

Rail Partnership Engagement  
Transport for London  
5R3 Palestra  
197 Blackfriars Road  
London

SE1 8NJ

27<sup>th</sup> January 2016

Dear Sirs,

**RE: Consultation on "Rail Passenger Services in London and the South East:  
A New Approach"**

We are writing in response to the above consultation and the information contained in the prospectus 'A new approach to rail passenger services in London and the South East'.

Firstly we welcome the opportunity to input into this process, and applaud the overall aim to provide a partnership (of the DfT and TfL) which can provide clear strategic direction to the management of the rail network, and can seek to balance the diverse demands on the network to meet the broader needs of Society.

██████████ is a privately owned aggregates and construction materials business which operates aggregate and concrete facilities within London and supplies significant volumes of construction materials into the construction sector in London and the South East. Our activities include the supply of aggregate freight trains into London depots, as well as the distribution of aggregates on the road network.

██████████ is a member of the Rail Freight Group, and is keen that its views and the views of the RFG are reflected in the final approach to the proposed partnership. We would ask that the Rail Freight Group be included as an important consultee for the remainder of the process.

We wish to make a number of general points, and to also respond on some of the specific questions raised in the Prospectus.

**General Points**

The proposed partnership will be responsible for the strategic direction and management of future train operator contracts, and aims to fully reflect local priorities for growth and to provide more frequent services, better interchanges and increased capacity.

For the network to be as efficient as possible and therefore for capacity to be maximised this is essential, and is therefore to be applauded.

The Prospectus recognises that 'Transporting freight by rail creates economies in goods distribution, helps remove trucks from the roads and relieves congestion.' As a business that uses the rail freight network and the road network in London we welcome the

recognition that the rail network is critical in meeting the freight distribution needs of the Capital.

It is our view that not enough emphasis is given in the prospectus to the importance of rail freight in reducing heavy goods traffic on the roads, and in protecting the safety of vulnerable road users. The importance of rail freight into the Capital should be stressed with greater emphasis and its importance in reducing heavy goods traffic and protecting vulnerable road users recognised.

The prospectus recognises that 'sometimes opportunities have been missed through fragmentation of decision making and a failure to recognise the vital role local priorities play in securing development and growth'. We suggest that the partnership should establish a framework which supports and encourages rail freight, particularly in the construction sector. This should include the importance of strategic rail freight sites and the need to protect rail freight capacity and strategic rail sites from conflicting activity and development.

The construction sector is of critical importance to the prosperity of London, and is critical for delivery of the major infrastructure projects discussed in the prospectus. The use of rail freight by the construction sector has increased significantly in recent years and it is vital that freight capacity is preserved to enable the sector to meet the predicted future demands.

### **Specific Questions from Prospectus**

Where we have a view on the specific questions asked in the prospectus we give it below. Where we have no particular view on the question raised we offer no comment.

#### **Question 1**

Do you agree with the principle of a partnership to better integrate the specification of rail passenger services across London and the South East?

[REDACTED]

For the network to be as efficient as possible and for capacity to be maximised a clear strategic vision and clear management is essential, and this partnership principle is therefore to be applauded.

#### **Question 2**

Do you agree with the principles that the partnership will work to? Are there any specific issues that have not been captured?

[REDACTED]

We recognise that passenger traffic is vitally important, and the majority of the principles reflect this priority. We would applaud the aim to increase network capacity by improving management of train services. It is critical that the needs of rail freight are included in this assessment, and that the important part that rail freight plays in London is recognised.

#### **Question 4**

What form do you propose the input from local authorities and LEPs could take?

[REDACTED]

There will be a significant number of interested parties wishing to give their views, and it is important that the system to receive and consider those views remains effective. We would suggest that all parties should be asked to input in writing in the first instance, and that where specific local issues arise the partnership will seek further involvement of those

parties that have registered an interest, either in writing or at meetings of those interested parties. It is important that the partnership sets a clear framework of its aims at the outset, so that all parties can see how their specific interests are reflected.

Question 6

Are there other outcomes you might expect to see achieved?

We would expect to see targets set for the increase of rail freight into London, and for DfT and TfL to clearly set out a list of strategic rail freight sites that should be protected for freight use, together with timetables for their development where they are not already in use.

We would ask that you acknowledge receipt of this submission, and that you place us on the list of parties to be consulted further on this proposed partnership. We would welcome the opportunity to input further on the specific subject of rail freight, and would repeat our request that the Rail Freight Group be recognised as a key industry consultee.

