

**/1. Planning and Regulation Route Planning/RUS**

**Sussex RUS - Final Recommendations**

Route Utilisation Strategy

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No filter applied.

RUS Reference	Gap	Line of Route / Corridor / Location	Network Rail Route	Network Rail Strategic Route	RUS Recommendation	Intervention Type	RUS Assumptions / Notes	Proposed Funding Category	Recommendation status	Delivery period
Option 1.1a	Peak capacity	Redhill corridor	Sussex	Route B - Sussex	Lengthen some Redhill corridor to Victoria peak services to 12-car	Extra rolling stock	Recommended.	DfT via Franchise TOC	Committed	Control Period 4
Option 1.1b	Peak capacity	Redhill corridor	Sussex	Route B - Sussex	Lengthen all Redhill corridor to Victoria services to 12-car	Extra rolling stock	Recommended. Cost of Reigate 8-car removed as not necessary if Redhill platform 0 proceeds.	DfT via Franchise TOC	Uncommitted	Control Period 5
Option 1.2	Peak capacity	Redhill corridor	Sussex	Route B - Sussex	Redhill platform 0. Allows 4tph in peak Redhill corridor to Victoria	Infrastructure - medium	Recommended. Incorporated into post-Thameslink KO2 timetable spec.	None Identified	Uncommitted	Control Period 5
Option 2.1a	Peak capacity	Tatt & Cats	Sussex	Route B - Sussex	Lengthen Cat & Tat trains to 10-car	Extra rolling stock	Recommended. Cost incl platform lengthening at Purley, Purley Oaks and South Croydon.	None Identified	Uncommitted	Control Period 5
Option 2.1b	Peak capacity	Tatt & Cats	Sussex	Route B - Sussex	Lengthen Cat & Tat trains to 12-car	Extra rolling stock	Recommended. Cost incl platform lengthening at Purley, Purley Oaks and South Croydon.	None Identified	Uncommitted	Control Period 6 & beyond
Option 2.2	Peak capacity	Uckfield Line	Sussex	Route B - Sussex	Lengthen Uckfield line trains to 8-car	Extra rolling stock	DfT not now implementing East Coastway changes which would have provided the stock	None Identified	Uncommitted	Control Period 5
Option 2.3	Peak capacity	Uckfield Line	Sussex	Route B - Sussex	Lengthen Uckfield line trains to 10-car	Infrastructure - minor	Recommended. Platform lengthening at Uckfield & modifications to fuelling roads at Selhurst.	None Identified	Uncommitted	Control Period 5
Option 3.1	Peak capacity	BML	Sussex	Route B - Sussex	Lengthen BML shoulder peak trains to Victoria from 8-car to 12-car	Extra rolling stock	Recommended	DfT via Franchise TOC	Uncommitted	Control Period 5
Option 3.2	Peak capacity	BML	Sussex	Route B - Sussex	Provide an extra hourly peak train on BML to Victoria	Timetable solutions	Post-Thameslink KO2 timetable spec has a total of 8tph Brighton/Coastway to Victoria	DfT via Franchise TOC	Uncommitted	Control Period 5
Option 3.3	Journey opportunities	BML	Sussex	Route B - Sussex	Call peak Brighton & Gatwick to Victoria Express services at Clapham Junction	Timetable solutions	Recommended	DfT via Franchise TOC	Uncommitted	Control Period 5
Option 4.1	Peak capacity	West Coastway	Sussex	Route B - Sussex	Lengthen electric high peak trains to 4-car	Extra rolling stock	Being planned by Southern		Committed	Control Period 4
Option 4.2	Peak capacity	West Coastway	Sussex	Route B - Sussex	Lengthen diesel evening high peak trains into Brighton to 4-car	Extra rolling stock	Recommended	DfT via Franchise TOC	Uncommitted	Control Period 5
Option 4.5	Optimisation of capacity	East Coastway	Sussex	Route B - Sussex	Separate Ashford - Hastings and Hastings to Brighton services	Timetable solutions	Superseded by Southern East Coastway plans	Not applicable	Superseded	Not applicable
Option 5.1	Peak capacity	North Downs	Sussex	Route B - Sussex	Lengthen selected North Down service to 4-car	Extra rolling stock	Being planned by First Great Western	DfT via Franchise TOC	Committed	Control Period 4
Option 5.2	Journey opportunities	North Downs	Sussex	Route B - Sussex	Extend Reading to Redhill services to Gatwick Airport	Timetable solutions	Cannot be recommended if additional rolling stock is required	Not applicable	Uncommitted	Not applicable
Baseline	Peak capacity	BML	Sussex	Route B - Sussex	Gatwick remodelling was assumed in the base case situation	Infrastructure - major	Assumed as delivered in CP5 base.	Network Rail ORR Determination	Committed	Control Period 4
Infra A	Journey times	Arun Valley	Sussex	Route B - Sussex	Additional signals Arun Valley	Infrastructure - minor	Being pursued through NRDF	Network Rail Renewals/NRDF	Committed	Control Period 4
Infra B	Performance	BML	Sussex	Route B - Sussex	Linespeed increases on Brighton Reversible at Victoria	Infrastructure - minor	Being pursued through NRDF	Network Rail Renewals/NRDF	Committed	Control Period 4
Figure 9.1	Journey times	East Coastway	Sussex	Route B - Sussex	Linespeed increases on East Coastway	Infrastructure - minor	Recommended	Network Rail Renewals/NRDF	Uncommitted	Control Period 5