



GTR Railfuture Meeting

07 December 2024





Areas of discussion:

1. Introduction
2. Current demand, revenue and outlook
3. Our approach to timetable planning
4. Case Study: Timetable for growth – West Coastway
5. Cambridge: Rail services for the future, Cambridge South
6. December 2025 – East Coast Main Line
7. December 2024 – Great Northern
8. Fleet Strategy
9. Q&A

A little about me...

Phil Hutchinson, Head of Strategic Planning at GTR

I'm approaching 25 years in the UK Rail industry, started in September 2000.

- Started as a trainee planner for Connex South Central
- Worked on Govia Franchise bids for London Overground (2006), London Midland (2007), Southern (2009)
- Held various roles in commercial, specification, track access covering revenue and legal

In 2012 joined Go-Ahead Group as their Head of Planning and led the planning for the TSGN franchise

Joined GTR on its first day in 2014 to help establish the business and deliver franchise commitments

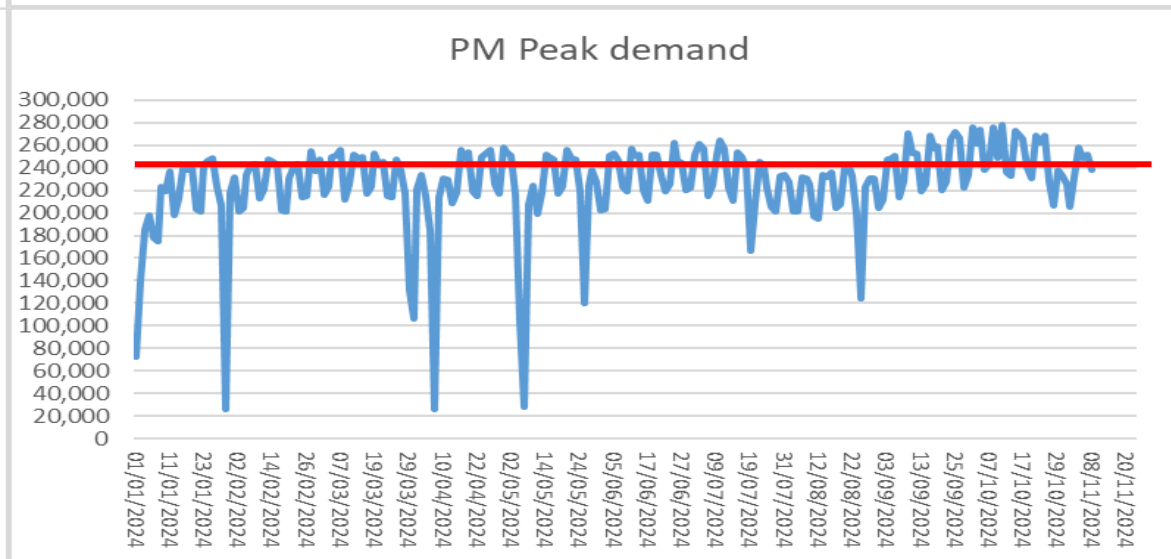
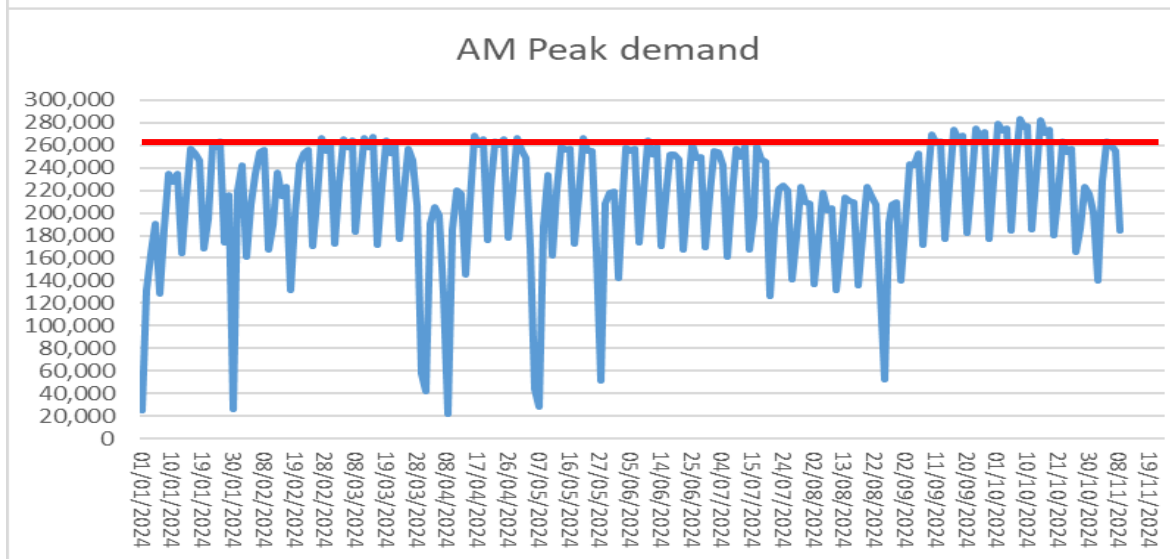
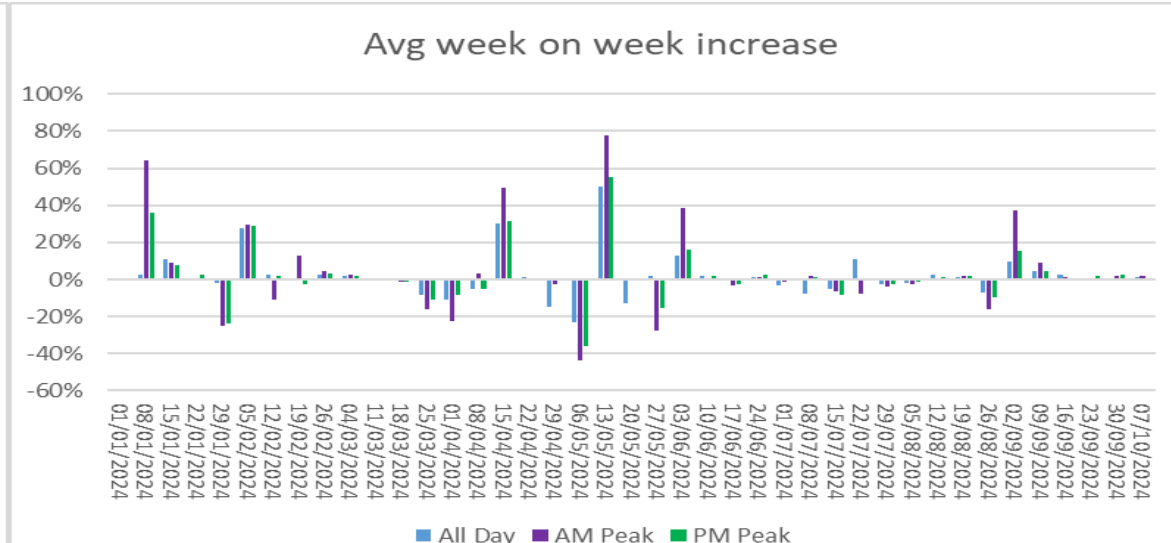
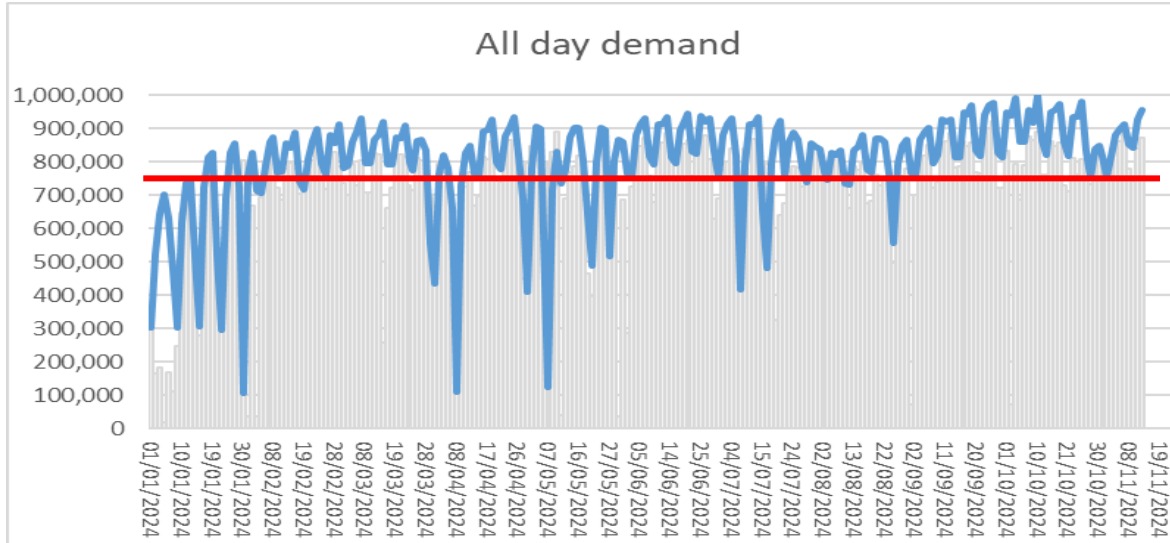
In 2015 appointed Head of Strategic Planning responsible for future network planning (timetable, fleet and traincrew strategy), demand analysis, revenue (timetable), business case development working closely with DfT, industry partners and stakeholders.

I use our services daily and live on the GTR network.



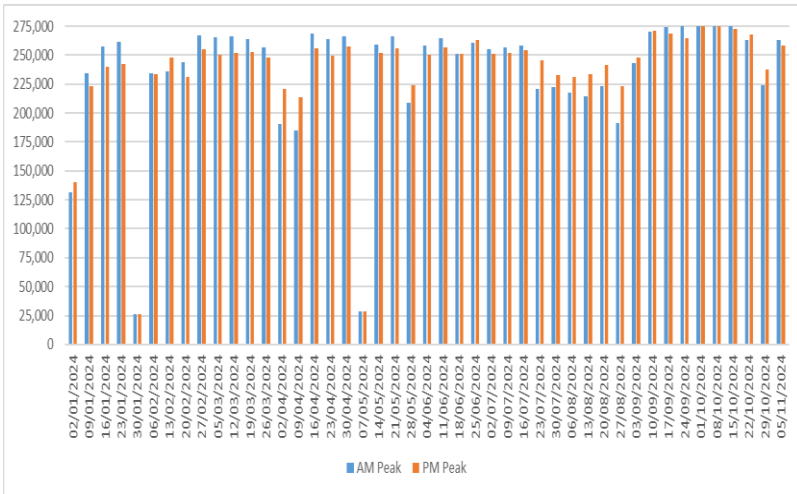
Current demand, revenue and outlook

Returning Demand (weekly)

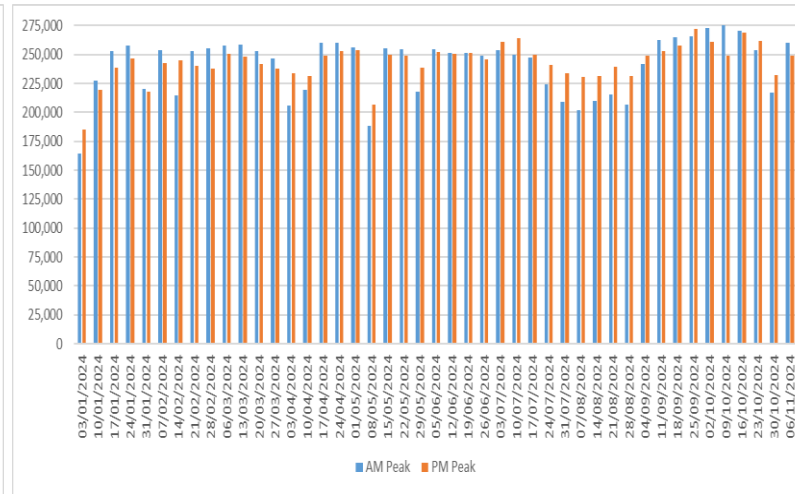


Returning Demand (weekly)

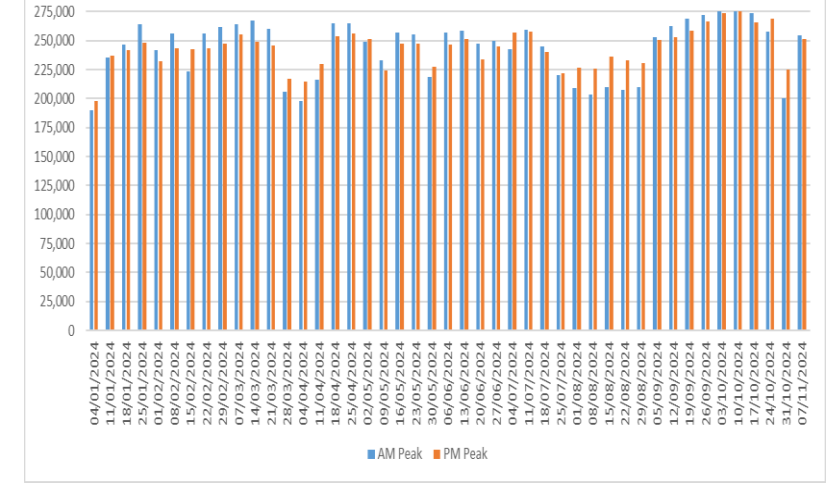
Tuesday



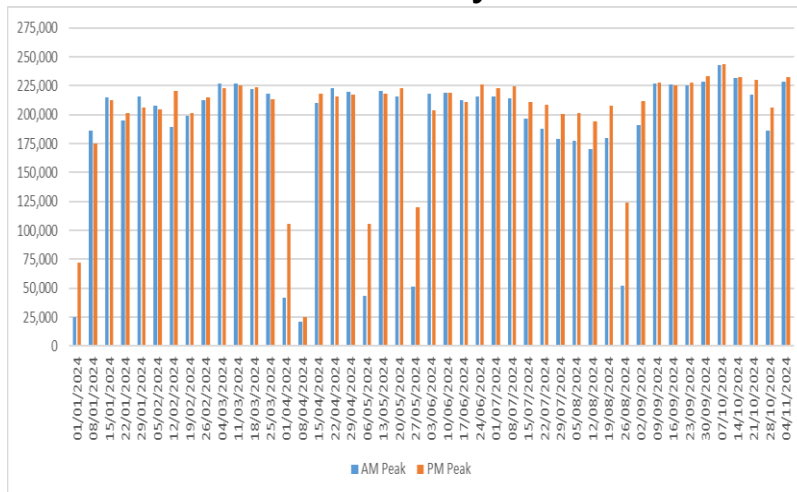
Wednesday



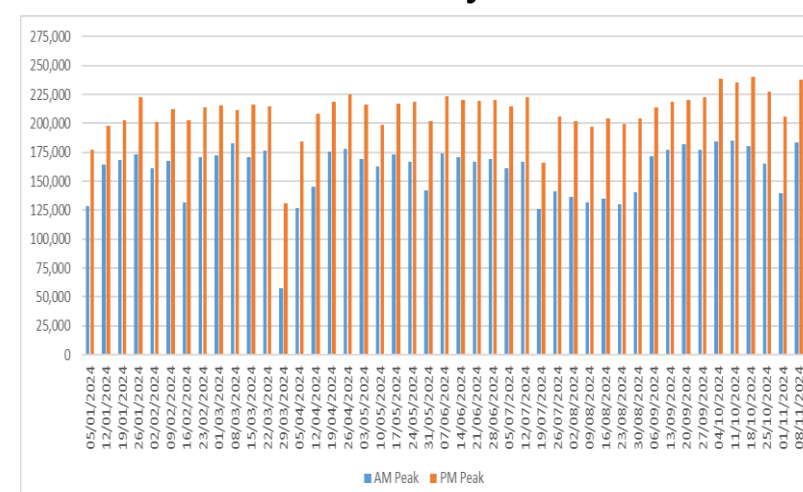
Thursday



Monday

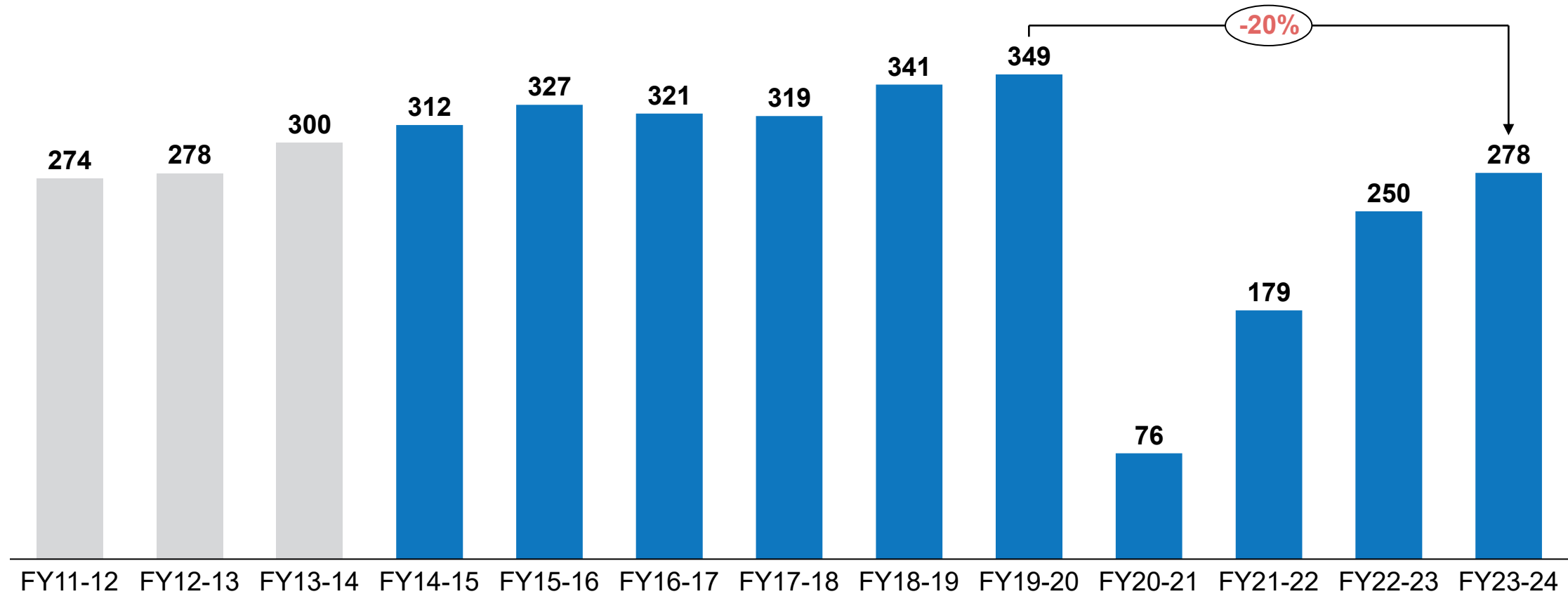


Friday



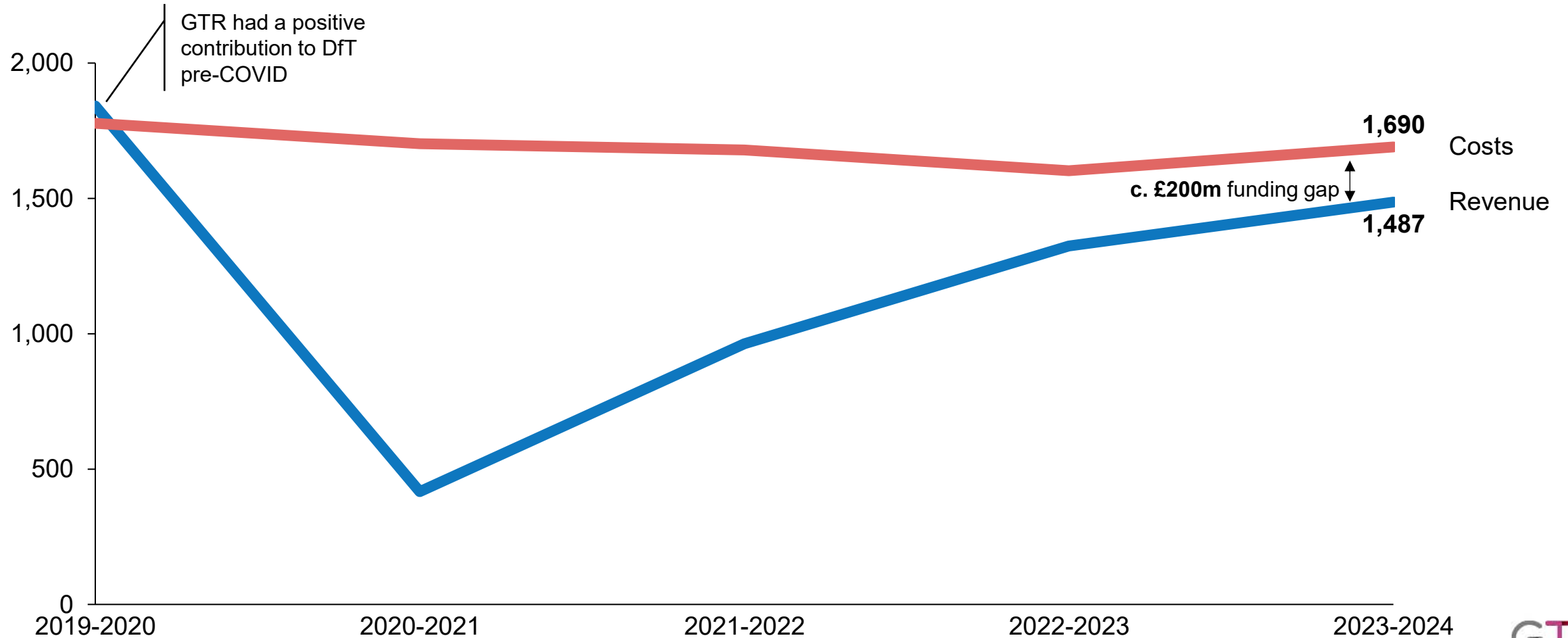
GTR has reached c. 280m passenger journeys in 23-24 with 80% of pre-COVID demand

Passenger journeys [millions]

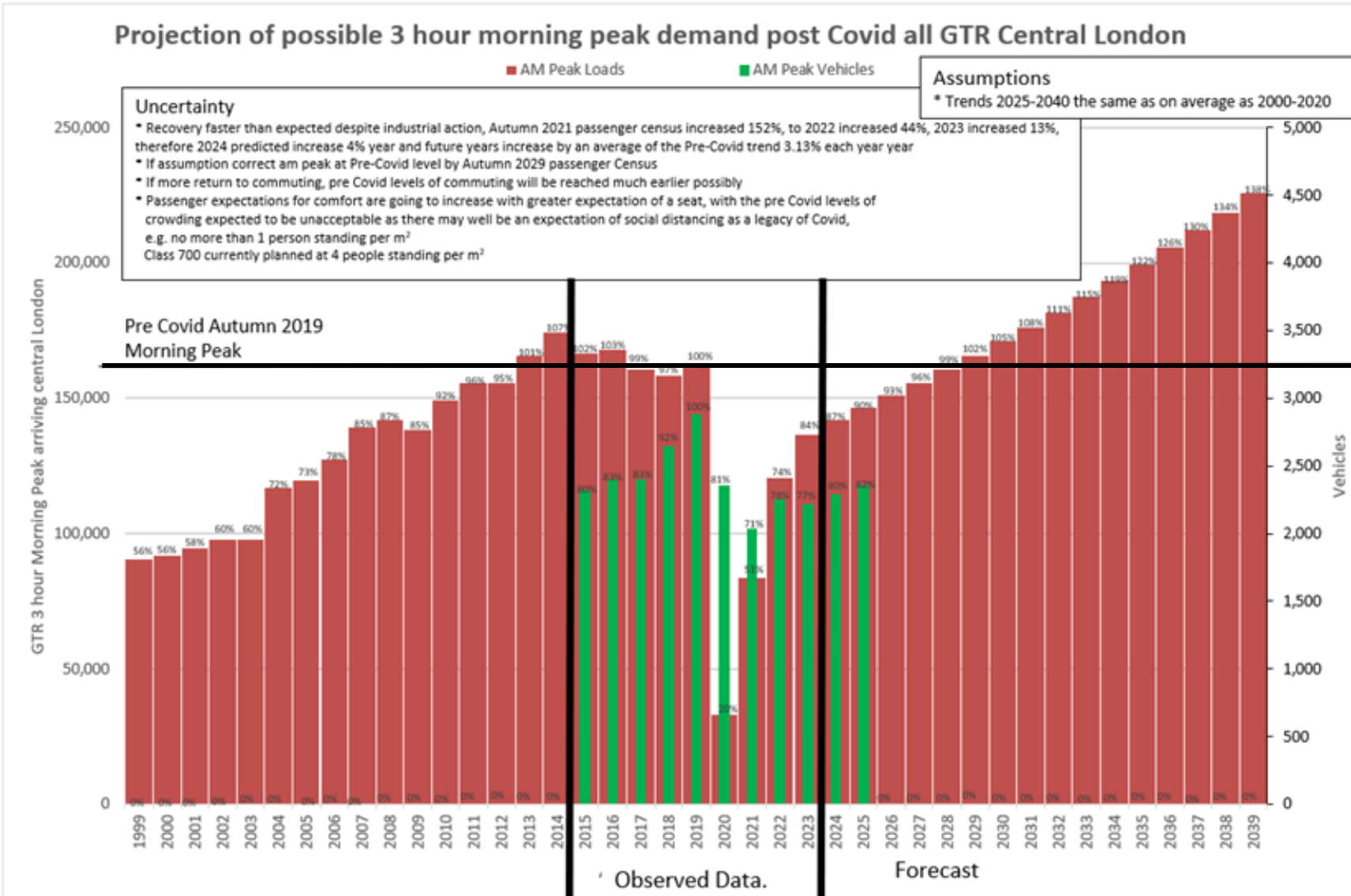


GTR had a positive contribution to DfT before COVID – in FY23/24 the funding gap was still c. £200m

Funding gap of GTR [£ millions]



Projected demand



This chart includes all GTR Central London terminals passenger arrivals across the 3-hour morning peak

Recent growth trends have noted faster recovery.

If trends continue, GTR will be back to pre-Covid AM Peak commuting by **between 2028 and 2029** which means additional units are required by **2027** to accommodate.

Many routes are already above pre-Covid levels – mainly Thameslink cross-London services from South London, most possibly caused by the new connections from Crossrail at Farringdon.

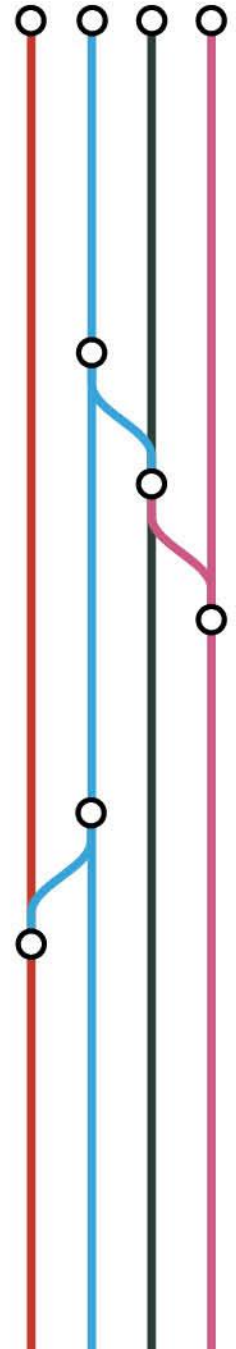
Within our 5-year strategy, we are working on options to increase our fleet size in anticipation of this growth.

We are assuming 13% growth between 2024 and 2025 (on target for this) followed by 4% in 2026 then 3% in years thereafter.

GTR has 213 less vehicles compared with pre-Covid levels (by December 2025).

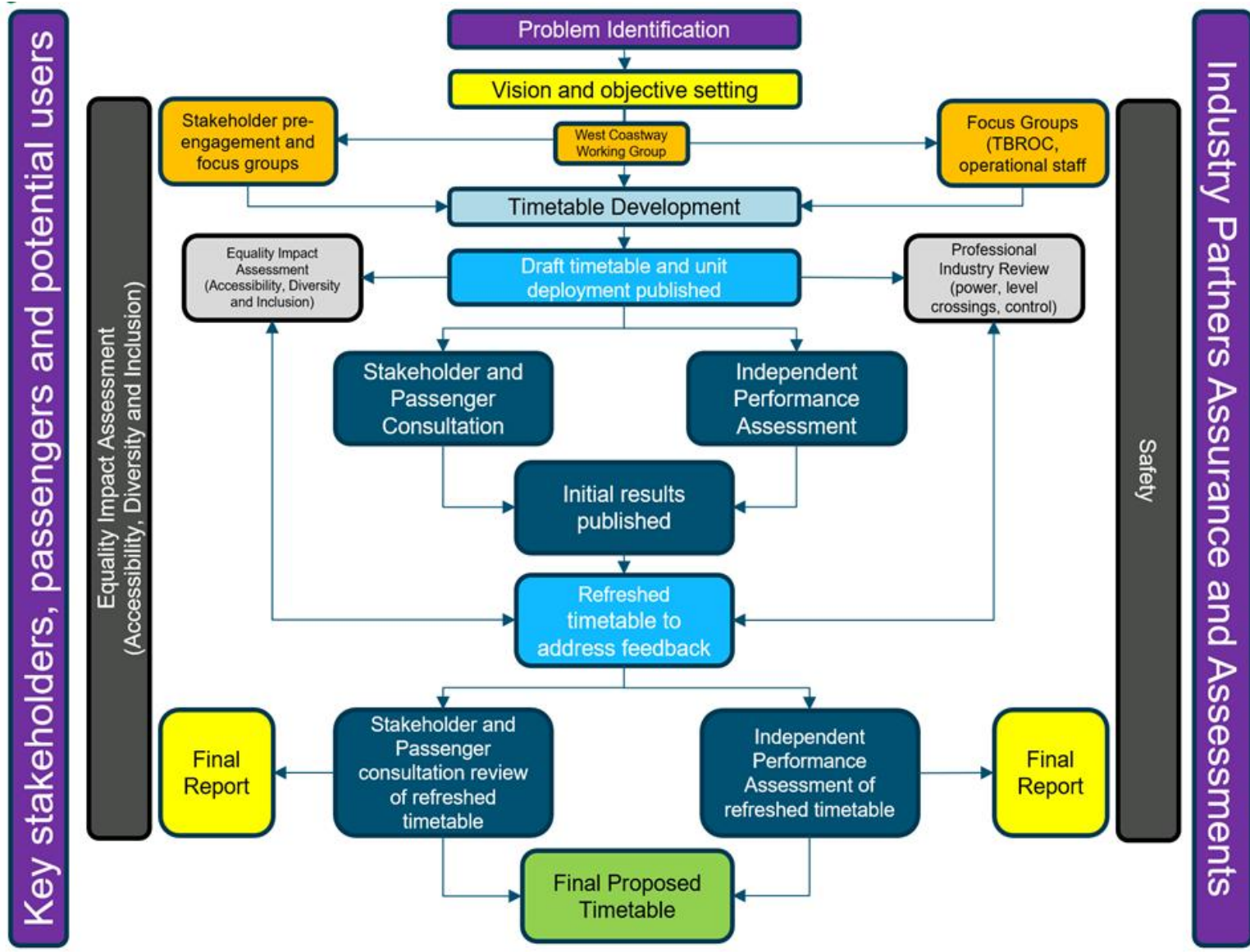
Current performance and reliability

Pos	TOC	OT% MAA	Pos	TOC	T-3% MAA	Pos	TOC	T-15% MAA	Pos	TOC	Cancs % MAA
1	Greater Anglia	85.60%	1	Greater Anglia	94.24%	1	Merseyrail	99.60%	1	c2c	1.55%
2	Elizabeth line	81.05%	2	c2c	93.30%	2	London Overground	99.59%	2	Greater Anglia	1.68%
3	c2c	79.85%	3	London Overground	91.75%	3	c2c	99.46%	3	Caledonian Sleeper	1.69%
4	Chiltern	78.09%	4	Elizabeth line	91.23%	4	ScotRail	99.43%	4	Lumo	1.72%
5	HEX	72.75%	5	Merseyrail	90.60%	5	Greater Anglia	99.33%	5	ScotRail	2.09%
6	London Overground	72.50%	6	Chiltern	90.08%	6	Elizabeth line	99.07%	6	Southeastern	2.28%
7	Southern	72.25%	7	ScotRail	88.66%	7	HEX	98.86%	7	Hull Trains	2.38%
8	Caledonian Sleeper	71.60%	8	HEX	87.61%	8	Southern	98.74%	8	Chiltern	2.42%
9	Merseyrail	69.94%	9	Southern	87.58%	9	Southeastern	98.67%	9	Southern	2.95%
10	ScotRail	68.79%	10	Southeastern	85.33%	10	Chiltern	98.55%	10	London Overground	3.37%
11	GTR Overall	67.90%	11	South Western Railway	85.10%	11	South Western Railway	98.43%	11	Elizabeth line	3.44%
12	Southeastern	67.18%	12	GTR Overall	84.79%	12	GTR Overall	98.23%	12	Merseyrail	3.51%
13	South Western Railway	66.73%	13	Great Northern	84.19%	13	West Midlands Trains	98.18%	13	EMR	3.56%
14	Great Northern	65.89%	14	West Midlands Trains	82.04%	14	Great Northern	97.89%	14	South Western Railway	3.69%
15	West Midlands Trains	63.18%	15	Thameslink	81.02%	15	Gatwick Express	97.68%	15	TransPennine	3.73%
16	Thameslink	62.57%	16	TfW Rail Limited	79.79%	16	Thameslink	97.66%	16	HEX	4.30%
17	TfW Rail Limited	62.19%	17	Caledonian Sleeper	79.76%	17	Northern Trains	97.58%	17	Grand Central	4.50%
18	GWR	60.50%	18	Northern Trains	78.41%	18	TfW Rail Limited	97.17%	18	TfW Rail Limited	4.65%
19	Lumo	57.92%	19	GWR	77.36%	19	EMR	96.07%	19	LNER	4.84%
20	Northern Trains	57.91%	20	Gatwick Express	77.04%	20	GWR	96.02%	20	GWR	4.85%
21	Gatwick Express	56.75%	21	EMR	73.60%	21	TransPennine	95.15%	21	West Midlands Trains	4.87%
22	LNER	56.51%	22	LNER	72.61%	22	CrossCountry	93.61%	22	GTR Overall	5.16%
23	EMR	52.66%	23	Lumo	72.00%	23	Hull Trains	93.36%	23	Northern Trains	5.74%
24	Hull Trains	50.41%	24	Hull Trains	71.51%	24	LNER	92.86%	24	Great Northern	6.34%
25	TransPennine	49.08%	25	TransPennine	69.55%	25	Caledonian Sleeper	91.73%	25	Gatwick Express	6.46%
26	CrossCountry	47.27%	26	CrossCountry	68.54%	26	Grand Central	91.31%	26	CrossCountry	7.43%
27	Grand Central	44.73%	27	Grand Central	65.00%	27	Lumo	91.00%	27	Avanti West Coast	7.82%
28	Avanti West Coast	41.20%	28	Avanti West Coast	60.51%	28	Avanti West Coast	88.24%	28	Thameslink	8.08%



Our approach to timetable planning

GTR Timetable Development Process



Problem identification / Vision / Objectives

- **Performance** – what needs to be addressed?
- **Crowding** – hotspots or excess, balance
- **Demand** – regional connectivity
- **Revenue** – opportunities to grow
- **Cost** – spend wisely and within set budgets

Timetable development

- Engagement with other TOCs/FOCs/cross industry functions (control, signallers, stations, on board)
- Forensic review and options explored
- Cost and revenue business case development

Consultation

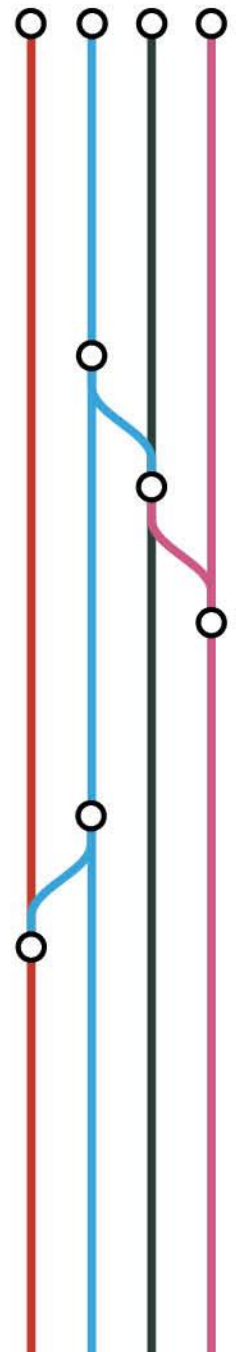
- Stakeholder and passenger input – critical to implementation success

Performance assessment

- Treno / Rail Aspects review – critical to understand capability.

Final Timetable

- Full understanding of product from all industry partners



Timetable for growth: West Coastway

Coastal connections are getting...

Better

Faster

Smoother



West Coastway redesign – June 2024

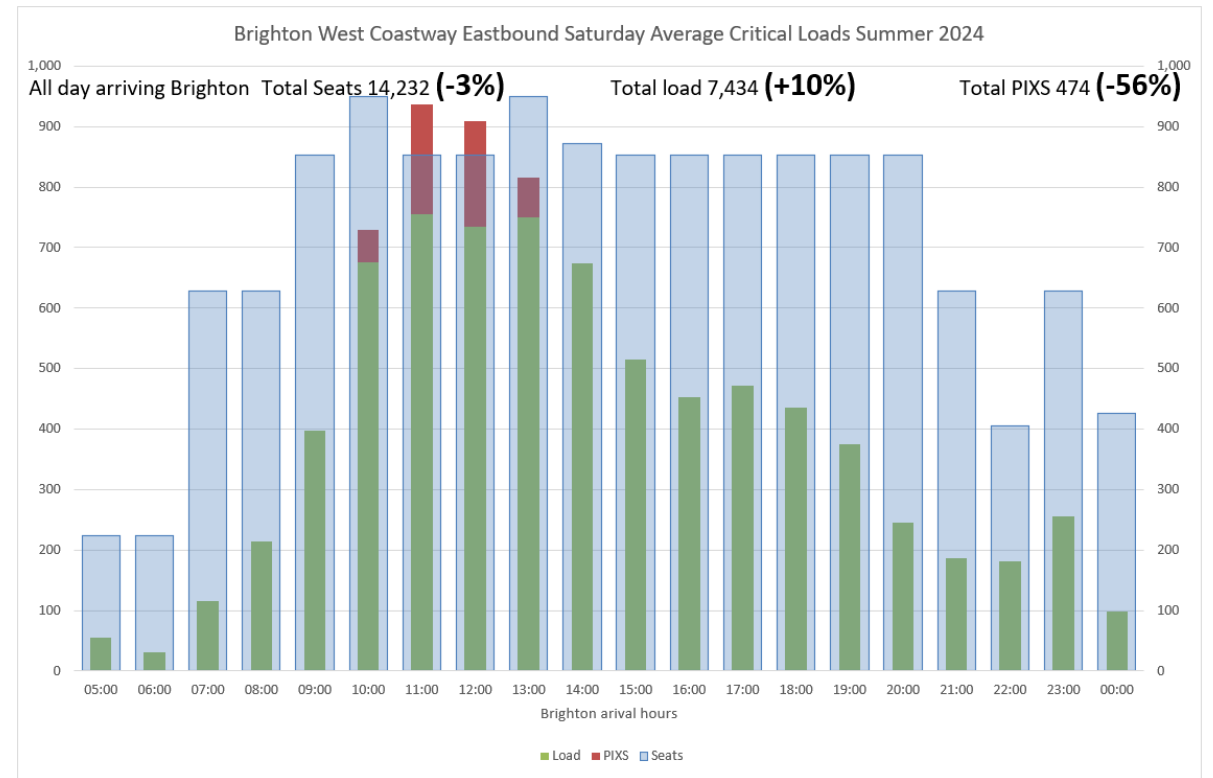
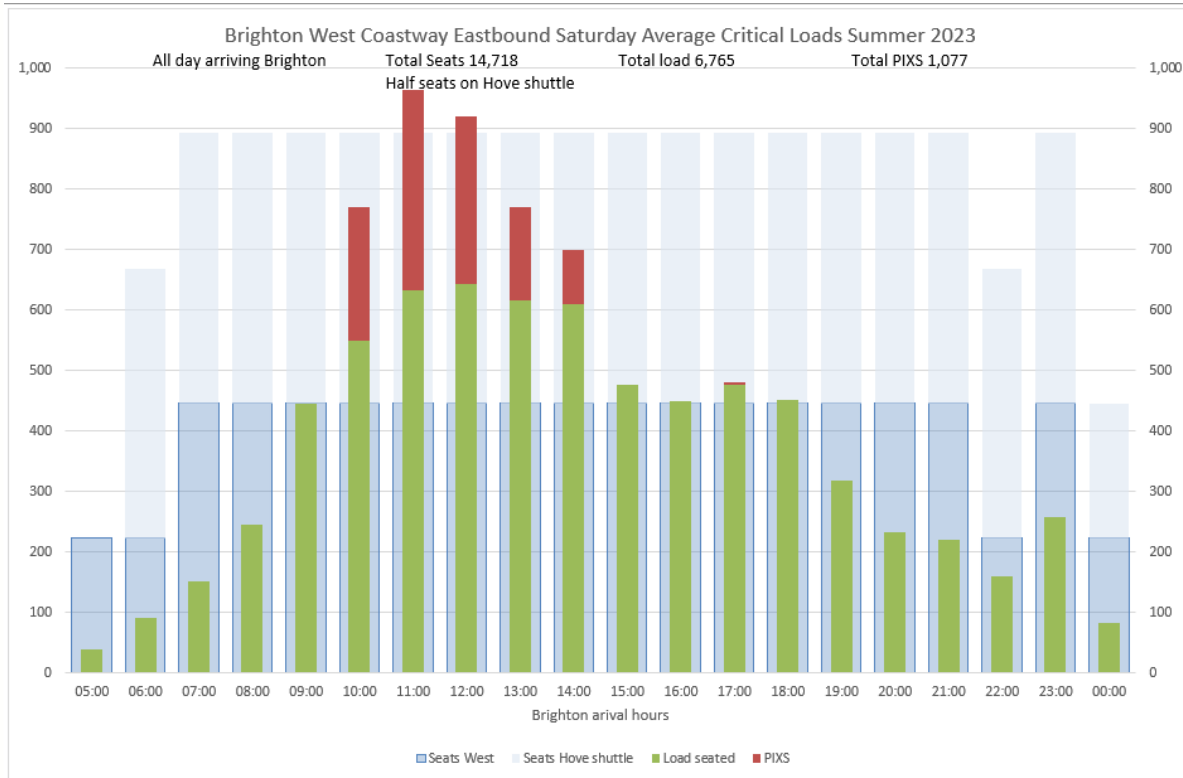
- Better reliability through more robust turnarounds – so customers can rely on their journeys.
- Repeating “clockface” timetable with even intervals – Swiss style to promote connections and integration with local transport.
- Turn up and go services in the Brighton and Worthing area & new direct Littlehampton connectivity.
- Designed for regional journeys and to compete with roads.
- New flagship half-hourly Southampton to Brighton and Portsmouth to London Victoria services.
- Similar changes to services east of Brighton in 2023 saw footfall increase by 8 percentage points above the wider network average.

Stakeholder & customer input key to design: 460 responses to thirteen weeks of engagement in Summer 2023.



Update on West Coastway: Revenue and Demand

- Off peak and Saturdays, a great success:
 - In the three-month period, weekday patronage increased by **+5%**, Saturdays by **+10%** and continuing
- Normally takes three years for full benefits to be realised not three months
- Standing passengers reduced by **-56%** and passengers left behind unable to board eliminated
- £3.6 million** revenue increase on target and highly likely to **exceed projections** based on growth levels





Cambridge: rail services for the future

Scheme Overview

- Cambridge South – known within the industry as CSIE – is a project to build a new station serving the Cambridge Biomedical Campus
- Additional infrastructure will be built to facilitate this, including track replacement over 2km in length, loop lines, signalling changes over 8km
- The station serves local residential areas such as Trumpington and Grantchester. An additional 4,000 new homes will be build near the area by 2031
- The scheme's development was part funded by AstraZeneca, who remain a major stakeholder for the project. Further funding came from Cambridgeshire & Peterborough Combined Authority and Greater Cambridge Partnership
- Addenbrooke's and Royal Papworth Hospitals are also in the vicinity
- Greater Anglia are the SFO. GTR and Cross Country are the other operators to call

Scheme Overview

- 1.8m passengers expected in first year, rising to 2.3m by 2040. East West Rail will increase this.
- Central BCR is 1.8 although this is not current. Strategic case is built around local and national connectivity and journey time savings
- Significant investment at c.£172m

Major milestones:

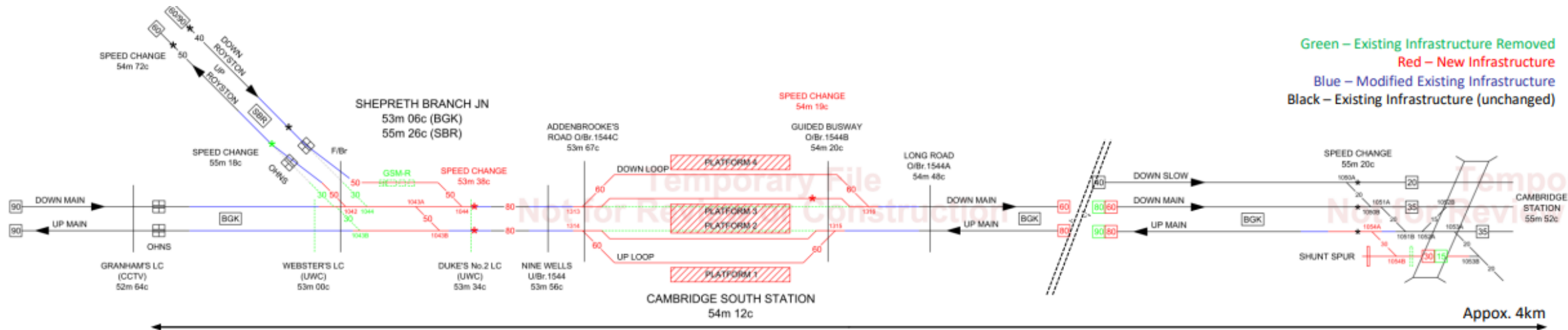
- Enabling works commence – **January 2023**
- Construction commences – **13th March 2023**
- Infrastructure commissioning – **Christmas 2025**
- **Entry into service – January 2026**



Scheme Overview



Scheme Overview



Shepreth Branch Junction

- To maintain current timetable and capacity, linespeed changes are proposed through Shepreth Branch Junction
- Crossover and turnout speeds increased from 30mph to 50mph.
- Both the Up Royston and Down Royston linespeeds increased to 50mph through the junction

Cambridge South Station

- The new Station will be located just South of Addenbrookes (Guided Busway) Overbridge in the vicinity of Cambridge Biomedical Campus (CBC) and Addenbrooke's Hospital
- The construction of the new station will create a central island platform (2/3) and 2No flanking platforms either side. Two new loop lines will be constructed and the main lines moved to accommodate stopping services and allow through passage of non-stopping 'fast' service on main lines
- In addition to the new platforms, a station footbridge with stairs and lifts, high level concourse, entrances with ticketing and staffing facilities and forecourt area will be constructed. This work also includes interface works with the Cambridge South East Transport (CSET) scheme.

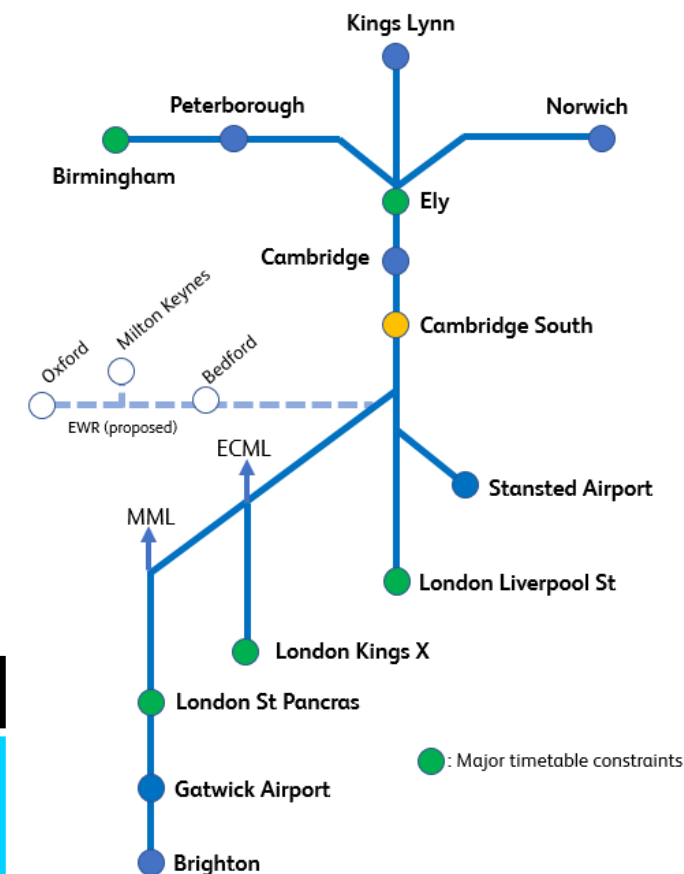
Hills Road

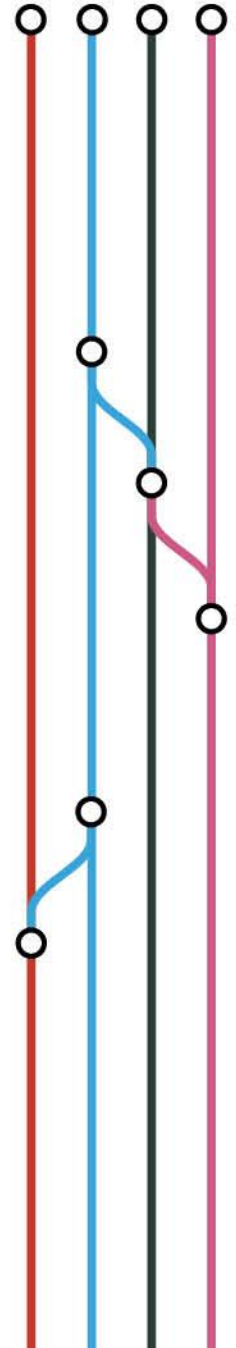
- The project is proposing to extend the existing shunt Spur at Hills Road and install a crossover onto the Up Main
- This will allow parallel train moves in and out of Platforms 7 and 8 (which the current arrangement does not) to meet the Indicative Train Service Specification

Timetable

- It is planned for all GTR services to call at the station to maximise connectivity and provide attractive journey times for all markets.
- Direct connectivity to and from major regional cities, airports and Central London.
- However, we can only stop these services once the ECML re-cast has been implemented as the structure of GTR, Greater Anglia, Cross Country, East Midlands Railway and Freight have been designed around it.

TOC	Origin	Destination	TPH
GTR (GN)	Kings Lynn	King's Cross	1
GTR (GN)	Ely	King's Cross	1
GTR (GN)	Cambridge	King's Cross	1 / 2 (peak)
GTR (TL)	Cambridge	Brighton	2
GA	Norwich	Stansted Airport	1
GA	Cambridge North	Liverpool Street	1
GA	Cambridge North/Ely (peak only)	Liverpool Street	1
XC	Birmingham	Stansted Airport	1





December 2025 timetable – ECML

December 2025 – reasons for change

- ECML commuter services have seen **14% passenger growth** during peak times in the last year.
- December 2025 has many passenger benefits however our ability to achieve this can't be in isolation and requires all operators to change at the same time. This is driven by the presentation of Long Distance High Speed (LDHS) services in particular over the two track section between Woolmer Green Junction and Digswell Junction (Welwyn Viaduct).
- We are actively working with industry (passenger, freight operators and Network Rail).
- The ECML ESG timetable is worth **£6.1 million** in additional revenue for GTR (excluding Cambridge South) new station.
- Delivers **additional 48 vehicles, c2,500 seats and c4,100 capacity during morning and evening peaks** to and from London from ECML route which is needed to cater for demand.
- Note, some of this additional capacity above is being delivered in December 2024 timetable however benefits are limited.
- Greater efficiency of unit diagrams and self-contained to specific routes which will ultimately provide greater resilience during disruption.

December 2025 timetable

Faster services for Cambridge, villages, Royston and Letchworth:

- Six morning and evening peak **Cambridge to London Kings Cross** (stopping services) become semi-fast calling all stations to Hitchin then Welwyn North and fast to King's Cross reducing journey time by approx. 15 minutes;
- Six morning and evening peak **Letchworth to London Kings Cross** local service introduced calling at all stations to Hatfield, then Potters Bar, Alexandra Palace and Finsbury Park.
- Alongside existing Thameslink services, the peak pattern will become broadly every 10 minutes with no trains overtaken. This will help spread demand and offer a turn up and go service.
- Existing **London Kings Cross to Kings Lynn** services will be retimed and will become seven minutes faster north of Cambridge.

December 2024 timetable

Peterborough to King's Cross

An additional service in the AM and PM peaks, calling at Huntingdon, St Neots, Biggleswade and Stevenage

The additional services will depart Peterborough at 07:34 and King's Cross at 16:42

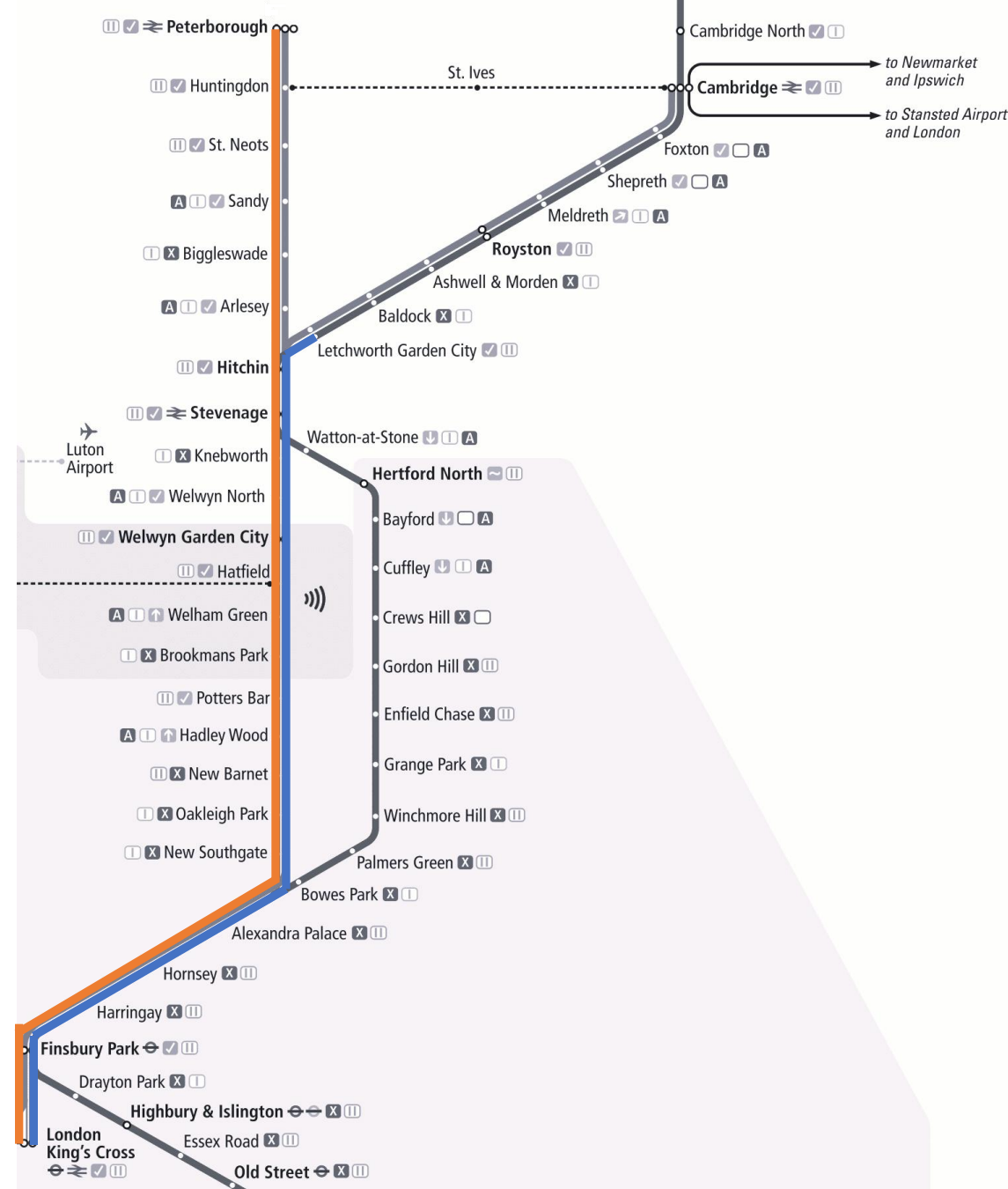
Letchworth to King's Cross

Three additional services in the AM and PM peaks, calling at Hitchin, Knebworth and Welwyn North

In the AM, the services will depart Letchworth at 07:17, 07:45 and 08:17

In the PM, the services will depart King's Cross at 17:24, 17:54 and 18:24

Designed to address capacity constraints and reduce crowding in advance of a bigger change





Future Fleet strategy

Great Northern – introduction of new fleet

We are introducing the **30 Class 379** units onto Great Northern services over the course of the next year.

The first few units to enter service will operate some of the new peak Letchworth services being introduced this December – likely from January onwards. Eventually these will be used on our **London Kings Cross to Cambridge, Ely and Kings Lynn** services.

As the Class 379 units enter service, they will enable **dual voltage Class 387** units to be transferred to Southern to support improved services. Five will transfer for December 2024 timetable.

In turn, **13 Class 377** units will be transferred to Southeastern over the next year (starting with two from this December).

Overall, GTR will see an additional 13 units (52 vehicles) by December 2025, but more are needed longer term.



Platform 6
11:59 On time
Caterham
Page 2 of 3
to short platforms,
passengers for Kenley
should board the front
coaches. Passengers
for Myleteale South
should board the front 7
coaches.

Departures			
1155	London Bridge	4	On time
1156	London Victoria	1	On time
Southern service (800 carriages)			
1159	Caterham	6	On time
Change at Purley for stations to Tattenham Corner			
1159	London Victoria	1	On time
1201	via London Bridge	2	1202
1203	London Bridge	4	On time
8 Coaches Today			
1206	via Redhill	6	On time
Change at Redhill for Baggate			
1210	East Grinstead	6	On time
Change at Oxted for stations to Wickfield			
1210	Ore via Lewes	2	On time
1215	London Victoria	4	On time

Information
11:53:50

SECURITY MESSAGE
If you see something
that does not look right
speak to staff or text
the British Transport
Police on 83016.
We will sort it.
See it, say it, sort it.

Next Fastest Train	
Arlesey	1215
Barnet & Morden	1202
Barnet	1215
Barnet	1202
Barnet	1215
Barnet	1202
Biggleswade	1215
Brighton	1215
Burgess Hill	1215
Caterham	1215
City Thameslink	1215
Clapham Junction	1215
Collyer Quay	1215
Dodden Road	1215
Coventry	1215
Cowbridge	1215
Cravley	1215

Next Fastest Train

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3

THIS IS CROYDON
LONDON BOROUGH
OF CULTURE

THIS IS CROYDON...
AND YOU'RE WELCOME.

THIS IS CROYDON...
LONDON BOROUGH
OF CULTURE

Staff member in blue uniform

Passengers at ticket machines and staff members