

Fares from 2 January 2020 TfL Advice to the Mayor

1 October 2019

Executive Summary

This paper sets out TfL's advice to the Mayor on the implementation of the TfL fares freeze in 2020. This advice reflects the Mayor's commitment to deliver a more affordable transport service by freezing TfL fares over the four years to 2020.

In the light of the Mayor's commitment, TfL proposes to continue to freeze all fares on buses and all fares on the London Underground, Croydon Tramlink and the Emirates Airline, which are set by TfL. Fares are also proposed to be frozen on the DLR, the London Overground and TfL Rail services where Tube fares apply and on those Train Operating Company services which accept fares set by TfL.

All TfL fare concessions are protected and maintained.

TfL's advice recognises the fare agreements with the Train Operating Companies (TOCs) and national government. These agreements determine the prices of Travelcards, the associated pay as you go (PAYG) caps and certain fares on TfL's rail services. The Mayor has called on the Government to join him in freezing fares. However, increases in the cost of London Travelcards and the associated caps in line with the RPI have been mandated by the TOCs.

As a result, Travelcard fares and the associated pay as you go (PAYG) fare caps will increase from 2 January 2020 in line with the 2.8 per cent annual increase in the Retail Price Index (RPI) in the benchmark month of July 2019. These increases reflect national government rail fares policy over which the Mayor has no control.

TfL's advice to the Mayor is that the TfL fares freeze will not have an adverse impact on TfL's ability to run and invest in the transport services that London needs to remain successful. Planned improvements in the efficiency of TfL, which are set out in its annual budget and five year Business Plan, enable this.

On 15 December 2019, a new TfL Rail service will commence operations between Reading and Paddington. Under agreements between the DfT and TfL reached some 10 years ago, common fares will apply on the TfL service and the parallel TOC services provided by Great Western (GWR).

For all journeys which are wholly or partly outside London, the fares applying on the new TfL service are subject to guidance issued by the DfT. As a result, fares outside London on the new TfL service will increase in 2020 in line with the DfT's 2.8% fares target.

From 2 January 2020, TfL and GWR have agreed that contactless PAYG will be extended to Reading and will be valid on both the TOC and the TfL Rail services. Oyster will not be extended and Oyster validity will terminate at West Drayton, the last Zone 6 station, as today. Annex 1 has further details.

Certain TfL concessions, most notably the Freedom Pass for elderly and disabled London residents, and the TfL free travel concession for accompanied under 11s, will be extended to Reading but will be valid on the TfL Rail service only. Other TfL concessions will remain limited to London and will terminate at West Drayton, as today.

1. Introduction and background

- 1.1 This paper sets out TfL's advice to the Mayor on fares for 2020. This advice reflects the Mayor's commitment to deliver a more affordable transport service by freezing TfL fares over the four years to 2020.
- 1.2 In the light of the Mayor's commitment, it is proposed to continue to freeze all fares on buses and all fares on the London Underground, Croydon Tramlink and the Emirates Airline that are set by TfL. Fares are also frozen on the Docklands Light Railway (DLR), the London Overground and TfL Rail, where Tube fares apply, and on those Train Operating Company (TOC) services that accept fares set by TfL.
- 1.3 The proposals build on the benefits of the new bus Hopper free transfer fare introduced in 2016 and the successful launch of the unlimited Hopper in 2018.
- 1.4 Market research in recent years has shown consistently that high and rising fares are a major concern for Londoners, particularly the less well off. The proposal to freeze fares rather than increase them in line with RPI will benefit most Londoners who travel by bus – with fares frozen for around 2.4m trips a day. This will mean savings for bus passengers of some £18m in 2020. On TfL's rail services, fares will be frozen for some 1.7m trips a day, saving passengers around £35m in 2020. Total passenger savings will thus be some £53m in 2020.
- 1.5 TfL's advice to the Mayor is that continuing the TfL fares freeze will not have an adverse impact on TfL's ability to run and invest in the transport services that London needs to remain successful. Planned efficiency improvements, which are set out in TfL's Business Plan, will enable this.
- 1.6 Travelcard prices and the cost of the multi-modal pay as you go Travelcard caps are set by agreement with the TOCs. The TOCs are permitted by the Department for Transport to increase their regulated fares in line with the 2.8 per cent increase in the RPI in the benchmark month of July. Under the TOCs' agreement with TfL, even if TfL and the Mayor wish to freeze fares, the TOCs may elect to mandate RPI-matching increases in London Travelcard prices. The TOCs have chosen to do this.

Overview of proposed fare changes in January 2020

- 1.7 TfL fare proposals for 2020 are set out below. The proposals for bus and Tube fares reflect the Mayor's commitment to a TfL fares freeze in 2020. The proposals for Travelcards and the associated caps reflect the increase in the July RPI benchmark and have been mandated by the TOCs in line with Government policy as under 1.6 above.
- 1.8 The Travelcard and cap price changes mandated by the TOCs will increase TfL fares revenue by 1.1 per cent or £51.0m in 2020. The annual revenue increases are put at £33.4m for LU; £9.2m for bus; and £8.4m for London Rail and TfL Rail.
- 1.9 The Mayor's fares freeze is expected to encourage additional travel and to generate fares revenue £19.4m in 2020 (£10.4m for LU; £6.5m for bus; and £2.5m for London Rail and TfL Rail). In combination, the fares freeze and the increases in Travelcard prices etc will increase TfL fares income by £70.4m in 2019.

Bus and Tram fares

- 1.10 On buses and trams, as part of the Mayor's four year freeze, fares are frozen as shown in Table 1.1. The adult PAYG single fare is frozen at £1.50; the unlimited free Hopper transfer is

maintained; and the One Day bus and tram cap frozen at £4.50, equal to the price of three bus fares. The one day bus and tram ticket is frozen at £5.00 and the 7 day Bus and Tram season ticket frozen at £21.20. Longer period bus season tickets are also frozen. The scope of concessions and discounts is unchanged.

Table 1.1: Bus and Tram fares being frozen in January 2020

	2019	2020	Increase
PAYG – single	£1.50	£1.50	-
PAYG - daily cap	£4.50	£4.50	-
7 Day Bus & Tram Pass	£21.20	£21.20	-
1 Day Bus & Tram Pass	£5.00	£5.00	-

- 1.11 As a result of the Travelcard price increases mandated by the TOCs and outlined in the sections below, the January fare changes deliver a revenue yield for buses of 0.8 per cent or £9m pa.

Travelcard season tickets in Zones 1-6

- 1.12 Travelcard season ticket prices increase as shown in Table 1.2. These increases have been mandated by the TOCs. The overall increase is 2.8 per cent. This reflects the latest DfT guidance to the TOCs.

Table 1.2: Travelcard seasons – 7 Day ticket prices

Number of zones	2019	2020	Change
Including Zone			
1			
2	£35.10	£36.10	2.85%
3	£41.20	£42.40	2.91%
4	£50.50	£51.90	2.77%
5	£60.00	£61.70	2.83%
6	£64.20	£66.00	2.80%
Excluding Zone			
1			
2	£26.30	£27.00	2.66%
3	£29.10	£29.90	2.75%
4	£34.90	£35.90	2.87%
5	£43.90	£45.10	2.73%

Note: increases mandated by the TOCs

Tube, DLR and Overground fares in Zones 1-6

- 1.13 On the Underground and other TfL rail services where Tube fares apply, PAYG single fares are frozen in line with the Mayor's four year pledge. See Table 1.3.
- 1.14 The flat child off-peak PAYG fare which applies on both TfL rail services and National Rail is proposed frozen at 75p. The child peak LU PAYG fare is frozen at 85p – half the minimum adult peak fare. The off-peak child cap is frozen at £1.50.

Table 1.3: Adult PAYG fares on TfL rail services being frozen in January 2020

Number of zones	2019		2020		Increase	
	Peak	Off Peak	Peak	Off-peak	Peak	Off-peak
Zones incl.						
Zone 1						
1	£2.40	£2.40	£2.40	£2.40	-	-
2	£2.90	£2.40	£2.90	£2.40	-	-
3	£3.30	£2.80	£3.30	£2.80	-	-
4	£3.90	£2.80	£3.90	£2.80	-	-
5	£4.70	£3.10	£4.70	£3.10	-	-
6	£5.10	£3.10	£5.10	£3.10	-	-
Zones excl.						
Zone 1						
1	£1.70	£1.50	£1.70	£1.50	-	-
2	£1.70	£1.50	£1.70	£1.50	-	-
3	£2.40	£1.50	£2.40	£1.50	-	-
4	£2.80	£1.50	£2.80	£1.50	-	-
5	£2.80	£1.50	£2.80	£1.50	-	-

LU cash fares in Zones 1-6

- 1.15 The £4.90 and £5.90 adult Tube cash fares for up to 3 and 5 zones respectively, and the £6.00 fare for Zones 1-6, are all proposed to be frozen. Child cash fares for the 11s to 15s remain at half the adult rate. Under 11s will continue to travel free.

One day PAYG price caps in Zones 1-6

- 1.16 Tables 1.4.1 and 1.4.2 below set out proposed all day PAYG Travelcard caps and one day Travelcard ticket prices. These increases have been mandated by the TOCs.
- 1.17 The all day PAYG Travelcard caps are set by agreement with the TOCs to be 20 per cent of 7 Day Travelcard prices. The caps increase between 20p and 40p in proportion to the increases in Travelcard season ticket prices, which are being mandated by the TOCs.

Table 1.4.1: All Day Travelcard caps in 2019 and 2020

Zones	All day caps		
	2019	2020	Change
1-2	£7.00	£7.20	2.9%
1-3	£8.20	£8.50	3.7%
1-4	£10.10	£10.40	3.0%
1-5	£12.00	£12.30	2.5%
1-6	£12.80	£13.20	3.1%

Note: increases mandated by the TOCs

One Day Travelcard tickets

- 1.18 The prices of both the Zones 1-6 off-peak Travelcard ticket and the Zones 1-4 all day Travelcard increase by 40p to £13.50. The Zones 1-6 all day Travelcard ticket price increases by 50p to £19.10. See Table 1.4.2. These increases are being mandated by the TOCs and reflect national Government rail fares policy.

Table 1.4.2: Day Travelcard tickets in 2019 and 2020

	Day Travelcards		
	2019	2020	Change
All day 1-4	£13.10	£13.50	3.1%
All day 1-6	£18.60	£19.10	2.7%
Off-peak 1-6	£13.10	£13.50	3.1%

Note: increases mandated by the TOCs

Concessions and discounts on TfL rail services in London

- 1.19 For the under 16s, all day Travelcard prices and all day Travelcard caps, which are set at half the adult rate, increase in line with adult prices. The printed off-peak Travelcard for the under 16s aimed at the visitor market increases in price by 20p or 3.1 per cent to £6.70. These increases have been mandated by the TOCs and reflect national Government rail fares policy.
- 1.20 The under 16s off-peak cap available through the Zip card is frozen at £1.50. Accompanied under 11s continue to travel free on all TfL services; and also on TOC services provided a valid Zip card is held.
- 1.21 The scope of all TfL fare concessions in London is unchanged in 2020.

Tube fares for travel beyond Zones 6

- 1.22 Beyond the Greater London area, PAYG and cash single fares involving Zones 7 to 9 applying on the Tube and on certain other rail services are proposed frozen.

- 1.23 Travelcard prices and the associated PAYG caps with coverage in Zones 7 to 9 increase by an average of just over 2.9 per cent, reflecting the increases being mandated by the TOCs and national Government rail fares policy.

Fares on rail services transferred to TfL in May 2015 and May 2018

- 1.24 On the services to Liverpool Street transferred to TfL in May 2015 and the services to Paddington transferred to TfL in May 2018, National Rail cash single fares and point to point season prices were retained as part of the transfer arrangements. These National Rail fares increase by around 2.8 per cent. The Heathrow fare add-ons set by TfL are frozen.
- 1.25 The transitional peak PAYG fare from Heathrow to Paddington station increases by 30p to £10.80, reflecting the general 2.8% NR fares increase but remains significantly below the £12.10 TfL Rail fare from Heathrow to the rest of Zone 1, which is frozen.
- 1.26 Beyond Zone 6, most PAYG fares are frozen. There are 10p and 20p increases in a number of fares involving Cheshunt, Shenfield and Brentwood, reflecting TfL commitments to keep TfL fares aligned with those applying on the adjacent mainline rail services operated by the TOCs and to avoid creating split ticketing anomalies. Further details will be provided in the Fares Direction.

Fares on the TfL Rail service to Reading

- 1.27 On 15 December 2019, a TfL Rail service will commence between Reading and Paddington though many services from Reading will continue to be run by Great Western (GWR), the DfT's franchised TOC. See Annex Table A1. Under agreements reached some 10 years ago between the DfT and TfL, common fares will apply on the TOC and the TfL service.
- 1.28 From 2 January 2020, TfL and GWR have agreed that contactless PAYG will be extended to Reading and will be valid on both the TOC and the TfL Rail service. Contactless will provide a simple proposition that will significantly benefit many users of the new TfL service and many GWR customers. Customers who cannot or do not wish to use contactless will be able to continue to purchase magnetic tickets, as today.
- 1.29 For all journeys which are wholly or partly outside London, fares on the new TfL service will reflect guidance issued by the DfT. Outside London fares on the TfL and adjacent GWR service will increase from 2 January 2020 by an estimated 2.8%, in line with the DfT fares target, after taking the introduction of PAYG into account. The 2020 prices for PAYG and other tickets have all been agreed with the DfT and the Secretary of State.
- 1.30 Oyster is not being extended to Reading and Oyster validity will terminate at West Drayton, the last Zone 6 station, as today. Extending PAYG to Reading in contactless form only reflects the increasing dominance and popularity of contactless in London. The broader strategy set out by TfL in its response to the DfT's recent fares consultation on extending PAYG outside London also advocates introducing contactless PAYG only.
- 1.31 The magnitude of the fare values on the Reading service mean that Oyster would provide a much poorer customer experience than in London. For example, the peak Reading to London Zone 1 single fare is around £25. Oyster customers would therefore need to top up much more frequently and in much larger amounts than in London, and there would be a greater risk of customers accidentally (or intentionally) paying the wrong fares. Annex 1 provides further detail and background.
- 1.32 Certain TfL concessions, most notably the Freedom Pass for older and disabled London residents, and the TfL free travel concession for accompanied under 11s, will be extended to

Reading from 15 December but will be valid on the TfL Rail service only. Other TfL concessions will remain limited to London and will terminate at West Drayton, as today.

Emirates Air Line

- 1.33 On the Emirates Air Line, all fares – including child fares and cash fares – are frozen.

Expected outcomes

- 2.1 The Mayor is under a statutory duty to develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. The proposals to freeze TfL bus and Tube fares aim to ensure that fare policy supports the objectives and policies set out in the Mayor's manifesto and will promote the use of London's public transport facilities and services
- 2.2 The increases of some 2.8 per cent in London Travelcard prices and the associated PAYG caps have been mandated by the TOCs and reflect national government fare policy for the railways.
- 2.3 Overall, the fare changes are considered to be consistent with the continued delivery of TfL's transport investment programme while also supporting the transport objectives of the London Plan and the Mayor's Transport Strategy.

Equality comments

- 2.4 Under section 149 of the Equality Act 2010, as public authorities, the Mayor and TfL must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not.
- 2.5 Protected characteristics under section 149 of the Equality Act are age, disability, gender re-assignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, marriage or civil partnership status (duty to eliminate unlawful discrimination only).
- 2.6 The duty above applies to the Mayor's duty to direct TfL as to the general level and structure of fares under the GLA Act 1999. The Mayor is not required to conduct a consultation in relation to the fares proposals in this decision.
- 2.7 TfL has identified seven groups of Londoners (highlighted below) who typically face increased barriers to public transport use. Among the key issues for these groups is the cost of fares.
- 2.8 The January 2020 fare package will freeze all TfL bus and Tube fares. The freeze will add to the benefits already created by the bus Hopper fare. Londoners with protected characteristics who are likely to be affected by increases in fares, such as those on low incomes or who rely on public transport, will especially benefit. However, the increases to Travelcard prices etc which have been mandated by the TOCs in line with RPI inflation may have an adverse impact. The potential impacts are considered further below.
- 2.9 **BAME Londoners** are more likely to live in low income households and are likely to cite affordability barriers to transport. The freezing of TfL bus and Tube fares in the January 2020

fares package should reduce barriers to travel for these groups as it will provide a real terms reduction in fares.

- 2.10 **Women** tend to be the primary carer at home so are less likely to be in full-time employment and more frequently cite affordability as a barrier to transport. The freezing of TfL bus and Tube fares in the January 2020 fares package should reduce barriers to travel for women as it will provide a real terms reduction in fares.
- 2.11 **Older Londoners** are more likely to be retired, and many live on low incomes. **Disabled Londoners** are also more likely to live in low income households. The 60 plus concession and the Freedom Pass for the elderly and disabled mean that the January 2020 fares will have only marginal effects on these two groups.
- 2.12 **Younger Londoners** are less likely to be physically disabled but more likely to be from a BAME community. The Zip card concession and the freezing of bus and many Tube fares limit the impact of the January 2020 fare changes on younger Londoners.
- 2.13 **Londoners on low incomes** tend to be women and older, BAME and disabled people, and those not in work. Low income largely reflects working status, though the underlying causes are tied to education, qualifications, health and, in some cases, transport. The January 2020 fares should reduce barriers to travel for low income Londoners whose priority tends to be on local trips by bus where all fares are being frozen.
- 2.14 **LGBT Londoners** tend to be younger and have reported hate crime as a concern for them. Men form the greater part of the LGBT community, which is in contrast to the general population. The January 2020 fares have no specific implications for the LGBT community.
- 2.15 Many of those who comprise the seven groups above are likely to benefit from free travel concessions or discounted fares. All current concessionary fare schemes are being maintained in order to keep public transport accessible to people who face barriers to public transport use, and thereby offset or mitigate any detrimental impacts including those discussed above.
- 2.16 The fare concessions available are set out below:

- Children under 11 travel free on all TfL services (subject to a maximum of 4 accompanying an adult).
- 11-15 Oyster photocard provides free TfL bus and reduced fare rail travel in London.
- 16+ Oyster photocard provides free TfL bus and half fare rail travel in London.
- 18+ Student Oyster photocard provides reduced rate TfL Bus Pass season and Travelcard season travel.
- Job Centre Plus Travel Discount Card provides half price TfL bus and rail travel.
- Bus & Tram Discount photocard provides half price TfL bus and tram travel.
- Veterans Concessionary Travel provides free travel in London
- 60 + London Oyster photocard (men and women up to female pensionable age) provides free travel in London
- London Freedom Pass (men and women over female pensionable age) provides free travel in London.

The Mayor is required to consider the potential equalities impacts discussed above, and any mitigations in place, at the time a decision to direct is made in relation to the fare proposals in this paper.

Links to Strategies

- 2.15 The Mayor's Transport Strategy and the Mayor's "A City for All" paper highlight the importance of improving transport opportunity for all Londoners and, in doing so, ensuring that the costs of transport remain affordable. On buses and trams, fares are being frozen as part of the Mayor's four year programme, while all concessions for the less well-off are being maintained.
- 2.16 On the Tube and other TfL rail services, all concessions are being maintained and Tube fares frozen on all the rail services in London where they apply. National Government railway fare policies being mandated by the TOCs mean that Travelcards and the associated caps will increase in line with RPI.

Fares Revenue

- 2.17 Table 2 summarises the revenue yields for TfL from the proposed fare changes. Overall, the increases in Travelcard and cap prices, which reflect national government fare policy for the railways and increases mandated by the TOCs, will increase revenue from TfL users who pay fares by 1.11 per cent or £51.0m in 2020. As Travelcards and the associated caps are accepted on both buses and the Tube, fares revenue for buses will increase by some £9.2m pa and for the Tube by some £33.4m per annum. For TfL's other rail services, fares revenue will increase by some £8.4m in 2020.
- 2.18 The Mayor's fares freeze is expected to encourage additional travel and to generate fares revenue £19.4m in 2020 (£10.4m for LU; £6.5m for bus; and £2.5m for London Rail and TfL Rail). In combination, the fares freeze and the increases in Travelcard prices etc will increase TfL fares income by £70.4m in 2020.

Table 2: Revenue yields from the 2 January 2020 fare changes - £m pa

	Bus yield	Tube yield	Rail yield	Total Yield
Price effects	£m	£m	£m	£m
Cash fares	0	0	1	1
PAYG (Incl. Capping)	3.1	10.1	4.1	17.3
Off-peak day Travelcards	0.2	2.7	0.3	3.2
Anytime day Travelcards	0.1	0.9	0.2	1.2
Bus and Tram season tickets	-	-	-	-
Travelcard seasons	5.8	19.7	2.8	28.3
Total yield	9.2	33.4	8.4	51.0
	0.84%	1.21%	1.40%	1.11%
New traffic due to the fares freeze	6.5	10.4	2.5	19.4
Total fares income gain	15.8	43.8	10.9	70.4

Note: Totals may not match sum of individual figures due to rounding

Annex 1

PAYG outside London on the TfL Rail service to Reading

1 Background

- 1.1 PAYG will be extended to Reading on 2 January 2020 and will be available at common fares on both GWR and the new TfL rail service to Reading. Daily and weekly capping will be supported. Only contactless Pay As You Go (CPAY) will apply beyond West Drayton (the last station in Zone 6).
- 1.2 The Oyster boundary will therefore remain as it is today. Oyster ticketing will not apply between Reading and West Drayton. This is a major departure from TfL's long established position and from our last public statement in June 2018 which referred to the extension of the Pay As You Go and Oyster system to Reading.
- 1.3 Currently, some 60 per cent of National Rail pay as go journeys in London are made using CPAY, with CPAY journeys up 20 per cent year on year and Oyster trips down 5 per cent. Where fares are highest, journeys from Epsom or Gatwick say or on the Heathrow Express, CPAY is even more popular.
- 1.4 The increasing dominance of CPAY in and around London is a primary reason why we are comfortable with a contactless-only approach for Reading and why we advocated this approach in our response to the DfT's recent consultation on extending pay as you go beyond London. CPAY-only is also being adopted by the DfT PAYG extensions to Luton Airport and Welwyn Garden City, which will launch in autumn 2019.
- 1.5 Conversely, extending Oyster has significant drawbacks. This is because the magnitude and complexity of fares on the line means that Oyster would deliver a much poorer customer experience than within London.
- 1.6 The magnitude of the fares on the line to Reading mean that much of the convenience of Oyster would be lost, and new opportunities would be created for people to accidentally (or intentionally) pay the incorrect fare.
- 1.7 For example, a peak single fare from Reading to London Zone 1 costs around £25 and a one day ticket over £50. These are fares of a different order to those in London for which Oyster was designed. As a result:
 - Customers are likely need to top up every day they travel – eroding the convenience benefits of Oyster.
 - Auto top-up will often not work as the fare to Reading is higher than the most common top-up value of £20.

In addition, Oyster customers arriving at Reading with only a small positive balance on their card, will have a negative balance once they have exited of over £20.

- 1.8 The risk is that Oyster customers would then discard their Oyster card rather than clearing their debt. Safeguarding Oyster revenue when fares are so high looks impossible and it seems unlikely that GWR would be willing to shoulder a part of the risk of Oyster customers defaulting in this way.
- 1.9 A final issue for Oyster is that customers wishing to use the platforms at Paddington shared with Heathrow Express may be denied entry unless their card carries the value of the Express fare.

2 Travelcards and season tickets

- 2.1 Beyond West Drayton, rail season tickets and Travelcards will continue to be available only in printed ticket or ITSO smart format. DfT policy is to switch all season tickets outside London to the ITSO smart format.
- 2.2 Oyster Travelcards will not be available for sale from stations beyond Zone 6 (at Slough, for example). However, CPAY capping will provide as good value as a Travelcard and, for some, better value given the potential for customers to spend less if they do not travel enough to reach the cap.
- 2.3 Customers holding Oyster Travelcards valid in the London fare zones and wishing to travel beyond West Drayton will continue to use the printed extension tickets they do today. These tickets are available from our self-serve ticket machines.

Table A1
Trains per hour to be provided by TfL and GWR along
the corridor from Paddington to Reading – indicative only

Stations in London	Off Peak		Peak	
	TfL Rail	GWR	TfL Rail	GWR
Ealing Broadway	6	2	8	0
Hayes and Harlington	6	2	8	0
Stations outside London				
Slough	2	4	4	2
M Maidenhead	2	2	4	4
Twyford	2	2	4	4
Reading	2	11.5	4	13

Notes:

The stations shown are served by both TfL Rail and GWR.

The train frequencies shown are indicative, for broad guidance only.