

CONSULTATION SUMMARY ON THE PROPOSAL FOR THE MAYOR OF LONDON TO BE ABLE TO SUGGEST CHANGES TO SPECIFIC RAIL SERVICES BEYOND THE LONDON BOUNDARY

As committed in the *Future of Rail* White Paper, at the beginning of March 2006, the Department for Transport held a public consultation on the scope and exercise of the Mayor of London and Transport for London's powers as regards rail services that run beyond the GLA boundary.

The consultation lasted for 12 weeks and received 107 responses. Approximately 2/3 were from organisations, and the rest from the general public.

On the basis of the responses received and internal discussions, the Department for Transport made the following recommendations:

Q1. Should the Mayor be able to propose and buy additions to services which in part run outside the GLA boundary?

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

Given the broad support from the consultation and sound operational reasons for giving the Mayor powers to increment and decrement specific rail services beyond the GLA boundary, the Department concludes that it is sensible to grant these powers to the Mayor.

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?

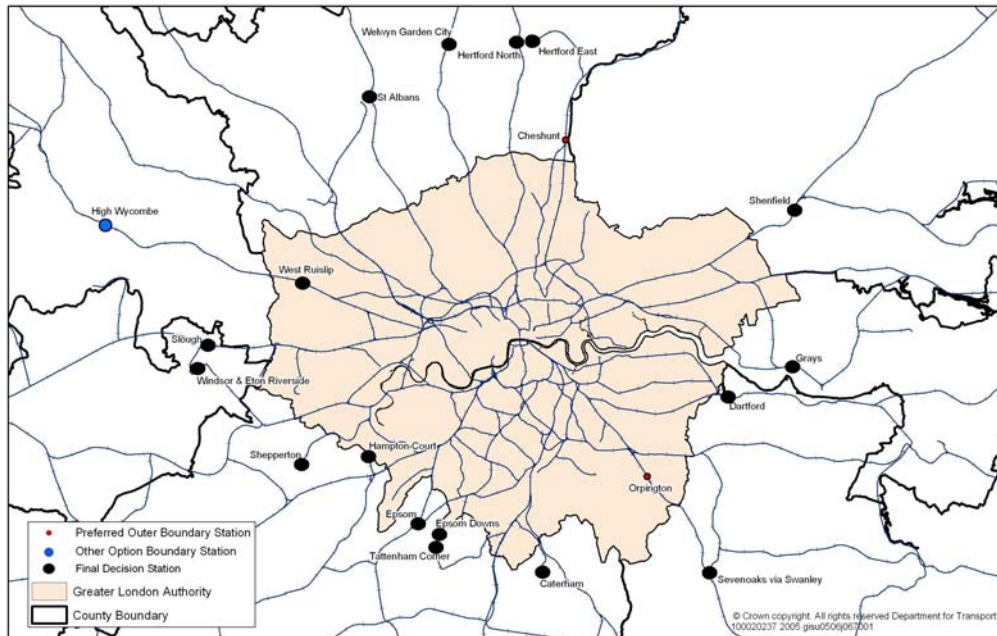
There was broad support for the idea of giving the Mayor some role in setting fares on the routes affected. However, any decisions on granting the Mayor additional powers over fares would have the potential to cause a significant impact upon a number of other current work streams on defining and updating the fares structure in and around London. Therefore, the Department has decided to make no changes to the Mayor's powers on this subject at this time, although there may be scope to review this in the future.

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

There was a significant degree of support for the idea of allowing the Mayor to pay for station enhancements at stations on the routes his power would be extended to. Therefore the Department propose to move forward with this extension.

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 option be considered?

This question produced a wide variety of responses. The map below shows the routes that were included in the final recommendations:



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?

There was a substantial degree of concern regarding the proposal to allow the Mayor to purchase additional stops on longer distance services. While many responses argued strongly against this proposal, others were vocal in supporting it, due to its potential to support the Mayor's plans to develop a network of interchange stations outside of central London. However, the Department felt that in this case it was important to give priority to those from outside the GLA boundary, who would most keenly feel the effect of any changes. Therefore, the Department did not recommend that the Mayor be granted any formal powers to propose additional stops. However, the Department may wish to agree to review any requests from Transport for London for extra stops on a case by case basis.

Q7. Which option offers the best governance arrangements?

With regard to Governance arrangements, there was a strong preference among respondents for Option A, which would see the Mayor required to gain agreement for any changes from Local Transport Authorities. The Department therefore recommend that Option A be adopted.

Q8. Are the proposed appeals arrangements satisfactory?

Most responses were content with the proposed arrangements for appeal, noting that they were consistent with those used elsewhere on the rail network.