

London TravelWatch response to the 2018 GTR timetable consultation

Overall proposal

In general the concept of the timetable is a good one, and we support proposals for services to Rainham (Kent), on the Maidstone East line, and providing Southern services from the Wimbledon loop to Blackfriars.

A standard off-peak timetable

I note that in quite a number of instances the opportunity has not been taken ensure that the evening, Saturday and Sunday services are different to that of the daytime Monday to Friday off-peak service. Examples of this include: Catford loop line services that terminate at Blackfriars rather than get to at least St. Pancras International as a main traffic objective; London Bridge – Crystal Palace via Tulse Hill services on late evenings and Sundays that should match the off-peak pattern by reaching Beckenham Junction.

Local stopping services via East and West Croydon

These proposals are not acceptable in their current form because of the severance of existing journey patterns and connectivity via East Croydon between suburban stations such as Forest Hill and Sydenham to Gatwick Airport and other places on the main line. They would require interchange on many occasions at Norwood Junction a station which is not step free and to which there are no plans for such access. We would recommend that the current service patterns are retained except that the current London Victoria – Crystal Palace – Sutton service could be terminated at West Croydon all day, and we support an all day everyday London Bridge – Norwood Junction – Sutton service. We support the proposals to increase the frequency of the Epsom Downs branch and is with Crystal Palace – Beckenham Junction we would recommend adding a Sunday service in line with the off-peak weekday frequency. We do not support the switching of London Bridge – Caterham services to West Croydon or London Bridge – Tulse Hill – West Croydon services to Caterham. We get a very strong sense that these proposals are controversial with passengers.

Reigate

We support the idea of a high intensity shuttle service on this route to Redhill, as this would obviate the need for splitting and joining trains at Redhill with consequent reliability gains for the rest of the network. It would also give passengers more journey opportunities, as more connections would be feasible at Redhill with a wider range of destinations.

Hertford North – Stevenage

The proposed service reductions north of Hertford North are really regrettable. We would like to see a shuttle service retained between Hertford North and nearest point

where reversal would be feasible e.g. Letchworth Garden City. This should be done either by using a unit that would otherwise stand idle between the peaks or by retaining units that would otherwise be returned off lease.

Alexandra Palace

You will recall that some of the proposals for timetable change on the Great Northern were based on Alexandra Palace becoming a step free interchange by the time of the timetable change. Please can you confirm that this will be the case.

West London Line services

We would like to see a half hourly all day service on this route and this could partially replace Norbury line Victoria services and possibly also run to and from Coulsdon Town.

Thameslink services via Penge East

These peak hour only services must be replaced by alternative Southeastern services either to Blackfriars or by cross platform interchange at Herne Hill.

Southeastern Catford loop stopping services

London TravelWatch supports these proposals, but would recommend that they also operate in the off-peak as well as peak and call at Clapham High Street to provide interchange with the Northern Line for travel between South East and South West London and vice versa.

Thameslink services on the Midland Main Line

We would like to see more stops inserted in fast services at West Hampstead Thameslink in the peak to maintain connectivity with London Overground and the Jubilee line and also to allow better and faster access to Gatwick Airport.

'Parliamentary services'

Please don't forget in this exercise the need to maintain passenger services on lines such as Streatham Hill – Tulse Hill that otherwise don't get regular services, and also that the early morning Selhurst to Thameslink route services need to be replaced with Selhurst to London Bridge services.in line with the daytime service on this route.

If you have any queries on this please feel free to contact me.

Yours sincerely

Tim Bellenger
Director, Policy and Investigation

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