

**Mrs Anne Main MP**  
St Albans



HOUSE OF COMMONS  
LONDON SW1A 0AA

Mr Mark Carne  
Chief Executive Officer  
Network Rail  
1 Eversholt Street  
London  
NW1 2DN

8 June 2018

Our Ref: AM/RE

Dear Mr Carne,

Following on from the recent chaos we have seen on the railway lines after the implementation of the May 2018 timetable, I wanted to write to you yet again to outline my serious concerns and objections towards the proposed Radlett Strategic Rail Freight Interchange (SRFI) that would have such a major impact on my constituents.

As you will know, Network Rail have never given detailed assurances about how a SRFI is deliverable on the line and how it would not impact on passenger services. Crucially, this includes a complete lack of detail on the proposed infrastructure upgrades that would be required on the line and potentially on the tunnels that would impact on passenger services.

I think it is worth restating that when this application was originally considered it was for a Strategic Rail Freight Site, which of course operates at a much higher level of connectivity to the train line. I have always maintained that this site, with a lack of ability to expand, constrained in access and without adequate pathings, will not function as a SRFI.

Sadly, at the time of the enquiry, Network Rail declined to be cross-examined or give any evidence to support their view that a high level of rail connectivity was achievable. However, First Capital Connect, the then franchisee, did appear and expressed grave concerns about the potential detrimental impact this site would have on access to the line and the impact it would have on passenger services as the Thameslink programme was being introduced.

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Despite a decade of pressing for this information, Network Rail are still yet to provide any details. Including on how the pathing would work to allow for a huge increase in slow freight trains to fit in with the increasing number of fast passenger services that are crucial for my constituents and those up and down the line.

I oppose this site because I believe it is a totally inappropriate location for a SRFI. I am horrified that we might press ahead with developing this site without detailed information about all the issues I have outlined from Network Rail. Further, it seems to me that the only high level of connectivity that would be available on this line would be during the night. This would be a major noise nuisance to my constituents and would be wholly unacceptable.

My commuters have been disgusted at the level of service that they are currently enduring and will not tolerate future chaos being generated on this line. The ongoing rail disruption is a prime example of a lack of detailed, realistic and competent planning and I have no doubt that Network Rail should take their share of the blame for that.

I believe that the vague assurances given by Network Rail at the time of the enquiry which helped deliver credibility for the planning permission for the SRFI should now not be relied upon. I am of the view that if Network Rail had attended the enquiry and offered themselves for cross-examination, there is a strong possibility that this proposal would not have been found acceptable. The calamitous delivery of the May timetable change shows that Network Rail's assurances cannot be relied upon.

It is imperative for Network Rail to provide my council, my constituents and I with detailed information on how a proposed SRFI at the Radlett site would be delivered without causing major and ongoing disruption to commuters. I request that you specifically address the proposals for the train and rail freight timetable and for the inevitable major construction work required for the line.



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In the years that have passed since the SRFI was granted, there has been a huge increase in road haulage with the growth of Amazon and many other online retailers. Without high levels of connectivity to the rail line for freight, this site could potentially be turned into a lorry park. Which would also be a completely unacceptable use for this site. Our area needs housing for young people and families. If this greenbelt site is being sacrificed for any purpose, I believe it should be used for much needed housing for young people and families in my constituency.

I look forward to your response and answers to the questions posed.

With best wishes,

A handwritten signature in cursive script that reads "Anne Main".

**Anne Main MP**

**cc: Chris Grayling, Secretary of State for Transport**  
**James Brokenshire, Secretary of State for Housing, Communities and Local Government**

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