

Information sheet 1 – Great Northern Metro

SERVICES AND FACILITIES

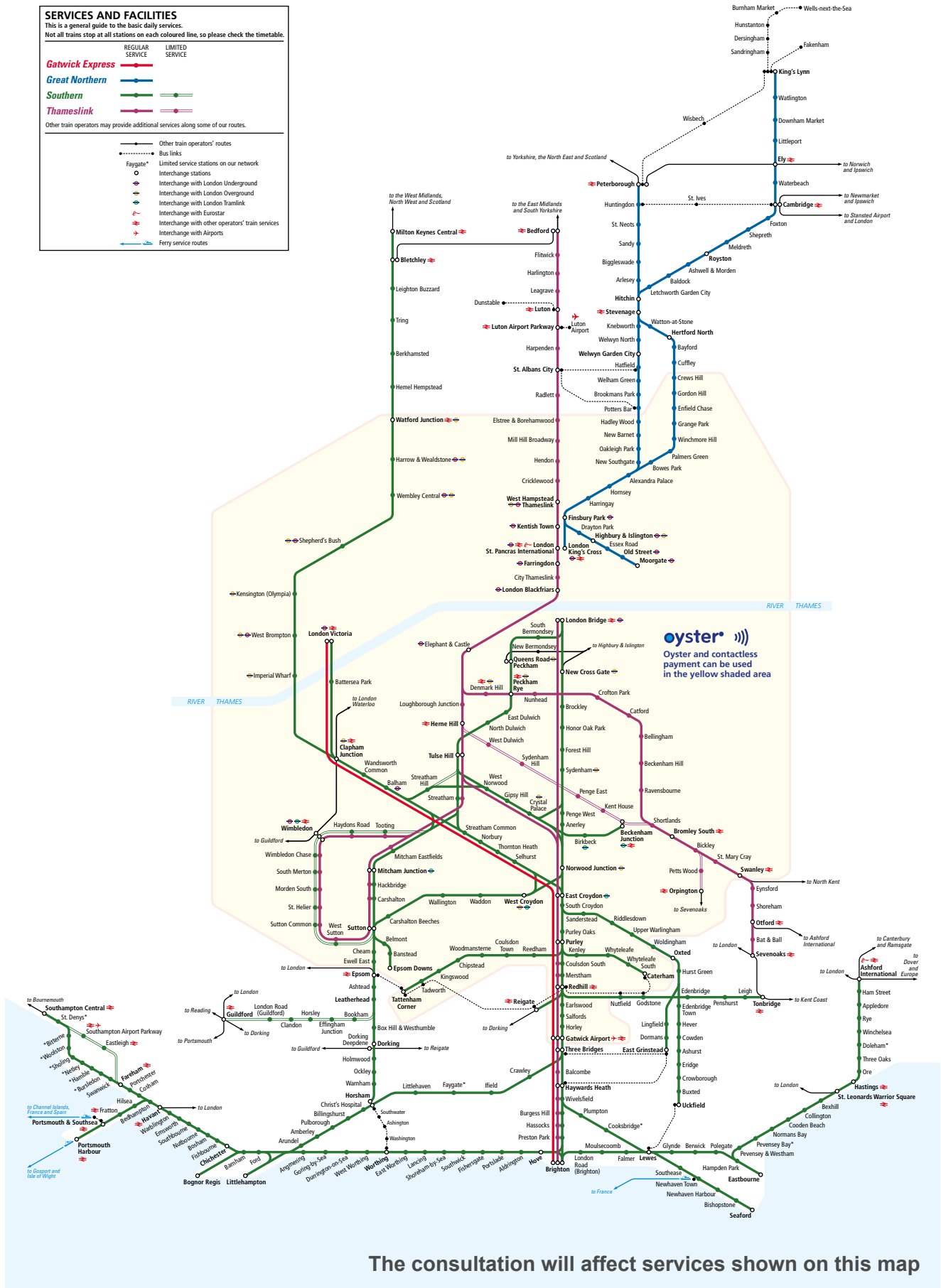
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Gatwick Express		
Great Northern		
Southern		
Thameslink		

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The consultation will affect services shown on this map

Information sheet 1 – Great Northern Metro

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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. This will be

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For further information and how to respond please visit our websites: greatnorthernrail.co.uk

Great Northern Metro

2018 timetable will provide new connections and increase capacity

More frequent trains to create a ‘true’ metro service

New air-conditioned trains from 2018

New Monday to Friday peak Thameslink trains between Welwyn Garden City through Central London to Orpington

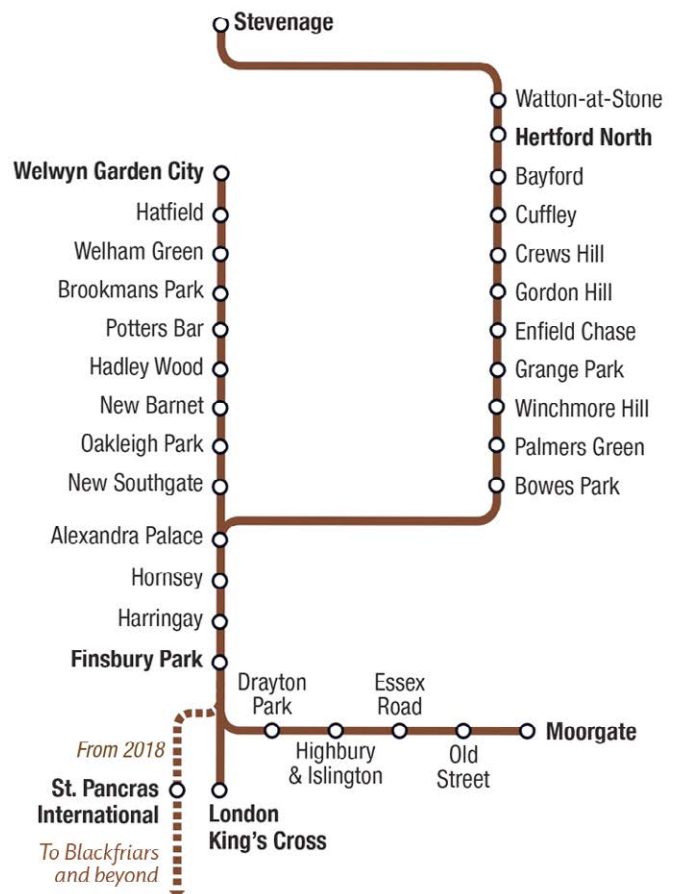
New trains

The class 313 rolling stock which currently operates into Moorgate will be replaced by 150 new carriages, due to be introduced during 2018. The new trains will provide a metro-style layout with more capacity, improved reliability, air conditioning and passenger information systems that can be remotely updated to provide real-time travel information.

From May 2018

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 creating a truly metro style service.

- Extra peak services to/from Moorgate to ease overcrowding – up to 14 trains per hour (tph) will operate in the high peak period (up from 12tph today). Across the remaining peak hours trains will run more frequently – up to 12tph (currently 10tph). Additional services will run to Gordon Hill and Hertford North.
- Hertford North: 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



Information sheet 2 - Great Northern Mainline

SERVICES AND FACILITIES

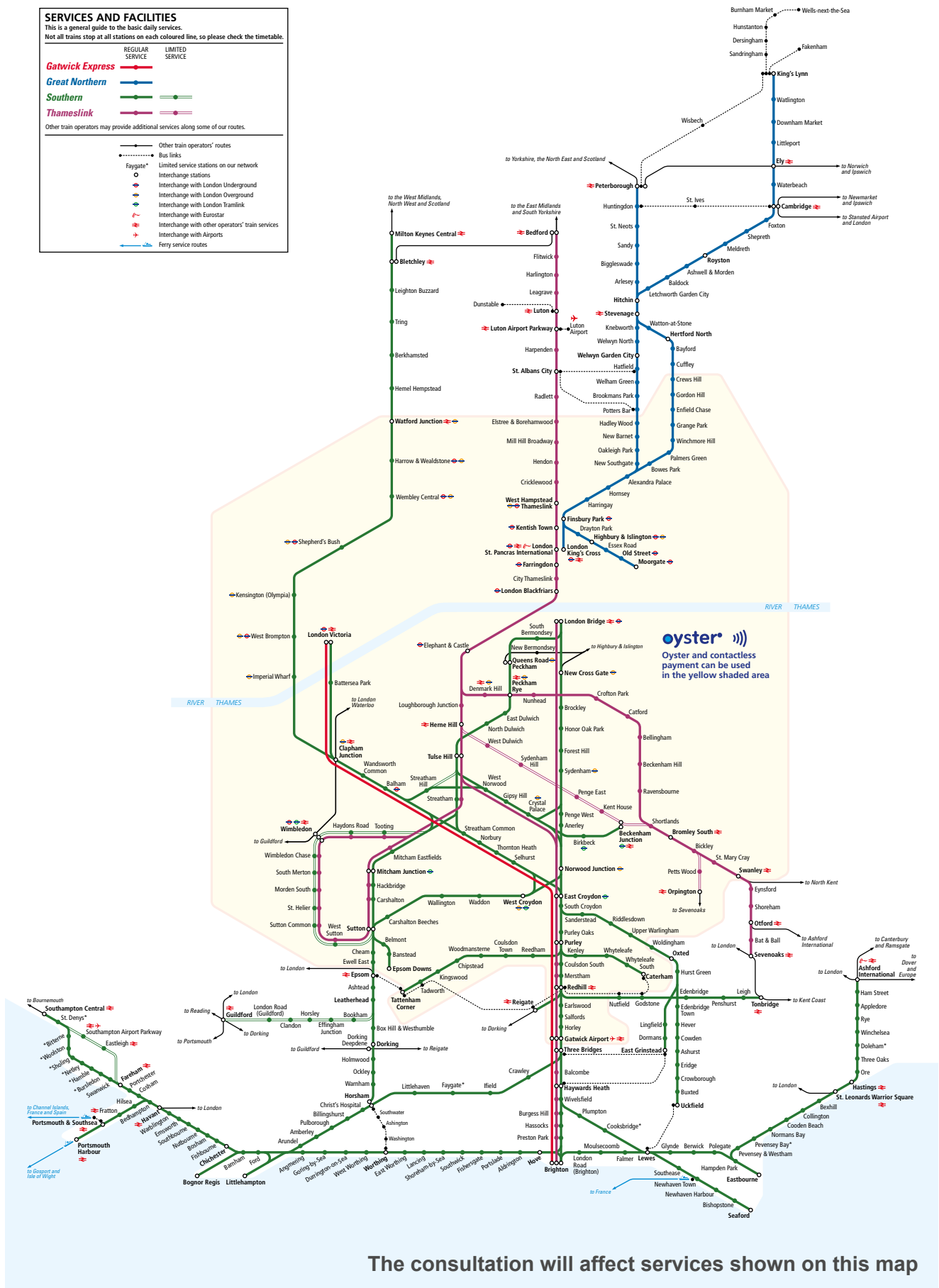
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Information sheet 2 - Great Northern Mainline

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Great Northern Mainline

2018 timetable will provide new connections and increase capacity

Double the number of many Peterborough and Cambridge off-peak services

Direct trains to Gatwick Airport and Brighton

New air-conditioned trains and a doubling of frequencies at Ely in 2017

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.

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.

Improvements for passengers between Kings Lynn, Cambridge and London Kings Cross

- Newer Class 387 trains introduced from May 2017
- An additional 48 extra carriages to address overcrowding on the route
- Proposed increase in off peak frequency between Ely and London Kings Cross doubling the frequency (subject to potential infrastructure changes)
- New services for a new station at Cambridge North
- By 2019: Network Rail are currently developing plans that will enable trains between Cambridge and Kings Lynn to operate as eight carriage trains doubling the capacity

Expanded Thameslink network

- Cambridge and Peterborough directly linked to London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge and East Croydon
- Two trains per hour between Cambridge and Brighton via Gatwick Airport
- Double the frequency of Peterborough (semi-fast), Cambridge (semi-fast) and Cambridge (stopping) services
- Two trains per hour between Peterborough and Horsham via Gatwick Airport

- Typical off-peak journeys on the Cambridge Express (two trains per hour Cambridge to and from London Kings Cross) reduced to less than 50 minutes
- New trains will be introduced too improving the customer experience and meaning Great Northern will go from having one of the oldest fleets in the country to the youngest. This transformation starts later this autumn with 29 Class 387 introduced and new Class 700 trains later in 2017 increasing capacity.



Class 387



Information sheet 3 – Central London to Bedford

SERVICES AND FACILITIES

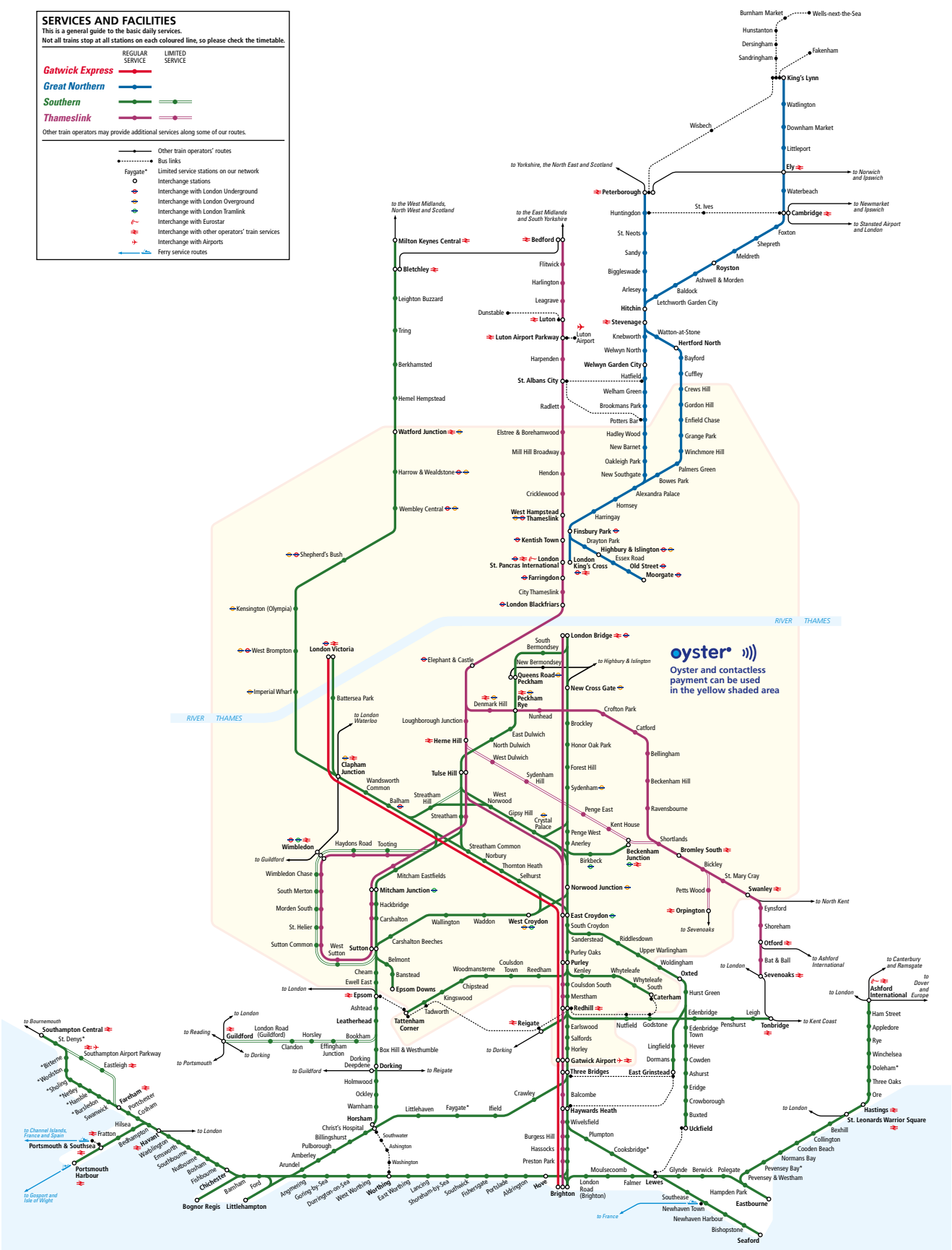
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oyster 
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Information sheet 3 – Central London to Bedford

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For further information and how to respond please visit our websites: thameslinkrailway.com

Thameslink, central London to Bedford route



2018 timetable provides new connections and increases capacity

More frequent trains at most stations from Bedford to London

50% more off-peak semi-fast trains from Luton via Elstree & Borehamwood

New Thameslink services across central London from Greenwich, Dartford and Medway Towns

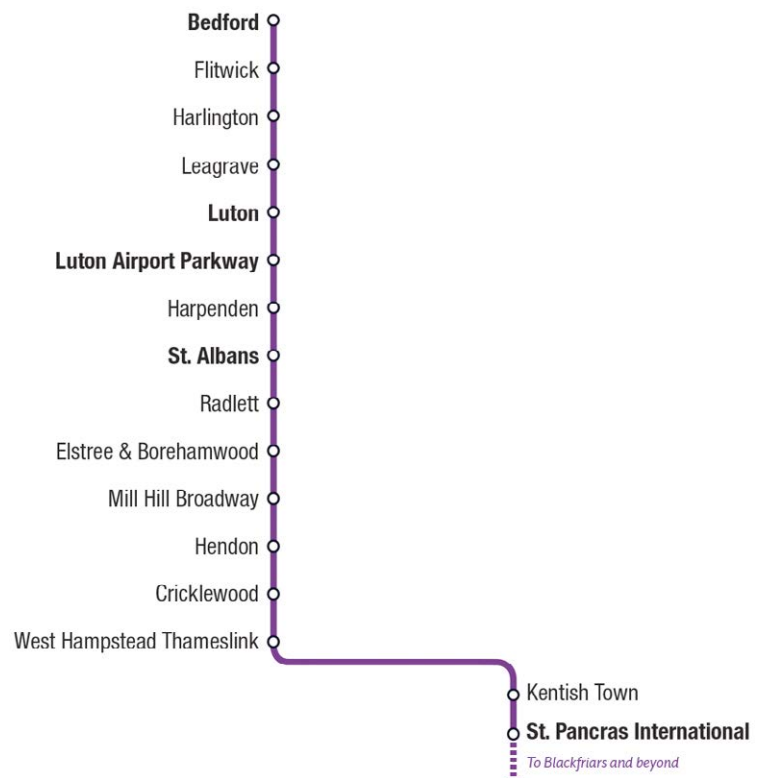
Key service changes

By the end of 2018

- Significantly improved peak frequency and capacity uplift between Central London and St Albans, Luton and Bedford with more 12 carriage trains
- 3000 more standard-class seats into London St Pancras (an increase of around 15% from today)
- More 12 carriage trains operating doubling capacity into London St Pancras in the morning peak
- During Monday to Friday peak periods 16 trains per hour will operate through central London (serving London St Pancras International, Farringdon, City Thameslink, London Blackfriars). Eight will start from Bedford, four will start from Luton and four will start from St Albans
- 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.
- Improved off peak services for 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 Rainham.

- 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 – Rochester – Rainham. This new route will provide multiple new connections with the new east to west Elizabeth Line (formally Crossrail) at Abbey Wood.
- 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.



Information sheet 4 – Southern Metro, Wimbledon Loop and West London Line

SERVICES AND FACILITIES

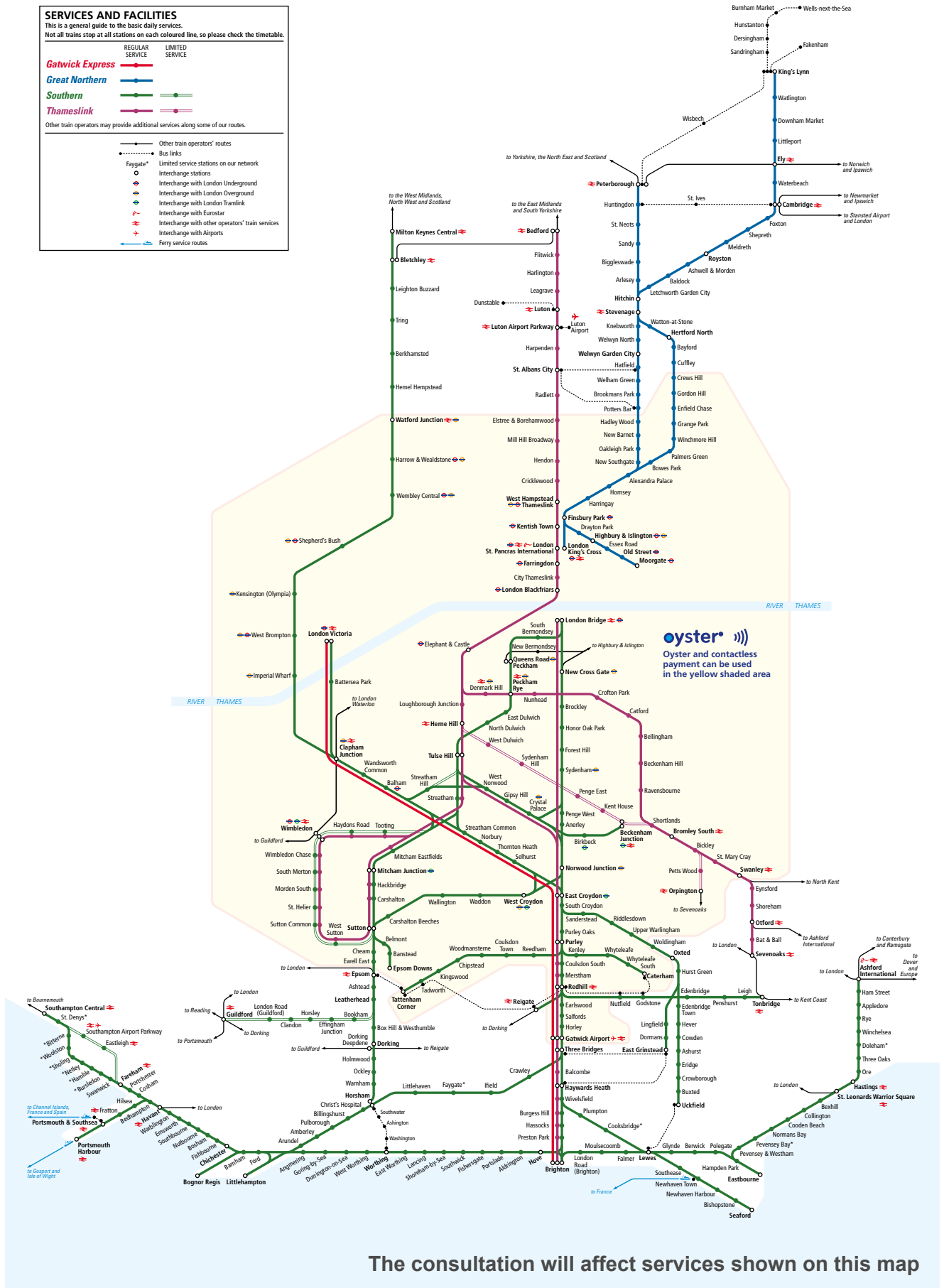
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Information sheet 4 – Southern Metro, Wimbledon Loop and West London Line

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Southern Metro, Wimbledon Loop and West London Line

Between 2017 and 2018 the Class 700 trains will be replacing the existing 319 trains on the Wimbledon loop

50% increase in capacity between Wimbledon Loop and London Blackfriars in the morning peak

Additional peak trains will run between London Bridge and Wimbledon via Peckham Rye to reduce overcrowding

More 10 carriage trains for Caterham and Tattenham Corner routes

Additional carriages for West London Line

Proposed new all-day Southern Metro service between Epsom, Sutton, West Croydon and London Bridge

Proposed changes to train services between Caterham and London with improved journey times

Later evening and earlier Sunday morning trains proposed for Wimbledon Loop

Proposals for a redesigned Southern network

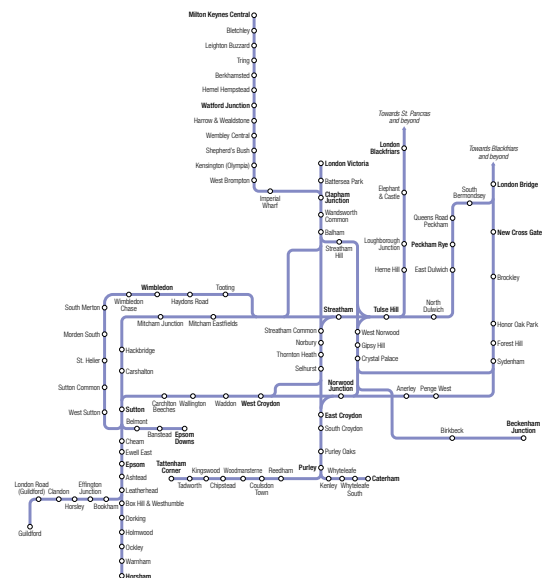
A range of improvements designed to make our network less complicated, easier to operate by making routes self-contained are proposed. This will reduce the domino effect in times of disruption and result in a more reliable service. Our proposals include a complete redesign of the network.

Proposed service changes

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

- 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 strong 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, St Pancras International and stations to Bedford.



Information sheet 5 – Brighton mainline, Arun Valley, West and East Coastway

SERVICES AND FACILITIES

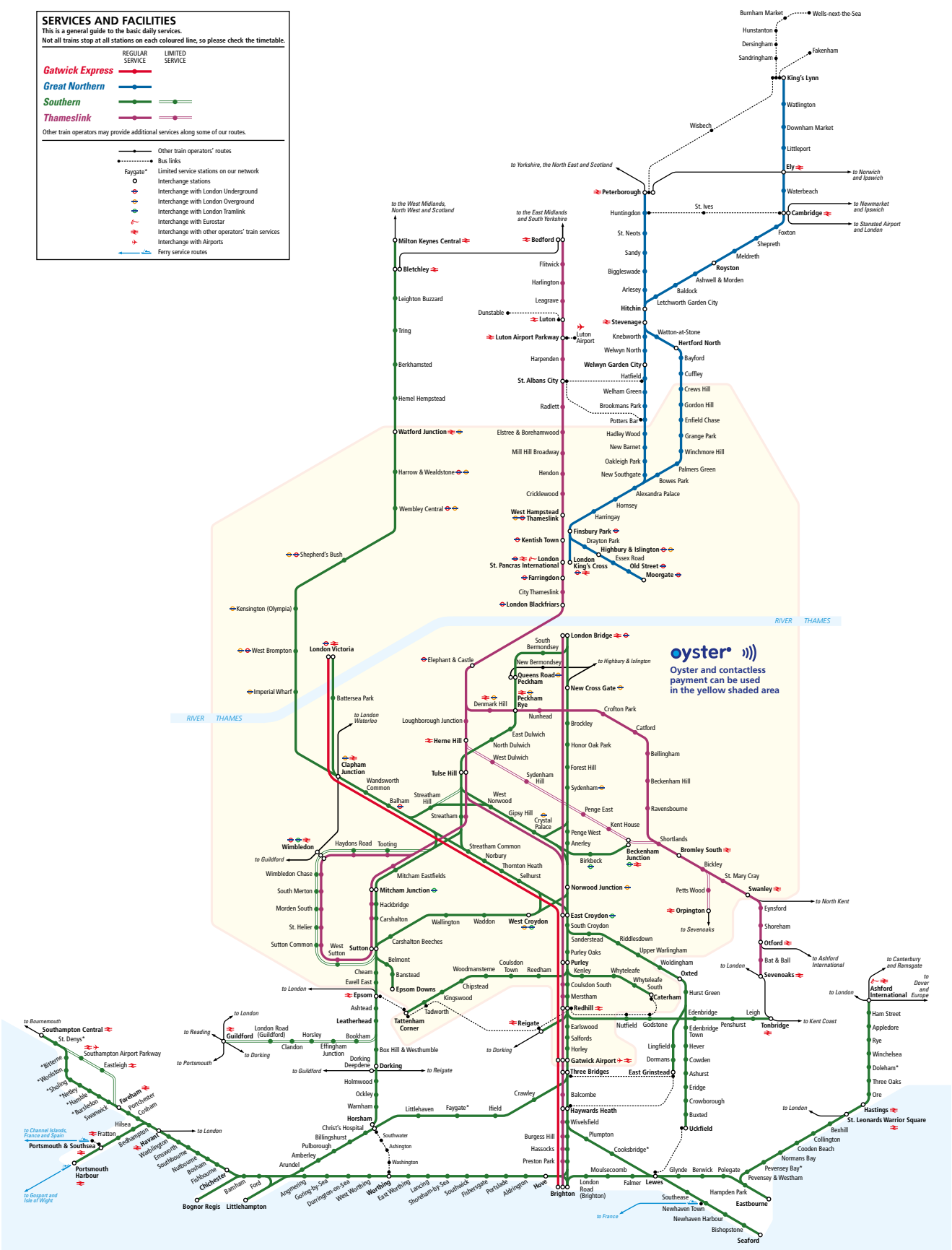
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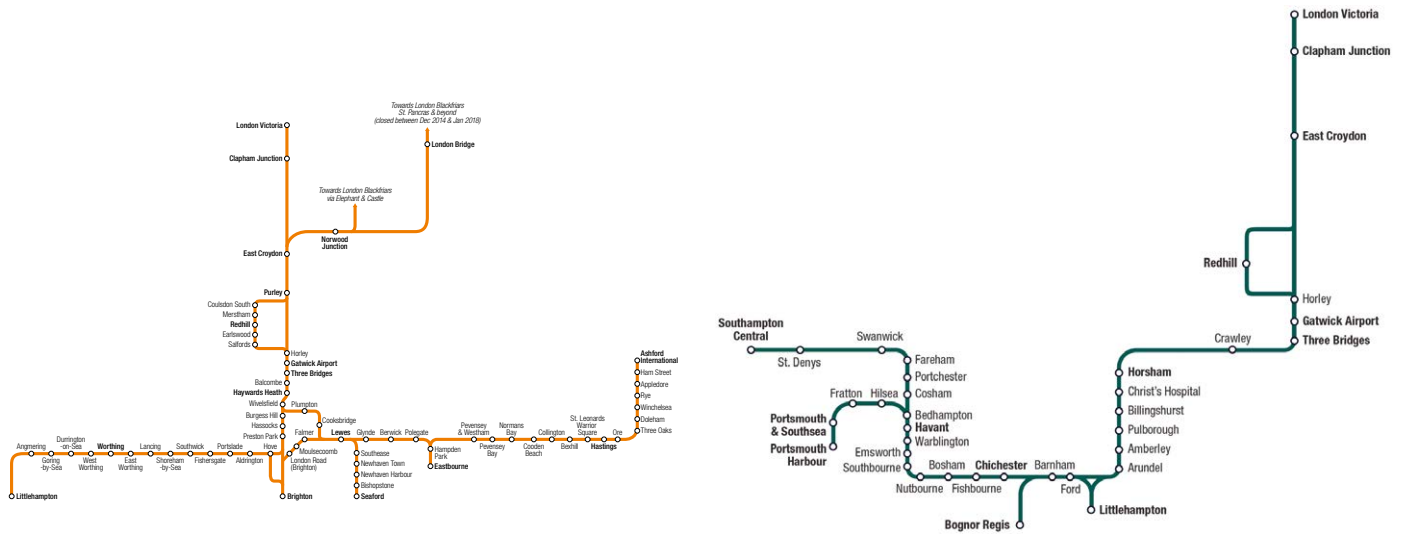
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Proposals for a redesigned Southern network

A range of improvements designed to make our network less complicated, easier to operate by making routes self-contained are proposed. This will reduce the domino effect in times of disruption and result in a more reliable service. Our proposals include a complete redesign of the network.

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.

Brighton Main Line:

- From 2016, new and longer Class 700 trains introduced on Thameslink services
- Continuation of all day train service between Brighton, Gatwick Airport, Central London and St Albans, Luton and Bedford
- From May 2018 new, direct all day train service between Brighton, Gatwick Airport, Central London and Stevenage and Cambridge

West Coastway and Arun Valley:

- From 2018, new direct Monday to Friday peak train service between Littlehampton, Worthing, Hove, Central London, St Albans, Luton and Bedford
- No significant changes proposed for Monday to Friday and Saturday daytime services
- Proposals for some additional Monday to Friday morning peak services to London Victoria
- Proposals for revised Sunday services designed to improve journey times

East Coastway:

- Improved frequency of train services between Brighton and Lewes
- Proposals for daily train service at Cooksbridge
- Proposals for improved Monday to Friday peak journey time improvements between London, Eastbourne, Bexhill and Hastings
- Options to address significant overcrowding between Brighton and Ashford International

Information sheet 6 – Redhill and Oxted

SERVICES AND FACILITIES

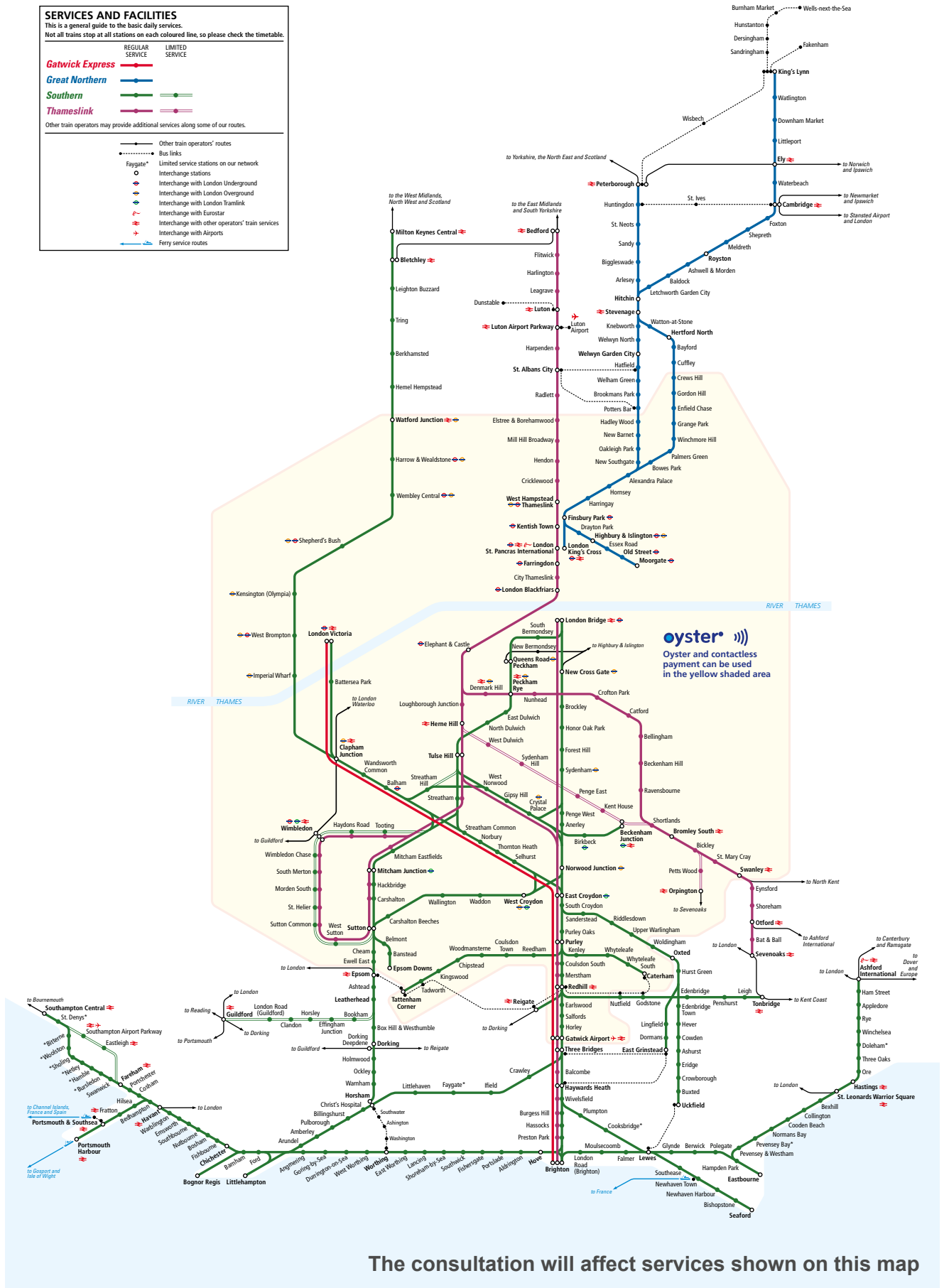
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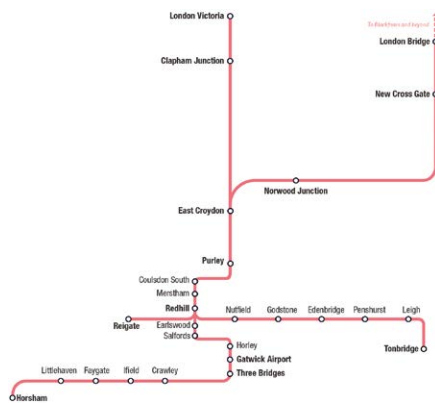
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Proposals for a redesigned Southern network

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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 with longer twelve-carriage trains.



Redhill Route:

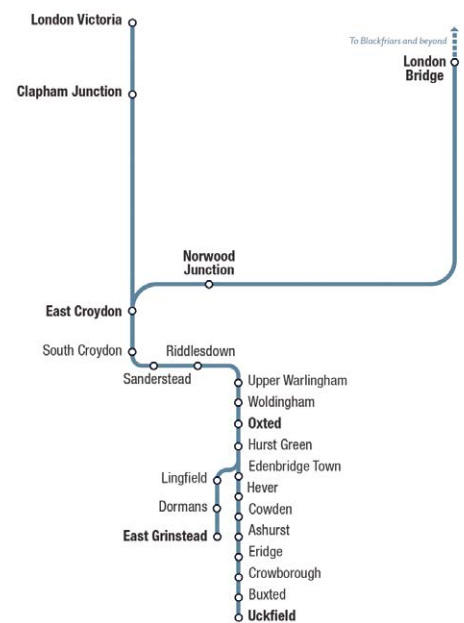
Frequent all day, evenly spaced service of six trains per hour between Redhill and London.

- Improved Thameslink service of four trains per hour to London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras International and beyond to Bedford and Peterborough. These trains will originate from Horsham or Gatwick Airport. During off peak periods two trains per hour will call at Gatwick Airport, Redhill, Merstham, Coulsdon South, East Croydon and London Bridge and two trains per hour will call at Gatwick Airport, Horley, Salfords, Earlswood, Redhill, Purley, East Croydon, Norwood Junction and London Bridge. All four trains will serve Horley, Salfords, Earlswood, Merstham and Coulsdon South during peak periods
- Proposal for faster off peak trains between Horley, Salfords, Earlswood, Redhill, Merstham, Coulsdon South and London Bridge
- Proposal for two trains per hour to London Victoria calling at Merstham, Coulsdon South, Purley, East Croydon and Clapham Junction originating from Reigate and Tonbridge
- Proposals for improved frequency during evenings and Sundays

Oxted Route:

By 2018 Monday to Friday peak Southern services between East Grinstead and London Bridge will be transferred to Thameslink and extended through Central London to St Albans, Luton and Bedford

No other significant changes are proposed to train services between East Grinstead and London Victoria or Uckfield and London Bridge.



Proposals for Reigate peak services:

Let us know your views on how best we serve Reigate with peak services in the future.

From May 2018 current trains between Reigate and London Bridge are unable to continue. This is due to a short platform which is only able to accommodate a four-carriage train.

We are seeking views on the following ideas:

- Frequent shuttle trains between Reigate and Redhill
- Direct trains between Reigate and London Victoria twice an hour

Information sheet 7 – Kent Thameslink

SERVICES AND FACILITIES

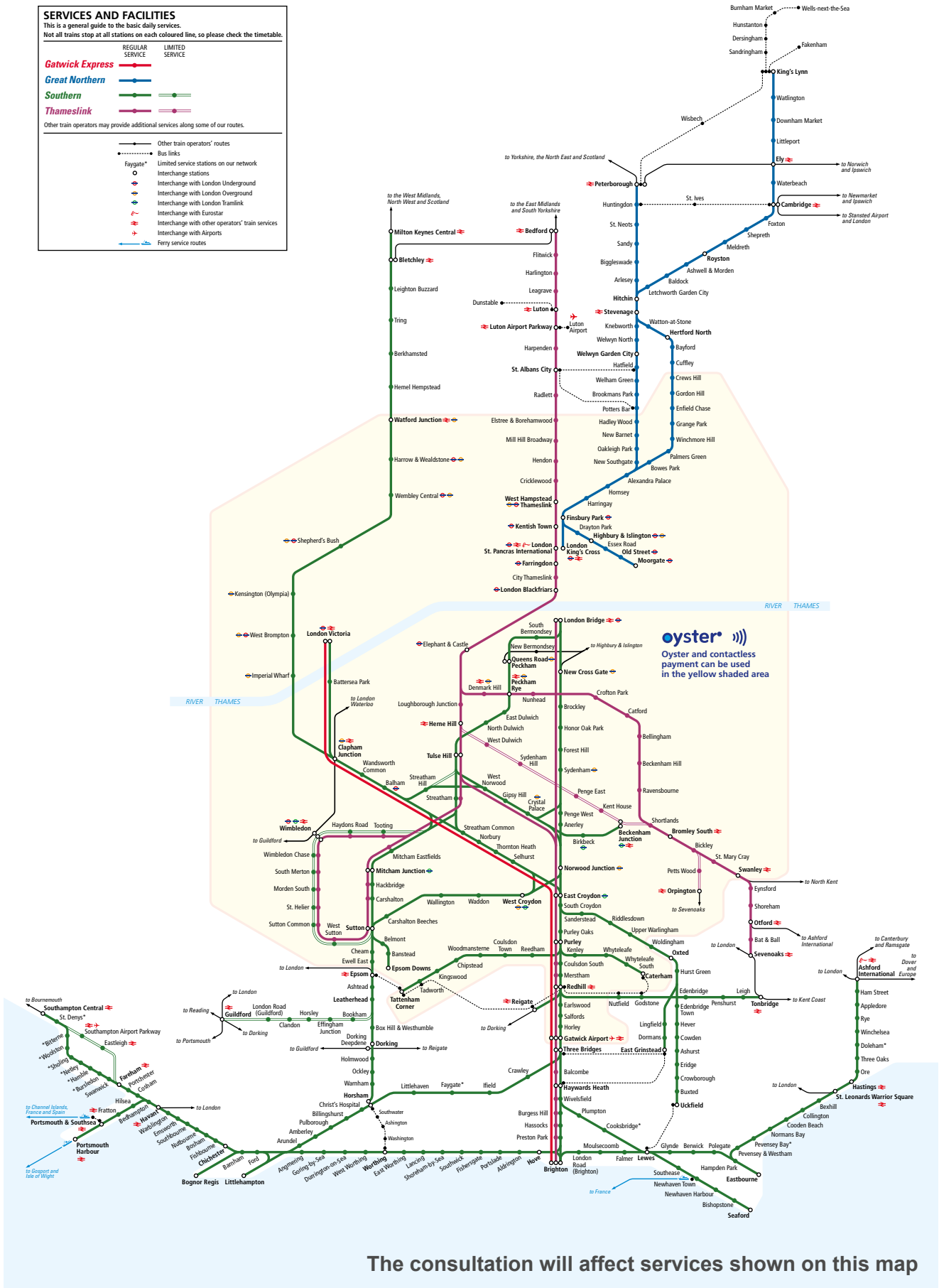
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Kent Thameslink services

Proposed service changes

Proposed new all-day Monday to Friday, Saturday and Sunday Thameslink service on the North Kent line via Greenwich, Dartford and Medway Towns

Proposed new all-day Monday to Friday and Saturday Thameslink service between Maidstone East and Cambridge

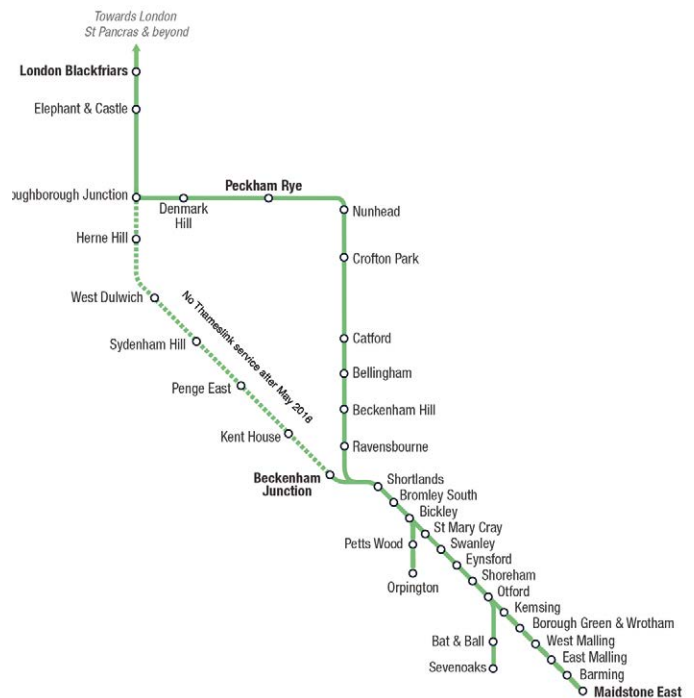
Proposals to double the frequency of Thameslink services on the Catford Loop

The following new Thameslink services are proposed to be introduced in 2018:

- Luton – St Albans City – West Hampstead Thameslink – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington
- Cambridge – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East
- Luton – St Albans City – West Hampstead Thameslink – central London (via London Bridge) – Greenwich – Abbey Wood – Dartford – Medway towns

A summary of the proposed changes are:

- 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 Rainham.
- 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 – Rochester – Rainham. 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.
- 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 provide 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.