



Department for Transport

Paul McMahon
Network Rail

Dear Paul,

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RAIL ACCESS TO THE PROPOSED STRATEGIC RAIL FREIGHT INTERCHANGE AT RADLETT

You may be aware that DCLG recently invited further submissions in the long-running planning application for a Strategic Rail Freight Interchange (SRFI) at Radlett.

Among the recent submissions is one from Wayne Leighton solicitors which draws attention to what it considers material changes in circumstances since the Secretary of State for Communities and Local Government issued his "minded to approve" letter in December 2012. These changes include:

- Network Rail's Capability Assessment of the Radlett Proposal, and in particular the implication of a junction speed requirement of 45 mph;
- Completion by Network Rail of the Sundon Loop;
- The potential for London Gateway to remove the likelihood of five trains a day from Felixstowe and Southampton to the proposed Radlett SRFI.

It is my understanding that the Freight Market Study undertaken by Network Rail as part of its long-term planning process anticipates that London Gateway will supplement, rather than replace, any flows from Southampton and Felixstowe. I am also concerned that the argument advanced in relation to the completion of the Sundon Loop may be based on a misunderstanding of the nature of rail operations at that location.

To ensure that DCLG is able to consider this matter on the basis of fact, I should be grateful if Network Rail would provide on the extent to which the developments cited by Wayne Leighton are material changes in circumstance likely to have a significant impact on the feasibility of a potential SRFI at Radlett. I attach a copy of the Wayne Leighton submission for your reference.

Many thanks,

Debbie Phelan
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Paul Collins