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**Secretariat memorandum**

Author : Sharon Malley

Agenda item: 6

LTW526

Drafted: 06.07.16

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Matters arising

**1 Purpose of report**

- 1.1. To record responses to or further information received on matters arising from previous meetings.

**2 Recommendation**

- 2.1. That the report is received for information

**3 Information**

- 3.1. The current position is set out in the accompanying table (Annex A). Updates for inclusion in this report are invited five working days in advance of the meeting, in writing to the Committee Services team, rather than in person at the meeting.

**4 Equalities and inclusion implications**

- 4.1. None – report is for information only.

**5 Financial implications**

- 5.1. None – report is for information only.

**6 Legal powers**

- 6.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

## Annex A: Matters arising from previous London TravelWatch meetings

No	Date	Minute	Action	London TravelWatch owner	Status	
1	24.05.16	6	Report on progress with Govia Thameslink Railway's proposals to close ticket offices.	Director, Policy and Investigation	It is likely that officers will be able to report on progress in autumn.	<b>Ongoing</b>
2	24.05.16	7	Circulate briefing note about a pilot scheme for the provision of information during periods of disruption.	Chief Executive	This information has been circulated.	<b>Complete</b>
3	24.05.16	9	Revise TfL performance report so that map of boroughs' approach to pavement obstructions uses more appropriate colour-coding, and so that the evidence used to make the decisions was highlighted more clearly.	Policy Officer (VS)	This has been revised and will be included in the next performance report.	<b>Complete</b>
4	24.05.16	10	Consider ways of amending London TravelWatch's website to avoid featuring in internet searches for terms such as "travel enquiries".	Communications Officer	<p>Advice has been sought from our website provider and webpages have been reviewed in the website content management system. Keywords like 'travel enquiries' have been removed. This may help but will take some time to filter through to search engines.</p> <p>It would, however, seem that many people are getting our phone number from train operator websites when they are unable to find a number for the operator itself.</p>	<b>Complete</b>
	24.05.16	C2	Consider need for letter to transport minister and others about need to proceed with rail devolution.	Director, Policy and Investigation	The letter was sent on 1 July. A copy is attached for information.	<b>Complete</b>

From Chair, London TravelWatch  
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Stephen.locke@londontravelwatch.org.uk



Rt.Hon Patrick McLoughlin MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
LONDON  
SW1P 4DR

01 July 2016

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Dear Secretary of State,

#### **Devolution of rail franchising in the London area**

As you will be aware, London TravelWatch welcomed your decision earlier this year to publish a partnership arrangement with the Mayor of London that would see the further devolution of rail powers to Transport for London (TfL). Further extensions of the successful model of the London Overground promise to bring major benefits to many passengers throughout the rail network London and the surrounding areas.

The strategic partnership, and the principle of devolution embedded within it, has overwhelming support from key stakeholders and all political parties in the London area as well as elected representatives of passengers in the surrounding commuter belt, and is seen as a critically important step in delivering the increased capacity and improved services that the capital so urgently needs.

It is of great concern to us, therefore, to be made aware of what appears to be some serious backtracking on the partnership strategy. In particular, we have heard in recent weeks that the competition for the Southeastern franchise may be based directly on the existing arrangements, in sharp contrast with the previously accepted view that the Metro part of Southeastern should be tendered by TfL as a concession along the lines of West Anglia and TfL Rail. This issue has now acquired some urgency: without a clear decision to devolve such powers before the Parliamentary Recess, it would be virtually impossible for TfL to conduct a reasonable tendering exercise in time for any concession to start operating at the end of the current Southeastern franchise. This decision also has significant implications for the management of the South Western and TSGN franchises in future.

Given the very large numbers of passengers affected, and the major shortcomings identified with many existing services, I urge you to make a swift decision to proceed with devolution of the Metro services within the Southeastern franchise. This is essential to allow TfL the necessary time and resource to design and implement an appropriate concession arrangement.

It will also be an important and eagerly awaited confirmation that the Government is serious about implementing the strategic partnership between your department and TfL.

Yours sincerely

A handwritten signature in black ink that reads "Stephen Locke". The script is cursive and fluid, with the first letters of each word being capitalized and slightly larger than the rest of the letters.

**Stephen Locke**  
Chair, London TravelWatch