



# Thameslink North (MML): St Albans, Luton and Bedford Passenger Demand Review

*Consultation document to present available options to address feedback concerning Harpenden*

**Wednesday 23 January 2019**



ThamesLink/



## Introduction: Current Situation

- In May 2018 GTR introduced the first phase of a new network wide timetable as part of the Thameslink Programme completion. At the same time, East Midlands Trains (EMT) withdrew all Morning and Evening Peak trains services from Bedford and Luton following a consequential revision to their timetable and train capacity to support the introduction of new GTR timetable.
- GTR originally planned to introduce full frequency and capacity uplifts at all stations throughout the MML route from May 2018. Following the withdrawal of EMT Peak trains from Bedford and Luton and to provide a partial replacement for these trains, GTR was requested by the Department for Transport in November 2017 to introduce six peak trains between Bedford to and from London calling only Luton and St Albans. This would apply until completion of the Midland Main Line Upgrade. This meant that the frequency of peak trains at **Flitwick**, **Leagrave** and **Harpenden** has been temporarily suppressed.
- Following introduction of the May 2018 timetable, GTR has undertaken a Passenger Demand Review during the Morning and Evening Peak periods to inform future timetable development following specific stakeholder concerns, notably from Harpenden.
- Various attempts to increase the number of Morning and Evening Peak stops at Harpenden have been extensively explored previously. It has been concluded that it is not possible to stop trains additionally in isolation at Harpenden and as such **options are extremely limited**. It is therefore not possible to increase the frequency of Peak calls at Harpenden *without reducing stops* at other stations or **extending the overall journey time** between Bedford and London (previously the fastest journey time was 34 minutes (average 40 minutes) with EMT, now increased to 47 minutes with Thameslink).
- Morning and Evening Peak arrivals and departures are defined in our Franchise Agreement and is the common timeband defined throughout the Industry for major London terminals and cities outside of London as determined by the Department for Transport. In respect of this review, the following timebands are applicable:
  - **Morning Peak** (all trains arriving London St Pancras between 0700 and 0959 with High Peak defined as 0800 to 0859)
  - **Evening Peak** (all departing London St Pancras between 1600 and 1859 with High Peak defined as 1730 to 1829)



## What are we consulting? We are seeking views on specific targeted changes that, if agreed, could be introduced from May 2019

- Following the passenger demand review, GTR is now consulting with interested parties who represent the views of passengers at **Luton, Harpenden and St Albans** with a view of making some small targeted timetable changes to from May 2019 to resolve some local concerns notably at Harpenden, pending full introduction of the planned service in December 2020.
- This consultation focuses on **specific options and choices** that can be delivered in **set timescales** by GTR and Network Rail. The options have been tested against a range of considerations, notably expected number of passengers in excess of seats at affected stations, the impact for each station in terms of quantum, frequency, safety considerations and the ability for Network Rail System Operator Function to accommodate the change from a National Timetable perspective.
- At this time, **no other considerations can be implemented** for inclusion in the May 2019 timetable. Interested parties are welcome to suggest alternative suggestions that could be explored, however, these are likely to be only possible from the December 2019 timetable at the earliest subject to a workable plan being found and agreed with Network Rail System Operator Function. As previously stated however, various attempts to increase stops at Harpenden within the existing timetable structure have proved impossible and options are therefore **extremely limited**.
- If proposed changes as part of **this consultation** (options 1 or 2) can be agreed, we will amend the timetable for the Morning and Evening Peak from May 2019. If proposed changes as part of this consultation are not considered acceptable by interested parties the timetable will remain broadly the same in May 2019 as currently in operation however some minor changes are planned (*please see Changes for May 2019 section for further details*).
- A separate consultation would then take place for the December 2019 timetable that would involve **Bedford and Flitwick** stations.
- Again, if proposed changes as part of a **separate consultation** involving interested parties from **Bedford and Flitwick** are not considered acceptable, the Morning and Evening Peak timetable will remain in same in December 2019 as May 2019 and continue until the Midland Main Line Upgrade is completed in December 2020 (*please see The Longer Term Resolution: The Midland Main Line Upgrade section for further details*).



## May 2019 timetable: Planned changes irrespective of consultation outcome

From the May 2019 timetable change, there will be a small number of amendments made to the *weekday* timetable and the *weekend* timetable will see a return of more frequent service levels. Only changes relevant to this route are shown below.

### **Mondays to Fridays (southbound peak):**

As a result of changes requested by EMT to reduce journey times on some key business trains operating to and from South Yorkshire and the East Midlands, there will be a small number of changes to Thameslink services.

- 0852 Bedford to Three Bridges (arrives St Pancras at 0939) – will depart Bedford earlier at 0846 and call additionally at Flitwick (0856) and Harpenden (0913). **Note: this train will no longer be designated as a Thameslink Express and will operate in the times originally planned for the May 2018 timetable. This will address local school drop-off times raised with us last year from Harpenden passengers.**

### **Mondays to Friday (northbound contra-peak):**

- 0736 St Pancras to Bedford (originates from Horsham at 0604) will no longer call at Luton Airport Parkway (alternative departures at 0735 or 0741) but will call additionally at Leagrave (0810), Harlington (0814) and Flitwick (0818).
- 0741 St Pancras to Bedford (originates from Brighton at 0622) will no longer call at Harlington or Flitwick (alternatives provided at 0736 and 0751).
- 0751 St Pancras to Bedford (originates from Littlehampton at 0552) will no longer call at Luton Airport Parkway (alternatives at 0756, 0805 or 0806) but will call additionally at Leagrave (0823), Harlington (0827) and Flitwick (0831).

### **Saturdays:**

- the service level will be uplifted to the planned May 2018 frequency with the exception of trains between **Luton** and **Rainham** which will continue to operate between Kentish Town and Rainham.

### **Sundays:**

- the service level will be uplifted and return to the planned May 2018 timetable.



## The longer term resolution: **The Midland Main Line Upgrade**

- Full timetable resolution in the long term and introduction of the full planned peak frequency at **Flitwick, Leagrave** and **Harpenden** including the restoration of East Midlands Trains peak service at **Bedford** and **Luton** will come with the Government funded Midland Main Line Upgrade which is currently underway by Network Rail and includes:

- *Two tracks (instead of one) between Kettering and Corby (completed)*
- *Remodeling including additional platforms and tracks at Derby station (completed)*
- *Four tracks (instead of three) north of Bedford to Kettering (in progress)*
- *Electrified tracks north of Bedford to Corby (in progress)*
- *Increased line speeds at locations throughout the route (in progress)*
- *Fleet of electric and bi-mode trains to operate future EMT operator train services*



- These works will allow a **new timetable structure** to be introduced throughout the route and will include reinstatement of East Midlands Trains (or its future successor) stops at Bedford and Luton during the morning peak towards London and evening peak from London operated by 12-car electric trains between London St Pancras and Corby. Thameslink trains will be able to make some additional stops at commuter stations.
- These works are due for completion and a new timetable introduced for **December 2020** subject to new infrastructure and rolling stock being delivered on time.





# Demand Analysis: Summary of Thameslink (Morning Peak) demand measured by percentage of seats utilised (Fast services)

St Pancras arrival time	Standard class Seats	Total seats	Total Capacity	Bedford	Flitwick	Harlington	Leagrave	Luton	Luton Airport Parkway	Harpenden	St Albans	St Pancras arrival time	Number of records
07:02	401	427	1,176	1%	2%	5%	20%	22%	27%	42%	59%	07:02	2
07:09 Auto	640	666	1,795	39%				52%			80%	07:09	8
07:09 Manual	640	666	1,795	31%				53%			81%	07:09	3
07:19	640	666	1,795	5%	16%	19%	32%	37%	40%	72%	103%	07:19	5
07:24	401	427	1,176	Reinstated from December 2018								07:24	
07:32	401	427	1,176	11%	35%	38%	52%	65%	73%	113%	152%	07:32	7
07:39 Auto	640	666	1,795	64%				85%			128%	07:39	2
07:39 Manual	640	666	1,795	54%				86%			124%	07:39	3
07:49	640	666	1,795	2%	18%	22%	40%	47%	54%	98%	133%	07:49	7
07:54	640	666	1,795	29%	58%			76%		103%	137%	07:54	3
08:02 (until Dec)	401	427	1,176	7%	16%	24%	56%	64%	77%	114%	157%	08:02	8
08:02 (from Dec)	640	666	1,795	5%	10%	15%	35%	40%	48%	71%	98%	08:02	8
08:09 Auto	640	666	1,795	68%				92%			132%	08:09	4
08:09 Manual	640	666	1,795	64%				106%			152%	08:09	3
08:19	640	666	1,795	8%	24%	29%	54%	62%	72%	115%	156%	08:19	11
08:24	640	666	1,795	37%	70%			90%		118%	157%	08:24	9
08:34	640	666	1,795		8%	13%	39%	51%	62%	94%	144%	08:34	6
08:39 Auto	640	666	1,795	73%				102%			140%	08:39	3
08:39 Manual	640	666	1,795	62%				97%			151%	08:39	3
08:49	640	666	1,795	8%	24%	30%	51%	58%	69%	98%	139%	08:49	11
08:54	640	666	1,795	25%	46%			59%		80%	118%	08:54	9
09:04	640	666	1,795	4%	8%	12%	25%	30%	42%	60%	90%	09:04	7
09:09 Auto	640	666	1,795	34%				46%			67%	09:09	6
09:09 Manual	640	666	1,795	33%				53%			80%	09:09	3
09:19	640	666	1,795	7%	17%	19%	31%	32%	43%	61%	83%	09:19	8
09:34	640	666	1,795	9%	15%	16%	22%	30%	44%	59%	87%	09:34	9
09:39 Auto	401	427	1,176	19%				35%			46%	09:39	8
09:39 Manual	401	427	1,176	49%				73%			100%	09:39	3
09:49	640	666	1,795	5%	8%	9%	15%	18%	26%	38%	45%	09:49	5

- **St Albans City** generates significant peak passenger demand. The vast majority of passengers use fast services to and from London and all trains arriving London between 0719 and 0900 have passengers in excess of seats. Similarly passengers in excess of seats occurs on all trains from **Harpenden** between 0732 and 0849.
- In the Morning Peak there is a clear migration of passengers from **Bedford and Luton** who now choose to travel on the faster Thameslink services. This includes passengers transferring from EMT. These trains now draw passengers away from other trains creating more space at stations towards London.
- From **Luton**, there are occasional instances of passengers in excess of seats. However critical loads at **St Albans** for the general peak demand profile.

Demand at each station shows % of seats utilised on each peak service (fast services only) – 100% or over means all seats are taken and standing occurs

**Generally, there is a good spread of passengers across most peak trains. There is however passengers in excess of seats from Harpenden and St Albans in the High Peak periods. This is because trains are designed with less seats than previous trains on the route. Previously Harpenden was the last stop passengers could gain seats, it is now less likely.**



# Demand Analysis: Summary of Thameslink (Morning Peak) demand measured by percentage of seats utilised (semi-fast / stopping services)

London St Pancras arrival time	Seats	Capacity	Luton	Luton Airport Parkway	Harpenden	St Albans	Radlett	Elstree	Mill Hill Broadway	Hendon	Cricklewood	West Hampstead	Kentish Town	London St Pancras arrival time	Number of records
07:12	427	1,176				6%	11%	33%	42%	53%	58%	52%	54%	07:12	8
07:17	427	1,176	5%	7%	15%	22%	35%	67%	85%			66%		07:17	5
07:27	427	1,176	Reinstated December 2018											07:27	
07:42	427	1,176				25%	45%	94%	117%	131%	136%	120%	122%	07:42	4
07:47	427	1,176	Reinstated December 2018											07:47	
07:57	427	1,176				10%	20%	66%	93%	105%	115%	105%	118%	07:57	10
08:02	427	1,176	Introduced in December 2018											08:02	
08:12	427	1,176				10%	21%	63%	86%	105%	119%	120%	135%	08:12	5
08:17	427	1,176	15%	19%	41%	58%	70%	98%	117%			93%		08:17	4
08:27	427	1,176				7%	14%	47%	68%	88%	102%	122%	140%	08:27	5
08:32	427	1,176	11%	16%	35%	59%	77%	116%	141%			118%		08:32	2
08:42	427	1,176				6%	10%	31%	45%	57%	68%	83%	104%	08:42	8
08:47	427	1,176	14%	25%	51%	74%	87%	115%	139%			132%		08:47	9
08:57	427	1,176				1%	5%	19%	28%	39%	50%	63%	80%	08:57	6
09:02	427	1,176	11%	19%	28%	45%	56%	82%	99%			89%		09:02	5
09:12	427	1,176				3%	9%	24%	36%	45%	51%	58%	70%	09:12	5
09:17	427	1,176	7%	18%	30%	42%	50%	70%	85%			86%		09:17	6
09:27	427	1,176				1%	10%	32%	47%	52%	58%	57%	59%	09:27	5
09:32	427	1,176	Reinstated December 2018											09:32	
09:42	427	1,176				1%	4%	20%	29%	32%	36%	36%	37%	09:42	5
09:47	427	1,176	Reinstated December 2018											09:47	
09:57	427	1,176				0%	3%	8%	13%	17%	21%	22%	25%	09:57	2

Demand at each station shows % of seats utilised on each peak service (fast services only) – 100% or over means all seats are taken and standing occurs

**Demand data for semi-fast and stopping trains from Luton and St Albans is included here for reference.**



## Summary of options: there are four options available

Station Options	Morning Peak Choices	Introduced
<b>Proposals to increase Thameslink morning peak trains to London at Harpenden:</b>		
<b>Harpenden</b> (Option A, B or C)	<b>Option A:</b> Introduce a new 0643 Harpenden to London St Pancras arrive 0709 <b>Option B:</b> Introduce a new 0743 Harpenden to London St Pancras arrive 0809 <b>Option C:</b> Introduce a new 0843 Harpenden to London St Pancras arrive 0909	See below for enablers
<b>To increase the frequency at Harpenden and retain the fast journey time from Bedford:</b> <b>Stops at either Luton or St Albans will need to be reduced</b>		
<b>Luton</b> (Option 1A, 1B or 1C)	Reduce the number of stops at <b>Luton</b> to enable an <u>increase</u> in calls at Harpenden: <b>Option 1A:</b> The existing 0639 Luton to London St Pancras arrive 0709 would no longer call <b>Option 1B:</b> The existing 0739 Luton to London St Pancras arrive 0809 would no longer call <b>Option 1C:</b> The existing 0839 Luton to London St Pancras arrive 0909 would no longer call	May 2019
-or-		
<b>St Albans</b> (Option 2A, 2B or 2C)	Reduce the number of stops at <b>St Albans</b> to enable an <u>increase</u> in calls at Harpenden: <b>Option 2A:</b> The existing 0648 St Albans to London St Pancras arrive 0709 would no longer call <b>Option 2B:</b> The existing 0748 St Albans to London St Pancras arrive 0809 would no longer call <b>Option 2C:</b> The existing 0848 St Albans to London St Pancras arrive 0909 would no longer call	May 2019
<b>To increase the frequency at Harpenden and retain existing stops at Luton and St Albans:</b> <b>We could alter train slots from Bedford to depart earlier, however, the fastest journey time for some trains would increase from 47 to 54 mins (previously pre-May 2018 the fastest journey time was 34 mins average 40 mins).</b> <b>***NOTE: This option would be subject to a separate consultation at a later date***</b>		
<b>Bedford</b> (and Flitwick) (Option 3A, 3B or 3C)	Extend <b>Bedford</b> journey times (with consequential increase in stops at <b>Flitwick</b> ): <b>Option 3A:</b> The existing 0622 Bedford to London St Pancras arrive 0709 would depart earlier at 0615. <b>Option 3B:</b> The existing 0722 Bedford to London St Pancras arrive 0809 would depart earlier at 0715 <b>Option 3C:</b> The existing 0822 Bedford to London St Pancras arrive 0909 would depart earlier at 0815	December 2019
<b>If the above three options and variants are not considered acceptable to all interested parties and stakeholders:</b> <b>We will need to keep the planned May 2019 timetable in place until December 2020</b>		
<b>No change</b> (Option 4)	<b>Do Nothing</b> Keep the same timetable and number of stops during morning peak period at all stations (no uplift or reduction for any station)	As now





## Harpenden (Morning Peak): Options A, B and C

□ Proposed additional stops to improve frequency and choice at Harpenden

### Harpenden: current service frequency and journey time

Harpenden (HPN) to London St Pancras – AM Peak						
Time	Current % Load Factor HPN	Current % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comment
06:33	42%	59%	Rainham	07:02	29 mins	
-	-	81%	Gatwick	07:09	-	
06:51	72%	103%	Brighton	07:19	28 mins	
06:58	n/r	n/r	E Grinstead	07:24	26 mins	
07:04	113%	152%	Rainham	07:32	28 mins	
-	-	128%	Gatwick	07:39	-	
07:21	98%	133%	Brighton	07:49	28 mins	
07:28	103%	137%	E Grinstead	07:54	26 mins	
07:34	71%	98%	T Bridges	08:04	30 mins	
-	-	152%	Littlehampton	08:09	-	
07:50	115%	156%	Brighton	08:19	29 mins	
07:58	118%	157%	Gatwick	08:24	26 mins	
08:06	94%	144%	Three Bridges	08:34	28 mins	
-	-	151%	Three Bridges	08:39	-	
08:20	98%	139%	Brighton	08:49	29 mins	
08:28	80%	118%	Gatwick	08:54	26 mins	
08:34	60%	90%	Gatwick	09:04	30 mins	
-	-	80%	Three Bridges	09:09	-	
08:50	61%	83%	Brighton	09:19	29 mins	
09:04	59%	87%	Gatwick	09:34	30 mins	
-	-	100%	Three Bridges	09:39	-	
09:20	38%	45%	Brighton	09:49	29 mins	

### Harpenden: proposed additional stops and journey time

Harpenden (HPN) to London St Pancras – AM Peak					
Time	(Est) % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comment
06:33		Rainham	07:02	29 mins	
06:43		Gatwick	07:09	26 mins	Option A: proposed stop
06:51		Brighton	07:19	28 mins	
06:58		E Grinstead	07:24	26 mins	
07:04		Rainham	07:32	28 mins	
-		Gatwick	07:39	-	Thameslink Express
07:21		Brighton	07:49	28 mins	
07:28		E Grinstead	07:54	26 mins	
07:34		T Bridges	08:04	30 mins	
07:43		Littlehampton	08:09	26 mins	Option B: proposed stop
07:50		Brighton	08:19	29 mins	
07:58		Gatwick	08:24	26 mins	
08:06		Three Bridges	08:34	28 mins	
-		Three Bridges	08:39	-	Thameslink Express
08:20		Brighton	08:49	29 mins	
08:28		Gatwick	08:54	26 mins	
08:34		Gatwick	09:04	30 mins	
08:43		Three Bridges	09:09	26 mins	Option C: proposed stop
08:50		Brighton	09:19	29 mins	
09:04		Gatwick	09:34	30 mins	
09:13		Three Bridges	09:39	26 mins	Introduced May 2019
09:20		Brighton	09:49	29 mins	

Refer to each option for estimated demand (% of seats utilised) arriving London St Pancras

% Load Factor (Seat Utilisation) Key			
0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)

Key			
Option A: proposed stop from May 2019	Option B: proposed stop from May 2019	Option C: proposed stop from May 2019	Introduced from May 2019

- Option A:** It is proposed that an additional train is introduced departing at 0643 from Harpenden to London St Pancras arriving 0709. This will improve the frequency of trains and provide further journey choices for circa 260 combined passengers who use the 0633 and 0651 departures a choice of three instead of two trains. *If this is achieved by removing Luton stop, this would affect circa 140 passengers. If this was to be achieved by removing St Albans stop, this would affect circa 180 passengers.*
- Option B:** It is proposed that an additional train is introduced departing at 0743 from Harpenden to London St Pancras arriving 0809. This will improve the frequency of trains and provide further journey choices for circa 420 combined passengers who currently use the 0734 and 0750 departures providing a choice of three trains instead of two. *If this is achieved by removing the Luton stop, displaced passengers from Luton (affecting circa 270 passengers) will make passengers in excess of seats worse at Harpenden on earlier and subsequent departures at 0734 and 0750. If this was to be achieved by removing St Albans stop, this would affect circa 300 passengers.*
- Option C:** It is proposed that an additional train is introduced departing at 0843 from Harpenden to London St Pancras arriving 0909. This will improve the frequency of trains and provide further journey choices for circa 231 combined passengers who currently use the 0834 and 0850 departures a choice of three instead of two trains. *If achieved by the removal of Luton, this would affect circa 120 passengers. If this was to be achieved by removing St Albans stop, this would affect circa 175 passengers.*



## Luton (Morning Peak): Options 1A, 1B and 1C

- To increase the frequency at Harpenden the frequency of peak trains at Luton would be reduced
- This option retains all fast Thameslink peak journey times from Bedford and most at Luton

### Luton: Current service frequency and journey time

Luton (LUT) to London St Pancras - AM Peak						
LUT Depart Time	Current % Load Factor LUT	Current % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:25	22%	59%	Rainham	07:02	37 mins	
06:39	53%	81%	Gatwick	07:09	30 mins	Thameslink Express
06:42	37%	103%	Brighton	07:19	37 mins	
06:52	n/r	n/r	E Grinstead	07:24	32 mins	
06:55	65%	152%	Rainham	07:32	37 mins	
07:09	86%	128%	Gatwick	07:39	30 mins	Thameslink Express
07:12	47%	133%	Brighton	07:49	37 mins	
07:22	76%	137%	E Grinstead	07:54	32 mins	
07:26	48%	98%	T Bridges	08:04	38 mins	
07:39	106%	152%	Littlehampton	08:09	30 mins	Thameslink Express
07:42	62%	156%	Brighton	08:19	37 mins	
07:52	90%	157%	Gatwick	08:24	32 mins	
07:58	51%	144%	Three Bridges	08:34	36 mins	
08:09	97%	151%	Three Bridges	08:39	30 mins	Thameslink Express
08:12	58%	139%	Brighton	08:49	37 mins	
08:22	59%	118%	Gatwick	08:54	32 mins	
08:26	30%	90%	Gatwick	09:04	38 mins	
08:39	53%	80%	Three Bridges	09:09	30 mins	Thameslink Express
08:42	32%	83%	Brighton	09:19	37 mins	
08:56	30%	87%	Gatwick	09:34	38 mins	
09:09	73%	100%	Three Bridges	09:39	30 mins	
09:12	18%	45%	Brighton	09:49	37 mins	

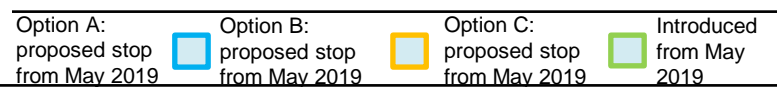
### Luton: stops replaced with Harpenden

Luton (LUT) to London St Pancras - AM Peak					
LUT Depart Time	(Est) % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:25	58%	Rainham	07:02	37 mins	
<del>06:39</del>	85%		<del>07:09</del>	-	Option 1A stop removed
06:42	104%	Brighton	07:19	37 mins	
06:52	106%	E Grinstead	07:24	32 mins	
06:55	153%	Rainham	07:32	37 mins	
07:09	129%	Gatwick	07:39	30 mins	Thameslink Express
07:12	134%	Brighton	07:49	37 mins	
07:22	136%	E Grinstead	07:54	32 mins	
07:26	128%	T Bridges	08:04	38 mins	
<del>07:39</del>	157%		<del>08:09</del>	-	Option 1B stop removed
07:42	157%	Brighton	08:19	37 mins	
07:52	160%	Gatwick	08:24	32 mins	
07:58	146%	Three Bridges	08:34	36 mins	
08:09	152%	Three Bridges	08:39	30 mins	Thameslink Express
08:12	138%	Brighton	08:49	37 mins	
08:22	118%	Gatwick	08:54	32 mins	
08:26	90%	Gatwick	09:04	38 mins	
<del>08:39</del>	81%		<del>09:09</del>	-	Option 1C stop removed
08:42	86%	Brighton	09:19	37 mins	
08:56	87%	Gatwick	09:34	38 mins	
09:07	101%	Three Bridges	09:39	32 mins	
09:12	45%	Brighton	09:49	37 mins	

#### % Load Factor (Seat Utilisation) Key



#### Key



- Option 1A:** It is proposed that the current 0639 Luton to St Pancras arrive 0709 would no longer serve Luton. This would affect circa 140 passengers from Luton who would be required to travel on alternative trains (which would take up to seven minutes longer).
- Option 1B:** It is proposed that the current 0739 Luton to St Pancras arrive 0809 would no longer serve Luton. This would affect circa 270 passengers from Luton who would be required to travel on alternative trains (which would take up to eight minutes longer).
- Option 1C:** It is proposed that the current 0839 Luton to St Pancras arrive 0909 would no longer serve Luton. This would affect circa 130 passengers from Luton who would be required to travel on alternative trains (which would take up to eight minutes longer).



## St Albans (Morning Peak): Options 2A, 2B and 2C

- ❑ To increase the frequency of trains at Harpenden, the frequency of peak trains at St Albans would be reduced
- ❑ This option retains all fast Thameslink peak journey times from Bedford and Luton

### St Albans: Current service frequency and journey time

St Albans to London St Pancras - AM Peak

Time	Current % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:38	59%	Rainham	07:02	24 mins	
06:48	81%	Gatwick	07:09	21 mins	
06:57	103%	Brighton	07:19	22 mins	
07:03	n/r	E Grinstead	07:24	21 mins	
07:10	152%	Rainham	07:32	22 mins	
07:18	128%	Gatwick	07:39	21 mins	
07:27	133%	Brighton	07:49	22 mins	
07:33	137%	E Grinstead	07:54	21 mins	
07:41	157%	T Bridges	08:04	23 mins	
07:48	152%	Littlehampton	08:09	21 mins	
07:56	156%	Brighton	08:19	23 mins	
08:03	157%	Gatwick	08:24	21 mins	
08:12	144%	Three Bridges	08:34	22 mins	
08:18	151%	Three Bridges	08:39	21 mins	
08:26	139%	Brighton	08:49	23 mins	
08:33	118%	Gatwick	08:54	21 mins	
08:41	90%	Gatwick	09:04	23 mins	
08:48	80%	Three Bridges	09:09	21 mins	
08:56	83%	Brighton	09:19	23 mins	
09:11	87%	Gatwick	09:34	23 mins	
09:18	100%	Three Bridges	09:39	21 mins	
09:26	45%	Brighton	09:49	23 mins	

### St Albans: stops replaced with Harpenden

St Albans to London St Pancras - AM Peak

Time	(Est) % Load Factor HPN	(Est) % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:38		61%	Rainham	07:02	24 mins	
<del>06:48</del>	57%	-		<del>07:09</del>	-	Option 2A stop removed
06:57		105%	Brighton	07:19	22 mins	
07:03		106%	E Grinstead	07:24	21 mins	
07:10		153%	Rainham	07:32	22 mins	
07:18		128%	Gatwick	07:39	21 mins	
07:27		134%	Brighton	07:49	22 mins	
07:33		137%	E Grinstead	07:54	21 mins	
07:41		158%	T Bridges	08:04	23 mins	
<del>07:48</del>	118%	-		<del>08:09</del>	-	Option 2B stop removed
07:56		148%	Brighton	08:19	23 mins	
08:03		157%	Gatwick	08:24	21 mins	
08:12		145%	Three Bridges	08:34	22 mins	
08:18		151%	Three Bridges	08:39	21 mins	
08:26		139%	Brighton	08:49	23 mins	
08:33		118%	Gatwick	08:54	21 mins	
08:41		91%	Gatwick	09:04	23 mins	
<del>08:48</del>	69%	-		<del>09:09</del>	-	Option 2C stop removed
08:56		81%	Brighton	09:19	23 mins	
09:11		87%	Gatwick	09:34	23 mins	
09:18		100%	Three Bridges	09:39	21 mins	
09:26		45%	Brighton	09:49	23 mins	

**% Load Factor (Seat Utilisation) Key**

0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)
-----------------	------------------	------------------	-------------------------

**Key**

Option A: proposed stop from May 2019	Option B: proposed stop from May 2019	Option C: proposed stop from May 2019
---------------------------------------	---------------------------------------	---------------------------------------

- **Option 2A:** It is proposed that the current 0648 St Albans to St Pancras arrive 0709 would no longer serve St Albans. This would affect circa 180 passengers.
- **Option 2A:** It is proposed that the current 0748 St Albans to St Pancras arrive 0809 would no longer serve St Albans. This would affect circa 300 passengers.
- **Option 2C:** It is proposed that the current 0848 St Albans to St Pancras arrive 0909 would no longer serve St Albans. This would affect circa 175 passengers.

#### NOTES FOR CONSIDERATION:

All St Albans options create far greater passengers in excess of seats on adjacent trains than present and is **highly likely to cause greater platform overcrowding at St Albans in the morning peak periods due to gaps in service.**



## Bedford and Flitwick (Morning Peak): Option 3A, 3B and 3C (earliest implementation for this option is Dec 2019)

- ❑ To increase the frequency of trains at Harpenden and retain stops at Luton and St Albans
- ❑ This option would not be able to be implemented until December 2019 due to significant timetable changes

### Bedford: Current service frequency and journey time

Luton to London St Pancras - AM Peak						
Time	Current % Load Factor BED	Current % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:01	1%	59%	Rainham	07:02	61 mins	
06:22	39%	81%	Gatwick	07:09	47 mins	Thameslink Express
06:18	5%	103%	Brighton	07:19	61 mins	
06:34	n/r	n/r	E Grinstead	07:24	50 mins	
06:31	11%	152%	Rainham	07:32	61 mins	
06:52	64%	128%	Gatwick	07:39	47 mins	Thameslink Express
06:48	2%	133%	Brighton	07:49	61 mins	
07:04	29%	137%	E Grinstead	07:54	50 mins	
07:01	5%	157%	T Bridges	08:04	63 mins	
07:22	68%	152%	Littlehampton	08:09	47 mins	Thameslink Express
07:18	8%	156%	Brighton	08:19	61 mins	
07:34	37%	157%	Gatwick	08:24	50 mins	
-	-	144%	Three Bridges	08:34	-	Starts Flitwick
07:52	73%	151%	Three Bridges	08:39	47 mins	Thameslink Express
07:48	8%	139%	Brighton	08:49	61 mins	
08:04	25%	118%	Gatwick	08:54	50 mins	
08:01	4%	90%	Gatwick	09:04	63 mins	
08:22	34%	80%	Three Bridges	09:09	47 mins	Thameslink Express
08:18	7%	83%	Brighton	09:19	61 mins	
08:32	9%	87%	Gatwick	09:34	62 mins	
08:52	49%	100%	Three Bridges	09:39	47 mins	Thameslink Express
08:46	5%	45%	Brighton	09:49	63 mins	

### Bedford: additional stops at Flitwick and Harpenden

Luton to London St Pancras - AM Peak					
Time	(Est) % Load Factor SAC	Destination	St Pancras arrival time	Journey Time	Comments
06:01	56%	Rainham	07:02	61 mins	
06:15	83%	Gatwick	07:09	54 mins	Option 3A revised train
06:18	105%	Brighton	07:19	61 mins	
06:34	106%	E Grinstead	07:24	50 mins	
06:31	142%	Rainham	07:32	61 mins	
06:52	120%	Gatwick	07:39	47 mins	Retained TL Express
06:48	134%	Brighton	07:49	61 mins	
07:04	137%	E Grinstead	07:54	50 mins	
07:01	127%	T Bridges	08:04	63 mins	
07:15	152%	Littlehampton	08:09	54 mins	Option 3B revised train
07:18	162%	Brighton	08:19	61 mins	
07:34	164%	Gatwick	08:24	50 mins	
-	139%	Three Bridges	08:34	-	
07:52	161%	Three Bridges	08:39	47 mins	Retained TL Express
07:48	144%	Brighton	08:49	61 mins	
08:04	120%	Gatwick	08:54	50 mins	
08:01	90%	Gatwick	09:04	63 mins	
08:15	85%	Three Bridges	09:09	54 mins	Option 3C revised train
08:18	88%	Brighton	09:19	61 mins	
08:32	87%	Gatwick	09:34	62 mins	
08:46	109%	Three Bridges	09:39	53 mins	Amended from May 2019
08:50	44%	Brighton	09:49	59 mins	

**% Load Factor (Seat Utilisation) Key**

0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)
-----------------	------------------	------------------	-------------------------

**Key**

Option A: proposed additional stops	Option B: proposed additional stops	Option C: proposed additional stops	Amended from May 2019
-------------------------------------	-------------------------------------	-------------------------------------	-----------------------

- **Option 3A:** It is proposed that the current 0622 from Bedford arriving St Pancras at 0709 departs 7 minutes earlier at 0615 and call additionally at Flitwick and Harpenden. This would affect circa 200-250 passengers from Bedford who would experience extended journey times.
- **Option 3B:** It is proposed that the current 0722 from Bedford arriving St Pancras at 0809 departs 7 minutes earlier at 0715 and call additionally at Flitwick and Harpenden. This would affect circa 400 passengers from Bedford who would experience extended journey times.
- **Option 3C:** It is proposed that the current 0822 from Bedford arriving St Pancras at 0909 departs 7 minutes earlier at 0815 and call additionally at Flitwick and Harpenden. This would affect over circa 200 passengers from Bedford who would experience extended journey times.
- The fastest journey times of 47 minutes from Bedford to St Pancras is maintained on an hourly basis (two trains instead of five) if all trains are amended.



## Do Nothing (Morning Peak): Option 4

- There are no other solutions to increase the frequency of trains at Harpenden beyond options 1 (Luton) or 2 (St Albans) for implementation in May 2019.
- If options 1 (Luton) or 2 (St Albans) are not agreed as part of this consultation then the timetable **will not change** in May 2019.
- Option 3 (Bedford and Flitwick) or any other suggestions raised to us would then be subject to separate consultation with other interested parties for potential implementation in December 2019.
- If any of these options are ultimately not deemed to be acceptable and an agreement cannot be reached with interested parties following consultation, then option 4 (Do Nothing) should be expected to continue until December 2020.
- For clarity, the following morning peak frequency levels will remain in place from each station as shown below:

Arrival time at St Pancras → From ↓	0700 – 0759 (tph)		0800 – 0859 (tph)		0900 – 0959 (tph)		Total (tph)	
	Fast	Semi/Stopping	Fast	Semi/Stopping	Fast	Semi/Stopping	Fast	Semi/Stopping
Bedford	8	-	7	-	6	-	21	-
Flitwick	6	-	6	-	4	-	16	-
Harlington	4	-	4	-	4	-	12	-
Leagrave	4	-	4	-	4	-	12	-
Luton	8	2	8	4	6	4	22	10
Luton Airport Parkway	3 (plus 1 EMT)	2	4 (plus 2 EMT)	4	4 (plus 1 EMT)	4	11 (plus 4 EMT)	10
Harpenden	6	2	6	4	4	4	16	10
St Albans	8	6	8	8	6	8	22	22
Radlett	-	6	-	8	-	8	-	22
Elstree & Borehamwood	-	6	-	8	-	8	-	22
Mill Hill Broadway	-	6	-	8	-	8	-	22
Hendon	-	4	-	4	-	4	-	16
Cricklewood	-	4	-	4	-	4	-	16
West Hampstead Thameslink	1	6	-	8	-	8	1	22
Kentish Town	-	4	-	4	-	4	-	12



# Summary of options: there are three choices available to

Station Options	Evening Peak Choices	Introduced
-----------------	----------------------	------------

**Proposals to increase Thameslink morning peak trains to London at Harpenden:**

<b>Harpenden</b> (Option A, B or C)	<p style="text-align: center;"><u>Increase</u> the number of stops at <b>Harpenden</b>:</p> <p><b>Option A:</b> Introduce a new 1621 London St Pancras to Harpenden  <b>Option B:</b> Introduce a new 1721 London St Pancras to Harpenden  <b>Option C:</b> Introduce a new 1821 London St Pancras to Harpenden</p>	See below for enablers
--	---	------------------------

**To increase the frequency at Harpenden and retain the fast journey time from Bedford:**  
*Stops at either Luton or St Albans will need to be reduced*



<b>Luton</b> (Option 1A, 1B and 1C)	<p style="text-align: center;"><u>Reduce</u> the number of stops at <b>Luton</b> to enable an <u>increase</u> in calls at Harpenden:</p> <p><b>Option 1A:</b> The existing 1621 London St Pancras to Luton would no longer call  <b>Option 1B:</b> The existing 1721 London St Pancras to Luton would no longer call  <b>Option 1C:</b> The existing 1721 London St Pancras to Luton would no longer call</p>	<b>May 2019</b>
--	---	-----------------

-or-

<b>St Albans</b> (Option 2A, 2B and 2C)	<p style="text-align: center;"><u>Reduce</u> the number of stops at <b>St Albans</b> to enable an <u>increase</u> in calls at Harpenden:</p> <p><b>Option 2A:</b> The existing 1621 London St Pancras to St Albans would no longer call  <b>Option 2B:</b> The existing 1721 London St Pancras to St Albans would no longer call  <b>Option 2C:</b> The existing 1721 London St Pancras to St Albans would no longer call</p>	<b>May 2019</b>
--	---	-----------------

**To increase the frequency at Harpenden and retain existing stops at Luton and St Albans:**

*We could alter train slots from Bedford to depart earlier, however, the fastest journey time for some trains would increase from 47 to 54 mins (previously pre-May 2018 the fastest journey time was 34 mins average 40 mins).*

**\*\*\*NOTE: This option would be subject to a separate consultation at a later date\*\*\***



<b>Bedford</b> (and Flitwick) (Option 3A, 3B or 3C)	<p style="text-align: center;">Extend fast <b>Bedford</b> journey times (with consequential increase in stops at <b>Flitwick</b>):</p> <p><b>Option 3A:</b> The existing 1621 London St Pancras to Bedford would arrive Bedford 1714 (instead of 1706).  <b>Option 3B:</b> The existing 1721 London St Pancras to Bedford would arrive Bedford 1814 (instead of 1806).  <b>Option 3C:</b> The existing 1821 London St Pancras to Bedford would arrive Bedford 1914 (instead of 1906).</p>	<b>December 2019</b>
---	---	----------------------

**If the above three options and variants are not considered acceptable to all interested parties and stakeholders:**  
*We will need to keep the planned May 2019 timetable in place until December 2020*



<b>No change</b> (Option 4)	<b>Do Nothing</b> Keep the same timetable and number of stops during morning peak period at all stations (no uplift or reduction for any station)	<b>As now</b>
--------------------------------	---	---------------



## Demand Analysis: Summary of load factor (measured by percentage of seats utilised) on Thameslink Evening Peak (fast services)

St Pancras departure time	Standard class Seats	Total seats	Total Capacity	St Pancras departure time	St Pancras	St Albans	Harpenden	Luton Airport Parkway	Luton	Leagrave	Harlington	Flitwick	Number of records	
16:06	640	666	1795	16:06	68%	59%	49%	36%	29%	22%	21%	14%	13	
16:21 Auto	640	666	1795	16:21	67%	49%			32%				13	
16:21 Manual	640	666	1795	16:21	70%	50%			28%				3	
16:26	640	666	1795	16:26	70%	68%	54%	40%	43%	30%	27%	10%	9	
16:36	401	427	1176	16:36	120%	100%	84%	65%	57%	41%	38%	25%	4	
16:51 Auto	640	666	1795	16:51	82%	54%			34%				8	
16:51 Manual	640	666	1795	16:51	100%	65%			33%				3	
16:56	640	666	1795	16:56	83%	77%	57%	38%	38%	25%	22%	10%	10	
17:06	401	427	1176	17:06	123%	96%	74%		50%			29%	7	
17:12	401	427	1176	17:12	113%	86%	71%	54%	47%	27%	22%	12%	6	
17:21 Auto	640	666	1795	17:21	110%	62%			40%				11	
17:21 Manual	640	666	1795	17:21	123%	81%			48%				3	
17:26	640	666	1795	17:26	103%	88%	61%	46%	44%	29%	25%	10%	5	
17:36	640	666	1795	17:36	130%	84%	54%		35%			18%	5	
17:41	640	666	1795	17:41	103%	72%	58%	45%	39%	23%	20%	14%	5	
17:51 Auto	640	666	1795	17:51	127%	70%			43%				3	
17:51 Manual	640	666	1795	17:51	142%	94%			56%				3	
17:56	640	666	1795	17:56	127%	99%	65%	54%	45%	29%	26%	12%	7	
18:06	640	666	1795	18:06	118%	77%	49%		35%			18%	7	
18:11	640	666	1795	18:11	140%	97%	69%	60%	49%	31%	26%	16%	6	
18:21 Auto	640	666	1795	18:21	117%	67%			40%				8	
18:21 Manual	640	666	1795	18:21	127%	75%			44%				3	
18:26	640	666	1795	18:26	115%	93%	53%	44%	42%	28%	25%	10%	13	
18:36	640	666	1795	18:36	124%	83%	51%	43%	35%	24%	22%	10%	10	
18:51 Auto	640	666	1795	18:51	92%	57%			30%				8	
18:51 Manual	640	666	1795	18:51	128%	78%			42%				3	
18:56	401	427	1,176	18:56	Reinstated from December 2018									

- From **St Pancras** most trains after 1630 carry passengers in excess of seats. Many trains are formed of the maximum length of carriages.
- St Albans City** generates significant peak passenger demand. The vast majority of passengers use fast services to and from London and all trains departing London after 1630 have passengers in excess of seats. Similarly passengers in excess of seats occurs on some peak services beyond St Albans to **Harpenden**.
- Compared with the Morning Peak, during the Evening Peak, there is a less clear migration of passengers from **Luton and Bedford** who choose to travel on the faster Thameslink services. This includes passengers transferring from EMT.

Demand at each station shows % of seats utilised on each peak service (fast services only) – 100% or over means all seats are taken and standing occurs

Generally, there is a good spread of passengers across most peak trains. There is however passengers in excess of seats to St Albans and occasionally to Harpenden in the High Peak periods. This is because trains are designed with less seats than previous trains on the route.



# Demand Analysis: Summary of load factor (measured by percentage of seats utilised) on Thameslink Evening Peak (fast services)

London St Pancras departure time	Seats	Capacity	London St Pancras departure time	St Pancras	Kentish Town	West Hampstead	Cricklewood	Hendon	Mill Hill Broadway	Elstree	Radlett	St Albans	Harpenden	Luton Airport Parkway	Number of records
16:13	427	1,176	16:13	57%	60%	69%	68%	63%	56%	41%	36%	27%	21%	11%	4
16:18	427	1,176	16:18	24%		28%			22%	12%	9%				7
16:28	427	1,176	16:28	50%	48%	54%	50%	44%	38%	22%	18%	14%	13%	6%	5
16:33	427	1,176	16:33	19%		22%			16%	9%	7%				7
16:48	427	1,176	16:48	49%		60%			46%	23%	16%				8
16:58	427	1,176	16:58	81%	82%	100%	94%	85%	69%	45%	35%	25%	20%	12%	8
17:03	427	1,176	17:03	26%		34%			25%	13%	9%				8
17:13	427	1,176	17:13	Introduced from December 2018											
17:18	427	1,176	17:18	Reinstated from December 2018											
17:28	427	1,176	17:28	Reinstated from December 2018											
17:33	427	1,176	16:43	152%	175%	188%	175%	155%	118%	52%	32%				9
17:43	427	1,176	17:43	93%	87%	102%	95%	84%	68%	41%	33%	25%	18%	10%	3
17:48	427	1,176	17:48	71%		74%			54%	28%	18%				5
17:58	427	1,176	17:58	120%	113%	119%	106%	92%	70%	41%	28%	19%	14%	11%	4
18:03	427	1,176	18:03	56%		58%			46%	26%	19%				6
18:13	427	1,176	18:13	111%	104%	116%	107%	94%	74%	44%	32%	19%	13%	9%	5
18:18	427	1,176	18:18	Reinstated from December 2018											
18:28	427	1,176	18:28	114%	104%	105%	96%	84%	67%	45%	33%	21%	11%	6%	4
18:33	427	1,176	18:33	51%		54%			40%	24%	17%				7
18:43	427	1,176	18:43	Reinstated from December 2018											
18:48	427	1,176	18:48	69%		73%			57%	34%	23%				8
18:58	427	1,176	18:58	82%	76%	82%	75%	64%	52%	34%	27%	18%	14%	9%	5

Demand at each station shows % of seats utilised on each peak service (fast services only) – 100% or over means all seats are taken and standing occurs

**Demand data for semi-fast and stopping trains to St Albans and Luton is shown here for reference.**





## Harpenden (Evening Peak): Option A, B and C

□ Proposed additional stops to improve frequency and choice at Harpenden

### Harpenden: current service frequency and journey time

London St Pancras to Harpenden - PM Peak

STP Dep Time	(Actual) % Load Factor STP	(Actual) % Load Factor SAC	Destination	HPN arrival time	Journey Time	Comment
16:06	68%	59%	Bedford	16:31	25 mins	
16:21	70%	50%	Bedford	-	-	Thameslink Express
16:26	70%	68%	Bedford	16:51	25 mins	
16:36	120%	100%	Bedford	17:02	26 mins	
16:51	100%	65%	Bedford	-	-	Thameslink Express
16:56	83%	77%	Bedford	17:21	25 mins	
17:06	123%	96%	Bedford	17:30	24 mins	
17:11	113%	86%	Bedford	17:36	25 mins	
17:21	123%	81%	Bedford	-	-	Thameslink Express
17:26	103%	88%	Bedford	17:51	25 mins	
17:36	130%	84%	Bedford	18:00	24 mins	
17:41	103%	72%	Bedford	18:05	24 mins	
17:51	142%	94%	Bedford	-	-	Thameslink Express
17:56	127%	99%	Bedford	18:22	26 mins	
18:06	118%	77%	Bedford	18:30	24 mins	
18:11	140%	97%	Bedford	18:36	25 mins	
18:21	127%	75%	Bedford	-	-	Thameslink Express
18:26	115%	93%	Bedford	18:51	25 mins	
18:36	124%	83%	Bedford	19:02	26 mins	
18:51	128%	78%	Bedford	19:16	25 mins	Introduced Dec 2018
18:56	n/r	n/r	Bedford	19:21	25 mins	

### Harpenden: proposed additional stops and journey time

London St Pancras to Harpenden - PM Peak

STP Dep Time	(Est) % Load Factor STP	Destination	HPN arrival time	Journey Time	Comment
16:06		Bedford	16:31	25 mins	
16:21		Bedford	16:46	25 mins	Option A: proposed stop
16:26		Bedford	16:51	25 mins	
16:36		Bedford	17:02	26 mins	
16:51		Bedford	-	-	Thameslink Express
16:56		Bedford	17:21	25 mins	
17:06		Bedford	17:30	24 mins	
17:11		Bedford	17:36	25 mins	
17:21		Bedford	17:46	25 mins	Option B: proposed stop
17:26		Bedford	17:51	25 mins	
17:36		Bedford	18:00	24 mins	
17:41		Bedford	18:05	24 mins	
17:51		Bedford	-	-	Thameslink Express
17:56		Bedford	18:22	26 mins	
18:06		Bedford	18:30	24 mins	
18:11		Bedford	18:36	25 mins	
18:21		Bedford	18:46	25 mins	Option C: proposed stop
18:26		Bedford	18:51	25 mins	
18:36		Bedford	19:02	26 mins	
18:51		Bedford	19:16	25 mins	Introduced Dec 2018
18:56		Bedford	19:21	25 mins	

Refer to each option for estimated load factors departing St Pancras

#### % Load Factor (Seat Utilisation) Key

0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)
-----------------	------------------	------------------	-------------------------

#### Key

Option A: proposed stop from May 2019	Option B: proposed stop from May 2019	Option C: proposed stop from May 2019	Introduced from Dec 2018
---------------------------------------	---------------------------------------	---------------------------------------	--------------------------

- **Option A:** It is proposed that an additional train is introduced departing St Pancras at 1621 to improve the frequency of trains and provide further choice. This would provide circa 160 passengers from Harpenden who currently travel on the 1606 or 1626 departures with a choice of three instead of two trains.
- **Option B:** It is proposed that an additional train is introduced departing St Pancras at 1721 to improve the frequency of trains and provide further choice. This would provide circa 285 passengers from Harpenden who currently travel on the 1711 and 1726 departures with a choice of three instead of two trains.
- **Option C:** It is proposed that an additional train is introduced departing St Pancras at 1821 to improve the frequency of trains and provide further choice. This would provide circa 430 passengers from Harpenden who currently travel on the 1811 and 1826 departures with a choice of three instead of two trains.



## Luton (Evening Peak): Option 1A, 1B and 1C

- To increase the frequency at Harpenden the frequency of peak trains at Luton would be reduced
- This option retains all fast Thameslink peak journey times from Bedford and most at Luton

### Luton: current service frequency and journey time

London St Pancras to Luton – Evening Peak						
STP Dep Time	(Actual) % Load Factor STP	(Actual) % Load Factor SAC	Destination	LUT arrival time	Journey Time	Comment
16:06	68%	59%	Bedford	16:41	35 mins	
16:21	70%	50%	Bedford	16:50	29 mins	Thameslink Express
16:26	70%	68%	Bedford	17:01	35 mins	
16:36	120%	100%	Bedford	17:12	36 mins	
16:51	100%	65%	Bedford	17:21	30 mins	Thameslink Express
16:56	83%	77%	Bedford	17:31	35 mins	
17:06	123%	96%	Bedford	17:37	31 mins	
17:11	113%	86%	Bedford	17:45	34 mins	8-car pre Dec 2018
17:21	123%	81%	Bedford	17:50	29 mins	Thameslink Express
17:26	103%	88%	Bedford	18:01	35 mins	
17:36	130%	84%	Bedford	18:07	31 mins	
17:41	103%	72%	Bedford	18:15	34 mins	
17:51	142%	94%	Bedford	18:19	28 mins	Thameslink Express
17:56	127%	99%	Bedford	18:32	36 mins	
18:06	118%	77%	Bedford	18:37	31 mins	
18:11	140%	97%	Bedford	18:46	35 mins	
18:21	127%	75%	Bedford	18:50	29 mins	Thameslink Express
18:26	115%	93%	Bedford	19:01	35 mins	
18:36	124%	83%	Bedford	19:12	36 mins	
18:51	128%	78%	Bedford	19:22	31 mins	Amended Dec 2018
18:56	n/r	n/r	Bedford	19:31	35 mins	

### Luton: proposed stops to be replaced with Harpenden

London St Pancras to Luton – Evening Peak					
STP Dep Time	(Est) % Load Factor STP	Destination	LUT arrival time	Journey Time	Comment
16:06	68%	Bedford	16:41	35 mins	
<del>16:21</del>	72%	Bedford	<del>16:50</del>	-	Option 1A stop removed
16:26	68%	Bedford	17:01	35 mins	
16:36	121%	Bedford	17:12	36 mins	
16:51	100%	Bedford	17:21	30 mins	Thameslink Express
16:56	83%	Bedford	17:31	35 mins	
17:06	123%	Bedford	17:37	31 mins	
17:11	71%	Bedford	17:45	34 mins	Formed of 12-cars
<del>17:21</del>	126%	Bedford	<del>17:50</del>	-	Option 1B stop removed
17:26	102%	Bedford	18:01	35 mins	
17:36	131%	Bedford	18:07	31 mins	
17:41	103%	Bedford	18:15	34 mins	
17:51	142%	Bedford	18:19	28 mins	Thameslink Express
17:56	127%	Bedford	18:32	36 mins	
18:06	118%	Bedford	18:37	31 mins	
18:11	140%	Bedford	18:46	35 mins	
<del>18:21</del>	129%	Bedford	<del>18:50</del>	-	Option 1C stop removed
18:26	114%	Bedford	19:01	35 mins	
18:36	122%	Bedford	19:12	36 mins	
18:51	146%	Bedford	19:22	31 mins	Amended Dec 2018
18:56	83%	Bedford	19:31	35 mins	

% Load Factor (Seat Utilisation) Key			
0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)

Key			
Option A: proposed stop from May 2019	Option B: proposed stop from May 2019	Option C: proposed stop from May 2019	Amended from Dec 2018

- Option 1A:** It is proposed to no longer stop the current 1621 departure from St Pancras at Luton. This will affect circa 110 – 140 passengers from Luton who will be required to travel on alternative trains at 1606 or 1626.
- Option 1B:** It is proposed to no longer stop the current 1721 departure from St Pancras at Luton. This will affect circa 170 – 215 passengers from Luton who will be required to travel on alternative trains at 1711 or 1726.
- Option 1C:** It is proposed to no longer stop the current 1821 departure from St Pancras at Luton. This will affect circa 170 – 200 passengers from Luton who will be required to travel on alternative trains at 1811 or 1826.



## St Albans (Evening Peak): Options 2A, 2B and 2C

- To increase the frequency of trains at Harpenden, the frequency of peak trains at St Albans would be reduced
- This option retains all fast Thameslink peak journey times from Bedford and Luton

### St Albans: current service frequency and journey time

London St Pancras to St Albans – Evening Peak						
STP Dep Time	(Actual) % Load Factor STP	(Actual) % Load Factor SAC	Destination	SAC arrival time	Journey Time	Comment
16:06	68%	59%	Bedford	16:25	19 mins	
16:21	70%	50%	Bedford	16:39	18 mins	Thameslink Express
16:26	70%	68%	Bedford	16:44	18 mins	
16:36	120%	100%	Bedford	16:56	20 mins	
16:51	100%	65%	Bedford	17:10	19 mins	Thameslink Express
16:56	83%	77%	Bedford	17:14	18 mins	
17:06	123%	96%	Bedford	17:24	18 mins	
17:11	113%	86%	Bedford	17:29	18 mins	
17:21	123%	81%	Bedford	17:39	18 mins	Thameslink Express
17:26	103%	88%	Bedford	17:44	18 mins	
17:36	130%	84%	Bedford	17:54	18 mins	
17:41	103%	72%	Bedford	17:59	18 mins	
17:51	142%	94%	Bedford	18:09	18 mins	Thameslink Express
17:56	127%	99%	Bedford	18:16	20 mins	
18:06	118%	77%	Bedford	18:24	18 mins	
18:11	141%	97%	Bedford	18:29	18 mins	
18:21	127%	75%	Bedford	18:39	18 mins	Thameslink Express
18:26	115%	93%	Bedford	18:44	18 mins	
18:36	124%	83%	Bedford	18:55	19 mins	
18:51	128%	78%	Bedford	19:10	19 mins	Amended Dec 2018
18:56	n/r	n/r	Bedford	19:14	18 mins	

### St Albans: proposed stops to be replaced with Harpenden

London St Pancras to St Albans – Evening Peak					
STP Dep Time	(Est) % Load Factor STP	Destination	SAC arrival time	Journey Time	Comment
16:06	68%	Bedford	16:25	19 mins	
<del>16:21</del>	54%	Bedford	<del>16:39</del>	-	Option 2A stop removed
16:26	72%	Bedford	16:44	18 mins	
16:36	120%	Bedford	16:56	20 mins	
16:51	100%	Bedford	17:10	19 mins	Thameslink Express
16:56	83%	Bedford	17:14	18 mins	
17:06	125%	Bedford	17:24	18 mins	
17:11	75%	Bedford	17:29	18 mins	Now 12-car train
<del>17:21</del>	85%	Bedford	<del>17:39</del>	-	Option 2B stop removed
17:26	113%	Bedford	17:44	18 mins	
17:36	131%	Bedford	17:54	18 mins	
17:41	103%	Bedford	17:59	18 mins	
17:51	142%	Bedford	18:09	18 mins	Thameslink Express
17:56	127%	Bedford	18:16	20 mins	
18:06	120%	Bedford	18:24	18 mins	
18:11	140%	Bedford	18:29	18 mins	
<del>18:21</del>	127%	Bedford	<del>18:39</del>	-	Option 2C stop removed
18:26	119%	Bedford	19:44	18 mins	
18:36	122%	Bedford	18:55	19 mins	
18:51	146%	Bedford	19:10	19 mins	Amended Dec 2018
18:56	83%	Bedford	19:14	18 mins	

**% Load Factor (Seat Utilisation) Key**

0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)
-----------------	------------------	------------------	-------------------------

**Key**

Option A: proposed stop from May 2019	Option B: proposed stop from May 2019	Option C: proposed stop from May 2019	Amended from Dec 2018
---------------------------------------	---------------------------------------	---------------------------------------	-----------------------

- Option 2A:** It is proposed to no longer stop the current 1621 departure from St Pancras at St Albans. This will affect circa 115 – 130 passengers from St Albans who will be required to travel on alternative trains at 1606 or 1626.
- Option 2B:** It is proposed to no longer stop the current 1721 departure from St Pancras at St Albans. This will affect circa 265 – 300 passengers from St Albans who will be required to travel on alternative trains at 1711 or 1726.
- Option 2C:** It is proposed to no longer stop the current 1821 departure from St Pancras at St Albans. This will affect circa 315 – 335 passengers from St Albans who will be required to travel on alternative trains at 1781 or 1826.

#### NOTES FOR CONSIDERATION:

All St Albans options create far greater passengers in excess of seats on adjacent trains than present and is **may cause platform overcrowding at central London stations in the evening peak periods due to gaps in service.**



## Flitwick and Bedford (Evening Peak): Option 3A, 3B and 3C (earliest implementation for this option is Dec 2019)

- ❑ To increase the frequency of trains at Harpenden whilst retaining stops at Luton and St Albans
- ❑ This option would not be able to be implemented until December 2019 due to significant timetable changes

### Bedford: current service frequency and journey time

London St Pancras to Bedford – Evening Peak						
STP Dep Time	(Actual) % Load Factor STP	(Actual) % Load Factor SAC	Destination	BED arrival time	Journey Time	Comment
16:06	68%	59%	Bedford	17:09	63 mins	
16:21	70%	50%	Bedford	17:06	45 mins	Thameslink Express
16:26	70%	68%	Bedford	17:26	60 mins	
16:36	120%	100%	Bedford	17:35	59 mins	
16:51	100%	65%	Bedford	17:38	47 mins	Thameslink Express
16:56	83%	77%	Bedford	17:55	59 mins	
17:06	123%	96%	Bedford	17:58	52 mins	
17:11	113%	86%	Bedford	18:09	58 mins	
17:21	123%	81%	Bedford	18:06	45 mins	Thameslink Express
17:26	103%	88%	Bedford	18:25	59 mins	
17:36	130%	84%	Bedford	18:28	52 mins	
17:41	103%	72%	Bedford	18:41	60 mins	
17:51	142%	94%	Bedford	18:36	45 mins	Thameslink Express
17:56	127%	99%	Bedford	18:56	60 mins	
18:06	118%	77%	Bedford	18:58	52 mins	
18:11	140%	97%	Bedford	19:15	64 mins	
18:21	127%	75%	Bedford	19:06	45 mins	Thameslink Express
18:26	115%	93%	Bedford	19:25	59 mins	
18:36	124%	83%	Bedford	19:36	60 mins	
18:51	128%	78%	Bedford	19:44	53 mins	Amended Dec 2018
18:56	n/r	n/r	Bedford	19:55	59 mins	

### Bedford: proposed stops to be replaced with Harpenden

London St Pancras to Bedford – Evening Peak					
STP Dep Time	(Est) % Load Factor STP	Destination	BED arrival time	Journey Time	Comment
16:06	69%	Bedford	17:09	63 mins	
16:21	82%	Bedford	17:14	53 mins	Option 3B revised train
16:26	60%	Bedford	17:26	60 mins	
16:36	117%	Bedford	17:35	59 mins	
16:51	129%	Bedford	17:38	47 mins	Thameslink Express
16:56	72%	Bedford	17:55	59 mins	
17:06	122%	Bedford	17:58	52 mins	
17:11	69%	Bedford	18:09	58 mins	
17:21	139%	Bedford	18:14	53 mins	Option 3A revised train
17:26	99%	Bedford	18:25	59 mins	
17:36	130%	Bedford	18:28	52 mins	
17:41	101%	Bedford	18:41	60 mins	
17:51	158%	Bedford	18:36	45 mins	Thameslink Express
17:56	124%	Bedford	18:56	60 mins	
18:06	117%	Bedford	18:58	52 mins	
18:11	138%	Bedford	19:09	58 mins	Option 3B (faster journey)
18:21	145%	Bedford	19:14	53 mins	Option 3B revised train
18:26	108%	Bedford	19:25	59 mins	
18:36	117%	Bedford	19:36	60 mins	
18:51	146%	Bedford	19:44	53 mins	Amended Dec 2018
18:56	83%	Bedford	19:55	59 mins	

% Load Factor (Seat Utilisation) Key			
0 – 49% (seats)	50 – 69% (seats)	70 – 99% (seats)	100% or more (standing)

Key			
Option A: proposed additional stops	Option B: proposed additional stops	Option C: proposed additional stops	Amended from Dec 2018

- **Option 3A:** It is proposed the current 1621 from St Pancras to Bedford would call additionally at Harpenden and Flitwick. This would affect circa 175 – 200 passengers from Bedford who would experience extended journey times.
- **Option 3B:** It is proposed the current 1721 from St Pancras to Bedford would call additionally at Harpenden and Flitwick. This would affect circa 250 – 300 passengers from Bedford who would experience extended journey times.
- **Option 3C:** It is proposed the current 1821 from St Pancras to Bedford would call additionally at Harpenden and Flitwick. This would affect circa 260 – 280 passengers from Bedford who would have extended journey times.



## Do Nothing (Evening Peak): Option 4

- There are no other solutions to increase the frequency of trains at Harpenden beyond options 1 (Luton) or 2 (St Albans) for implementation in May 2019.
- If options 1 (Luton) or 2 (St Albans) are not agreed as part of this consultation then the timetable **will not change** in May 2019.
- Option 3 (Bedford and Flitwick) or any other suggestions raised to us would then be subject to separate consultation with other interested parties for potential implementation in December 2019.
- If any of these options are ultimately not deemed to be acceptable and an agreement cannot be reached with interested parties following consultation, then option 4 (Do Nothing) should be expected to continue until December 2020.
- For clarity, the following evening peak frequency levels will remain in place from each station as shown below:

Departure time at St Pancras → To ↓	1600 – 1659 (tph)		1700 – 1759 (tph)		1800 – 1859 (tph)		Total (tph)	
	Fast	Semi/Stopping	Fast	Semi/Stopping	Fast	Semi/Stopping	Fast	Semi/Stopping
Kentish Town	-	5	-	5	-	4	-	14
West Hampstead Thameslink	1	8	-	8	-	8	1	24
Cricklewood	-	5	-	5	-	4	-	14
Hendon	-	5	-	5	-	4	-	14
Mill Hill Broadway	-	8	-	8	-	8	-	24
Elstree & Borehamwood	-	8	-	8	-	8	-	24
Radlett	-	8	-	8	-	8	-	24
St Albans	6	8	8	8	7	8	21	24
Harpenden	4	4	6	4	6	4	16	12
Luton Airport Parkway	4 (plus 1 EMT)	4	4 (plus 2 EMT)	4	4 (plus 1 EMT)	4	12 (plus 4 EMT)	12
Luton	6	4	8	4	8	4	21	12
Leagrave	4	-	4	-	4	-	12	-
Harlington	4	-	4	-	4	-	12	-
Flitwick	4	-	6	-	6	-	16	-
Bedford	6	-	8	-	7	-	21	-