

## A new approach to rail passengers services in London and South East

Consultation Response: [REDACTED]

March 2016

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### 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] agrees with the principle of a partnership, and welcome the opportunity to influence rail passenger services. There is a requirement to ensure, however, that the voices of local authorities outside London are heard.

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

[REDACTED] agrees with the principles that the partnership will work to, and supports the need to improve long distance services to support commuting and regional growth.

### 3. Do you agree with the proposed governance arrangements?

[REDACTED] agrees in principle, though would like to see representation from the local authorities outside of London, to ensure that their voices will be heard in decision making.

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

[REDACTED] would support any mechanism which enabled a strong representation from the authorities outside London to be taken into account, although we do appreciate the need to identify a workable solution going forward to accommodate the number of views involved.

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

In principle yes, but we would be echo the response from Solent Transport to modify the second bullet point should be modified to ensure that any adverse impact also considers the impact on future, as well as current, longer distance services:

- No adverse impacts on the frequency, journey times or stopping patterns of longer distance services to / from London. Extra capacity on peak local London services would only be added if there is no negative impact on longer distance services. ***In both cases, adverse impact should not just be***

***considered against existing long distance services. Adverse impact should be considered against any identified future requirement for additional long distance services to improve capacity and connectivity, and considered against potential schemes to improve journey times on longer distance services.***

We also support the statement that there will be no detrimental effect on fares.

<b>6. Are there any other outcomes you might expect to see achieved?</b>
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We would be keen to see greater integration of the rail services within the wider transport system of the broader South Eastern region, including multi-modal, multi-operator smart card ticketing.