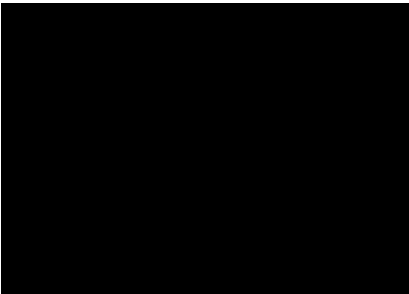


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[REDACTED]

[REDACTED]

### 3. General comments on the consultation paper

- a. It is high on aspiration & vision but low on detail of how it will achieve targets within its three guiding principles of:-
  - More frequent services, better interchanges & increased capacity;
  - Greater reliability and
  - Higher standards of customer service.
- b. The paper tells us that inner suburban routes in Southern & SWT areas would be managed by TFL. Would the inner suburban element of Southern's Metro network seem to be likely a candidate for takeover. Some routes stray outside of the nominal Greater London area but fall within TFL's zoning area.

The only map in the paper at page 17 sets out current frequency levels of service in central London.

- c. There is no mention in these proposals of how improved TFL Metro services would fit in with the enhanced 2018 Thameslink timetable within the current physical network's capacity; think of the pinch points at East Croydon & Clapham Junction stations plus the need to increase capacity at Victoria and Waterloo stations and several flat junctions that need upgrading to graded or flying junctions.

It is understood that some current Metro routes may become Thameslink routes.

- d. Many infra structure capacity improvement works have been identified by Network Rail in their BML & Wessex route studies. There is no direct mention of these being essential to achieve more frequent services & increased capacity or how they will be funded.
- e. There is no mention of how 'improved' inner suburban services will fit into the current timetable pattern and the 2018 GTR timetable without degrading current outer suburban and coastal services into London termini plus the North Downs line cutting across several Coastal routes to London.
- f. There is a suggestion at page 25 that financial contributions from local authorities will be required if the vision set out in this paper is to be achieved. This assumes that local authorities have 'spare' money to make contributions.
- g. There is no mention of how Network Rail will improve the reliability of the physical network for which it has responsibility.

Rail Secretary Claire Perry MP has stated that over 60% of disruption to services is caused by NR equipment & track failures. Many rail users would figure that even higher.

- h. There is no mention of how this paper's vision will be affected by the Department of Transport's forthcoming project 'The strategic case for investment along the south coast rail corridor' announced October 2015.
- [REDACTED]
- [REDACTED]

**4, Responses, [REDACTED] perspective to the six questions posed in the paper.**

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?

Partnerships are fine in principle but those who control the purse strings usually hold sway.

In this case DFT is a large government department creating & implementing, within available resources, national transport policy whilst TFL is a specialist body with a clearly defined role within Greater London but dependent on Government grants.

Involving local authorities is good but do they have the expertise & money to bring to the debating table.

Here in [REDACTED] tend to use [REDACTED]  
[REDACTED]

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

The three principles identified are good but the paper is thin on detail as to how they will be achieved.

For example [REDACTED] Southern often drop services to some stations if there is disruption elsewhere on the network.

There are serious fare anomalies with some Gatwick-London fares being cheaper than Redhill area stations. Then from Coulsdon South towards London more cheaper fares are available as they benefit from TFL zoning prices.

Stations south of here have Oyster but not TFL pricing. A further absurdity is that it can be cheaper to travel from Gatwick or Dorking to London via Redhill than from Redhill itself!

GTR Southern is introducing their Station Host initiative to bring all day platform staffing to many stations; it should include ticket sales support, gateline duties, platform dispatch and general passenger care.

But this scheme will not benefit unstaffed or partially staffed stations especially in achieving speedy platform dispatch times.

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

Not entirely; DFT and TFL have two completely different working styles, culture & financing models.

DFT always seems 'distant' from day by day railway matters being mainly policy driven and overseeing major decisions in developing the rail network, whilst TFL is very hands on and clearly understands its objectives.

So how these two bodies will work together and share budgets is unclear and the outcome of the London Mayoral elections could affect matters.

It is unclear where this new partnership with or without local Government involvement will fit with TFL's current committee structure where London Boroughs are already represented.

Effectively DFT are making TFL into an integrated transport authority for all rail services in Greater London with local government having an involvement but the Secretary of State having the final decision – 'in the national interest.'

[REDACTED]  
[REDACTED]

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

Local democratic input is to be welcomed but do local authorities outside of Greater London have the transport knowledge to make meaningful contributions to this debate.

If taken at County level the numbers involved are manageable but at district council level the numbers are very large and adjoining councils will all press for their very own local/parochial interests as their electorate would expect.

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

Safeguards nothing clear cut or statutory in any wording is provided. But finally the paper tells us that;

The arrangements for each area will be subject to a decision by the secretary of State at the appropriate time, taking into account value for money and other appropriate considerations.

So other Government concerns could sway or overturn local democratic decisions.

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

- a. Make ticketing standards & pricing consistent across London and the South East.
- b. Make station signage and wording consistent across the area.
- c. Use appropriate rolling stock for the routes in question, for example the new Siemens Series 700 trains for Thames Link look suspiciously like high-density metro stock that is fine for metro length journeys but is not suitable for those travelling outer suburban to outer suburban across London.  
The Department for Transport specified the 700 stock requirements.
- d. Improving Network Rail's ability to provide a reliable network with increased capacity
- e. Full consideration of how Cross Rail 2 will integrate with the improved inner and outer suburban services
- f. Bring forward the infra structure capacity works already identified and introduce a separate Greater London Control Period with its own ring fenced funding to accelerate these identified improvements as detailed in Principle One as being essential to ensure the continuing economic growth in London.

## **5. Conclusions**

Hopefully this consultation paper is merely the overture to more detailed proposals over time but this proposed partnership is doomed if not fully funded and then managed by proven railway professionals with front line experience.

Yours faithfully

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