

From: [REDACTED]
To: [REDACTED]
Subject: Fwd: Comments new approach to rail passengers services in the South East
Date: 18 March 2016 16:26:41

In response to your Rail Prospectus

Q1 Do you agree with the principle of a Partnership to better integrate the specification of rail passenger services across London and the South East.

It is a pity that the published prospectus has to be responded to at TFL which means that politically the South East is not represented

Q2 Do you agree with the principles that the partnership will work to ? Are there any specific issues that have not been captured.

The ownership of the maintenance depot is crucial to the operation of services by allocating units to diagrammes. If Selhurst depot is owned by TFL then the operation of services like the Uckfield line will suffer. ie in early privatisation days Thameslink units were maintained at Selhurst. The service was so poor that Thameslink built there own depot at Bedford.

Q3 Do you agree with the proposed Governance arrangements.

To increase services to to metro style frequencies on the two rail outer suburban lines means that the outer suburban services are slower. ie when the mayor of London specified 15 minute service at Sanderstead and Riddlesdown the three fast peak services from East Grinstead to London Bridge changed to stopping services meaning that East Grinstead passengers had a 14 minute longer journey time on these trains.

Q4 What form do you propose for LEP and LA input

The local Authority and LEP input must not be waited on either side from the GLA area or outside the GLA area.

Q5 Do you agree with the safe guards for transfer of inner suburban services to TFL as set out here.

NO the maintenance of units both in the Southern Metro area and outside the GLA area throughout Southern is from Selhurst Depot and the units are inter linked and the splitting of lines does not make sense.

The safeguard on retaining national fares is not strong enough. A safeguard is there for the present fares but no safeguard for the use or purchase is shown. ie [REDACTED]

[REDACTED]
and this will work the barrier at London Victoria the barriers on the underground system and the barriers at London Euston and be available at Manchester Picadilly if one had to use oyster style smartcard ticketing then both ease of purchase and use on the day will be reduced.

No safeguard for available staff. The underground have closed ticket offices with the

proviso that staff will be available in the Ticket Hall. I use London Bridge underground frequently but have not yet seen this member of staff.

Q6 Are there other outcomes you might expect to see achieved.

If shorter turnrounds at London termini are imposed then in times of disruption the service will be worse to passengers outside the GLA area as no time will be able to be made up at the termini this will affect outer services passengers the trains are not as frequent as inner services.

