

## Responses from Govia Thameslink Railway

### 1. What will GTR do to mitigate the effects of the severe cuts to our services namely:-

- **No trains to or from East Croydon during the morning or evening peaks. This impacts severely on people working in East or South Croydon, and secondary schoolchildren travelling to schools in South Croydon and Purley. Traffic congestion and lack of parking in Croydon make driving an impossible alternative. Tramslink is already at full capacity. Croydon Council supports and promotes active travel to schools. Croydon Council's Transport Vision (2016) encourages public transport over car use, and looks to work with the London Mayor to improve suburban rail routes. Removal of our direct peak time service works in opposition to this.**

*The current Caterham service that calls at Sydenham corridor stations will be diverted via Crystal Palace. Although there will be a replacement Coulsdon Town service it won't start until the end of the morning contra-peak service and won't run southbound through the evening contra-peak either. However, there will be some late afternoon/early evening services from East Croydon to Sydenham, which should cater for the schools traffic.*

### 2. **No trains between East Croydon and Norwood Junction during morning or afternoon peaks to offer an alternative route. Why?**

*There are capacity restraints through the junctions between East Croydon and Norwood Junction and vice-versa. This was why we had to rewrite the original bid proposals so extensively in the first place; they were based on the Department for Transport's Train Service Specification. Outside the peaks there will be regular Thameslink services calling at Norwood Junction, plus the Coulsdon Town local services.*

### 3. **Norwood Junction – are there any plans for its improvement? a lift? Any timetabling concession to allow easy cross platform transit to connecting trains? Could NR reactivate the line to platform 7 and create further paths to allow Thameslink plus local trains? See Network Rail's answer.**

**Why has our evening Southern service been reduced to half hourly? These trains are always busy, particularly our last current train at 00.36**

*A half-hourly service will better match demand. Also, late evening trains are still under negotiation with Network Rail and will be the subject of further consultation once NR's aspirations for engineering access are understood.*

#### **Response from Network Rail:**

*'Improvements to Norwood Junction station form part of Network Rail's proposals to upgrade the Brighton Main Line railway.*

*The principal infrastructure changes which would occur if this scheme goes ahead would be a major remodelling of the railway in Croydon, currently the governing operational bottleneck on the route. This would include an expanded East Croydon station, grade separation of junctions in the Selhurst triangle and increased capacity through Norwood Junction.*

*The Norwood Junction works would include reopening of platform 7 and other major changes and we are investigating options for providing step free access as part of this scheme. The design work is being undertaken in close cooperation with colleagues at London Borough of Croydon.'*

**4. Thameslink service removed- why?**

- **Our few direct Thameslink trains from Penge East will be removed in 2018 and only replaced by the Southeastern service to Herne Hill connecting with Thameslink trains at Herne Hill. The proposed service of four Thameslink trains per hour will start much later than the present service, at 6.12 am compared with 5.12 for the present service. Additionally, the present service adds trains during the morning and evening peak, running up to six trains an hour in the morning peak between 8.01 and 8.54. The replacement service runs only four trains an hour at maximum, and so is less responsive to the needs of commuters into the City and central London.**

*The current Thameslink services via Penge East were planned to be provided on a temporary basis during the London Bridge rebuilding works, during which Southeastern have been unable to provide a full service at London Bridge.*

*These services have never formed part of the Department for Transport's Train Service Specification that will take effect following the conclusion of the London Bridge works, at which point Southeastern will be able to restore their full service.*

- **All of these changes impact on commuters travelling to work or school from our area of London.**

*There will still be six trains per hour from Sydenham to London Bridge in 2018, whether based on departures from Sydenham between 08:00 and 08:59, or arrivals at London Bridge between 08:00 and 08:59.*

**Consultation has been low key so many people affected will not know the proposals till it is too late.**

*We do not believe that either Phase 1 or Phase 2 of the consultation have been low key. On the contrary there were over 10,000 responses to Phase 2, including 687 from Crofton Park, 343 from Nunhead and 223 from Catford.*

- 5. Is there an update from Southern on the proposed cuts to late evening services to Forest Hill and the reduction in trains connecting Norwood Junction to East Croydon in the 2018 timetable planning?**

*These services were not part of the Train Service Specification issued in both 2012 for the original TSGN franchise bid, nor the subsequent revision issued in 2013, both of which were circulated to all London Boroughs.*

*However, it remains GTR's aspiration to restore later services from London.*