and help improve the popularity of this local facility.

### **Proposals for journeys between Brighton, Lewes, Eastbourne, Hastings and Ore**

The current Brighton to Ore stopping service will no longer call at London Road or Moulsecoomb. This will be covered by an additional Brighton to Lewes service. In addition we will be running a Brighton to Ore semi fast service. Passengers travelling from London Road (Brighton) and Moulsecoomb beyond Lewes would be required to change trains. A typical connection time of between 7 and 10 minutes is proposed.

### **Proposals to address significant crowding issues on trains between Brighton and Ashford International**

We are acutely aware that there are some significant crowding issues on the Brighton to Ashford International route, particularly at weekends and during summer weekdays. In phase one we sought views on the potential to provide additional capacity on the route by splitting the current services at either Eastbourne or Hastings.

Trains between Brighton and Ashford International were introduced in 2005 and are operated by two carriage diesel trains as the line is not electrified between Ore and Ashford International. These trains form a fast inter-urban service between Brighton and Ashford International serving principal stations.

71% of people responding to phase one of the consultation preferred a split of journey at either Hastings (51%) or Eastbourne (49%). By splitting the journey at Hastings we are able to increase capacity where needed most and provide reasonable connections.

## *Oxted Route*

- *London Bridge to Uckfield*
- *London Victoria to East Grinstead*
- *London Bridge to East Grinstead (peak)*

There are now two trains per hour to and from Uckfield evenly spaced throughout the day.

### **Proposals affecting existing Southern trains between East Grinstead and London Bridge**

By 2018 Monday to Friday peak Southern trains which currently operate between East Grinstead and London Bridge will be transferred to Thameslink, and are proposed to be extended through Central London to St Albans City, Luton and Bedford operated with Class 700 trains.

### **Southern trains between East Grinstead and London Victoria**

Southern trains between East Grinstead and London Victoria are proposed to continue at the same frequency as now. However the times of trains will change.

### **Southern trains between Uckfield and London Bridge**

Southern trains between Uckfield and London Bridge are proposed to continue at the same frequency as now. However the times of trains will change and be more evenly spaced.

## *South London Metro*

There are some significant changes proposed to the South London Metro routes aimed at simplifying and providing a consistent service. New routes, frequency enhancements and alterations to calling patterns over most routes are proposed.

Under these proposals trains calling at busy stations will have additional time, of at least one minute, to allow for the increased number of passengers using these services. Stations include: Balham, Streatham Common, Streatham Hill, Selhurst, South Croydon, Purley Oaks, Purley, Carshalton, Mitcham Eastfields, Peckham Rye and Tulse Hill. Key interchange stations such as East Croydon, West Croydon and Crystal Palace will also have extended dwell times.

### **South London Metro Service Proposals**

There are some fundamental improvements proposed for the South London Metro to start from May 2018:

- New all day service between **Epsom, Sutton, West Croydon, Norwood Junction and London Bridge** (currently peak only) providing increased frequency between West Croydon and Epsom (2tph instead of 1tph, every 30 minutes) meeting stakeholder requests and passenger demand. This will create faster journey times for London Bridge (for connections with Thameslink services) and reinstates a link lost in 2010 when the London Overground commenced.
- Continuation of 4tph **Sutton to London Victoria via West Croydon and Norbury** with 2tph continuing or starting back from **Epsom Downs** meeting passenger demand on this route
  - Increased frequency between Sutton and Epsom (6tph instead of 5tph)
  - Increased frequency between Sutton and Epsom Downs (2tph instead of 1tph) improving local services to Belmont and Banstead
- Increased frequency during off peak periods for Carshalton through additional stops on existing trains, with a slight increase in overall end to end journey time.
- Increased frequency during peak periods for Ewell East, Carshalton, Hackbridge and Waddon through additional stops on existing trains, with a slight increase in overall end to end journey time.

- New faster all day service between **Caterham and London Bridge** by combining trains at Purley with trains to/from **Tattenham Corner**. This reduces the number of train slots required between Purley and London Bridge by running one combined train formed of 10 carriages. Additional time will be added to the attachment process to ensure an on time departure.
- Increased frequency during off peak periods for Coulsdon Town and Reedham up to 4tph (from 2tph).
- Norwood Junction will be served by Thameslink trains providing direct links with Blackfriars, City Thameslink, Farringdon, London St Pancras International and stations to Bedford.

To enable the above benefits the following changes will need to be made:

- Current off peak London Victoria to Caterham stopping services will no longer operate. This will reduce the off peak frequency between London Victoria and Selhurst from 6tph to 4tph. This proposal will simplify the train operation at London Victoria improving the reliability of the whole timetable. Train loading data, which identifies the number of passengers on board, indicates that 4 tph will meet demand.
- To maintain cross-Croydon local links that would otherwise be reduced between the Norbury route and East Croydon, the current **London Bridge to West Croydon via Tulse Hill and Selhurst** will be diverted to serve **East Croydon, Purley and stations to and from Caterham** during off peak periods. During peak periods these trains will terminate at Selhurst when operating from London Bridge or start from West Croydon when operating to London Bridge. During peak periods 2tph will operate between East Croydon and Shepherds Bush providing local journey opportunities.
- To create the new all day London Bridge to Epsom service, the current **London Victoria to Sutton via Crystal Palace** after Norwood Junction will terminate at West Croydon. Passengers travelling beyond West Croydon will be required to change at Norwood Junction or West Croydon. Through journeys on this route, which was introduced in 2010, are low whilst the new Epsom to London Bridge train service is expected to be very popular.
- Current trains between **London Bridge and Caterham via Sydenham (Sydenham route)** will continue to operate but after Purley will be diverted to Coulsdon Town.
- **Norwood Junction** will see an evening peak frequency reduction for fast trains from 6tph to 4tph. Norwood Junction will be served by 12 carriage Thameslink and 10 carriage Epsom/Guildford services providing similar capacity to today. This is because we are unable to accommodate the current service pattern in the new timetable.
- **New Cross Gate** will no longer be served by direct trains to and from Gatwick Airport. Passengers from the East London Line will need to change at Norwood Junction. This is because we are unable to accommodate the current service pattern in the new timetable.

### Benefits of change

There are many benefits arising from the proposed change which includes:

- Services co-ordinated, where possible, on common sections of route to provide more evenly spaced services.
- Simplified, easy to understand network which in the majority of cases, is consistent throughout the day.
- Improved station calling time to reflect the number of passengers using each station.
- Significant reduction in trains which need to be divided improving operational resilience and service recovery.
- Majority of routes will be self-contained, something only achievable with the removal of the local London Victoria to Caterham service and the slight reduction in the number of trains between London Victoria and Selhurst.



### **Norwood Junction, Beckenham Junction, Crystal Palace to London**

Timetables have been simplified with a consistent peak and off peak service. This benefits passengers with an easy to remember timetable and helps with operational reliability. Turnaround times have also been increased to help ensure a punctual service across the network.

### **Norwood Junction to London Bridge (Fast)**

Capacity restraints at Norwood Junction mean that it is not possible to call any more services during the high morning peak. To provide maximum capacity, it is proposed that Thameslink trains between Bedford and Gatwick Airport, formed of 12 coaches, and Southern trains between Epsom and London Bridge, formed of 10 coaches, will call at Norwood Junction. Capacity restraints around East Croydon mean it has not been possible for any further services to run between London Bridge, Sydenham and East Croydon. Norwood Junction retains direct links to Gatwick Airport although there is a slight reduction during the evening peak.

### *West London*

There are no significant changes proposed to the frequency of weekday or weekend services on this route. Trains will continue to run between Milton Keynes, Watford Junction, Shepherds Bush, Clapham Junction and East Croydon.

## 6. Proposed Southern service patterns

This section details the proposed Southern routes.

Please refer to the timetables at the back of this document to check your journeys or go online to check your journey and give us feedback. [LINK TO WEB/SURVEY](#)

### **Southern Mainline Route SN1 (Brighton Main Line): London Victoria – East Croydon – Gatwick Airport – Brighton**

Serving: London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Haywards Heath, Burgess Hill, Hassocks and Brighton

See TL1, TL6 for services between East Croydon and Brighton during peak times.

See GX1 for services between London, Gatwick Airport and Brighton

### **Southern Metro Route SN2 (West London Line): Milton Keynes – Watford Junction – Shepherds Bush – Clapham Junction – Norbury – East Croydon – (Purley) – (Coulson Town)**

Serving: Milton Keynes, Bletchley, Leighton Buzzard, Tring, Berkhamsted, Hemel Hempstead, Watford Junction, Harrow & Wealdstone, Wembley Central, Shepherds Bush, Kensington Olympia, West Brompton, Imperial Wharf, Clapham Junction, Balham, Streatham Common, Norbury, Thornton Heath, Selhurst and East Croydon.

### **Southern Metro Route SN3 (South London Metro): South London Suburban**

#### **Route SN3.1:**

#### **London Victoria – Balham – Streatham Hill – Crystal Palace – London Bridge**

Serving: London Victoria, Battersea Park, Clapham Junction, Wandsworth Common, Balham, Streatham Hill, West Norwood, Gipsy Hill, Crystal Palace, Sydenham, Forest Hill, Honor Oak Park, Brockley, New Cross Gate and London Bridge.

***Southern Metro Routes SN3.1 and SN3.2/3.2A combine to provide four trains per hour (Mondays to Saturdays) between London Victoria, Streatham Hill and Crystal Palace.***

***Southern Metro Routes SN3.1 and SN3.8 combine to provide four trains per hour (Mondays to Saturdays) between London Bridge and Sydenham.***

#### **Route SN3.2**

#### **London Victoria – Balham – Streatham Hill – Crystal Palace – Norwood Junction, West Croydon (Route 3.2)**

Serving: London Victoria, Battersea Park, Clapham Junction, Wandsworth Common, Balham, Streatham Hill, West Norwood, Gipsy Hill, Crystal Palace, Norwood Junction then West Croydon

***Southern Metro Routes SN3.1 and SN3.2 combine to provide four trains per hour (Mondays to Saturdays) between London Victoria, Streatham Hill and Crystal Palace.***

#### **Route SN3.3:**

#### **London Victoria – Balham – Mitcham Eastfields – Sutton - Epsom**

Serving: London Victoria, Clapham Junction, Balham, Mitcham Eastfields, Mitcham Junction, Hackbridge, Carshalton, Sutton, Cheam, Ewell East and Epsom.

***Southern Metro Routes SN3.3 and SN3.4 combine to provide four trains per hour between London Victoria, Clapham Junction, Carshalton, Sutton, Epsom***

***Southern Metro Routes SN3.1 and TL12 combine to provide four trains per hour between Mitcham Eastfields and Sutton***

***Southern Metro Routes SN3.3, SN3.4 and SN3.6 combine to provide six trains per hour between Sutton and Epsom***

### **Route SN3.4:**

#### **London Victoria – Sutton – Epsom – Dorking – Horsham**

Serving: London Victoria, Clapham Junction, Carshalton, Sutton, Cheam, Ewell East (one train per hour during off peak), Epsom, Ashted, Leatherhead, Boxhill & Westhumble (limited stops), Dorking, Holmwood, Ockley, Warnham and Horsham.

### **Route SN3.5:**

#### **London Victoria – Balham – Norbury – Selhurst – West Croydon – Sutton – Epsom Downs**

Serving: London Victoria, Battersea Park, Clapham Junction, Wandsworth Common, Balham, Streatham Common, Norbury, Thornton Heath, Selhurst, West Croydon, Waddon, Wallington, Carshalton Beeches, Sutton, Belmont, Banstead and Epsom Downs

***Southern Metro Routes SN3.5 and SN3.6 combine to provide six trains per hour between West Croydon and Sutton***

### **Route SN3.6:**

#### **London Bridge – Norwood Junction – West Croydon – Sutton – Epsom – Leatherhead – Guildford**

Serving: London Bridge, Norwood Junction, West Croydon, Waddon, Wallington, Carshalton Beeches, Sutton, Cheam, Ewell East and Epsom. Some Monday to Friday peak services will continue beyond Epsom serving, Ashted, Leatherhead, Bookham, Effingham Junction, Horsley, Clandon, London Road (Guildford) and Guildford.

***Southern Metro Routes SN3.5 and SN3.6 combine to provide six trains per hour between West Croydon and Sutton***

***Southern Metro Routes SN3.3, SN3.4 and SN3.6 combine to provide six trains per hour between Sutton and Epsom***

### **Route SN3.7:**

#### **London Bridge – East Croydon – Purley – Caterham and Tattenham Corner**

Serving: London Bridge, East Croydon, South Croydon, Purley Oaks and Purley. At Purley these trains will divide. Generally the front five carriages will continue to Caterham serving Kenley, Whyteleafe, Whyteleafe South and Caterham. The rear five carriages will continue to Tattenham Corner calling at Reedham, Coulsdon Town, Woodmansterne, Chipstead, Kingswood, Tadworth and Tattenham Corner. Trains will run combined between London Bridge and Purley

In the peak these trains will run from Norwood Junction to London Bridge and from London Bridge to Sutton.

### **Route SN3.7A:**

#### **London Victoria – East Croydon – Purley – Caterham and Tattenham Corner**

Serving: London Victoria, East Croydon, South Croydon, Purley Oaks and Purley. At Purley these trains will divide. Generally the front five carriages will continue to Caterham serving Kenley, Whyteleafe, Whyteleafe South and Caterham. The rear five carriages will continue to Tattenham Corner calling at Reedham, Coulsdon Town, Woodmansterne, Chipstead, Kingswood, Tadworth and Tattenham Corner. Trains will run combined between London Victoria and Purley

### **Route SN3.8:**

#### **London Bridge – Sydenham – Norwood Junction – Coulsdon Town**

Serving: London Bridge, New Cross Gate, Brockley, Honor Oak Park, Forest Hill, Sydenham, Penge West, Anerley, Norwood Junction, East Croydon, South Croydon, Purley Oaks, Purley, Reedham, Coulsdon Town.

### **Route SN3.9:**

#### **London Bridge – Peckham Rye – Tulse Hill – Crystal Palace – Beckenham Junction**

Serving: London Bridge, South Bermondsey, Queens Road Peckham, Peckham Rye, East Dulwich, North Dulwich, Tulse Hill, West Norwood, Gipsy Hill, Crystal Palace, Birkbeck and Beckenham Junction.

**Note 1:** During Monday to Saturday (late evenings) and Sundays trains will operate between London Bridge and Crystal Palace only.

***Southern Metro Routes SN3.9, SN3.10/10A combine to provide four trains per hour (daily) between London Bridge and Tulse Hill. During Monday to Friday peaks, six trains per hour will be provided when Route SN3.12 is operating.***

***Southern Metro Routes SN3.1, SN3.2 and SN3.9 combine to provide six trains per hour between West Norwood and Crystal Palace***

### **Route SN3.10 / SN3.10A:**

#### **London Bridge – Peckham Rye – Tulse Hill – Streatham – Norbury – Selhurst then**

#### **East Croydon – Purley – Caterham (Route 3.10)**

or

#### **West Croydon (Route 3.10A)**

Serving: London Bridge, South Bermondsey, Queens Road Peckham, Peckham Rye, East Dulwich, North Dulwich, Tulse Hill, Streatham, Streatham Common, Norbury, Thornton Heath and Selhurst then East Croydon, Purley, Kenley, Whyteleafe, Whyteleafe South and Caterham (Route 3.10) or West Croydon (Route 3.10A).

In the peak these trains will terminate at Selhurst and start from Sutton.

### **Route SN3.11:**

#### **London Blackfriars – Peckham Rye – Herne Hill – Streatham – Wimbledon – Sutton**

Serving: London Blackfriars, Elephant & Castle, Loughborough Junction, Herne Hill, Tulse Hill, Streatham, Mitcham Eastfields, Mitcham Junction, Hackbridge, Carshalton and Sutton. Trains will generally continue to Wimbledon and London Bridge as Route SN3.12.

### **Route SN3.12:**

#### **London Bridge – Peckham Rye – Mitcham Eastfields – Sutton**

Serving: London Bridge, South Bermondsey, Queens Road Peckham, Peckham Rye, East Dulwich, North Dulwich, Tulse Hill, Streatham, Tooting, Haydons Road, Wimbledon, Wimbledon Chase, South Merton, Morden South, St Helier, Sutton Common, West Sutton and Sutton. Trains will generally continue to Mitcham Eastfields and London Blackfriars as Route SN3.11

### **Southern Mainline Route SN4 (Oxted):**

#### **London to East Grinstead and Uckfield**

#### **Route SN4.1**

#### **London Victoria – East Croydon – Oxted – East Grinstead**

Serving: London Victoria, Clapham Junction, East Croydon, Sanderstead, Riddlesdown, Upper Warlingham, Woldingham, Oxted, Hurst Green, Lingfield, Dormans and East Grinstead.

#### **Route SN4.2**

#### **London Bridge – East Croydon – Oxted – Edenbridge Town – Uckfield**

Serving: London Bridge, East Croydon, Oxted, Hurst Green, Edenbridge Town, Hever, Cowden, Ashurst, Eridge, Crowborough, Buxted and Uckfield.

## **Southern Mainline Route SN5 (Redhill): London to Purley, Coulsdon South, Merstham, Redhill, Reigate and Tonbridge**

### **Route SN5.1**

#### **London Victoria – East Croydon – Purley – Coulsdon South – Redhill – Reigate**

Serving: London Victoria, Clapham Junction, East Croydon, Purley, Coulsdon South, Merstham, Redhill and Reigate.

### **Route SN5.2**

#### **Redhill – Tonbridge**

Serving: Redhill, Nutfield, Godstone, Edenbridge, Penshurst, Leigh and Tonbridge.

## **Southern Mainline Route SN6 (Mainline West): London Victoria, Gatwick, Haywards Heath, Hove, Worthing, Littlehampton, Horsham, Bognor Regis, Chichester, Havant, Portsmouth and Southampton**

**Route SN6.1** - London Victoria – East Croydon – Gatwick Airport – Horsham – Chichester – Barnham – Havant – Portsmouth Harbour

**Route SN6.2** - London Victoria – East Croydon – Gatwick Airport – Horsham – Barnham – Chichester – Havant – Southampton Central

**Route SN6.3** - London Victoria – East Croydon – Gatwick Airport – Horsham – Pulborough – Arundel – Barnham – Bognor Regis

**Route SN6.4** - London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Hove – Worthing - Littlehampton

### **Route SN6.1**

#### **London Victoria – East Croydon – Gatwick Airport – Horsham – Chichester – Barnham – Havant – Portsmouth Harbour**

Serving: London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Crawley, Horsham, Barnham, Chichester, Havant, Fratton, Portsmouth & Southsea and Portsmouth Harbour.

Limited stops (generally during morning, evening peaks and evenings) may be made at Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington, Bedhampton and Hilsea

### **Route SN6.2**

#### **London Victoria – East Croydon – Gatwick Airport – Horsham – Barnham – Chichester – Havant – Southampton Central**

Serving: London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, (Fishbourne, Bosham, Nutbourne, Southbourne – limited stops during morning peak, evening peak and evenings), Emsworth, Havant, Cosham, Portchester, Fareham, Swanwick, (Bursledon, Hamble, Netley, Sholing, Woolston, Bitterne – limited stops to provide peak service into Southampton Central) and Southampton Central.

### **Route SN6.3**

#### **London Victoria – East Croydon – Gatwick Airport – Horsham – Pulborough – Arundel – Barnham – Bognor Regis**

Serving: London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Ifield (1ph peak only) Littlehaven (peak only), Horsham, Christs Hospital (1 train per hour), Billingshurst, Pulborough, Amberley (1 train per hour), Arundel, Ford, Barnham and Bognor Regis.

**Trains will generally run combined with Routes SN6.1 or SN6.2 between London Victoria and Horsham.**

### **Route SN6.3A**

#### **London Bridge – East Croydon – Gatwick Airport – Horsham – Pulborough – Arundel – Barnham – Bognor Regis – Chichester – Portsmouth Harbour/Southampton**

Serving: London Bridge, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Christs Hospital, Billingshurst, Pulborough, Amberley, Arundel, Ford, Barnham and Bognor Regis. Fast portion from Horsham serving Barnham, Chichester, Southbourne, Emsworth, Havant (Fishbourne, Bosham, Fratton, Portsmouth & Southsea, Portsmouth Harbour one morning and both evening trains), (Cosham, Portchester, Fareham, Swanwick, Southampton Central one morning train)

### **Route SN6.4**

#### **London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Hove – Worthing - Littlehampton**

Serving: London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Haywards Heath, Burgess Hill (limited peak stops), Preston Park (one train per hour), Hove, Portslade, Shoreham-by-Sea, Lancing (one per hour), Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering and Littlehampton.

### **Southern Mainline Route SN7 (Mainline East):**

#### **London, Gatwick Airport, Haywards Heath, Lewes, Eastbourne, Bexhill and Hastings**

**Route SN7.1:** London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate - Eastbourne

**Route SN7.1A:** London Bridge – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate – Eastbourne

**Route SN7.2** - London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate – Eastbourne – Bexhill – Hastings

### **Route SN7.1**

#### **London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate – Eastbourne**

Serving: London Victoria, Clapham Junction, East Croydon, Horley (peaks only), Gatwick Airport, Haywards Heath, Wivelsfield, Plumpton (morning peaks) Cooksbridge (evening peaks), Lewes, Glynde, Berwick, Polegate, Hampden Park and Eastbourne

### **Route SN7.1A**

#### **London Bridge – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate – Eastbourne**

Serving: London Bridge, East Croydon, Horley (certain trains only), Gatwick Airport, Haywards Heath, Wivelsfield, Plumpton, Cooksbridge, Lewes, Glynde, Berwick, Polegate, Hampden Park and Eastbourne

### **Route SN7.2**

#### **London Victoria – East Croydon – Gatwick Airport – Haywards Heath – Lewes – Polegate – Eastbourne – Bexhill – Hastings**

Serving: London Victoria, Clapham Junction, East Croydon, Horley, Gatwick Airport, Haywards Heath, Wivelsfield (peaks only), Plumpton (off peak and evening peak), Cooksbridge (morning peak), Lewes, Polegate, Eastbourne, Hampden Park, Pevensy and Westham, Cooden Beach, Collington, Bexhill, St Leonards Warrior Square and Hastings

## **Southern Mainline Route SN8 (Coastway West):**

### **Route SN8.1**

#### **Brighton – Hove**

Serving: Brighton and Hove.

*These trains are designed to provide connections to and from Mainline West trains between London Victoria and Littlehampton at Hove. When combined with the other SN8 routes this provides a shuttle every 10 minutes in each direction.*

### **Route SN8.2**

#### **Brighton – Hove – Shoreham-by-Sea – Worthing – West Worthing**

Serving: Brighton, Hove, Aldrington, Portslade, Fishersgate, Southwick, Shoreham-by-Sea, Lancing, East Worthing, Worthing and West Worthing.

During Monday to Friday (peak periods), a limited number of trains are extended to and from Littlehampton serving Durrington-on-Sea, Goring-by-Sea, Angmering and Littlehampton.

### **Route SN8.3**

#### **Brighton – Hove – Shoreham-by-Sea – Worthing – Barnham – Chichester – Havant – Portsmouth Harbour**

Serving: Brighton, Hove, Portslade, Southwick, Shoreham-by-Sea, Lancing, Worthing, Angmering, Barnham, Chichester, Southbourne, Emsworth, Havant, Fratton, Portsmouth & Southsea and Portsmouth Harbour.

### **Route SN8.4**

#### **Brighton – Southampton Central**

Serving: Brighton, Hove, Portslade, Southwick, Shoreham-by-Sea, Lancing, Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering, Ford, Barnham, Chichester, Emsworth, Havant, Cosham, Fareham, Swanwick and Southampton Central. Limited stops for Eastleigh, Southampton Airport Parkway and St Denys.

### **Route SN8.5**

#### **Littlehampton – Bognor Regis**

Serving: Littlehampton, Ford, Barnham and Bognor Regis

A shuttle service will also be provided in both directions between Barnham and Bognor Regis each hour on Monday to Friday and Saturday offering connections at Barnham with West Coastway service between Brighton and Portsmouth.

Combined with services on route SN6.3A gives a total of 4tph in both directions between Barnham and Bognor Regis.

### **Route SN8.6 Littlehampton – Portsmouth & Southsea**

Serving: Littlehampton, Ford, Barnham, Chichester, Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington, Havant, Bedhampton, Hilsea, Fratton and Portsmouth & Southsea.

## **Southern Mainline Route SN9 (Coastway East):**

### **Brighton, Lewes, Eastbourne, Bexhill, Hastings, Rye and Ashford International**

#### **Route SN 9.1**

##### **Brighton – Lewes**

Serving: Brighton, London Road (Brighton), Moulsecomb, Falmer and Lewes.

## **Route SN 9.2**

### **Brighton – Seaford**

Serving: Brighton, London Road (Brighton), Moulsecoomb, Falmer, Lewes, Southease (1 tph), Newhaven Town, Newhaven Harbour, Bishopstone and Seaford.

## **Route SN 9.3**

### **Brighton – Hastings**

Serving: Brighton, Falmer, Lewes, Glynde, Berwick, Polegate, Hampden Park, Eastbourne, Hampden Park, Pevensey & Westham, Normans Bay, Cooden Beach, Collington, Bexhill, St Leonards Warrior Square and Hastings.

Limited stops are made at Pevensey Bay (Monday to Friday) and Ore (early morning, late evening Mondays to Saturdays only).

## **Route SN9.4**

### **Brighton – Ashford International**

Serving: Lewes, Polegate, Eastbourne, Bexhill, St Leonards Warrior Square, Hastings, Rye, Appledore, Ham Street and Ashford International.

Limited stops are made Ore, Three Oaks, Doleham and Winchelsea.

Following phase one of the consultation a change of train would be required at Hastings to make this journey from 2018. This will enable the Brighton to Hastings service to double in capacity.





## 7. Gatwick Express – dedicated airport link between capital and coast

Gatwick Express is the brand name for premium train services between London Victoria and Gatwick Airport. At peak times, these trains operate to and from Brighton.

The Gatwick Express will remain as a premium airport service running non-stop four times an hour, in both directions, between London Victoria and Gatwick Airport every day meeting the requirements of airport passengers.

New Class 387 Electrostar trains have been introduced onto this route. These new trains have been designed specifically to meet the needs of both commuters and airport passengers with dedicated luggage space, comfortable 2x2 seating throughout, air conditioning, easier access boarding and alighting, charging points and free on board wi-fi.

The wider Brighton Main Line timetable is being redesigned and as a result the timings of the Gatwick Express trains will change, whilst frequency remains the same. Journey times between London Victoria and Gatwick Airport will be typically 30 minutes or less.

Peak trains currently serve Haywards Heath, Burgess Hill, Hassocks and Preston Park. In phase one we proposed that Haywards Heath and Preston Park would no longer be served by Gatwick Express trains with stops transferred to other Southern services in order to maintain the overall quantum of trains at these stations. However following feedback two out of four Gatwick Express extensions will call at Haywards Heath instead of Burgess Hill. Passengers at Haywards Heath will have the same number of services to London Victoria as today split between Gatwick Express extensions and Southern coast services.

### Proposed Gatwick Express service patterns

This section details the proposed Gatwick Express route.

#### **Gatwick Express Route GX1: London Victoria – Gatwick Airport – Brighton**

*Serving: London Victoria, Gatwick Airport, Brighton*

*During Monday to Friday peak and high peak trains will also serve Haywards Heath, Burgess Hill and Hassocks (2 tph)*

## 8. Proposals to transform the Great Northern network

Great Northern is the brand name given to train services between London Kings Cross and Peterborough, Cambridge and Kings Lynn; and services running between Moorgate, Welwyn Garden City, Hertford North, Stevenage and Letchworth Garden City.

### Great Northern Mainline

During 2018 the Great Northern service will be transformed with improved connectivity and frequency to meet the growing local economy throughout the East Anglia region of Peterborough and Cambridge.

New trains will be introduced to improve the customer experience and meaning Great Northern will go from having one of the oldest fleets in the country to the youngest. This transformation started at the end of 2016.

Many train services currently operated by Great Northern will transfer to Thameslink during 2018 creating exciting new north to south cross London journey opportunities linking East Anglia with direct trains to Gatwick Airport and Brighton for the very first time.

- *Kings Lynn, Ely and Cambridge (fast) to London Kings Cross*

Between Ely and London Kings Cross the frequency of Monday to Friday and Saturday off peak trains will double from 1tph to 2tph (this will apply from May 2017). Until infrastructure works are completed at Ely North Junction we are unable to increase the frequency of Kings Lynn trains as previously expected.

From May 2017 these trains also serve the new Cambridge North station (currently once per hour).

Network Rail is currently developing plans that will enable trains between Cambridge and Kings Lynn to operate in eight carriage formations providing a much needed doubling of capacity through a programme of platform extensions, power and level crossing upgrades. We will keep local stakeholders informed with the progress of this Network Rail scheme and when this will be delivered.

The trains on this route are being replaced by modern, air conditioned, Class 387 trains which were built in 2014 and were previously operating on the Thameslink route.

From May 2018, we propose that two trains per hour will serve Cambridge North providing fast direct trains to London Kings Cross.

- *Peterborough to London Kings Cross (fast services)*

These trains will continue to be provided by Great Northern during peak times, Monday to Friday evenings, Saturday and Sunday (mornings and evenings).

- *Peterborough to London Kings Cross (semi fast and stopping services)*

From 2018 these train services will transfer to Thameslink and will be extended to serve London St Pancras International, Farringdon (and connections via Crossrail), City Thameslink, Blackfriars, London Bridge, East Croydon and are proposed to continue onwards

to Gatwick Airport and Horsham. South of London Blackfriars during off peak periods these trains will operate as semi fast services to Gatwick Airport.

The current hourly semi fast service between Peterborough and London will be doubled in frequency improving journey times and creating a more consistent service. The current hourly stopping service between Peterborough and London serving Knebworth, Welwyn North, Welwyn Garden City, Hatfield and Potters Bar will no longer operate with services instead provided by Cambridge trains.

- *Cambridge to London Kings Cross (semi fast services)*

From 2018 these current hourly semi fast trains between Cambridge and London will transfer to Thameslink to serve London St Pancras International, Farringdon, City Thameslink, Blackfriars, London Bridge, East Croydon and are proposed to continue onwards to Gatwick Airport and Brighton. The service would also be doubled in frequency to operate half hourly throughout the day providing a more consistent service. South of London Bridge these trains will operate as fast services to Gatwick Airport and Brighton. We are exploring providing this service seven days a week.

- *Cambridge to London Kings Cross (stopping services)*

From 2018 these current hourly semi fast trains between Cambridge and London will transfer to Thameslink to serve London St Pancras International, Farringdon, City Thameslink, Blackfriars, London Bridge and are proposed to continue onwards to Maidstone East. This service would also be doubled in frequency to operate half hourly throughout the day providing consistency.

These proposed changes mean that passengers from Knebworth, Welwyn North, Welwyn Garden City, Hatfield and Potters Bar will receive half hourly Cambridge trains instead of hourly Cambridge and Peterborough trains. Passengers for stations towards Peterborough will be required to change trains at Stevenage. A connection time of eight minutes northbound towards Peterborough and 23 southbound from Peterborough at Stevenage is expected.

## Great Northern Metro

From 2018 passengers on this route will benefit from 150 new vehicles forming 25 six carriage trains to deliver much needed capacity enhancements through additional services throughout the day. These trains are air conditioned with walk through carriages and the very latest technology.

In conjunction with the new trains and increased capacity, there will also be additional peak and off peak train services to and from Moorgate, increasing the frequency on the route to create a truly metro style service.

Some of the highlights are:

- Extra peak services to/from Moorgate to ease overcrowding – up to 14tph will operate in the high peak period (up from 12tph today).
- Hertford Loop: Off peak frequency is proposed to double from 3tph to 6tph all day, Monday to Saturday and from 2tph to 4tph on Sundays
- Welwyn Garden City: Off peak and Saturday frequency will increase from 3tph (weekdays) and 2tph (weekends) to 4tph all day, all week
- Hertford North to Stevenage: Off peak frequency will increase to/from Moorgate from 1tph to 2tph all day, all week (see below)

### **Great Northern Metro services between Stevenage and Hertford North**

Planned Network Rail infrastructure works at Stevenage to create a terminating bay platform are not expected to be completed for the timetable change as originally expected. Without this new platform, there is insufficient space at Stevenage to operate these trains in addition to the service improvements we are proposing for King's Lynn and Cambridge routes.

A range of options has been explored by GTR to maintain train services between Hertford North and Stevenage such as using existing turnaround facilities at Stevenage or by continuing trains beyond to Hitchin and Letchworth Garden City.

However there are two important considerations which need to be factored into the final decision.

1. We propose to operate ~~an~~ additional high peak trains between Hertford and Moorgate, increase the total number of high peak trains departing Moorgate from 12 to 14. This is to cater for the increased number of passengers using the Moorgate to Hertford North route. We will be introducing a new fleet of 25 fixed formation six carriage trains. If the Moorgate to Stevenage trains were to be extended beyond Stevenage to Letchworth Garden City we would be unable to provide this increased high peak frequency as more trains would be required to operate this service.
2. We propose to improve the frequency and quality of Great Northern and Thameslink train services between Kings Lynn, Ely, Cambridge, Peterborough and London on the route to meet high passenger demand, to encourage and stimulate economic growth throughout the East Anglia region. If these proposals are supported this would mean the track capacity is simply not available if Moorgate to Stevenage services were to be extended to Letchworth Garden City, the primary reason why the new terminating bay platform facility at Stevenage was originally funded.

In light of these developments, we have undertaken a passenger demand review and this clearly shows that the level of demand between Hertford North and Stevenage, whilst important for people who use the service regularly, is lower in comparison with the number of people who would benefit from improved Great Northern and Thameslink services which otherwise would not be able to be provided if these trains operated to Stevenage or beyond to Letchworth Garden City.

Regrettably, we are therefore left with very limited options. Taking everything into account we propose to run trains to and from Moorgate and Watton-at-Stone, operating a rail replacement bus service between Hertford North / Watton-at-Stone and Stevenage from **May 2018 until further notice**.

## 9. Proposed Great Northern service patterns

This section details the proposed Great Northern routes.

Please refer to the timetables at the back of this document to check your journeys or go online to check your journey and give us feedback. [LINK TO WEB/SURVEY](#)

### Great Northern Mainline Route GN1 (Kings Lynn and Cambridge):

#### Kings Lynn – Ely – Cambridge – London Kings Cross

Serving: Kings Lynn, Watlington, Downham Market, Littleport, Ely, Waterbeach (one train per hour off peak only) Cambridge North, Cambridge and London Kings Cross.

Some Monday to Friday peak trains may call at Royston.

### Great Northern Mainline Route GN2 (Cambridge local):

#### Cambridge - Royston – Welwyn North – London Kings Cross

Serving: Royston, Ashwell & Morden, Baldock, Letchworth Garden City, Hitchin, Knebworth (north bound evening peak), Welwyn North and London Kings Cross

**All other train services in this group will transfer to Thameslink**

### Great Northern Mainline Route GN3 (Peterborough):

#### Peterborough – Huntingdon – Biggleswade – London Kings Cross

Serving: Peterborough, Huntingdon, St Neots, Biggleswade, Stevenage and London Kings Cross

**All other train services on this route will transfer to Thameslink**

## Great Northern Metro

### Route GN4.1:

#### Stevenage – Hertford North – Gordon Hill – Alexandra Palace – Finsbury Park – Highbury & Islington – Old Street – Moorgate

Serving: Stevenage, Watton-at-Stone, Hertford North, Bayford, Cuffley, Gordon Hill, Enfield Chase, Winchmore Hill, Palmers Green, Alexandra Palace, Hornsey (Monday to Friday peak and high peak only), Harringay (Monday to Friday peak and high peak only), Finsbury Park, Drayton Park, Highbury & Islington, Essex Road, Old Street and Moorgate.

#### **IMPORTANT NOTICE:**

**From May 2018 until further notice**

**Until infrastructure work at Stevenage to create a separate terminating platform is completed by Network Rail, originally due for completion by December 2018, services will generally only run between Watton-at-Stone and Moorgate only.**

**A rail replacement bus service will operate between Hertford North and Stevenage & Watton-at-Stone and Stevenage.**

### Route GN4.2:

#### Hertford North – Gordon Hill – Alexandra Palace – Finsbury Park – Highbury & Islington – Old Street – Moorgate

Serving: Hertford North, Bayford (not all trains), Cuffley, Crews Hill, Gordon Hill, Enfield Chase, Grange Park, Winchmore Hill, Palmers Green, Bowes Park, Alexandra Palace, Hornsey, Harringay, Finsbury Park, Drayton Park, Highbury & Islington, Essex Road, Old Street and Moorgate.

**Route GN4.3:**

**Gordon Hill – Alexandra Palace – Finsbury Park – Highbury & Islington – Old Street – Moorgate**

Serving: Gordon Hill, Enfield Chase, Grange Park, Winchmore Hill, Palmers Green, Bowes Park, Alexandra Palace, Hornsey (not Monday to Friday high peak), Harringay (not Monday to Friday high peak), Finsbury Park, Drayton Park, Highbury & Islington, Essex Road, Old Street and Moorgate.

**Great Northern Metro Route GN5 (Welwyn):**

**Welwyn Garden City – Hatfield – Potters Bar – New Barnet – Alexandra Palace – Finsbury Park – Highbury & Islington – Old Street – Moorgate**

Serving: Welwyn Garden City, Hatfield, Welham Green (2 tph) Brookmans Park (2 tph), Potters Bar, Hadley Wood, New Barnet, Oakleigh Park, New Southgate, Alexandra Palace, Hornsey (not Monday to Friday peak or high peak), Harringay (not Monday to Friday peak or high peak), Finsbury Park, Drayton Park, Highbury & Islington, Essex Road, Old Street and Moorgate.