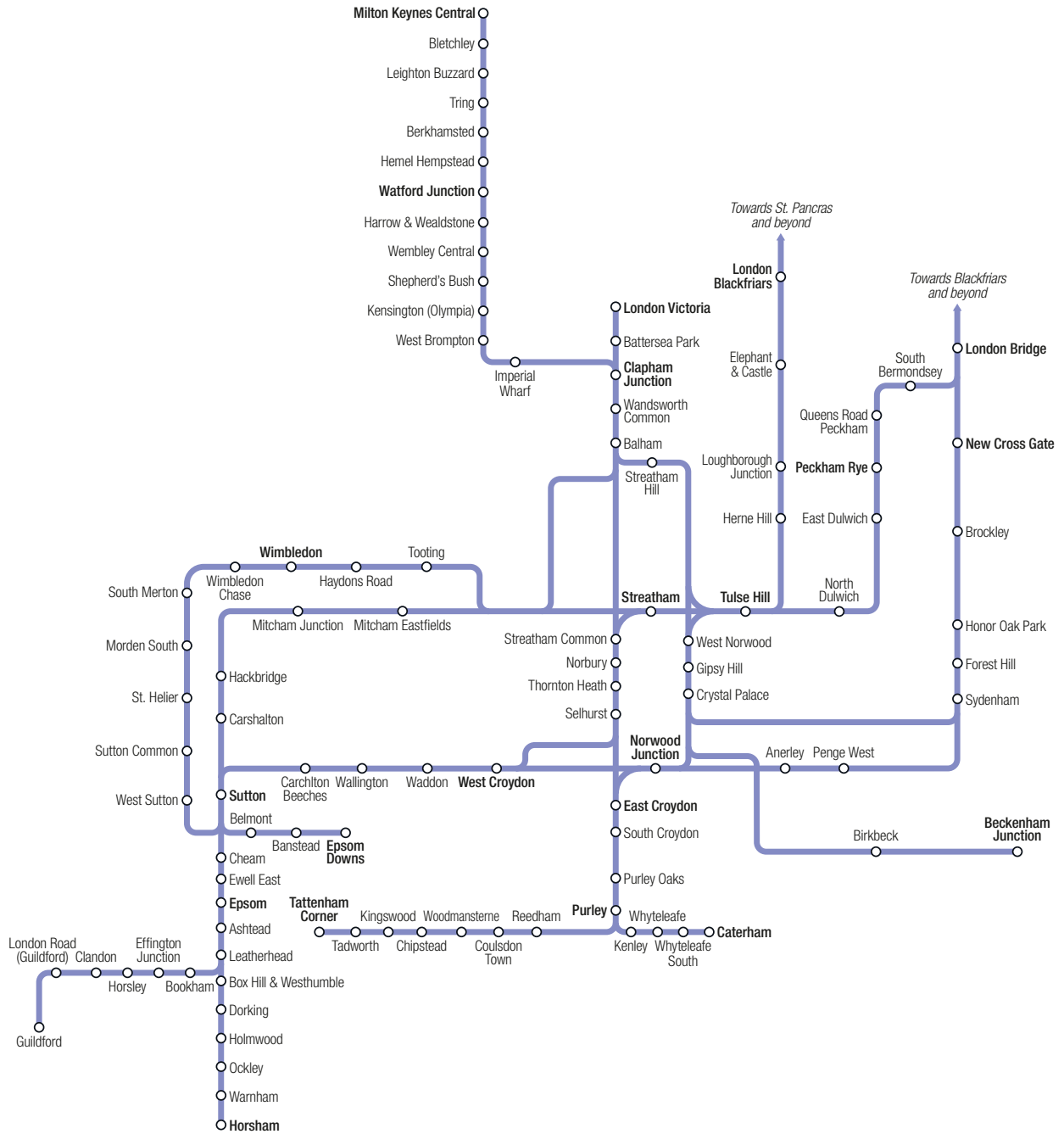


# Southern Metro, Wimbledon Loop and West London Line



# Service improvements

During 2015, some of the older 319s in use on the route will be replaced by new-build class 387s on an interim basis. Southern Metro routes will see the continued operation of 10 carriage formations on the busiest trains, as introduced recently by Southern. They will continue to be served by a mix of class 377 and class 455 trains, but with some reduction in the use of the older 455s by 2018.

From December 2015 earlier Saturday morning Southern Metro services to and from London. Late night Metro services introduced by Southern in 2010 are retained.

On the Wimbledon Loop, existing class 319 rolling stock will be gradually replaced by the new-build class 700 Siemens trains on a phased basis between 2017 and 2018. The new trains and an additional peak service will increase total carrying capacity between the Wimbledon Loop and London Blackfriars by around 50% in the three-hour morning peak.

New Thameslink connections in 2018:

- Two trains per hour (2tph) will operate all day between Tattenham Corner and Cambridge (from May 2018)
- 2tph will operate in the peaks between Caterham and Welwyn Garden City (from December 2018)

- These Thameslink services will be operated by new class 700 units
- From 2018, two additional peak trains will be provided between Wimbledon and London Bridge (via Peckham Rye) to help alleviate overcrowding
- From 2018 earlier Sunday services from the Wimbledon loop to London Blackfriars to reflect the changing nature of Sunday demand
- 4tph to operate between Purley and Caterham on Monday to Saturday evenings (increased from 2tph) from 2018
- There will also be further 10 carriage trains introduced in the Southern Metro in 2018
- It is planned to withdraw the Purley to Tattenham Corner shuttle train from December 2015
- A similar service pattern is planned for the West London Line to that provided currently; with some further additional carriages to those currently being introduced by Southern
- The existing Thameslink fleet will then be entirely replaced by new-build class 700 Siemens trains between 2016 and 2018

## Stations

All stations on the franchise will benefit from a share of the £50m investment planned in improving station facilities and appearance. Benefits for stations in the South London area include the following:

- Interactive touch screens to be installed at London Blackfriars, East Croydon and Sutton, providing train running information, journey planning, connection information and local maps
- Ticket gatelines to be introduced at Caterham, East Dulwich, Elephant and Castle, Loughborough Junction, Queens Road Peckham, Sanderstead, Tooting and Wandsworth Common

Our investment programme for stations includes funding for more CCTV, toilet refurbishments, new retail facilities, help points and car park improvements – as well as plans for increased cycle storage and improved transport integration. More details on specific plans for individual stations will be provided at a later stage.

### Free WiFi

Free WiFi is planned to be introduced at 104 of the busiest stations across the GTR Thameslink Railway (GTR) franchise.

### First to last station staffing

First to last staffing will be introduced at Ashted, Dorking, Elephant and Castle, Leatherhead, Loughborough Junction, Purley, South Croydon and Tooting as part of plans to provide it at the 101 busiest stations in the GTR franchise.