

**From:** [REDACTED]  
**To:** [RailProspectus](#)  
**Subject:** Input to the Consultation iro LOROL expansion  
**Date:** 17 February 2016 16:05:42

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Dear Sirs,

[REDACTED] is grateful for the opportunity to submit to this consultation on the proposed expansion of LOROL services to incorporate South London Metro services which are currently operated by South Eastern Railway and Southern p/o GoVia Thameslink Railway.

[REDACTED] will not fall into the geographic of the revised service operations, but will be impacted by the adjunction to it's London services via Sevenoaks (South Eastern) and East Croydon (GoVia).  
It is within that context we feel we should give an input to the consultation.

To address your specific questions:

- 1) YES. The prospect of integration of South London services into a wider centrally controlled operation is welcomed. This will give those services a clear definition and recognisable operational framework. It will also free the existing complex service structure from the non-LOROL franchises, allowing franchise holders to concentrate on their long distance services with a view to service improvement and better disruption management.
- 2) YES. Any move towards a common fares policy in conjunction with improved infrastructure is welcome. However, no reference is made to interconnection with main-line services and the prospect of the latter services to have amended stopping patterns to maximise the passenger capture onto the former. As an example, should Hastings < > CX services stop at New Cross (instead of Orpington) to allow smooth transfer onto LOROL and onward to DLR services?
- 3) YES. If an expanded LOROL is to be successful then it needs to have a central governance that is specific to the area it serves.
- 4) SERVICE PATTERNS and SUBSIDY. Local authorities outside of London will have a knowledge of population, passenger usage, destinations, and future flows. LEPs will have an interest in wider promotion for business and should be considered for partial subsidy towards LOROL operations to boost those long-term interests.
- 5) YES.
- 6) MORE INTERCONNECTION between LOROL suburban services and long distance services, possibly with amended stopping patterns to service that connection. If Hastings services were to call at New Cross, then a combination of LOROL then DLR would give easy

access to, for instance, Canary Wharf and London City Airport.  
MORE PROMOTION of long distance destinations within the LOROL network, utilising improved connections.  
NO INCREASE in long-distance journey times. Resist the temptation to use long-distance services within a metro-style stopping frequency or pattern.

We hope you will find our submission to be useful.

Yours faithfully,

[REDACTED]  
[REDACTED]  
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