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Our Ref: 5014_06_CPT_17.5.06

31 May 2006

Dear Mr Mulvey

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

Thank you for your request for comments from SWELTRAC on the consultation.

SWELTRAC covers ten London Boroughs: Croydon, Hammersmith and Fulham, Hillingdon, Hounslow, Kensington and Chelsea, Kingston, Merton, Richmond, Sutton, Wandsworth, as well as Surrey County Council and Spelthorne Borough Council and a number of railway lines that would be affected by the proposals. This response is on behalf of the ten London Boroughs only, as the other partners may have specific views of these proposals. I understand that the London Boroughs are also likely to provide you with their own detailed comments. It appears that seven services and at least sixteen stations are within the area proposed in the paper.

SWELTRAC has always sought to have coherent policies for London's railways aimed at making them accessible and to provide an attractive alternative to the private motorcar. SWELTRAC also actively supports the Airtrack initiative.

In principle, SWELTRAC welcomes the proposal to extend the Mayor of London's Rail powers beyond the London Boundary. SWELTRAC feels that proposals aimed at easing the movement of people around London by the more efficient use of rail are beneficial and that it is sensible that the rail network around London should reflect this and be as far as possible within the power of the London Authority.

Q1 *Should the Mayor be able to propose and buy additions to services, which run outside the GLA boundary?*

Yes. Most of the railway system was founded in the first half of the nineteenth century and does not fit the London Boundary. It is sensible to propose in certain locations that the Mayor should be able to buy additional services outside London, provided these would benefit London. Journeys are made across the London boundary in both directions and it is recognised that both London residents and those working in London are likely to benefit from improved services. However, it is important that the Transport Authority outside London should agree and contribute to the additional service where possible

Q2 *Should the Mayor be able to propose reductions in services, which in part run outside the GLA boundary, and share with the relevant local authority the benefit of the savings made?*

It is considered unlikely with the current usage of rail service around London that reductions in services would actually be proposed and such a reduction would normally result in real disadvantages to passengers. It is important that a proper analysis and full consultation is undertaken before making any service reduction below current levels. There must be no question of any reduction in rail service being used to compensate for overspending in another area of London's spending. Any savings made from a service reduction should be spent as close as possible to the source/s of the savings, i.e. along the route.

Q3 *If the Mayor is given the power to determine fares on services within his current jurisdiction, should the services to stations beyond the boundary identified through this consultation exercise also be included?*

Yes, in order to make a seamless and streamlined service, providing the cost to travel does not increase. It is important that through ticketing from outside London to stations inside London continues and a simplification of the fares system is sought rather than any further complications. It is noted that rail fares in the United Kingdom are already very high compared with other countries and SWELTRAC would not want to see any increase in fares as a result of the changes.

Q4 *Should the Mayor be able to pay for enhancements to stations outside the GLA boundary?*

Yes, providing the budget is available and does not result in under spending on stations within the GLA area. It is recognised that it is important to bring stations on a particular line up to the same high standard, for all users and especially for vulnerable and disabled people. It is to be expected that the relevant local authority would agree to the improvements and contribute towards them. Spending by the Mayor on stations outside London should be proportional to the number of passengers using the particular station and travelling into London. Enhancements should also be limited to measures required by any additional services or introduction of the Pay-as-you-Go Oyster facility and not be routine maintenance / decoration. Also, as discussed above, any savings made from a service reduction should be spent as close as possible to the source/s of the savings, i.e. along the route.

It may also be considered that some stations could be included for enhancements, which are not on the lines where the new Mayoral powers are proposed. However, such works should be limited and not paid for by diverting funding from schemes within London. It could

be that some such stations are closer to the London boundary than other stations – for example those on the Windsor and Eton branch.

Q5 *What should comprise the network for the Mayor's powers outside London? Should the proposed preferred list of boundary stations be adopted, or should the indicated alternative be considered?*

The general approach is agreed where the lines suggested are those where services run for a limited distance outside London and then terminate. The proposed network is considered to be correct in the SWELTRAC area. It may be considered that the South West Trains loop line through Chertsey could also be included.

Q6 *Should the Mayor be able to propose, and, if appropriate, buy additional stops within London on 'outer suburban' services? Should 'inter city' services originating beyond the South East and East of England regions be excluded from such powers?*

SWELTRAC would endorse the proposal to include 'outer suburban services' within the Mayor's powers but not the inclusion of the 'inter city' services, as it is considered that this would extend the Mayor's powers beyond what could reasonably be considered a commuter service to London. SWELTRAC is keen to see all outer suburban trains stop at Clapham Junction as this provides good interchange facilities to other services around London. In addition, this may impact on other services moving passengers between other destinations.

Q7 *Which option offers the best governance arrangements?*

SWELTRAC has a preference for Option A as there is more likely to be longer-term satisfaction with the amendment to the service. Option A also includes more input from local authorities together with the requirement for an agreement with the authority whereas Option B only involves consultation.

Q8 *Are the proposed appeals arrangements satisfactory?*

The proposed appeals process, which will enable appeals to be made to either of the Options offered in question 7, is considered to be acceptable. The outline of the appeals process says *'in practice, as TfL will be specifying service changes, it is they who are most likely to activate any appeals process'*. SWELTRAC would appreciate clarification as to whether a local authority can initiate an appeal if it sees the need to do so.

In general, although in support of the changes which should benefit London and the people living or working outside London, SWELTRAC would like to have some estimation of the cost of enhancing services and stations outside London. It is considered essential that the authorities outside London also support and contribute to any proposed enhancements. SWELTRAC can also see no reason why an authority outside London should not be able to contribute to the enhancement of services or stations within the GLA boundary.

If you would like to discuss these matters any further please contact me on the number at the top of this letter or by email.

Yours sincerely

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