

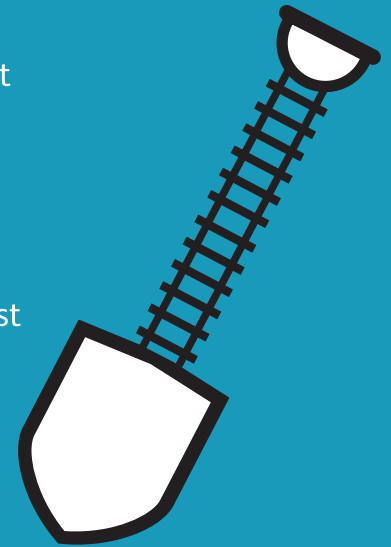
# Unblocking the Croydon bottleneck

Stage 1  
consultation  
feedback  
summary  
report

*Working for you*

# Our proposal

From 5 November to 17 December 2018, we consulted on the concept of unblocking the railway bottleneck at Croydon to provide more reliable, more frequent and faster services on the Brighton Main Line and its branches. Our proposals, to rebuild East Croydon with two additional platforms and remodel the Selhurst triangle, with additional tracks, new flyovers and diveunders, would remove the most challenging constraint on the country's rail network. The proposals are the only practical way to provide a step-change in reliability and capacity for the 1,700 trains and 300,000 passengers travelling on the Brighton Main Line every weekday.



## The Croydon bottleneck



“ We support the proposed works around East Croydon station which will lead to increased capacity for passengers on these lines. The Brighton Mainline project is a priority for Network Rail for CP6. ”

*Caroline Pidgeon, Chair of London Assembly Transport Committee*

“ Network Rail's proposals for unblocking the Croydon bottleneck form a critical component of TfL's plans for transforming rail services in south London. We have been working closely with Network Rail in developing these plans and will continue to do so. ”

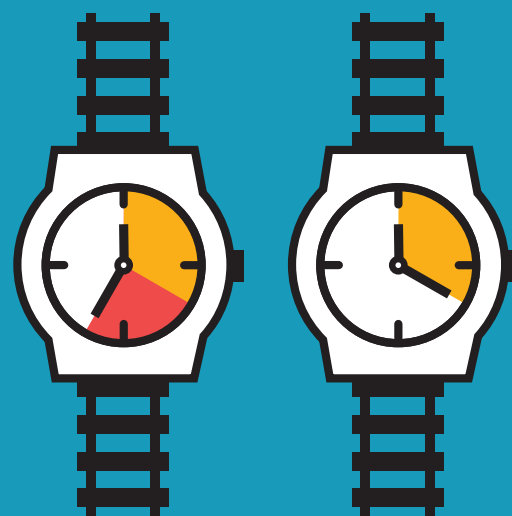
*Stephen Miles, Principal Planner, Rail Development, TfL*

## The performance challenge

Every weekday, more than 1,700 trains carrying 300,000 passengers from the Brighton Main Line and its branches converge on the ‘Selhurst triangle’, a series of junctions near East Croydon which funnel trains to and from London Victoria, London Bridge and beyond - making the Croydon area one of the busiest parts of Britain’s rail network.

Because of the density of junctions in the area – more than anywhere else on the national network – trains often have to wait at red signals leading to congestion, delays and unreliable services

The issues at Croydon magnify the impact of even the most minor incident or delay, making it much harder to recover the service when things go wrong.



Brighton Main Line

South West Main Line

Passengers travelling on the BML experience 60% more knock-on delay than passengers travelling on similar routes

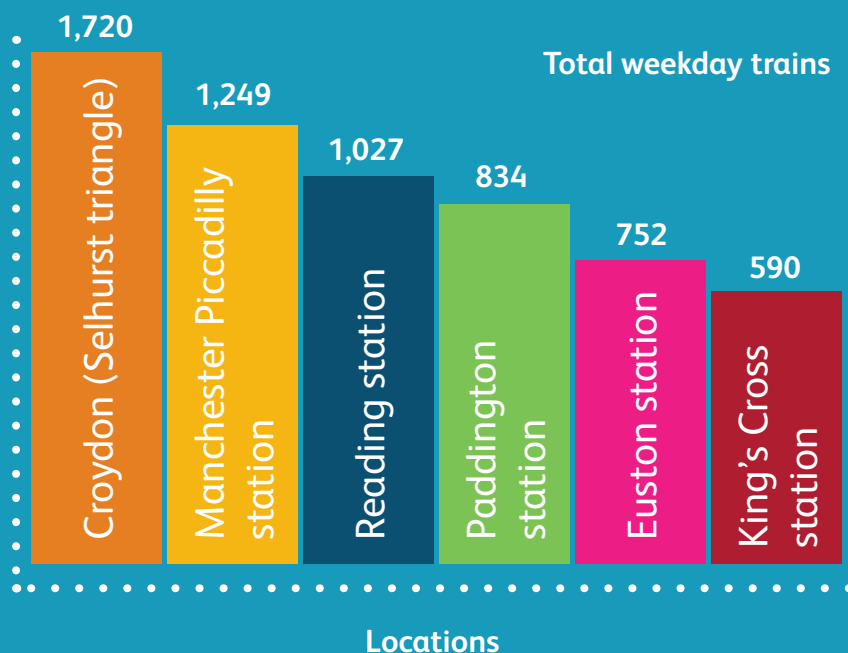
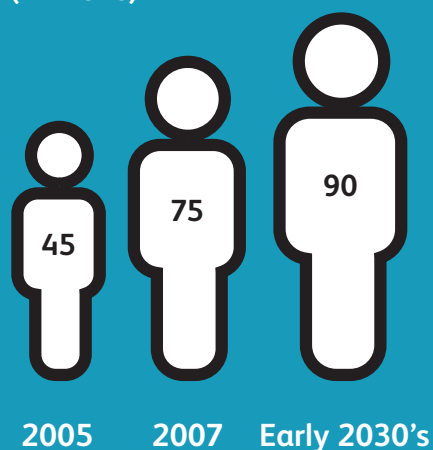
## The capacity challenge

Passenger journeys on the Brighton Main Line grew at around 5% per year in the 2005-2015 period, with trains running on this part of the rail network regularly featuring in lists of the nation’s most crowded services as a result.

The bottleneck means that there is no capacity to run more trains to cope with forecast growth in demand on the line, leading to even more overcrowding in the years ahead unless action is taken.

## Trains per day - a comparison

Annual passenger journeys through East Croydon (millions)



# Public consultation overview

For our first round of public consultation on proposals to unblock the Croydon bottleneck we held **11 public events** in the Croydon area, over **20 passenger engagement events** across the route and people could also view and comment on the proposals on-line.

A total of **840 people responded** to our consultation. Of the 840 responses, **70%** came from Croydon and South London residents, while the remaining **30%** came from across the route and some from further afield.

## Feedback

Consultees were asked whether they agreed or disagreed with the concept of unblocking the railway bottleneck at Croydon. Over **90%** of people who responded either agreed or strongly agreed with the proposals. **7%** were undecided and **2%** disagreed or strongly disagreed with the proposals.

“ *Over*  
**90%**  
*of people who responded either agreed or strongly agreed with the proposals* ”

“ *As a passenger, not an expert, it is impossible to say beyond ‘please get on with it...’* ”

## Key feedback themes

Get it done sooner

More detailed information

Support for Norwood Junction station improvements in reliability, capacity and accessibility

Will the train service be disrupted?

Lower Addiscombe Rd / Windmill bridge rebuild - how will road traffic be managed during the rebuild

# All feedback themes



## Statutory stakeholders

As well as seeking the views of passengers, residents and businesses on our proposals; Network Rail is undertaking ongoing consultation with government agencies, utility providers, emergency services and the rail industry. There is broad support for our proposals among these groups and we will continue consult with them as our plans develop.

We are also keeping directly affected residents and business up to date with our plans.

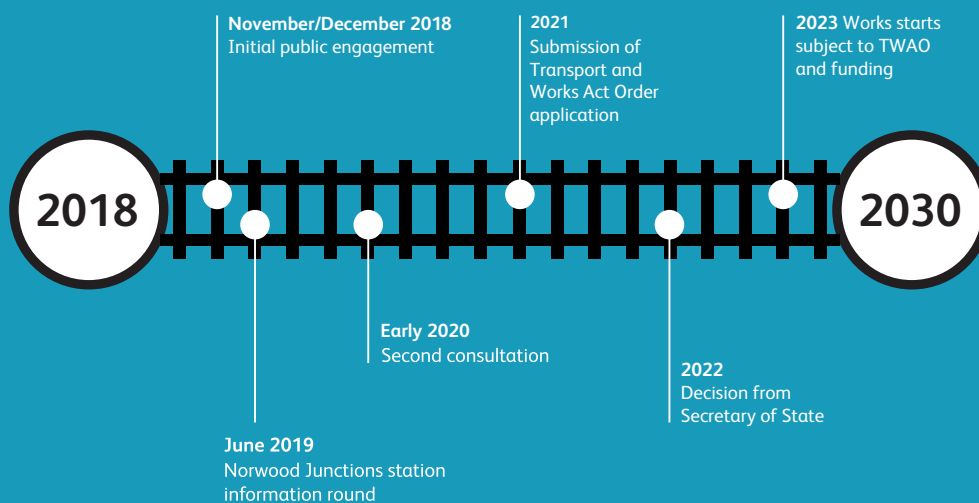
# What's next

We are continuing to work through detailed feedback from the first public consultation which is already helping to shape our designs. These designs are still developing, and we will now formally consult on our proposals to unblock Croydon bottleneck in early 2020.

Our proposals for Croydon are unfunded, as are other elements of our Brighton Main Line strategy. While we develop our plans we will also be making the case for investment in this vital growth corridor.

In the meantime, if you have any further questions regarding our proposals to provide more reliable, more frequent and faster services on the Brighton Main Line and its branches, please do not hesitate to get in touch.

## Proposed project timeline



**“ This scheme will ease crowding and add resilience to what is probably the world’s most intensive mainline rail operation. The Croydon Area Remodelling Scheme is therefore strongly supported by GTR as an extremely high priority scheme now. ”**

*Nigel Searle, Strategic Planning, Govia Thameslink Railway*

“ Our ongoing area-wide Brighton Main Line campaign aims to bring investment and long-term increases in railway capacity on the line which links our whole area and facilitates wider economic growth. The Croydon Area Remodelling Scheme is critical to the success of this and we support the proposals. We continue to urge local businesses to join our Brighton Mainline Alliance. ”

*Jonathan Sharrock, Chief Executive at Coast to Capital Local Economic Partnership*

“ Gatwick fully supports the proposals to unblock the Croydon bottleneck to increase resilience and capacity on the Brighton Mainline, not just for the airport related passengers and staff using the train every day, but to help realise the economic potential of the growth corridor stretching from London to the South Coast and now up to Cambridge and Peterborough. ”

*Richard Higgins, Head of Surface Access Strategy, Gatwick Airport Ltd*

“ As one of London’s growth boroughs and a major transport hub in the south east, I am delighted this scheme is starting to progress to the next stage. These enhancements are of vital importance and, if approved, will significantly improve travel for Croydon residents whilst attracting more visitors and businesses into our town centre. ”

*Councillor Stuart King, Cabinet Lead for Environment and Transport*

## Get in touch

You can find out more about our proposals by going to [networkrail.co.uk/Croydon](https://www.networkrail.co.uk/Croydon)

You can also email us at [CARS@networkrail.co.uk](mailto:CARS@networkrail.co.uk) , phone our National Helpline on 03457 11 41 41 or contact us @NetworkRailSE

*Working for you*