Overview

The Thameslink Programme is transforming north-south travel across London

The Thameslink Programme is helping London’s rail network meet the huge rise in demand from passengers. From 2018 onwards, passengers across the south east will benefit from:

Improved connections
We have created a brand new rail link allowing passengers to travel for the first time from Peterborough and Cambridge directly to Blackfriars and beyond. More stations outside London are connected to the Thameslink route than ever before. There is a brand new rail hub at Farringdon, connecting Thameslink and Elizabeth line (Crossrail) services, giving passengers direct links to three major airports (Gatwick, Heathrow and Luton) as well as St Pancras International for Eurostar services to the continent. This will also help relieve congestion in other places like the central sections of the Northern line.

More reliable, more frequent
We’ve untangled the track on the approaches to London Bridge station to reduce the time trains wait for platforms to clear and cut delays. Over 40km of track has been replaced and new infrastructure has been added, including two major new sections of railway - Borough Viaduct and the Bermondsey Dive Under. In the future a Tube-like frequency of trains will run in each direction through central London, with new track and modern trains providing more reliable journeys for passengers.

New trains
New, spacious Class 700 trains are longer and more energy-efficient. Trains used on the Thameslink route are now longer with 8 or 12 carriages, providing more capacity into central London at the busiest times. They also have more luggage space, improved access for people with reduced mobility, air conditioning and better travel information.

Better stations
We’ve completed work at Blackfriars and Farringdon and many other stations are more spacious, accessible and modern. We have also rebuilt and remodelled London Bridge station, with this project now almost complete. The station is unrecognisable from before, with a concourse bigger than the pitch at Wembley providing 66% more space for the 50 million passenger journeys that take place through London Bridge each year. Passengers will find easier connections to other rail services and the underground, as well as substantially better shops and other facilities.
Overview

Canal Tunnels

We have created a brand new rail link allowing passengers to travel for the first time from Peterborough and Cambridge directly to Blackfriars, Gatwick Airport and beyond. To make this possible we've linked two rail tunnels in north London into the Thameslink network.

The tunnels were originally built in 2006 as part of the St Pancras redevelopment and run between the East Coast main line near King's Cross station and the Thameslink route at St Pancras station.

Borough Viaduct

This new viaduct runs alongside the existing railway bridge over Borough Market and was brought into use in January 2016. The viaduct doubles the number of tracks heading west out of the station, creating dedicated tracks for Charing Cross and Thameslink services. This cuts delays for passengers and allows more train services to continue to and through London Bridge station.

The bridge over Borough High Street was built on top of the new viaduct and slid into place over a long weekend in Spring 2011. This minimised disruption and road closures during the installation and helped us keep road and rail traffic moving during the work.

Bermondsey Dive Under

The Dive Under, similar to a motorway flyover, allows the Thameslink lines from Sussex to cross the lines from Kent unimpeded on their approach to London Bridge station. This increases the number of trains which can serve London Bridge.

The Dive Under is formed by a series of new structures constructed along the line of existing Victorian-era railway viaducts, with structures reused wherever possible to reduce disruption and waste.

The Dive Under was commissioned into use on 27 December 2016, with the first passenger service running through it on 3 January 2017.

Blackfriars station

The first station to span the Thames now offers passengers longer trains and more frequent services, easier connections to the underground and step-free access to both banks of the Thames - as well as a stunning view of London.

The station is also now the world’s largest solar bridge with over 4,400 photovoltaic panels covering the roof, enough to cover 23 tennis courts. The roof provides up to 50% of the station’s energy, reducing the station’s CO2 emissions by an estimated 511 tonnes per year.

Farringdon station

Farringdon is where London’s two biggest transport improvement programmes, Thameslink and Crossrail will meet. With up to 24 trains an hour running in each direction on Thameslink and Crossrail, plus the Tube, Farringdon will eventually be served by over 140 trains an hour.

Passengers using Farringdon station can already benefit from 36 new ticket gates, 20 new staircases, a new footbridge, nine new ticket machines and two new ticket offices spread over two new entrances and a restored historic entrance.

London Bridge station

We’ve rebuilt London Bridge station in phases, allowing the station to remain open throughout construction. With all of the new concourse and platforms now open, the project is now nearly complete.

The concourse at London Bridge station is bigger than the pitch at Wembley Stadium, with new and improved retail and station facilities. The concourse unifies the station, meaning passengers can access all platforms from one place, for the first time.

Entrances on Tooley Street and St Thomas Street connect the surrounding areas. Tube and bus links have been improved and lifts and escalators provide step free access to every platform.