

Dear Member

Blackfriars closure



Now that Blackfriars has closed, I thought it worthwhile to list the various guides that set out alternative travel options:

1. Thameslink Programme website: <http://tinyurl.com/26dfk6v> (PDF file).
2. Buses from City Thameslink: <http://tinyurl.com/bddcpo> (PDF file).
3. Walking directions: <http://tinyurl.com/34jv6ux> (note this offers 'direct', 'less busy' and 'low pollution' walking options).

My personal recommended walking directions are:

To Blackfriars itself: Right out of Ludgate Circus entrance, first right into Pageantmaster Court, a left then immediate right into Blackfriars Lane and follow this down to Queen Victoria Street. Blackfriars Station is to the right, on the opposite side.
To Thames path east and Bankside: Right out of Ludgate Hill, walk up to St Paul's Cathedral, then walk past it (keep it on your left) and then turn right and walk towards Millennium Bridge. Depending on your destination, cross it or go down the steps to the left of it.

Thameslink announcement

There is widely predicted to be an announcement on rail investment on Tuesday. There are various commentators confidently predicting that this will include investment in Thameslink rolling stock and infrastructure. In my view, everything is closely inter-linked and investment has to be treated in 'clusters'. On the assumption that there will be some things unclear in the announcement, here are some of my particular indicators that will help deduce the way forward. If:

Investment goes ahead on the Great Western main line <u>and</u> in the North West.	Less 319s (possibly no 319s) will be available for Thameslink.
No electrification of the Great Western main line	Spare 319s, quite possibly going to remain on Thameslink
There is still to be Automatic Train Control.	Then 100% new build for Thameslink is more likely due to retrofit difficulties for existing stock.
There are still plans for 24 trains per hour.	ATC will probably be required, which suggests 100% new build.
The connection to the Great Northern remains un-built.	Less than 24 trains per hour, so 319s (or 377s) might be able to continue.
London Bridge rebuild is abandoned or significantly scaled back.	South of the river cannot cope with 24 trains per hour, so ATC not required ... (see above).

Assuming the announcement does proceed as predicted, I will issue an update later this week.

FCC Stakeholder meeting

Adrian Slimmon and I attended the Stakeholder meeting on 10 November. There were presentations from Neal Lawson (Managing Director), Michelle Smart (Customer Services Director), David Statham (Projects Director) and Simon Blanchflower from Network Rail.

Their presentations are available from the website:

<http://www.aptu.org.uk/pdfs/fccstakeholderpresentation10nov2010.pdf> (pdf, 1.8mb).

I have various notes and observations from the presentation and I will detail these in our next newsletter (in the next week or so).

Regards

Neil

Neil Middleton

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