

Reigate, Redhill & District Rail Users Association

(Merstham, Redhill, Reigate, Earlswood, Salfords, Horley and Nutfield)

RRDRUA

Response to GTR 2018 timetable plan

Quote from “Thomas the Tank Engine”

“I’m ashamed of you, Duncan!” said Skarloey that night. “You should think of your passengers, not yourself.”

“Passengers are just nuisances. They’re always complaining.” replied Duncan.

“That’s no way to talk!” said Skarloey. “We need passengers. No Passengers means no trains. And no trains means no Railway!”

Key Train Service Cuts

- **2006/7 Thameslink main line trains removed to allow Brighton to Thameslink to be cut by 10 minutes**
- **Slower trains introduced to replace Thameslink**
- **2012-2014 Peak Services to London Bridge cut to allow other lines to keep services – services given extended journey times**
- **2016 Arun Valley Trains removed to save 5 minutes journey time**
- **2016 Journey Times to London Bridge extended**
- **2018 Journey times extended to Victoria and London Bridge**

2014 November – Stakeholder meeting

David Scorey – **Passenger Service Director, Southern Railway**

When discussing the cuts to Services Redhill faced he promised that

“in 2018 the service from Redhill will be markedly improved on todays services”

**It's REDHILL
LINE's turn**

What's on offer = New Service Plan in 2018

- **Proposed Recast Service overall inferior to 2012 from Redhill**
- London Bridge – Many Journey times cut from 34 to 31 minutes (from Redhill) by changing stopping patterns **however peak fast trains gone (25 mins)**
- All London Bridge trains extend through Thameslink
- **London Victoria – Journey times from Redhill increased from 28 minute to 39 minutes (40% increase)**
- Reigate – option of peak shuttle or limited through trains
- **Fewer trains to Crawley / Three Bridges than 2012 and 2016**
- **No trains to South Coast at all**
- **Loss of Victoria trains from Earlswood & Salfords (& Horley?)**

What's Better

- All London Bridge trains extend through Thameslink
- Merstham and Coulsdon South swap 4 trains per hour to London Bridge for 2 trains per hour to London Bridge/Thameslink and 2 to Victoria – same number of trains but more Variety
- Additional Evening service's from Thameslink/London Bridge

Passengers Required

- Reigate has passengers wanting through trains
- Redhill has passengers who want to get to Victoria in 28 minutes
- Local Businesses want commuters from Brighton and Sussex to come to Redhill & Reigate for work
- Earlswood and Salfords commuters want to go to Victoria
- Redhill / Sussex traffic needs passengers to use trains to cut road congestion

What service does our line need to improve

- Regular Fast and Stopping services to both London Bridge and London Victoria (different markets)
- Stopping patterns repeat 7 days a week all day as much as possible
- Reigate has high potential for more passengers so needs decent service
- South Coast Services along the Brighton Main Line

Effect of weak services along Redhill line

- Commuters move away
 - Overcrowding
 - Unreliable Service
- House prices fall
 - Many New Houses being built, 4,500 announced for Redhill last week
- Shops close
- Redhill regeneration could fail
- Local Businesses can't find staff thus
 - Business moves away and new business doesn't come

Focus on Reigate

- Passengers at Reigate have **doubled** since introduction of all day service
- Current GTR Service
 - Mon to Sat Daytime hourly service to London Victoria (fast RDH to ECR)
 - Extra Peak services to London Bridge and London Victoria
 - Evening shuttles to Redhill
 - Sunday – no service
- Proposed Service
 - Retain Mon to Sat Hourly Service to Victoria but extend journey time by 11 minutes
 - Peak Services – either 1tph Victoria or 3tph shuttles
 - Evening – either 1tph Victoria or 2 tph shuttles
 - Sundays - either 1tph Victoria or 2 tph shuttles

The problem with Shuttles

- **They get constantly Cancelled**

- Why because only two stations are affected (in reality just one)
- Easier to deal with than cancellations through East Croydon

Focus on Reigate (2)

- **Neither proposal is acceptable**
- **RRDRUA Proposal – 2 trains per hour to London 7 days per week**
- There is huge untapped passenger demand at Reigate
- RRDRUA surveyed our members living in Reigate –
 - Just over 50% travel to Redhill/Merstham/Earlswood for London
 - 65% more would use Reigate if services were more frequent
- This causes traffic congestion and overloading of car parks around Redhill station
- If repeated across passenger base then usage of Reigate could double or more if extra London services
- Service needs to be increased throughout day & evening to ensure convenience for passengers
- Most passengers from Reigate are within walking distance of Station

Focus on Redhill

- Return of 4 London Bridge per hour welcome
- **Victoria Proposal is Unacceptable – 40% increase in journey time**
- **Victoria is main off-peak and weekend destination**
- Over 50% of travellers will suffer the extended journey times – our estimate 4,000 per day
- Less regular service should be faster service not other way round
- This change seriously effects the service levels from Redhill line, the well being of thousands of passengers and is simply not acceptable.

Focus on Earlswood, Salfords and Horley

- Regular Thameslink trains welcome
- 4 trains per hour morning/evening peak to Thameslink great
- **Loss of Peak Victoria service not acceptable**
- **No return for Evening Victoria services lost in 2012 unwelcome**
- **Proposal – Hourly train to Victoria based on splitting with Reigate train**
- Could still do with proper station staff at Earlswood and Salfords
- Uncertainty over direct Victoria service from Horley worrying

Focus on Merstham & Tonbridge Branch

Merstham

- Loss of regular 4 trains per hour to London Bridge removes turn up and go aspect
- Positive that Victoria trains return

Tonbridge Branch

- No Changes

Reigate Proposal – **Solution with Platform 3**

- Reigate passengers want London Bridge services by 2 to 1 in RRDRUA survey of our members
- Key reason for lack of services is platform 3
 - **Can GTR work with Network Rail to bring Platform 3 forward?**
 - **GTR will make promise for Thameslink diversion to Reigate if platform 3 built (Bedford to Gatwick services go to Reigate)?**
- If Bedford to Reigate service starts then Victoria service could divert to Gatwick and serve Earlswood, Salfords and Horley with needed longer trains
- Surrey CC & Reigate/Banstead Council fully support platform 3
- Surrey CC/R&B could find funds to assist with extra platform?

Reigate Proposal – without platform 3

- Half-hourly service to Victoria Mon to Sat including evenings
- Combine trains at Redhill (Like at Purley with Cat/Tats)
 - First Half hour to Tonbridge
 - Second Half hour to Gatwick Calling at EWD,SAF & HOR
- Combining trains means 8 or 12 coach trains through East Croydon to Victoria better than today's 4 coach trains
- Half-hourly service will mean more passengers using Reigate
- Maintains Tonbridge Service & Add new ELD/SAF/HOR Victoria service
- After Platform 3 – Full train to Gatwick or Tonbridge

Focus South Coast & Brighton

- Southern/Thameslink have systematically cut Redhill Line off from the South Coast since 2007 (due to insufficient infrastructure investment by DfT)
- Local Business need commuters/passengers from the South. Noticed decline since Arun Valley trains diverted
- Commuters to Three Bridges, Haywards Heath and Brighton can't use trains service due to complex changes
- For Reigate it is a two change proposition to head South
- Hence people tend to drive

Focus South Coast & Brighton (2)

- Why does Redhill line need a service to/from Brighton?
- There are key employment centres at Gatwick/Three Bridges, Haywards Heath, Burgess Hill and Brighton that there is a need to commute to
- Redhill and Reigate are key employment areas and staff need to be able to access the area directly by train. If there was a Brighton train, then Redhill would have direct connection and Reigate with one change
- The proposed situation means that a commuter from Redhill District/Reigate to Brighton is effectively forced onto cars to get to work. It also will make it difficult for Reigate and Redhill businesses to attract labour from the South which would be beneficial for these businesses
- With planning restrictions on car parking spaces at offices being enforced businesses are increasingly looking to get people to come to work by train. Not having direct services will make Redhill and Reigate less attractive to businesses and also to commuters.

Focus South Coast & Brighton (3)

Stations on Brighton Main Line from Purley to Brighton

Main Station - Sizes

2018 timetable proposed: -

	Pass Nos:	London Direction		Other direction	
		Trains to Victoria	Trains to LBG	Trains to Brighton	Trains to Gatwick
Major Stations					
Brighton	19.0	4.0	4.0	n/a	8.0
Gatwick Airport	18.5	10.0	8.0	8.0	n/a
Large Stations					
Haywards Heath	5.1	4.0	4.0	6.0	8.0
Redhill	4.7	2.0	4.0		5.0
Three Bridges	4.1	2.0	6.0	4.0	8.0
Purley	3.8	4.0	6.0		4.0
Minor Stations					
Burgess Hill	1.7	1.0	4.0	5.0	4.0
Coulsdon South	1.7	2.0	2.0		2.0
Hassocks	1.3	1.0	2.0	3.0	3.0
Horley	0.9	1.0	2.0	1.0	3.0
Merstham	0.7	2.0	2.0		2.0
Earlswood	0.5		2.0		2.0
Wivelsfield	0.5	1.0	2.0	2.0	3.0
Preston Park	0.4	1.0	2.0	2.0	3.0
Balcombe	0.1		2.0	2.0	2.0
Salfords	0.1		2.0		2.0

Focus South Coast & Brighton (4)

RRDRUA Proposal – 2 trains per hour to call on London Victoria to Brighton route

- We propose the Semi-fast Southern train from London to Brighton call at Redhill, Gatwick, Three Bridges, Burgess Hill and Brighton
- Small adjustments in other trains to allow this
- Provides Redhill with half-hourly service to Brighton throughout the day (hourly Sunday as now)
- Brighton has fast GatEx service from London Victoria (calls Gatwick only) plus 4 trains per hour from London Bridge / Thamestink, so extra 9 minutes on semi-fast won't be an issue.

Summary of proposals above GTR proposals

- Reigate served half hourly from London 7 days a week
- Service to Reigate splits at Redhill with services alternately to Tonbridge or Gatwick (calling at Earlswood, Salfords and Horley)
- Semi-fast Brighton train call additionally at Redhill – half hourly in week and hourly on Sunday
- If Brighton train cannot be added, date for service to be added.
Reigate train to run fast to East Croydon and Thameslink trains pick up Merstham, Could on South and Purley stops.

Conclusion

- GTR should stick to promises made and improve train service along the Redhill line
- Provide the trains and passengers will fill them – plenty of potential
- Massive house construction will need additional trains
- We look forward to the summer update with all our proposals included.