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Dear Sir/Madam,

## **Croydon Area Remodelling Scheme**

Railfuture is Britain's leading and longest-established national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement, and the socio-economic benefits of better-connected communities. We seek to influence decision-makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We follow below the format of the online survey's substantive questions.

Q4 - How do you feel about our proposals to unblock the Croydon bottleneck?

A4: Strongly supportive.

Q5 - How do you feel about our proposals for the redevelopment of East Croydon station?

A5: Strongly supportive.

Q6 - How do you feel about our proposals for the reconstruction of Lower Addiscombe Road / Windmill Bridge?

A6: Strongly supportive.

Q7 - How do you feel about our proposals to provide grade separation of the Selhurst triangle?

A7: Strongly supportive.

Continued.....

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

Q8 - Do you have any further comments or other ideas for our proposals to unblock the bottleneck?

A8: We responded to the 2018 consultation: <https://www.railfuture.org.uk/display1929> Our 'further comments' then still hold true today, interruption by the pandemic notwithstanding.

We have also responded to the separate consultations on Norwood Junction in 2019: <https://www.railfuture.org.uk/display2126> and on Reigate earlier in 2020: <https://www.railfuture.org.uk/display2301> We are particularly pleased to see that Reigate is currently seen, like Gatwick Airport station upgrade, as in the 'Short and medium term plans' for 'Improvements prior to CARS'.

Noting the changes to various aspects of the scheme since the previous 2018 consultation, Railfuture continues to support strongly the underlying strategic justifications for the whole Croydon Area Remodelling Scheme which were established pre-pandemic and, given the inevitably long lead-times to even beginning to realise its benefits, will be a vital buttress to the long-term sustained, and sustainable, recovery from it. Those justifications might be characterised as The Three C's – Capacity to enhance the journey experiences of existing and future rail travellers, Connectivity to underpin the spread of economic activity, and Carbon reduction flowing from the first two as they enable significant shift away from higher-emission and polluting travel modes to an electrified railway as the most environmentally-friendly and efficient choice of powered surface transport.

Although last October's Rail Network Enhancements Pipeline from the DfT could not include the Croydon Area Remodelling Scheme owing to its then very early stages, it did include another 'Improvement prior to CARS' which we also much welcome: *"Brighton Main Line : Southern : Decision to Develop > Decision to Design : To provide a performance improvement and permit additional peak trains on the Brighton Mainline"*. More recently we have noted with appreciation that the Croydon Area Remodelling Scheme is one of just six projects nationally identified by Network Rail as priorities for 'Project Speed'.

We look forward to the submission next year of the application to the Secretary of State for Transport seeking an Order under the Transport and Works Act for the necessary powers to acquire any land required and construct, operate and maintain the scheme. We may well have more specific and detailed comments at that next stage. At this still-early stage in the scheme's evolution and especially bearing in mind the nation's present pre-occupations, we believe that the over-riding priority at this particular juncture is to re-affirm support for its strategic value as a pivotal transport intervention contributing to the realisation of regional as well as local socio-economic and environmental goals.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Director for Infrastructure & Networks, national Board  
Vice-Chair, London & South East regional branch

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