

From: The Rt. Hon. Sir John Stanley, M.P.



HOUSE OF COMMONS

LONDON SW1A 0AA

2 September 2013

IMMEDIATE

Mr Richard Price
Chief Executive
The Office of Rail Regulation
One Kemble Street
London WC2B 4AN

Dear Mr Price

I have received the attached Response to the ORR CP5 draft determination consultation from the Edenbridge & District Rail Travellers' Association's Secretary, Mr Geoff Brown.

I am writing to say that I strongly support all the points made in the Edenbridge and District Rail Travellers' Association's Response.

Yours sincerely
John Stanley

Edenbridge & District Rail Travellers' Association Response to ORR CP5 draft determination consultation closing 4.9.13

- E&DRTA strongly supports the inclusion of the item: **'Platform extensions at eight stations on the Uckfield Line to allow 10 car train operation'**.
 - This appears to be endorsed by the DfT press release of 9.5.13 'Lewes–Uckfield rail route to be re-examined' in which the Secretary of State said 'The government's rail investment strategy already requires additional rail capacity to be delivered between Uckfield and London Bridge by 2019. This is likely to be achieved by adding more carriages to trains running on the route.'
 - The latest ORR Station Usage data, for 2011/12, confirm a continuing 8-10% p.a. growth from Uckfield branch stations in recent years. Extrapolating the worst current load factor of 135% to 2018/19 would give a load factor of 200%
 - It is therefore imperative that the train lengthening scheme be delivered as soon as possible and certainly not later than mid- CP5 by which time there would appear to be a reasonable expectation of compatible (170 series) rolling stock being provided from the emerging cascade programme.
 - With only the 2- and 4 car non-gangwayed CI.171 units available, platform lengthening is essential for 10 car trains formed in any combination.
 - Note that 10 x 23m platforms, equivalent to 12 x 20m, are sometimes referred to as '12 car platforms.'
 - Platform lengthening should be provided in such a way as not compromise future redoubling of the single line sections
 - The scheme will not only relieve overcrowding for our members on the Uckfield branch, but from Hurst Green and Oxted, where demand is for the Uckfield (fast) trains, as well as from East Croydon into London Bridge, according with HLOS objectives.
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- E&DRTA also strongly support the inclusion of the item **'Redhill additional platform' (Platform '0')**
 - In addition to facilitating extension to Gatwick of the second Reading service in each hour, additional platform capacity would facilitate Kent County Council's proposal for a direct Kent- Gatwick service, encouraging modal share of such journeys closer to levels already enjoyed by better served surrounding counties.
 - Furthermore, the additional platform would facilitate possible restoration of some former inter-regional services from Gatwick and Redhill via Guildford to Oxford, Birmingham, etc.

Geoff Brown,
Secretary, E&DRTA
29.8.13