

GTR 2018 timetable proposals

Wednesday 16 November 2016

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and team**



Thameslink Programme and GTR

- The GTR franchise was created to deliver the Thameslink Programme.
- Designed to deliver a very ambitious improvement programme including;
 - Introducing four new fleets of trains, cascading two other fleets to other parts of the network and redelivering others to rolling stock leasing companies/other operators
 - Delivering the UK's largest driver training programme to improve resilience, provide training cover for new/cascaded rolling stock and upgraded infrastructure as well as additional services
- Joint working between Network Rail, GTR is delivering the following:
 - Rebuilding of London Bridge; track and infrastructure improvements; platform extensions; new depots; new trains



More capacity



More connections



Infrastructure and stations



New trains



Timetable Consultation

- Early start – phased approach
- First phase for 3 months – September to December
- Range of communications channels – reaching out to all
- Earliest a train operator has gone out to consultation
- Real opportunity for stakeholders and passengers to shape their future train service
- Attendance at Rail User Groups, meet the manager
- Open and honest transparent conversation about what the train service should be in the future
- Phase two launching late spring / early summer 2017 detailing full weekday and weekend timetables one year prior to start for comments.



Southern and Thameslink

Proposals for a redesigned and simplified network

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.



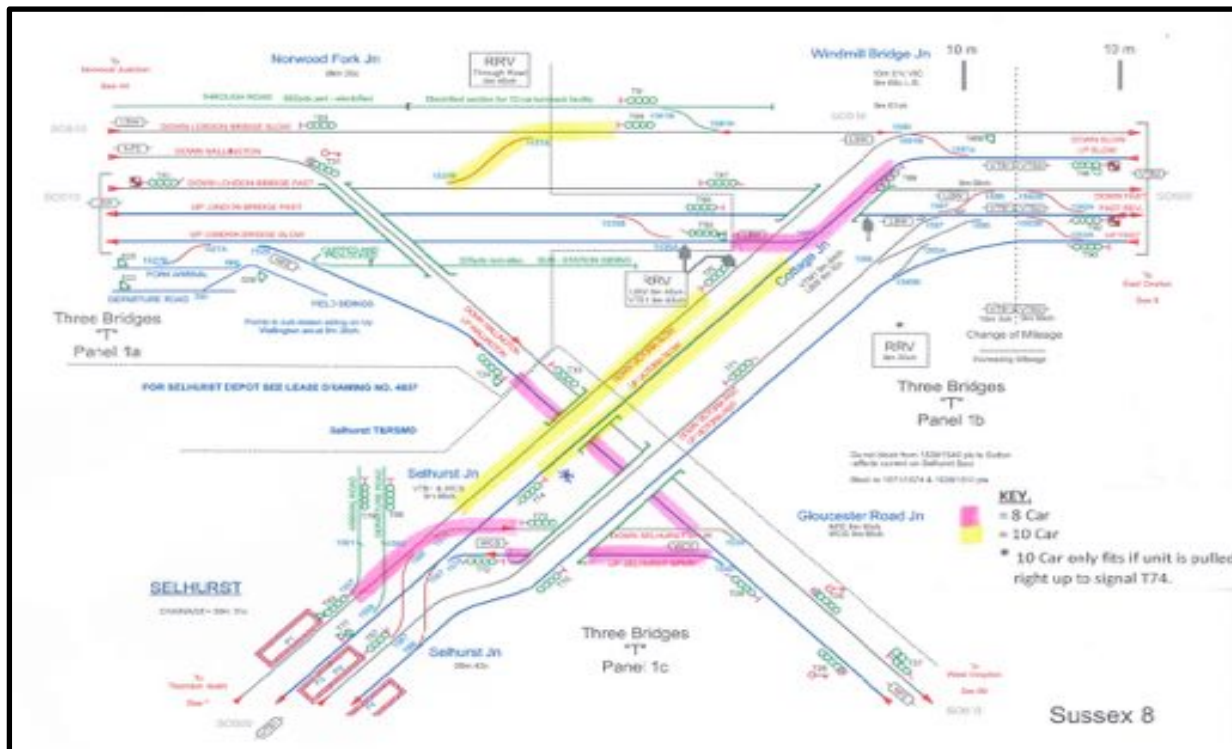
East Croydon bottleneck

Windmill Bridge Junction – busiest junction in the UK

Any minor late presentation at this junction Selhurst Junction, Gloucester Road or Cottage Junction very quickly spreads to the wider network.

Limited standing capacity for 10 and 12 car will block key junctions as highlighted opposite.

76 movements pass over Windmill Bridge in the High Peak from 0800 - 0859.



Govia supports Network Rail CP6 proposals to remodel this critical junction by 2023 but in the meantime other methods should be explored to achieve capacity whilst ensuring right time presentation here and ultimately the core.



Reigate – 12 car platform

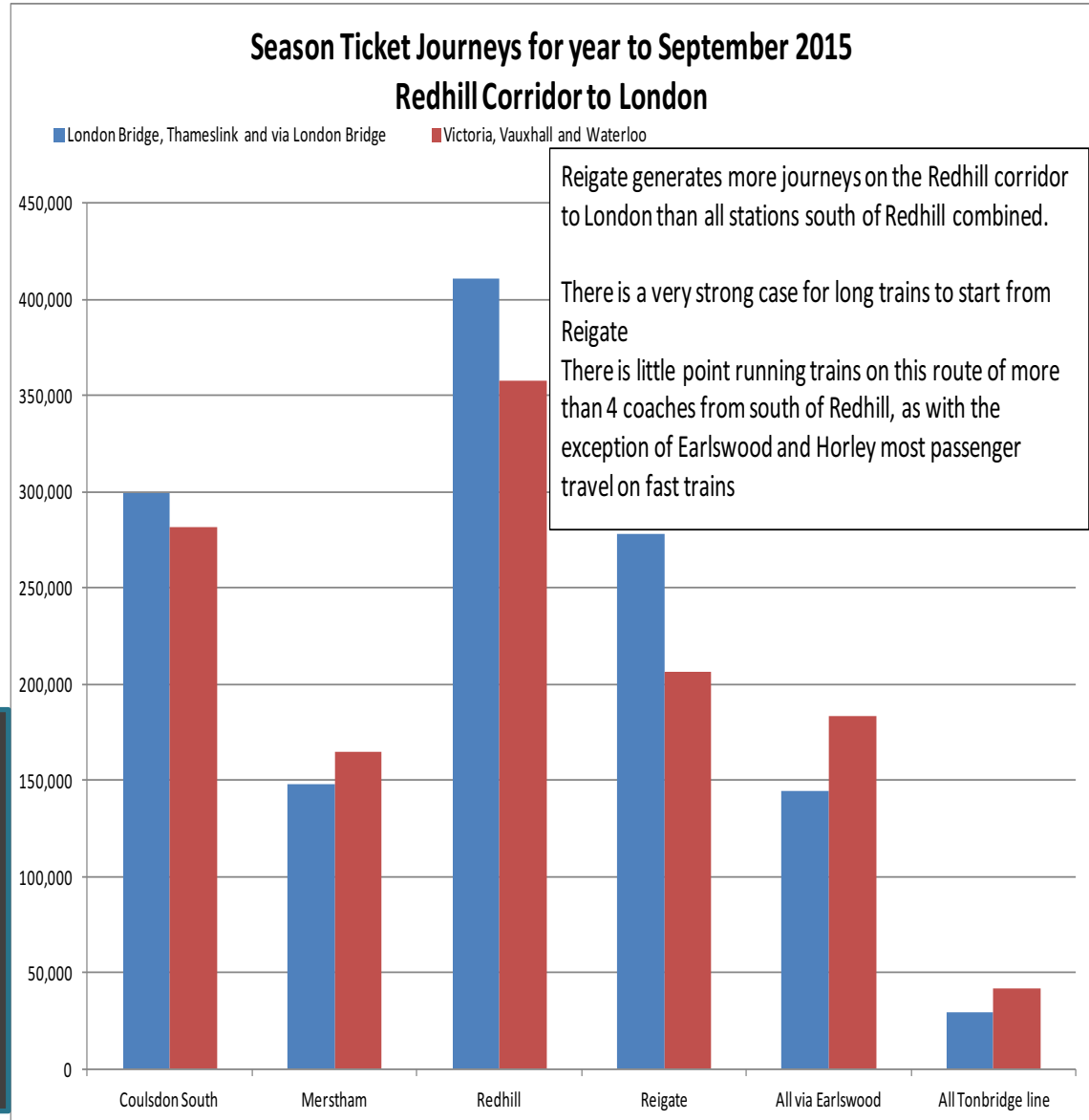
Reigate 12 car is not currently a committed scheme but has been identified by GTR as a highly desired scheme that should be available for use on completion of the Thameslink programme in 2018.

Potential demand from Reigate is significantly more than currently observed as it is suppressed by the relative infrequency of direct trains and the number of journey opportunities only available by changing trains and passengers using Redhill as opposed to Reigate based on ease and frequency of trains

Currently only 4 car trains can run to Reigate which means the entire London Bridge service will be withdrawn in 2018 when fixed formation 12 car trains take over the Redhill London Bridge route to extend to Thameslink.

Reigate 12-car platform:

1. Reigate 12-car platform is not currently a committed scheme but is critical
2. Enables Thameslink trains to operate to Reigate retaining through services to London Bridge (these will be lost from May 2018)
3. Power supply upgrade required
4. CP6 scheme planned to be delivered if funded in 2019.
5. Compliments Redhill (Platform 0 scheme)
6. Network Rail developed to Grip 2



Proposed Thameslink train services

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 (stopping via Redhill)	Mon-Fri (peaks)
				Gatwick Airport (semi fast via Redhill)	Daily (not Mon-Fri peaks)
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 (stopping via Redhill)	Mon-Fri (peaks)
				Horsham (semi fast via Redhill)	Daily (not Mon-Fri peaks)
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	Rainham (via Greenwich)	Daily
TL11	2tph	St Albans City (stopping)	Elephant & Castle	Sutton then Wimbledon (via Streatham)	Daily
TL12	2tph	St Albans City (stopping)	Elephant & Castle	Wimbledon & Sutton (via Streatham)	Daily

Southern: Proposals for a redesigned and simplified network

Complex array of routes and frequencies exist serving multiple markets

Poor performance impacts wider Network through interworking of traincrew and units

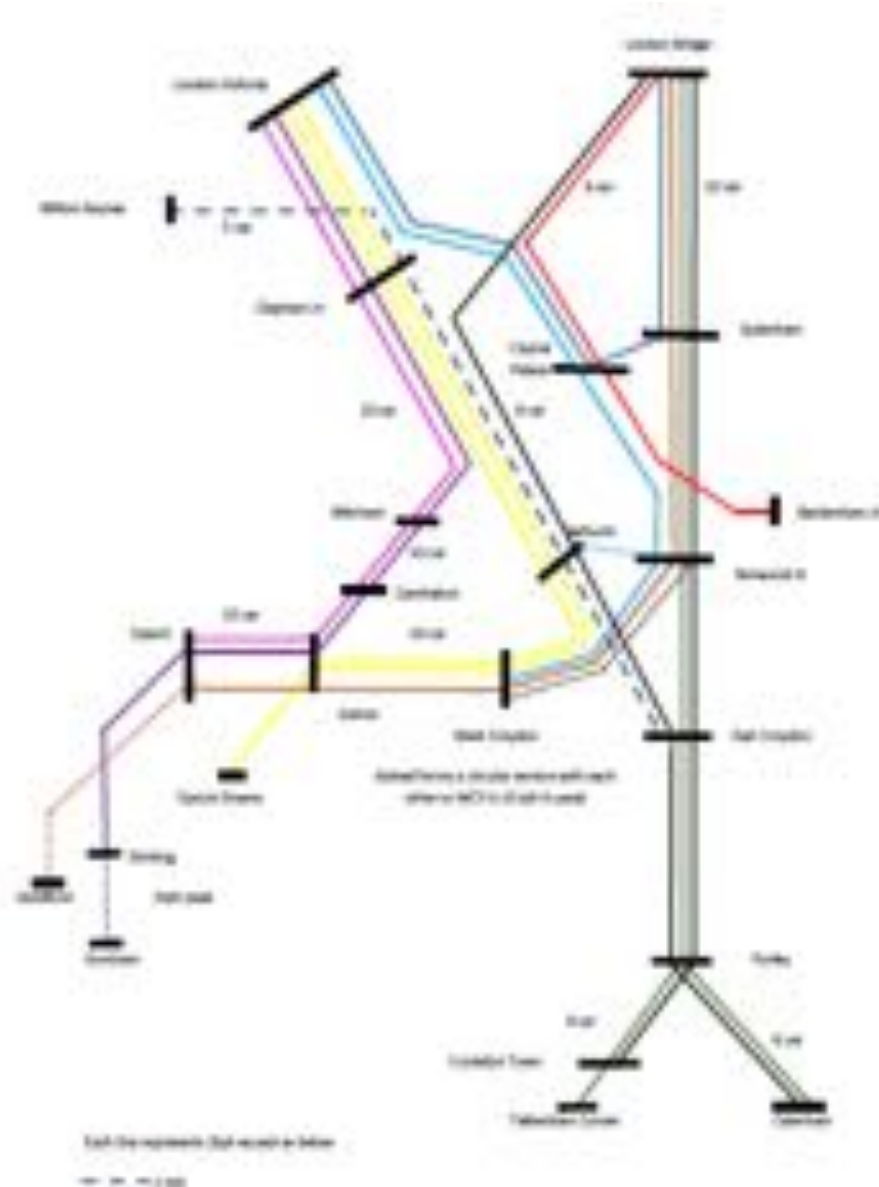
10-car metro introduced on multiple routes in 2013 to deliver capacity but flexibility has reduced

Systematic review of the Southern timetable structure:

1. Analysis of capacity and demand
2. Review of timetable planning rules in association with Network Rail
3. Enhanced dwell times at key stations
4. Increased turnaround times at terminal stations
5. Simplified workings at terminal stations maximise 10-cars on capable routes
6. 56 additional carriages allocated to Southern routes

Complete review and redesign involving the following services:

- London Bridge to West Croydon via Tulse Hill
- London Bridge to Beckenham Junction
- Victoria to London Bridge via Crystal Palace
- Caterham and Tattenham Corner routes
- Dorking / Epsom / Sutton routes



Redhill – current issues, solutions and improvements

Current Issues	Potential Solution subject to support
<p>Reigate currently has peak trains serving London Bridge and London Victoria.</p> <p>Despite best efforts to secure funding for Network Rail to lengthen the platform, Reigate is constrained by a 4-carriage platform.</p> <p>Thameslink Class 700 units are formed of fixed 8 and 12-carriage trains which means these trains are unable to run to Reigate.</p>	<p>We are seeking views on how best Reigate is served:</p> <p><i>Either:</i></p> <ul style="list-style-type: none">• Frequent shuttle train between Reigate and Redhill to connect with London trains <p><i>Or:</i></p> <ul style="list-style-type: none">• Direct trains twice an hour to London Victoria (attaching at Redhill)

Other Proposals
<p>Proposals include six trains per hour between Redhill and London:</p> <ul style="list-style-type: none">• Four Thameslink trains per hour to London Bridge and beyond• Two Southern trains per hour to London Victoria
<p>New off peak service between Tonbridge, Reigate, Merstham, Coulsdon South, Purley and East Croydon, Clapham Junction and London Victoria</p>
<p>Improved journey times between Horley, Salfords, Earlswood, Redhill, Merstham and Coulsdon South to London Bridge through changes to calling patterns</p>
<p>Improved evening and Sunday service including direct Reigate to London trains</p>

Timetable Consultation - questions

- Reigate will not be delivered for 2018 so how best do we serve Reigate?
 - Direct trains to London Victoria twice an hour?
 - Shuttle trains (with increased frequency) to Redhill connecting with 6tph to London
- How do we best serve Salfords and Earlswood?
 - 4tph Thameslink to London Bridge?
 - Supplemented by Victoria services?
- Increase in evening and Sunday trains with direct trains to and from Reigate
 - Requires removal of Brighton trains on Sundays



Great Northern

SOUTHERN

ThamesLink/

Timetable Consultation – sample timetable comparison to pre London Bridge works in 2012

An indicative timetable can be shown after the presentation from the user group response to help shape further conversation.

