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Our Ref: 161108-000270
Your Ref: SA24902/CM

Dear Anne

Re: Radlett Strategic Rail Freight Interchange

Further to the e-mail exchange of 19th June I would like to apologise once again for not responding sooner to your previous correspondence. Following on from my letter of 27th November 2016 I can confirm that Network Rail has completed the detailed review with Helioslough of the ability to path trains on/off the proposed terminal at Radlett, in the context of the current development timetable and against a typical 24 hour weekday operation.

This review has been undertaken recognising the current constraints on freight operations on the MML south of Bedford during the morning and evening peaks.

The review has also been completed within the parameters of two intra-peak freight paths per hour in each direction on the Midland Main Line, as contained both in the Working Timetable and all Development Timetable iterations.

Due consideration has also been given in the review to overnight access to/from the proposed terminal, in recognition of the fact that SRFI facilities all operate on a 24 hour basis. This aspect of the review has, therefore, also considered arrangements for access to the SRFI at times when there are planned engineering works, in order to determine (as with other SRFI) how the site can receive and dispatch trains as part of a robust overnight operation.

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As a result of this detailed review Network Rail can confirm the following position with respect to the operation of trains to/from the proposed SRFI at Radlett:

1. Trains will **not** be able to access to or egress from the site between the hours of 07.00 – 09.00 and between 16.00 – 19.00 on any weekday, in line with the current constraints on freight operations on the Midland Main Line south of Bedford during the peak hours;
2. The review has confirmed that with appropriate signalling arrangements (which will be incorporated into the next stage of development work) it is possible to path trains on and off the site and in/out of the freight paths in the Working Timetable / Development Timetable during the daytime period between the peak hours, i.e. between 09.00 and 16.00;
3. Similar arrangements will apply for pathing of trains to and from the site outside of the morning and evening peaks i.e. between 19.00 and 23.45 and between 05.30 and 07.00. This is consistent with other SRFI, during which periods alternative arrangements can be made to reschedule freight movements to and from site;
4. The review has confirmed that pathing of trains to and from the site during the overnight period (23.59 – 05.30) is viable. This includes times when direct pathing to and from the site may be constrained by planned engineering works and where Network Rail is satisfied that alternative working arrangements can be implemented.

As a result of this review Network Rail can confirm that it is possible to path trains on and off the proposed SRFI at Radlett at all off-peak times within a typical 24 hour weekday cycle, without detriment to existing or currently proposed passenger and freight services. For the avoidance of doubt this includes services proposed in the Development Timetable.

This confirmation should be read in conjunction with the following specific points:

- a. All departures from site will be subject to “right time departure” principles to ensure the train departs into its booked network path;
- b. Where “right time departure” into the train’s booked network path is not possible the train will be held on site until the next available network path;

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- c. The timetable modelling has proven the ability to path trains in and out of existing freight paths in the Working and Development Timetables. Whilst this clearly cannot offer an absolute guarantee on the availability of specific paths, it will nevertheless allow freight operating companies to have confidence in bidding for paths on which to operate services to/from the SRFI;
- d. In this context Network Rail applies a rigorous approach to the evaluation of all applications for all new or amended track access rights by passenger and freight operating companies. This process also allows for rail industry consultation with other operators and approval / direction by the Office of Rail and Road. This process, which will be applied to any bids to operate trains to/from the proposed SRFI, therefore provides additional safeguards to ensure that new traffic flows integrate successfully with existing freight and passenger operations.

Network Rail has applied a consistent and appropriate level of due diligence to the completion of this review. This is in line with Network Rail's wider obligations to act fairly and equitably with all third parties and users of the network.

As a result of this review, Network Rail considers that both Helioslough and wider stakeholder community can draw a high level of confidence that the pathing of trains to/from the proposed SRFI at Radlett, within the parameters defined above, can be achieved without detriment to existing users of the network.

On this basis Network Rail has confirmed to Helioslough both the acceptability of the timetable review and that it is willing to move ahead with Helioslough to progress the next stages of development of the rail infrastructure works.

I trust the foregoing clarifies the position with respect to the timetable modelling review. However, and as per my letter of 27th November, I would appreciate the opportunity to meet with you to discuss the findings of the review if you feel that this would be beneficial.

Yours sincerely



Paul McMahon

Managing Director, Freight and National Passenger Operators