

From: [REDACTED]
To: [RailProspectus](#)
Cc: [REDACTED]
Subject: Consultation Response - A new approach to rail passenger services in London and the South East
Date: 18 March 2016 12:37:55

Introduction

[REDACTED]
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[REDACTED]
[REDACTED] It therefore forms a significant component of the social and economic fabric of the Greater Anglia Franchise area. Whilst in terms of the Franchise, the area clearly has a strong interest in improved rail access to London, it also has its own diverse social and economic life linked to its dispersed pattern of urban rural and coastal settlements and the two major international gateways to which it is home – London Stansted Airport and the Haven Ports cluster (Harwich International Port, Harwich Navyard, Brightlingsea, Mistley and of course Felixstowe, the UK's pre-eminent container port).

Rail connectivity is vital to all these locations and not just the Great Eastern Main Line; the West Anglia Main Line is vital to support the doubling in passenger numbers and broader range of destinations served envisaged by Stansted Airport in its new Sustainable Development Plan; F2N is vitally important for moving freight to and from the Midlands and the Partnership area also includes six out of the nine local branch lines covered by Community Rail Partnerships in Greater Anglia. Branch lines are more important and more relevant to the future growth and prosperity of this sub region than any other.

[REDACTED] has therefore been a strong supporter of the all efforts to improve rail infrastructure and services across the East of England and now welcomes the opportunity to respond to this Consultation.

Consultation response

We respond below to the questions set out in your consultation:

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?

Response: The proposals set out in the consultation appear entirely sensible. Anything which would enable [REDACTED] to join forces with others to put pressure on Franchise operators to improve standards and strive for integration and consistency with other network operators including TfL must be of benefit. However, it is their potential to improve travel experience for passengers to and from [REDACTED] sub region that is most important and yet most difficult to gauge. Unfortunately, this initiative will not influence the specification or award of the new Anglia Route Franchise. Tenders were submitted in December 2015 and the result will be announced in June 2016. It is therefore too late.

Question 2 - Do you agree with the principles that the partnership will work to? Are there any

specific issues that have not been captured?

Response: Yes, we agree with the principles but cannot identify any specific issues that have not been captured

Question 3 - Do you agree with the proposed governance arrangements?

Response: Yes

Question 4 - What form do you propose the input from local authorities and LEPs could take?

Response: Involvement is requested at both Partnership and individual local authority level and we would appreciate a joined up approach to achieving a common quality standard across the entire SE, most of which we have already asked for in the consultation on the Anglia Route Franchise

Question 5 - Do you agree with the safeguards for transfer of inner suburban services to TfL, as set out here?

Response: We have no view on this.

Question 6 - Are there other outcomes you might expect to see achieved?

Response: We particularly welcome the focus on improvements to the basics eg clean and accessible stations with proper travel advice and information but we would also wish to emphasise the necessity to two specific things, one included as a proposal and one not, that will make a major difference to the future attractiveness of rail travel, these are:

- Top quality wi-fi
- Adequate and accessible car parking at stations. On some stations on the Great East Main line, it can take longer to exit the car park during peak hours after a journey than it takes to complete the rail journey itself – in some cases up to 45 minutes or more. This is a deterrent to passenger growth and a holistic approach needs to be taken to address it as part of the overall travel experience.

Finally, the consultation avoids any mention of freight and whilst that might be understandable, there may be issues where the benefits of partnership working and a more joined up regional approach, could be of assistance.

I hope these comments are of assistance

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