

please reply to:

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roger.blake@railfuture.org.uk

2020-04-06

Dear Sir/Madam,

Connecting Reigate to Thameslink – Reigate station upgrade

Railfuture is Britain's leading and longest-established national independent voluntary organisation campaigning for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We offer our responses to your questions as follows:

1. *Do you agree with our proposals to upgrade Reigate station?*

Strongly agree.

2. *Do you agree with our proposed changes to services which would likely come about as a result of the upgrade?*

Agree.

3. *Do you have any comments on the proposals?*

While we agree with the proposed service changes mentioned in general terms, and at this stage we are agnostic about the particular option illustrated as one possible service pattern, the origin and destination of any Thameslink services which would run to and from Reigate are not explained. Although the environment for project development is currently even more uncertain than usual, such important details will need to be clarified as the project evolves.

The revised arrangements for station car parking, layout and access / egress points, are welcome. It will be helpful to quantify the existing and proposed numbers of general and designated spaces in later stages of project design.

No mention is made of any proposed signalling additions / alterations; at the very least some will be needed for safe access to and from the new platform. Network Rail are already fully aware of the outstanding franchise commitment for Great Western Railway to deliver an additional hourly service to and from Gatwick Airport, via Redhill, which we understand can be accommodated within the capabilities of the existing signalling. In a broadly similar timescale the at present shadow sub-national transport body Transport for the South East,

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www.railwatch.org.uk



on which Network Rail is represented, is moving towards adoption of 30-year Transport Strategy which anticipates a more-than-doubling of rail trips over that period. An upcoming 'inner orbital' Area Study by TfSE will then detail possible implications for the North Downs line, which might well include even higher service frequencies and line-speed if the necessary mode shift and other environmental targets are to be met. An issue to be addressed in parallel with the development of this project may therefore be any symmetry in the timescales for investing in the signalling required to serve the new station platform, the replacement / modernisation of life-expired signalling, and providing for an enhanced overall route capability. As with the above issue of future service patterns for the new Reigate station platform, it will be helpful for stakeholders if this issue of future route signalling is also clarified as this project evolves.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Railfuture
Director for Infrastructure & Networks
Vice-Chair London & South East regional branch