

Rt.Hon Philip Hammond
Chancellor of the Exchequer
HM Treasury
1 Horseguards Road
London
SW1A 2HQ

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20 July 2018

Dear Chancellor,

The case for steady, sustained investment in London's transport infrastructure

I am writing as the Chair of London's official multi-modal watchdog, which represents the millions of passengers who rely on the capital's transport network. Our remit covers users of all TfL services and passengers travelling in the 'London Railway Area' which stretches from Bicester North to Sevenoaks and Bedford to Gatwick. This area includes London's five major airports. I wish to highlight our concerns about the impact of budget cuts and the negative effect on those using public transport in London, as well as those living elsewhere in the country who travel to, from or through the capital.

As well as representing over eight million Londoners, we also represent people making 1,270,000 visits to London each day:

- 900,000 people commuting into the capital daily
- 300,000 international visitors to the capital daily
- 70,000 domestic visitors daily

We have previously written to the Secretary of State for Transport to make the case for Crossrail 2, which is essential for passengers, both users of local and long distance services. It is needed to alleviate overcrowding at many of London's busiest rail stations, particularly Waterloo, Clapham Junction and Wimbledon and potentially from stations to the north of London like Liverpool Street and Tottenham Hale. Without this investment these already very crowded stations will struggle to cope with further projected increases in demand. Access to these stations, especially Clapham Junction, will be increasingly restricted due to dangerous levels of overcrowding at peak hours, meaning that passengers will have to queue outside the station until there is sufficient space on the station platform to allow them entry.

Crossrail 2 would benefit passengers far beyond the London area because it would help free up existing capacity for more, longer-distance services on the South West mainline to Southampton, Exeter, Salisbury, Bournemouth and Portsmouth which are already crowded. The current constraints reduce passengers' ability to get into and around London.

Passengers travelling to airports in and around London would benefit from this additional rail infrastructure and Crossrail 2 would also provide significant congestion relief to the strategic

road network, by offering a good alternative public transport option for many journeys currently made by car.

London TravelWatch recognises that much of the cost of running services will continue to be raised directly from users and that transport budgets are not protected from reductions in government spending. However, in our view, it will not be possible to fund much needed improvements in the efficiency of London's transport networks and maintain the existing infrastructure in the capital without major long term public investment. It is also important that there should be a commitment to steady and sustained investment in London's transport infrastructure rather than the 'stop-start' investment which has led to problems in the past and to prevent the false economies that previously hindered infrastructure projects. We saw an example of this when the Jubilee line needed to be upgraded a few years ago, and passengers were unable to use the service at weekends for two years.

It can sometimes appear as if London gets disproportionate investment compared to other parts of the country. However, those who argue that this is the case fail to take into account London's size and rapid growth (with population growth of 6% compared to 3% for the rest of the country last year). The arguments around relative spending levels across the country are often framed in terms of per capita funding. However, this fails to take into account the large numbers of non-residents travelling in and around London as set out above. In 2015/16, the amount spent per passenger journey in London was approximately £6.94, well below the UK average of £10.31.

As you will be aware, London does not get any transport subsidy unlike other parts of the country where the Highways Agency and local authorities get a portion of vehicle excise duty. In London, it is Tube passengers who actually subsidise road users, whilst Londoners and London's businesses contribute to the cost of major upgrades. More than 60% of Crossrail was funded in this way as would 50% of funding for Crossrail 2.

We recognise the huge constraints on the Government resources but London's public transport infrastructure that supports its economic standing should not be taken for granted. The Crossrail and Thameslink projects coming to fruition have taken nearly 40 years to deliver and Crossrail 2 has already taken a similar time to get to its current stage. It should not be further deferred.

We urge you and your colleagues to consider the benefits for passengers, taxpayers and suppliers of steady and sustained investment in the capital's transport infrastructure.

We would be happy to discuss this further.

Yours sincerely



Arthur Leathley
Chair, London TravelWatch