



Thameslink – Phase 2

Project

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Client

UK Department for Transport

Location

London, UK

Start Date

2011

End Date

2019

Duration

93 months

Contract Value

£2.4bn

Services Provided

Whole railway upgrade, programme management, feasibility design

Background

Since 1988, the Thameslink rail passenger service has been an important north-south link between Bedford and Brighton through the city of London. Thameslink has also provided a suburban service between Luton and the Sutton/Wimbledon loop and makes it possible to cross London without transferring to London Underground.

Rail usage is now at its highest for 50 years and is forecast to continue rising; 70% of all rail journeys already begin or end in London and the South East. The Thameslink route is one of the UK's busiest.

The principle objective of the Thameslink Programme is to increase accessibility to, from and through the heart of London by improving and expanding the existing Thameslink service. The programme will provide the infrastructure to allow a major expansion of Thameslink services. Increased capacity is to be achieved by increasing the length of trains that can be accommodated and the frequency at which they can travel.



Scope of Works

The following work packages are required to deliver phase 2 (key output 2):

- ▶ London Bridge – reconstruction of the whole of the UK's 4th busiest station
- ▶ Bermondsey Dive Under – grade separate the Thameslink and Charing Cross Lines
- ▶ Tanners Hill Flydown – an additional line to increase network capacity
- ▶ new signalling control centre
- ▶ complete re-signalling and re-modelling of the signalling of the London Bridge area
- ▶ operational telecoms – the provision of new and enhanced telecommunications equipment
- ▶ enhanced AC and DC electrification and plant
- ▶ permanent way – substantial remodelling in the London Bridge corridor
- ▶ canal tunnels – fit out of new tunnels and connection to the national network
- ▶ stabling – provision of new stabling/train servicing facilities across the Thameslink network.

Key Project Outputs

The key outputs of this project are:

- ▶ increased capacity: up to 24 trains per hour (in each direction) through the core route during the peak period with the added benefit of delivering 12 car length services rather than the present eight
- ▶ improved journey opportunities: the delivery of new through journey opportunities from the ECML onto the Kent and Sussex Routes
- ▶ London Bridge Station: largest under track concourse in the UK, creating space for 66% more passengers, new retail and station facilities with nine through platforms and six terminating platforms.