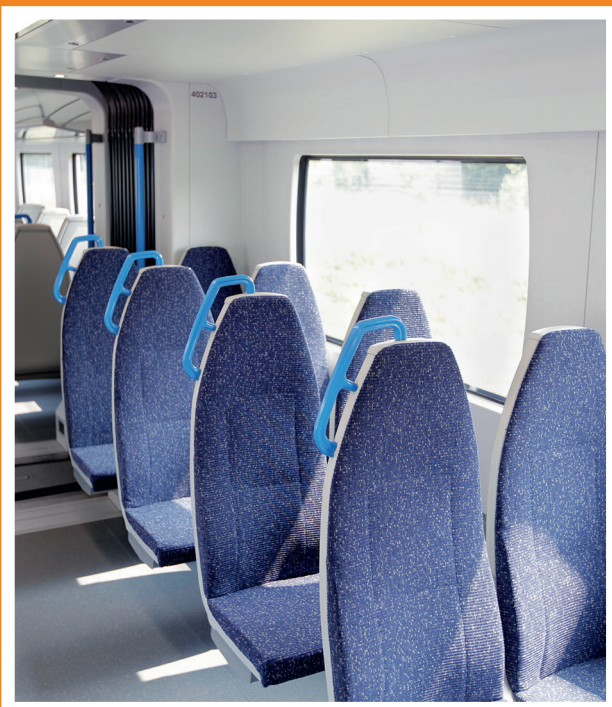


# Increasing capacity to relieve congestion

The Government-sponsored Thameslink Programme is increasing passenger capacity to relieve crowding on one of Europe's busiest stretches of railway – the London Bridge and cross-London Thameslink route.

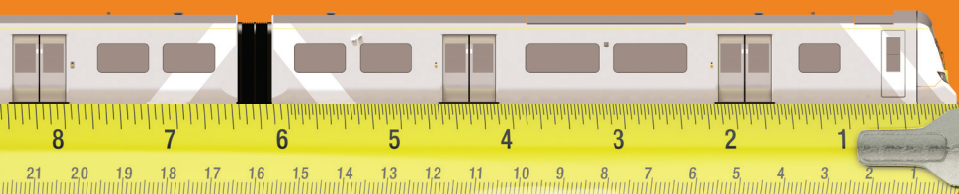
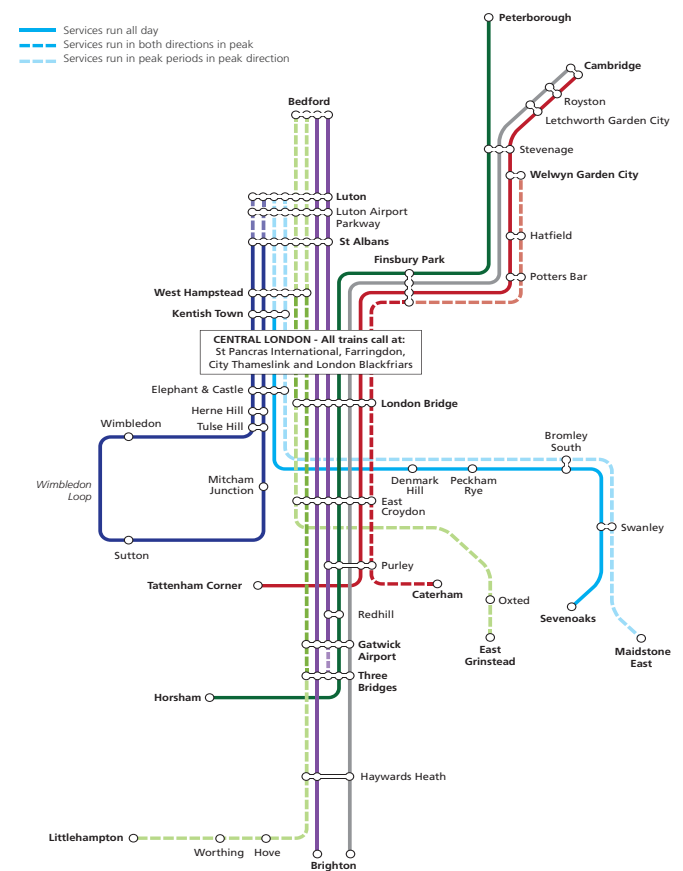
It will relieve congestion on key London Underground lines and drive economic growth in the capital and UK.

The programme expands the Thameslink network with new links from Peterborough, Cambridge, Kent and Sussex with improved connections to St Pancras International for high speed domestic and international Eurostar services, Gatwick and Luton airports – as well as Crossrail at Farringdon for fast connections to Heathrow.



## The Proposed Thameslink network

It gives passengers new or remodelled stations at London Bridge, Farringdon, Blackfriars and West Hampstead while new track and signalling systems ease network congestion.



## THAMESLINK PROGRAMME

New, next generation high-capacity trains enter service from 2016 and, when the programme completes in 2018 a Tube-like frequency of a train every 2-3 minutes will operate north-south through the heart of the capital with around 80% more seats at peak times.

Much has been done already – first phase completed – first longer 12-carriage trains in service.

#### Since start of Thameslink Programme in 2009:

- 48 modern air conditioned trains already operating in the Thameslink fleet
- 8,000 more seats at busiest times of day
- Short 4-carriage peak hour trains halved in number
- New cross-London routes to /from Sevenoaks
- Service frequency nearly doubled across central London (Blackfriars – St Pancras International)
- Platforms extended at 12 Thameslink stations, Bedford-London, and 6 stations between Peterborough/Cambridge – London
- Rail power systems upgraded
- New stations opened at Blackfriars and West Hampstead; new ticket hall and platforms at Farringdon – all fully accessible

#### Final phase well under way.

- First new depot for new train fleet completed summer 2015 at Three Bridges in Sussex; second at Hornsey, north London, due to complete July 2016
- New high capacity trains start to arrive – 115 brand new Class 700 trains built by Siemens
- London Bridge terminating platforms already in use
- London Bridge reconstruction, track and signalling reconfiguration well advanced
- From 2016 new trains on the Bedford-Brighton Thameslink route, followed by Wimbledon, Sevenoaks and Maidstone routes
- From 2016 – 2018 Cambridge/Peterborough-King's Cross, followed by new routes to Kent and Sussex
- By early 2018 a new London Bridge station will be open with:
  1. New through platforms
  2. Lighter and brighter station with two-thirds more space
  3. Fully accessible with lifts, stairs and escalator access to every platform from the same street level concourse
  4. New entrances with better access to the surrounding areas
  5. Fewer trains delayed outside the station waiting for a platform to clear
- 2018 – new tunnel opens linking East Coast Main Line with Midland Main Line expanding the Thameslink network with high-frequency Tube-like service across central London and a major new interchange with Crossrail at Farringdon



#### Key partners

The Department for Transport is sponsoring the Thameslink Programme.

Network Rail is managing and implementing the infrastructure improvements.

Govia Thameslink Railway, as operator of Thameslink, is the delivery agent for the Thameslink Rolling Stock Programme, which is supplying new trains and depots and is responsible for bringing the new trains into passenger service.

Cross London Trains (a consortium comprising Siemens Project Ventures GmbH, Innisfree Limited and 3i Infrastructure plc) is procuring, financing and leasing the new train fleet to the operator of the Thameslink franchise.

Siemens is building the new trains which it will maintain at two newly constructed depots (Three Bridges in Sussex and Hornsey in north London), re-signalling London Bridge and approaches and implementing innovative signalling solutions to enable a high frequency service.

Train operators Govia Thameslink Railway and Southeastern are both supporting the programme to ensure operational readiness. They currently operate routes where some of the new trains will run and are closely involved in planning the service changes necessary for the London Bridge redevelopment works.