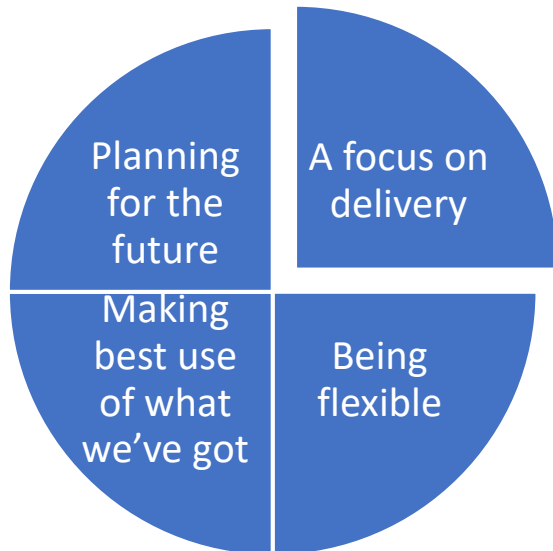




London TravelWatch: “Transport will be at the heart of London’s economic recovery when businesses re-open and people start to travel more. London’s transport network needs to be a priority, making it accessible, flexible and greener for all that use it.”



We agree with London TravelWatch; we see 4 priorities



A focus on delivery: For rail (Underground, Overground, Tram and National Rail), the immediate focus needs to be on delivery: reliability, cleanliness, and value for money.

Being flexible: including responding to changes in travel to work patterns (whilst their nature seems clear, we think the timing and size of the change remains uncertain). The approach to fares may need to change.

Making best use:

- The Mayor needs more control over ‘National Rail’ in Zone 1 to 6. She/He should set all fares, and service levels and frequencies (for metro services), and determine station facilities and staffing etc.
 - Some Metro services cross the GLA Boundary; as part of ‘Joined up and Accountable’, neighbouring government regions should be involved.
 - London Overground and TfL Rail are successful ways to manage railways: but they are not the only way; sometimes a single line that has Metro and Regional services is best operated by a single operator: Working to a single combined specification from TfL and others.
- The West London line (principally Clapham Junction to Willesden) could run more passenger services if unused Channel Tunnel freight paths are consolidated (this requires legislation).

Planning for the future: Extensions to the London rail network is still needed to improve connectivity and quality of life for Londoners and deliver environmental benefits through providing low carbon transport – see our annotated map for key projects.

