



Department for Transport Consultation on Proposals for the Mayor of London's Rail Powers beyond the London Boundary

A response by London TravelWatch

Executive Summary

- (i) London TravelWatch believes the proposals to extend the Mayor's rail powers beyond the GLA boundary will help integrate rail services better as well as helping to integrate rail with other public transport modes.
- (ii) London TravelWatch agrees that the Mayor should be able to propose additions or reductions as appropriate to services which in part run outside the GLA boundary.
- (iii) Integrated fares and ticketing is supported by London TravelWatch and we believe the Mayor's powers should have some links to the national Ticketing and Settlement Agreement. Rail services to stations beyond the boundary should also be included to have an appropriately integrated fares system.
- (iv) London TravelWatch believes the Mayor should be able to pay for enhancements to stations outside the GLA boundary, and in particular TfL ought to be able to carry out its own high standard of improvements to such stations. Good cooperation is also required from Network Rail.
- (v) London TravelWatch agrees with most of the DfT's proposed boundary stations, but believes that all stations within the GLA area must be included.
- (vi) On the South Eastern route, London TravelWatch requests that Sevenoaks be the boundary for both its routes.
- (vii) On the South Central route, London TravelWatch believes all GLA stations must be included. Therefore Oxted and Redhill (or Reigate) should be included in the area and be the boundary stations on these routes.

- (viii) Where a town has two stations, with one proposed to be outside the boundary, London TravelWatch believes it is practical and fundamental in terms of avoiding fare anomalies to have both stations within the boundary.
- (ix) On the Chiltern route, London TravelWatch prefers High Wycombe as the boundary station and also asks DfT to consider Aylesbury as a boundary for both Chiltern routes.
- (x) If Crossrail is developed, London TravelWatch believes the whole scheme should come within the Mayor's powers.
- (xi) London TravelWatch believes that airports are vital to the future success of London and we believe that there is a strong case for services to London Luton Airport, London Stansted Airport and London Gatwick Airport (plus intermediate stations from London) to be included in the Mayor's powers. We think this is a special issue which needs to be considered (as explained in the main body of the report).
- (xii) London TravelWatch believes the Mayor should be able to propose or buy additional stops on outer suburban services, and also have power over longer distance services originating beyond the South East and East of England regions.
- (xiii) London TravelWatch believes that the best governance arrangements lie with the local transport authorities rather than at a regional level.
- (xiv) London TravelWatch questions whether an appeal mechanism is necessary as at present local authorities and regional assemblies do not have rights of appeal against DfT's decisions.
- (xv) London TravelWatch requests that we and Passenger Focus are consulted on any changes the Mayor wished to make.
- (xvi) London TravelWatch believes that our remit should at least include all stations and lines covered by the Mayor's powers in respect of the national rail network.