



Part-time travelcards would ease Tube overcrowding, say Tories



Jammed: the Tube will become ever busier as London's population rises

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Pippa Crerar, City Hall Editor



05 March 2013

Commuters should be offered flexible travelcards and rebates on monthly tickets to help curb overcrowding on the Tube.

A report by Tory London Assembly members urges Mayor Boris Johnson to adopt their proposals because there is little financial incentive for passengers with a travelcard to use it for less than its entire duration.

The report said that if a travelcard was available that was valid for any three days in a week, it would make part-time work more affordable and people would be encouraged to work more from home. The report said existing Oyster card technology could be adapted and called for Transport for London to appoint a full-time "home-working officer" to drive plans across the network.

During last year's Olympic Games, thousands of Londoners worked flexible hours or from home, leading to a fall in regular Tube usage and helping the network cope with the influx of Games visitors.

"The rise in London's population is leading to ever more overcrowding on public transport," said Roger Evans, London Assembly member and author of the report.

"Clearly, London needs transport investment, but TfL and the Mayor should also be focusing on what they can do to incentivise home working.

"The Olympic Games forced London to confront the problem of overcrowding and gave people a taste of some of the solutions which will become necessary in the longer term."

He added that more walking and cycling, greater capacity on automated Tube trains and a sharp increase in home and flexible working could all help keep numbers on trains to a minimum.

Mr Evans said Mr Johnson's attitude was "flawed" when he suggested before the

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Games that Londoners could use them as an excuse to "stay home, skip work and open the fridge and hack off that bit of cheese".

Instead, he said that better connectivity had led to a 20 per cent increase in home working over the past decade and a rise in productivity.

Every Monday, more than 3.4 million journeys are made by Tube and over six million on London's buses. The capital's population has increased by 12 per cent to 8.2 million in the past decade and is likely to reach nine million by 2018.

However, Shashi Verma of TfL, said: "While the Oyster 'pay as you go', with its daily fare caps, supports those with flexible working patterns, under the existing ticketing system it is not possible to provide a part-time travelcard.

"Later this year, we are introducing the option to pay by contactless credit, debit and charge cards on Tube, rail and bus services. Customers will also get a weekly cap, taking away the need to buy a weekly ticket.

"The new Oyster software provides an ideal opportunity to review the range of ticketing products on offer, including the possibility of introducing a part-time travelcard at some point."

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chris_thorpe 3 days ago

Why not sell travel cards that are valid for 10, 20 or however many days of travel, within a year of the purchase date, with the corresponding levels of discount. There are plenty of people who don't have regular schedules who'd benefit, and let's not forget to buy a travel card is to advance money to Transport for London - in other words it's a loan

0

The Debt Collector 3 days ago

Little wonder then that the town (sorry City) has become a dormitory town where people commute to either London or place outside the immediate hinterland. This is not unique to my hinterland, but may other large towns are finding that their population are commuters.

London has been expanding ever since I can remember; and from historical picture, places like Edmonton, Chingford, Romford, Croydon; even Broxbourne and others were independent suburbs with their own small and medium size industry employing many people.

Most of these people are now working outside their immediate hinterland and need to commute, whether it by bus, tube or overground. Even Harlow, one of the "New Towns of the early 1960s is now a commuter town.

The whole point of the New London Plan, was to create independent "New Towns". These towns were to be self-sufficient, built on the block system as in the USA, The Quadrangle covering about four square miles were to be split in to four areas:

1. A dormitory area, with blocks of flats and medium size houses.
2. A Shopping and shoals (Public) Area
3. A large playing area including picnic and play areas (recreation)
4. The final quarter to be filled with micro-businesses and light industry

The latter being able to access roads like the A414, A11, A10; other new towns the major Motorways, (which had been created a decade before as a high speed by-pass network to get long haul logisitics to their destination quicker. As a by product allowing local traffic through the towns and local villages more efficiently.

It was expected that those people living in the dormitory areas were going to walk, cycle or take a bus to work and therefore no real need for a car.

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Hence the number of car hire companies for people who wanted to go further a field for say a holiday in the "sticks".

Notwithstanding, it was assumed that there would be no need to move outside your New Town only to take the odd trip to London or other major city, e.g. Manchester, Cardiff, Newcastle. Alternatively to go to the seaside or other holiday, for the two weeks that were normally expected to be taken at the same time as your new quota of 20 paid holidays per year under the then new employment reforms.

It was for these reasons that the Railway Stations to these New Towns were tacked on to the side of the town, not through the centre as was traditional in the early mid 19th Century, as it was the central means of travel. Trains were now only designed to carry long haul traffic including goods and passenger traffic, distribution could now be done from these sidings in now more frequent Small Goods Vehicles (7.5 Ton) dropping off goods in the two areas necessary, i.e. the light industry areas and shopping malls

[Reply](#) 0

 **The Debt Collector** 3 days ago

Even Coal, which was still the main source of heating fuel could be picked up from a coal dump at the side of the town, whereas before it had to be through the middle of the town as that was how the Victorians had planned it.

As fewer houses used open fires, electricity and gas became the greater source of fuel and these had already been laid as the foundations of the New Towns,

The truth is that now all the light industry has died, the shops have closed as people shop on line or the businesses could not afford the massive rates which both Local Government and the Lessors/Land lords of the buildings containing the industry kept jacking up the rates.

Then came high speed telephony, computing and the internet which meant you no longer needed to be in this Country to run a business in this Country. Net result the overseas call centre and the fall of job requirement. Afterall, why pay a button pusher over here £8 /hr, when you could employ someone in India for about £2.75/hr?

[Reply](#) 0

 **Anonymous** 3 days ago

When will these braindead leader get it LONDON IS OVERPOPULATED

No more new homes

Infrastructure full

I had to stand on the 4.42 today

No more trains for me / I am back to the car as they do a good lunch time special in Park Lane Car Park and cheaper than a train/tube

[Reply](#) [1 reply](#) -1

 **Anonymous** 3 days ago

Well. You should not travel so early in the morning!

[Reply](#) +1

Anonymous 3 days ago

I'm one of those part-timers. It astounds me that is cheaper for me to buy an annual travelcard and use it three days/week and at weekends, than to travel any other way (such as Oyster PAYG).

There should be reduced annual and weekly rates for part-time workers. Extra days' travel, like out-of-zone travel, would be PAYG on the same Oystercard.

[Reply](#) [1 reply](#) 0

Anonymous 3 days ago

Well when you buy an Annual TFL can invest your money and thus earn interest thus finance a cheaper annual card? Just remember to buy it after. Christmas and before New Year!

[Reply](#) +1

Anonymous 3 days ago

Why not make a 3 day and 5 day travel card?

Tourists demand for these is high and a 5 day is perfect for people who just work mon-fri who don't use the tube on weekends?

Give people what they want not want TFL say you should have!

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Anonymous 3 days ago

normally a travel card works out as the same as buying 5 daily travel cards and they throw the last 2 days in for free as a reward for buying the longer period card

agree though that an any day 3 day card would be a good idea

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Anonymous 3 days ago

Imagine the money lost in weeks that have a bank holiday if you had a three day card!

and mice looking cuter than cute



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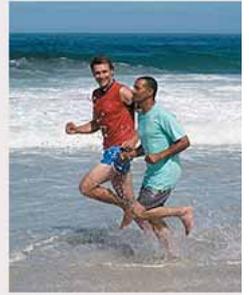
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Anonymous 3 days ago

Well you do buy a 5 day card and get the weekend for free!

+1



anarchist666 3 days ago

The report said that if a travelcard was available...!

That should be '...WERE available...'

+1



ASHLEY BOGLE FRIMPONG 3 days ago

How about less people.

[3 replies](#)

-1



Anonymous 3 days ago

how about cheaper fares

+2



anarchist666 3 days ago

Fewer not less. What's happening to the standard of English in this country?

+3



Anonymous 3 days ago

How about less immigrants? We are just force fed the old story "immigration is good for the country" it might be but not this country.

+1



Anonymous 3 days ago

High capacity buses--used by people who had figured out that if you used the rear doors to enter, you could travel free of charge!

[1 reply](#)

+1



Anonymous 3 days ago

Well Borismasters have both centre and rear doors you can board for free!

After all platform attendant is their just to stop passengers falling out of hole in back of bus and does not check or sell tickets like in ye olden days and Boris removed RTMs so no way to pay!

BORISMASTERS ARE FREEMASTERS JUST COUNT THE NUMBER OF DOORS!

+1



Anonymous 3 days ago

That's what happens when you throw away high capacity Artic-Buses and waste million on dinky buses that have LESS CAPACITY than normal priced double deckers!

The key to tube capacity is better access with lifts and escalators from street to platforms instead of trudging up narrow staircases to reach escalators and in some stations the middle escalator is a fixed staircase ! As Tim O'Toole said on an earlier TV series about the tube it's no good running more and more trains through stations if platforms can't be emptied before next train arrives!

+3

oysterworks 3 days ago

Contactless cards,try getting a refund for incomplete journeys. All seems to be about de-staffing ticket offices and stations where possible. Daft proposal regarding 3 day travelcard when you already have pay-as-you-go facility where your money does not run out if you don't use the card.

[1 reply](#)

+2

Anonymous 3 days ago

Surely you know Boris and his cronies DON'T DO DETAIL or use tube it seems!

+4

IBLondon 3 days ago

Wait till the 4 million Bulgarian & Romanians arrive. Scared!

[3 replies](#)

+1

Anonymous 3 days ago

They won't need to buy a ticket, they'll get them for free with their benefits.

[2 replies](#)

+2

Anonymous 3 days ago

No Boris will them out!

+1



[anarchist666](#) 3 days ago

Not that they'll need to travel to work: Cameron has already told them they'll be entitled to benefits as soon as they touch down at Stansted.

+2

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