

MIND THE GAP

CONNECTING
SOUTH LONDON



CONNECTING SOUTH LONDON



£38BN

GVA regional economy



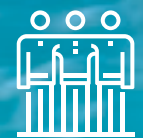
**Visitor
Economy**

6m+ visitors per year to our
iconic attractions



1.2m

Residents



**Population
Growth**

+22% by 2041, equivalent to
252,500 more people



55,000

Businesses



Home to 2

Major transport projects

FOREWORD

Fair Green Parade (Credit: Merton Council)

The South London Partnership subregion is a vibrant, diverse, and thriving place to live, work, and visit. Across our boroughs—Croydon, Kingston upon Thames, Merton, Richmond upon Thames, and Sutton—we are proud of our strong, deep-rooted communities and the distinct character of our towns, villages, and neighbourhoods.

With connections to Central London and the wider South East, the subregion supports some of the busiest public transport routes into the capital. However, orbital connectivity remains limited, and some areas experience poor public transport access, contributing to pockets of deprivation and a high reliance on private cars.

Our ambitions are bold. The BIG Ambition: South London Growth Plan 2025 sets out a clear roadmap for growth to 2035, identifying key opportunities and the support needed to unlock South London's full potential. Central to this is the recognition that improved transport infrastructure is essential to better connect people with opportunity.

To realise this vision, we need a transport system that enables fast, frequent, and seamless journeys within and beyond the subregion—connecting people and places more effectively. Enhancing orbital connectivity and increasing capacity will be critical to driving local economic growth, boosting prosperity, and supporting London's polycentric development.

We are already taking this forward at pace. Mind the Gap is our response to this challenge, setting out a shared vision for the transport investment needed to support growth. It highlights the opportunities ahead and the interventions required to unlock South London's potential.

Delivering this vision will require collaboration. The transport network is complex, with responsibilities shared across multiple organisations. That is why we are committed to working in partnership to deliver the ambitions set out in Mind the Gap.

MAYOR
JASON PERRY
Executive Mayor,
London Borough of
Croydon

COUNCILLOR
ANDREAS KIRSCH
Leader of
Royal Borough
of Kingston
upon Thames

COUNCILLOR
ROSS GARROD
Leader of
Merton Council

COUNCILLOR
GARETH ROBERTS
Leader of
London Borough
of Richmond
upon Thames

COUNCILLOR
BARRY LEWIS
Leader of
Sutton Council



INTRODUCTION

The South London Partnership (SLP) is a cross-political party sub-regional collaboration of five London boroughs: Croydon, Kingston upon Thames, Merton, Richmond upon Thames, and Sutton. Working together and with partners in and beyond our area, SLP champions and seeks to build on the many strengths of South London as a place for people to live, study, work, invest and thrive.

In June 2025, SLP published 'BIG Ambition: South London Growth Plan' to drive the subregion's economy forward. The South London Growth Plan sets a roadmap for growth through to 2035 and highlights where the opportunities lie, and the support we need to unlock South London's full potential. The plan sets commitments across Place, People and Infrastructure respectively.

- To become a leading 'go-to and stay' place for inclusive, sustainable innovation
- To deliver greater access for all our residents to do good work – higher quality, higher paid and higher value jobs
- To better connect people with opportunity to support polycentric growth

Our growth ambitions statement recognised that 'to better connect people with these opportunities we require investment in Infrastructure. Poor orbital public transport leads to congestion, hurting productivity and access to jobs and mobile 'not-spots' remain a barrier to digital inclusion and economic growth'. Better transport connectivity is central to this and across the subregion this continues to be one of our core priorities to support growth.

'Mind the Gap' makes the case for increased investment in our subregion's transport infrastructure to ensure that our growth ambitions can be fully realised. The transport network is a complex system with responsibility lying across various bodies, so this document is a call to action to our partners to deliver

the necessary change to support growth. Our ambition is clear to reduce the gap in transport investment and infrastructure within our subregion to fully benefit our residents and businesses and to support polycentric growth.



Croydon City Centre (Credit: Croydon BID)

OPPORTUNITIES AND CHALLENGES

The subregion is abundant in opportunity, home to the major employers such as Allianz, Amazon, Unilever, Domestic and General, Compass Group and the Institute of Cancer Research, world-class sporting facilities, some of London's most loved green spaces and popular visitor locations. It is full of history with a growing number of people choosing to live, work and visit. Our economy is growing and thriving, it is resilient with consistent performance with strong post pandemic recovery.

We have good connections to Central London and the wider South East including some of the busiest public transport routes into London. However, orbital connectivity is poor, there are pockets of deprivation with poor public transport links and a high reliance upon cars. With historically limited investment in transport within our subregion we start from a position of under investment and a transport infrastructure 'gap' which must now be unlocked to realise our potential to deliver the new homes and jobs the subregion needs.



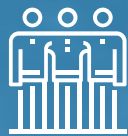
Croydon Town Centre (Credit: Croydon BID)

OUR STRENGTHS



VISITOR ECONOMY 6m+

visitors per year to our iconic attractions



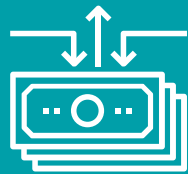
POPULATION GROWTH +22%

by 2041, equivalent to 252,500 more people



INNOVATION HUB Nationally recognised

Home to the National Physical Laboratory, Kew Nature Science Quarter, and Purley Way Innovation cluster.



THRIVING ECONOMY 13%

Employment growth by 2041

£38 billion

GVA to regional economy



HOME TO TWO MAJOR TRANSPORT PROJECTS 200k

homes unlocked by Crossrail 2 and the Croydon Area Remodelling Scheme Purley Way Innovation cluster.



INNOVATION CORRIDOR London Cancer District, Sutton

1m sq ft of lab & research space

£1.2bn

contribution to the UK economy

3k

High-value jobs will be created



GATWICK AIRPORT

£265m

GVA in 2023

3.6K

Local jobs

61%

Visitor increase by 2038



KINGSTON TOWN CENTRE UK's top large town retail centre in 2024

300k+

Visit every week

OUR CHALLENGES



NO TUBE ACCESS 3 OUT OF 5

London boroughs here have no underground



GROWTH CONSTRAINED 82%

of new London homes built near TfL networks



INTERCHANGE DEPENDENCY 50%

of key centre links rely on Clapham or Wimbledon



SERVICES CUT SINCE COVID

Caterham, Tattenham Corner & Guildford via Epsom routes withdrawn
- Guildford frequency halved and not reinstated, limiting connectivity for thousands of residents.



AGEING INFRASTRUCTURE 100+

years old, so has lack of capacity, resilience, accessibility and flexibility.



WORST CONGESTION 6/10

most congested rail lines run through the subregion



POOR CONNECTIVITY 65%

of residents in areas poorly served by transit



POOR BUS PERFORMANCE 4 of top 5

Of London's most complained-about services operate in the sub-region



HIGH CAR DEPENDENCY 40%

Of journeys by car due to poor or limited public transport



TRAMS IN POOR STATE OF REPAIR

London Trams is classified as having a 'poor' state of repair



INACCESSIBLE STATIONS Long stretches

Of rail corridor lack step-free access compared to the rest of London



DISTRICT & NORTHERN LINES 1,109 signal failures

Between 2019 & 2024



FRAGMENTED CYCLING PROVISION

High potential yet fragmented cycle network Richmond and Kingston Upon Thames have some of the highest levels of cycling in London. Cycling is far less prevalent in other areas of the region



GROWING ROAD CONGESTION 4.5bn vehicle km

Made on our roads each year, resulting in significant and increasing road congestion



POOR BUS PERFORMANCE 30 fewer buses/hour

Often in areas where buses provide pivotal connectivity for residents



OUR VISION

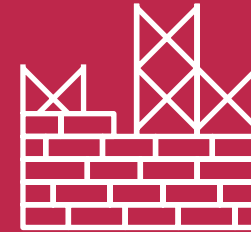
A transport system that connects people and places to opportunity through fast, frequent, and seamless journeys across and beyond the subregion. Improved orbital connectivity and capacity will boost local economic growth and prosperity and support polycentric growth across London.

This vision is underpinned by four interconnected priorities:

Wimbledon Quarter (Credit: Suzanne Mitchell Photography)



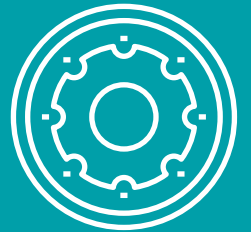
1



STRENGTHENING CONNECTIONS

Improving our strategic interchanges across the SLP subregion as transformational orbital gateways, and investing in the network to deliver a metro level rail service.

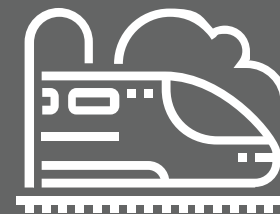
2



AN INTEGRATED TRANSPORT SYSTEM

A better integrated transport system that enables users to make seamless journeys across modes by improving connectivity to match levels seen in the rest of London.

3



A CLEAR WAY FORWARD FOR CROSSRAIL 2

End the hiatus and develop a way forward for Crossrail 2, identifying early measures that unlock the potential for the subregion.

4



A TRANSPORT SYSTEM FOR ALL

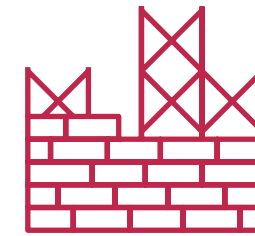
A fair, inclusive and accessible transport network, that is fit for the future, through which everyone in South London can achieve their potential.



South Wimbledon Station (Credit: Merton Council)



South Wimbledon Station (Credit: Merton Council)



STRENGTHENING CONNECTION

A transport system that connects people and places to opportunity through fast, frequent, and seamless journeys across and beyond the sub region. Improved orbital connectivity and capacity will boost local economic growth and prosperity and support polycentric growth across London.

The SLP subregion is set to grow with over 250,000 additional homes and 66,000 jobs by 2041.

With the strong transport connections to central London and the wider South East, the potential for growth and investment in the SLP region is key. Having a transport system that supports and enables both growth within the subregion and access to nearby growth opportunities is critical. The transport system should enable the community to access and benefit from growth and economic prosperity both locally and by nearby neighbours particularly in Central London, Surrey and the wider South East.

Currently, the transport network is fragmented, with limited orbital connectivity in South West London, especially for public transport and active travel routes. This poor transport connectivity is exacerbated by a less frequent rail service, than seen in other parts of the London. The region is reliant on a number of key transport interchanges and routes for connectivity. Half of the connections between SLP's five key town centres are reliant upon interchanges at Clapham Junction or Wimbledon.

Better connected stations will provide connections between town centres and surrounding communities enabling better mobility across the subregion, and improved access to jobs.

Our growth is partly constrained by a lack of capacity at our stations, limiting interchange, and infrastructure capacity constraints on the rail network, which restrict the ability to deliver the desired frequency of services.

By delivering an integrated metro level service and investing in our transformational gateways, our subregion could make an even greater contribution to growth in the capital to grow an inclusive, sustainable economy and society. By better connecting people with opportunity, be that skills, jobs or housing we can boost South London's productivity and growth.

East Croydon Station Passenger (Credit: Croydon BID)

IMPROVING THE FREQUENCY OF TRAINS, TO DELIVER A METRO LEVEL SERVICE

Rail services in South London are well-used and provide the quickest transport option between the majority of SLP's key town centres. However, infrequent services make for longer journey times resulting in a poor user experience. Only two-thirds of the 1.2 million South Londoners with access to a nearby rail service have a turn-up-and-go service, and only 45 per cent can access a metro level of service compared to two thirds of all Londoners.^{xiii}

Poor transport connectivity constrains economic and housing growth in some areas. For instance, four times as many jobs are accessible within 45 minutes from Harrow, where commuters can base their journey plans on metro-frequency train services, than are from Sutton. Low frequencies, limited fare and service integration, variable reliability and relatively poor station environments constrain housing delivery.

Good transport connectivity supports housing growth. For example there were 60% more annual housing completions around London Overground stations with their metro-service, compared

with around National Rail stations in South and South east London between 2014 and 2017.

More recently an additional 71,000 new homes were delivered within one kilometre of Elizabeth line stations between 2015 and March 2024.^{xiv}

The Mayor of London's ambitions for metroisation are set out in Proposal 65 of the MTS: 'The Mayor, through TfL, will work with Network Rail, train operating companies and stakeholders to seek the modification of the planning of local train services from Moorgate, Victoria and London Bridge to create a London suburban metro, offering improved frequencies, journey times and interchange opportunities by the late 2020s'.

This commitment needs to extend to services in and out of Waterloo as well, given the lack of viable alternatives in south London. This is also supported by the London Assembly Transport Committee's Broken Rails paper^{xv}, which states 'it is critical that improvements to London's suburban rail services are prioritised now, regardless of which operators are running the services'.

Despite this long-standing support for metro level services in South London, there continue to be significant sections of the suburban rail network operating below metro service level.

This disparity was further exacerbated by the pandemic, with services on key corridors (Wimbledon Loop, stopping services through Kingston and services to Caterham) withdrawn. The reintroduction of services across the network has been incremental and at times ad hoc as travel patterns reestablished. This has further limited travel opportunities, and increased crowding on remaining services for communities in the subregion and requires immediate redress.

Through a metro level service, we are seeking high frequency (4 trains per hour) with simple service patterns repeated all day and across the week. This is required to maximise connectivity, build user confidence and increase rail patronage. The benefits of a metro level service extend well beyond the subregion, many of the subregion's suburban rail services terminate outside the GLA, therefore frequency enhancements will also benefit the

local authorities along the corridor in unlocking growth potential for both homes and jobs and providing improved connections.

To facilitate a fully metro-level service across South London, we need more trains, a timetable that meets the needs of the community supported by improved reliability and journey times on existing services through investment in rail infrastructure and train upgrades. Such as the recent investment in signalling and power upgrades on the lines into London Victoria. Critical to this is addressing key infrastructure constraints such as the Selhurst Triangle for which the Croydon Area Remodelling scheme is a key component of improving rail capacity in South London.

The subregion needs a suburban rail network that has more predictable services, better connections, more capacity, shorter journey times, more reliable services and better customer service and experience — these are key not only to improving residents' quality of life, but also to unlocking SLP's economic potential, and delivering a potentially significant number of new homes around well-connected transport hubs.



Transport connectivity is fundamental to creating opportunity. For students accessing education, apprentices travelling to workplaces, healthcare professionals in training, and residents seeking employment, reliable and affordable transport can be the difference between aspiration and achievement. The University of Roehampton strongly supports the South London Partnership's vision for a better connected South London. By investing in transport infrastructure and improving access across the sub-region, we can unlock inclusive growth, strengthen skills and workforce development, and ensure that our communities are equipped to benefit from the opportunities of the future. We are proud to support this shared ambition and to work alongside partners to deliver it.

Professor Jean-Noël Ezingard, Vice-Chancellor and Chief Executive, University of Roehampton

Southern Train (Credit: Sutton Council)

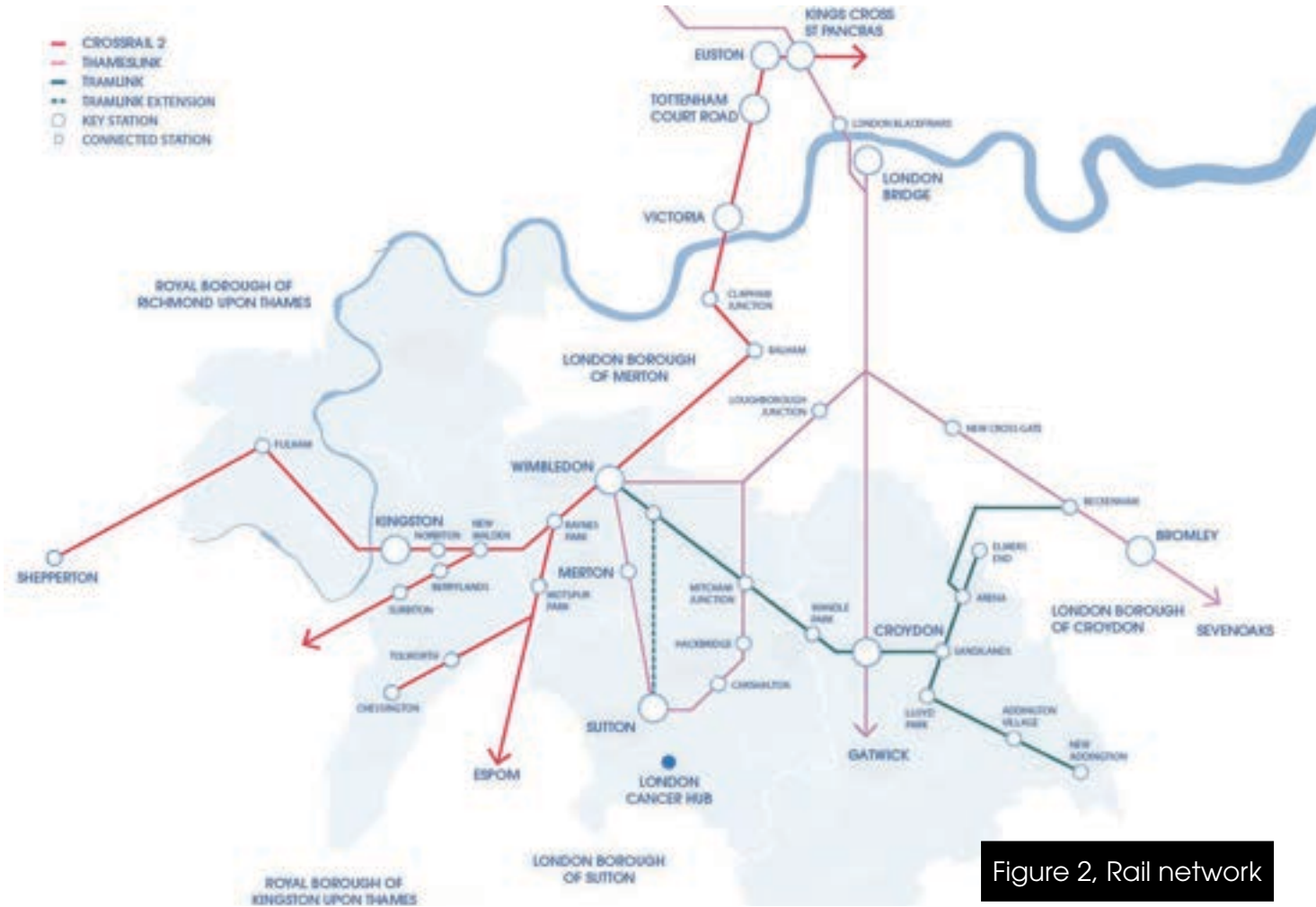
TRANSFORMATIONAL GATEWAYS

Our strategic interchanges are the gateways to our town centres and play a vital role in connecting people with places and unlocking the growth that the subregion needs, they are our transformational gateways. They play an important role in the transport network but are more than places to catch a train or move through.

As part of our new transport vision, we have identified 5 key transformational gateways that require further investment to unlock rail capacity and development potential across the subregion:

- Clapham Junction
- East Croydon (as part of the Croydon Area Remodelling Scheme)
- Richmond
- Wimbledon
- Morden

These locations hold opportunities for place-making, housing density and regeneration around stations through service integration and improvements. They are our gateways to growth, the focal points of our town centres and opportunities for economic prosperity.



1



Morden Station (Credit: Merton Council)



Clapham Junction Bus (Credit: Lisa Heeke)



Clapham Junction Platform (Credit: Wandsworth Council)

CLAPHAM JUNCTION

Clapham Junction is one of Britain's busiest railway stations, with over 2,000 trains passing through every day (more than any other station in Europe), and more interchanges made here than at any other UK train station with half of all users interchanging between services.^{xvi}

Clapham Junction is an asset to London and is of national importance. It is strategically important to the subregion in supporting services via the South West Main Line but also provides essential interchange to connect key town centres in the subregion.

The station supports over 24.4m users annually^{xvii} this high passenger volume results in overcrowding issues, with commuters frequently facing packed platforms, and crowded over and underpasses despite the recent investment by Network Rail.

An upgrade of Clapham Junction is being developed as a comprehensive response to the challenges posed by the station's high passenger volume. It is focused on improving circulation within the station, creating new entrances to the station as well as connections to the surrounding area, supporting the delivery of new housing and jobs.

Strategically, Clapham Junction is vital to London's future transport network. As a strategic interchange on the Crossrail 2 route, introducing a new service and station this would add station capacity, reduce crowding, and be an important interchange for connections to and through central London. In the past, there have been proposals to connect services through Clapham Junction to the wider South West linking to Heathrow Airport, this would introduce a range of travel opportunities and connections from Clapham Junction. There are also further ambitions to extend the Northern Line to Clapham Junction, enhancing the station's role within London's transport network.

Clapham Junction is vital for the connectivity of the subregion and requires the necessary investment to make it fit for the future. In partnership Network Rail, South

Western Railway, Wandsworth Council, TfL, the GLA and a key landowner are working together on the Clapham Junction urban heart masterplan, which will shape the vision of how the area will look and function in the future. The masterplan will help to ensure station upgrades can be fully aligned with, and help to unlock, the potential for new homes, jobs, retail and public realm to support a vibrant and connected community around the station, whilst also building the business case to the Government and other sources for funding for works to the station.

Investing in Clapham Junction is investing in the growth of the subregion and the wider South East and this is our call to government.

CROYDON AREA REMODELLING SCHEME

East Croydon Station (Credit: Merton Council)

The Brighton Main Line is a key national rail route, providing the spine of a strategic economic corridor connecting Bedford, Cambridge and Peterborough through central London to East Croydon, Gatwick Airport and the south coast as part of the Thameslink Growth Corridor.

The Brighton Main Line is used by 300,000 people each day, it is under considerable strain and is consistently highlighted as one of the most complex and congested routes in the country, with the infrastructure being some of the oldest and most intensively used.

East Croydon is a key station on the Brighton Main line, providing 16 minute journey times into Victoria or London Bridge and 14 minute connections to Gatwick Airport. It is a significant transport interchange, with tram and bus connections, and access to suburban rail directly and through a 10 minute walk to nearby West Croydon station. The station supports 20.5m users

annually with nearly a fifth of users using the station for interchange.

The Brighton Main Line and its branch lines converge on East Croydon station and the 'Selhurst triangle' - a complex series of multiple flat junctions between East Croydon, Selhurst and Norwood Junction stations. Trains to/ from Thameslink (Peterborough, Cambridge and Bedford), London Victoria, London Bridge funnel through this area - making the Croydon area very busy and very influential on train performance. The delays can spread extensively.

In response to these challenges and to facilitate future growth, an upgrade to the Brighton Main Line was developed. As well as delivering major improvement at East Croydon station the scheme would unblock a serious bottleneck in the "Selhurst Triangle" group of junctions just north of East Croydon station, where crossing lines currently regularly cause delays to both Brighton Main Line and suburban services.

The scheme would deliver six additional trains per peak hour, providing a step change in rail frequencies and provision of metro level rail frequencies within the subregion. The scheme has overwhelming public support, 90% support for the scheme and 86% for East Croydon station. ^{xviii}

Delivering the Croydon Area Remodelling Scheme is essential to unlocking growth and securing South London's share of the benefits from Gatwick expansion and growth in the wider South East. This requires support from the public, partners, industry and government we ask that others join our call for the scheme.



Richmond Station (Credit: Richmond Council)

RICHMOND STATION

Richmond Station lies in the heart of Richmond town centre; supporting services to London Waterloo, as well as services towards Reading and Windsor, the London Underground (District line), and the London Overground (Mildmay line).

It is the third busiest station operated by South Western Railway. Around 9.5 million passengers travel through Richmond Station each year, and an additional 1.1 million passengers interchange, it is a strategically important transport hub^{xix} with a wide passenger catchment.

The station has been subject to recent investment, with ambitions to improve the interchange and integration in the town centre. The council also aspires to investment in the bus network and operation, pedestrian environment, and removing the vehicular dominance in the town centre.

To achieve this vision, there needs to be broad support, engagement and investment to deliver change, building on the recent investment in the station to support the vitality of the town centre.

WIMBLEDON

Wimbledon Station (Credit: Merton Council)

Wimbledon is already the UK's only transport hub to have all modes of transport in one place (Rail, Underground, Tram, Bus, Taxi and Cycle facilities). Approximately one third of passengers using the station are interchanging, with the station supporting connectivity across the subregion. The station currently suffers from poor passenger flow due to the high volume of passengers which places pressure on stairs and the bridge as passengers change platform, while interacting with those entering or exiting the station.

Looking further ahead, Crossrail 2 is proposed to pass through Wimbledon Station with new subsurface platforms, requiring a new Crossrail 2 station located to the south of the current station and to then access a tunnel portal between Wimbledon and Raynes Park stations. Development work on Crossrail 2 was paused in 2020, however the proposed route has been safeguarded including much of the area around Wimbledon Station to protect the route. Unfortunately, this means investment in the station and to regenerate

the immediate surrounds has not been able to be progressed.

Presently, Wimbledon Station is under significant strain which is predicted to grow. Long-term planning and investment are required for the station and surrounding area to meet demand.

The Wimbledon branch of the District line is historically one of the busiest and most vital sections of the London Underground network. We will lobby for investment in the rail signal infrastructure, addressing the impasse between

TfL and NR that is impacting the reliability of the District Line

We will bring partners together in recognition of the strategically important role Wimbledon interchange plays in the sub-region and its connectivity to better understand its current and future transport needs. We will work alongside the Crossrail 2 assessment and safeguarding, to understand and test what can be delivered to support the interchange in the short and medium term.

MORDEN INTERCHANGE

With its easy access via the Northern line, Morden has a wide catchment area attracted by the frequent access to central London as well as onward connections via local bus services, via nearby tram stops and pedestrian / cycle routes along London Road. With the Northern Line forming part of the night tube making Morden an attractive location for late-night travel.

The town centre is bisected by the road network creating severance and a poor public realm impacting on the vitality and growth of Morden. Much could be done to improve Morden's role as a transformational gateway and starting point of London's underground network in South London.

As key partners and land holders in Morden, TfL are key to both understanding and delivering change in the town centre. Merton Council has allocated £30m to remake Morden, the plans envision a 21st Century Transport Hub with 500 new homes, a revamped London Road streetscape, and cultural

venues, transforming the town centre into a thriving community hub rather than a mere transit point.

We call on TfL to work in partnership to build a coalition, to make the transport case for investment and the fulfil growth potential of Morden.



OUR COMMITMENTS

- Make the case for investment and engage with partners across the subregion to highlight the benefits of investment in our transformational gateways to improve orbital connectivity.
- Engage extensively in consultations that will enhance rail capacity and connectivity across the subregion including the Wessex Strategic study by Network Rail, Southwestern Rail timetable recast to unlock capacity on the existing network.
- Work with partners to advocate for the Croydon Area Remodelling scheme as essential to unlocking growth and securing South London's share of the benefits from Gatwick expansion and growth in the wider South East.



OUR ASKS

- Immediate return of national rail services to pre-pandemic levels, to match levels of service with other parts of London.
- Review services to/from London Victoria following completion of the signaling upgrades to make full use of this investment improving rail services serving the subregion.
- Build on and deliver an integrated timetable refresh across South London to make the most of our rail network.
- That the government invest in rail infrastructure to deliver a high performing railway, one that can support metro level services, to drive economic growth and support the creation of new jobs and new homes.
- Network Rail review the Strategic Case for Croydon Area Remodelling scheme, develop and deliver the scheme including interim measures, or as part of a phased delivery.
- TfL and Network Rail must prioritise investment in our transformational gateways including Clapham Junction, Richmond, Wimbledon, Morden and East Croydon.



Mitcham Market (Credit: Merton Council)



AN INTEGRATED TRANSPORT SYSTEM

Merton Riverside (Credit: Merton Council)

A better integrated transport system that enables users to make seamless journeys across modes by improving connectivity to match levels seen in the rest of London

One way to improve connectivity is through public transport 'integration' – making services and routes work 'better' as a system that is much simpler and easier to understand – addressing constraints, bottlenecks, better connecting under-served areas and enabling users to take quicker, longer, and more complex journeys.

It is estimated that Inner London residents can access up to 10 times as many jobs by travelling up to 45 minutes on public transport compared to Outer London residents. This leads to higher car dependency to access

employment opportunities in areas of lower connectivity. ^{xx}

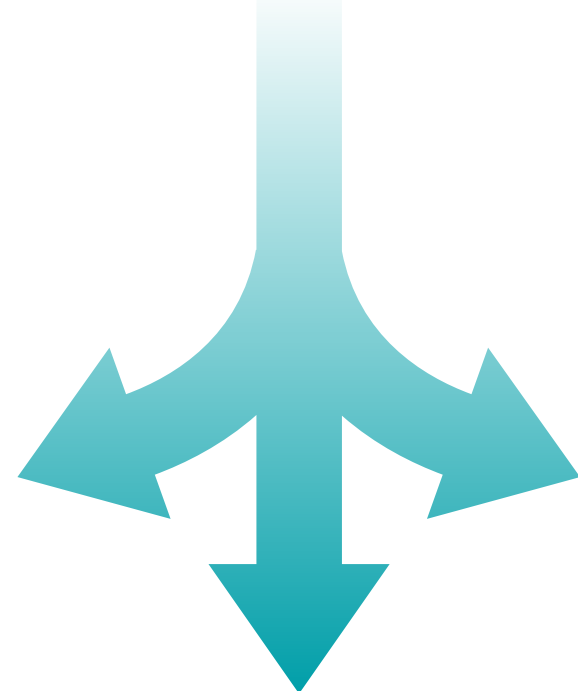
Over 23,000 people cross the GLA boundary from the SLP area to Surrey to work, and a similar number of people (24,000) cross the GLA boundary to work in the subregion. To benefit from jobs growth and the opportunities these create we need an integrated transport network across the GLA boundary. ^{xxi}

With the Mayor's aim for 80 per cent of journeys to be via cycling, walking or public transport by 2041, locally we are struggling to meet this ambition.

The current public transport system does not reflect the needs of the local community. Rail connections at Clapham Junction and Wimbledon are essential for access between SLP key five town centres. The tram and bus network offer good opportunities to support our town centres however services are poorly integrated and focused on historical needs.

The transport system needs a critical review, planning for now and for the future. There is a great opportunity to design an integrated transport system in South London for the future.

Tram Sign (Credit: Merton Council)



A TRAM NETWORK FOR THE FUTURE

The London Tram, the capital's only tram system, provides vital orbital connectivity, connecting towns, rail stations, residential suburbs and leisure opportunities. It serves areas of significant deprivation with limited transport links, connecting residents to key employment and learning sites, and is vital for people's lives.

The tram is a unique and popular transport offer for the subregion and has the potential to catalyse significant growth, creating a new era of opportunity.

Trams have a far higher capacity than buses – with 70-90 passengers on a double decker bus versus 200-300 for a standard tram – faster journey times and a greater timetable consistency – building user confidence.

Since launching in 2000 London Trams have supported over 590 million journeys. Following a peak in 2014, the number of people using the tram remained broadly stable. However, ridership was significantly impacted by the COVID-19 pandemic with passenger ridership levels yet to return to pre-pandemic levels.

A majority of the tram fleet has been in operation for 25 years and over this time has become less reliable, with more frequent repairs required. Trams have consistently not met peak service requirements and seen journey time increase, impacting ridership. Despite these challenges, the tram supported more than 18 million journeys in 2024/25, which is expected to be exceeded in 2025/26.

A growth in tram ridership and services is limited by constraints on the tram network which limit operational capacity; for example, sections of one-way or single track, platform capacity and terminating capacity which need to be addressed to be able to increase the number of services on the tram network.

2



Croydon Town Centre (Credit: Croydon BID)

Recent investment in track renewals, signalling upgrades and works at Therapia Lane depot will improve the efficiency and operation of the tram. TfL are well underway to procuring a new tram fleet, which is anticipated to be operational in late 2020's. These works are welcomed and are essential to maintain operability and safety, but do not add the capacity or network extensions to meet the subregion's population and economic growth.

The current system, whilst providing a vital service to the community, has a limited footprint. Growth in South London will require widening the benefits of tram to be an attractive alternative to the car for east-west journeys.

The tram/growth opportunities include:

- Support for up to 27,000 potential new homes
- Creation of up to 18,700 jobs
- Improved connections to central London via the East Croydon and Wimbledon Stations
- Possible future connection to the Bakerloo Line extension at Elmers End

This growth along the tram route is equivalent to other major transport projects, such as the DLR and its extensions, but needs the planning and continued investment to support this growth.

To fully support the delivery of this growth there is a long term need to maximise the benefit of the current investment, continue to deliver

improvements (including reducing services constraints), and explore the potential future expansion of this unique, low emission asset. This can unlock connectivity in currently poorly served areas, particularly those that have the potential for housing and jobs growth.



BUSES REIMAGINED

Buses are an essential staple of the subregion's transport system, especially for areas that are under-served by light and heavy rail services. Buses are well used, accessible, and affordable, helping people get to and from where they want to go.

The Mayoral ambition is for 80% of all trips in London to be made by sustainable transport by 2041, with bus ridership essential to delivering this ambition. A third of Londoners use the bus at least three times a week, more than any other mode of transport. SLP residents take less trips by bus and tram than the Outer London average despite the limited alternatives. Bus ridership remains below pre pandemic levels and saw a 4.5 per cent reduction in 2025/26 from the previous year across London.

TfL's Bus Action Plan (2022) states "There has been a clear correlation between declining bus demand and deteriorating average bus speeds. Many of these journeys will instead be made by car or not be made at all, both bad outcomes for local economies"

From historically higher levels in the subregion, bus speeds have declined by greater than 6% between 2015 and 2025.^{xxiv} This makes bus journeys longer and less desirable and results in fewer people using them. Four of the top five most complained about services related to poor performance operate in the subregion.

Coupled with this, the subregion has seen a reduction in the number and frequency of bus services. With 30 fewer buses running during peak hours since 2022, this equates to 2,610 travel opportunities missed. The reduction in bus services has gone much deeper and is more impactful in some areas than others, particularly where there are limited alternatives.

TfL announced in February 2026 its ambition to reimagine the bus network, seeking to expand outer London bus services while reducing some central and inner London services to align with changing demand in these areas.^{xxv} As the majority of bus routes operate on borough roads, serving local communities and supporting local economies, the role of SLP is fundamental to reimagining the network.

Reimagining our bus network is the only viable way to transform our public transport in the short term. It is comparatively low-cost, flexible, and a key mechanism for providing essential connectivity to support polycentric growth as part of an integrated transport system.

Cromwell Road Bus Station (Credit: Kingston Council)

Our ambition is bold, for a reimagined South London bus network that breaks the negative cycle and get London's bus services back on track, delivering better outcomes for South London. The principles for the SLP bus network are to catalyse growth, respond to community needs, deliver positive outcomes for people and the environment, and foster innovation.

We will bring together partners, strengthen subregional collaboration, and work closely with TfL and others to deliver change. Opportunities abound within and beyond the subregion, services to/from Surrey are vital to subregional connectivity. Exploring opportunities to expand and grow the network to serve key locations such as Gatwick Airport. By

building on our strong track record of innovation, joint working, and challenging conventions, we can successfully reimagine the bus network.

SLP BUS NETWORK FRAMEWORK



Reliable

The network should be based on **three-year stable service plans** to ensure financial sustainability and operational certainty.

Advanced bus priority initiatives should be focused on the orbital core and high-frequency connector routes, delivered through bus priority measures including signal upgrades, infrastructure improvements as well as kerbside review and management practices.

Establish a **Bus Performance Taskforce** comprising TfL, bus operators, SLP partners, and Surrey. To build a shared understanding of challenges, operational issues as well as assessing the impact of interventions. The taskforce will help improve bus speeds and increase ridership across the subregion. It should meet quarterly and actively manage advanced priority measures, including monitoring bus speeds and performance, operational kilometres including service curtailment.



Connected

The network formed from an **orbital core, high frequency connector routes**, supported by **community routes**.



Frequent

Establish minimum service levels for core, connector, and community routes.



Innovative

Identify, promote and trial **fares innovation learning from** local ridership patterns across bus and tram services to support local communities, economies, and growth opportunities.

CONNECTED CYCLING OPPORTUNITIES

Lime Bikes (Credit: Merton Council)

Better cycling access to town centres and high streets will contribute to our growth ambitions, particularly as cycle use in the capital evolves with the growth in shared e-cycles.

Research shows that people who walk and cycle visit the high street more often, with high street walking and cycling improvements, able to increase retail spending by up to 30 per cent.

The Mayor's Transport Strategy sets a target for 70 per cent of Londoners

to live within 400 metres of the strategic cycle network by 2041. In Outer London only 26 per cent of town centres are connected to the network.^{xxvi} As a result, cycling mode share is being held back, with growth in cycling in Outer London around half that of inner London.^{xxvii}

The subregion's abundant green and blue spaces and relatively flat topography mean it is an attractive place to cycle. We are keen to support this growth given the benefits that more people cycling can deliver to the wider community, through reduced congestion on the roads and public transport, better local air quality, less noise and improved health and wellbeing.

We will work to increase investment in and access to the strategic cycle network to link key places. Increasing cycling levels will help address many of the challenges we face, including the climate crisis, air pollution, health and inactivity, road danger, congested roads, and fairer access to amenities, jobs and services. It will drive behavioural change to contribute to the MTS target of 80% of trips by sustainable modes by 2041.

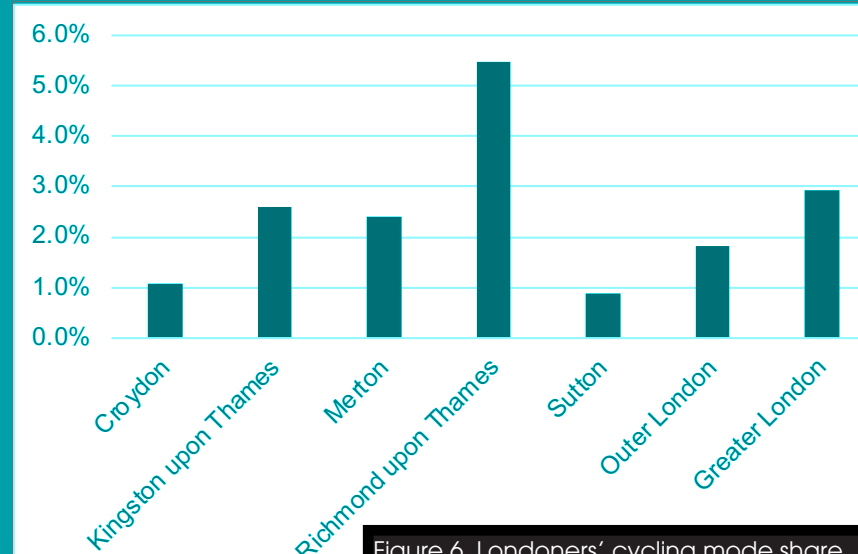


Figure 6. Londoners' cycling mode share by main mode, average day (7 day week), 2022/23-2024/25 average

Richmond maintains the highest cycling levels in Outer London and the highest level in SLP.

Cyclist (Credit: Merton Council)



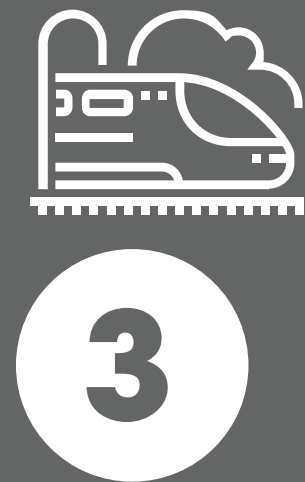
OUR COMMITMENTS

- Support growth opportunity along the tram corridor, to maximise the benefit and ridership of the tram.
- Reimagine South London's bus network, partnering with TfL, Surrey and bus operators initially convening a South London roundtable.
- Establish a Bus Performance Taskforce to understand, manage and improve bus performance and to develop an advanced priority orbital bus route/core action plan.
- Work collaboratively to expand the Strategic Cycle Network and increase the number of people within 400m of the network.



OUR ASKS

- A long-term plan for the tram network (Tram Action Plan), to support growth along the tram corridor. Integrate the tram network in future growth ambitions so that tram is network is fit for the next 25 years.
- Replace the tram's ageing fleet at pace with the new trams to be in operation by 2030.
- TfL to actively engage with SLP to raise the ambition for buses through delivering a reimagined bus network in South London
- A clear investment plan for a new strategic cycle network in our subregion.



Crossrail 2 is a new proposed railway connecting the South West Main Line to the West Anglia Main Line, via an underground tunnel through London serving key locations in central London including Tottenham Court Road, Euston St. Pancras and Victoria, as well as important suburban town centres in South London including Clapham Junction, Wimbledon and Kingston.

The South West Main Line is one of the busiest and most congested routes in the country. Every day 220,000 people commute into London on the South West Main Line. It already faces capacity constraints and demand for National Rail services into Waterloo is forecast to increase by at least 40% by 2043. This means the severe crowding on the network will nearly double and would likely lead to passengers being unable to board trains at some stations.

Crossrail 2 provides a solution. Carrying up to 30 trains an hour in each direction, it could potentially provide additional capacity for up to 270,000 more people to travel into London during peak periods. Specific benefits include

A CLEAR WAY FORWARD FOR CROSSRAIL 2

End the hiatus and develop a way forward for Crossrail 2, identifying early measures that unlock the potential for the sub-region

- Increasing London's overall rail capacity by 10 per cent
- Faster journey times to destinations across London
- Improved access to and from London across the wider South East, and significantly reduce congestion on existing crowded London Underground and National Rail services
- Unlocking 200,000 new homes and 200,000 new jobs

The scheme has evolved over several decades, originating as the Chelsea-Hackney Line, the route was safeguarded as early as 1991 and refreshed in 2008. The scheme underwent public consultation in 2015 as Crossrail 2.

A 2017 independent affordability review was followed by a 2018 update, confirmed that the route remained under development, with ongoing work to refine the scheme, respond to consultation feedback, and minimise overall impacts.

In October 2020, as part of the Transport for London Funding Agreement, a decision was made to pause further work on the design and development of Crossrail 2. The work undertaken so far was fully documented so that we

could restart the project when the time was right. This pause has turned into paralysis, with over a decade passing without a clear pathway forward. The resulting uncertainty around Crossrail 2 continues to constrain growth opportunities within the subregion, across London, and beyond.

Developing a major transport project like Crossrail 2 will take time, this leaves a gap in continuous investment in public transport enhancements while London and the subregion's population and housing needs continue to grow. More should be done to explore capacity and connectivity improvements within existing infrastructure that can be delivered more quickly and at lower cost. Transport investment within the subregion must continue, the region can't afford to miss out on opportunities to improve transport to support our growing subregion.

The time has now come for TfL to set out a clear way forward for Crossrail 2 by early 2027 to put the scheme back on track. Early measures to support the transport network along the Crossrail 2 corridor and progress the development of the scheme should be prioritised and delivered.



Time and again, our members identify transport connectivity as one of the biggest barriers to growth, investment, and the creation of a thriving, resilient town centre. Improving transport links to and through Kingston would deliver wide-ranging benefits — from enabling businesses to attract and retain talented employees, to encouraging more visitors, supporting tourism, and increasing the number of journeys made by active travel and public transport.

We are wholeheartedly supportive of the South London Partnership's work to secure greater investment in transport infrastructure across the region to help unlock the innovation, enterprise, and potential that exists across our towns and neighbourhoods.

Kirsten Henly, Chief Executive Officer, Kingston First



Figure 7, Crossrail 2 route



OUR COMMITMENTS

- Make the case for Crossrail 2 in the subregion and beyond, considering scheme merits, interim measures and/or outputs to underpin growth.
- Work and convene partners to lobby for a clearer way forward for Crossrail 2, delivering on the commitment within the London Growth Plan.
- Work alongside the Crossrail 2 assessment and safeguarding team, to ensure the benefits of Crossrail 2 can be realized across the subregion.
- Support the refresh of the Crossrail 2 safeguarding directions to bring clarity to the subregion.



OUR ASKS

- A clear way forward for Crossrail 2, delivering on the commitment within the London Growth Plan by early 2027.
- Prioritisation of initial Crossrail 2 activity to serve our subregion - to help end the connectivity deficit.



A TRANSPORT SYSTEM FOR ALL



4

Colliers Wood Underground Station
(Credit: Merton Council)

A fair, inclusive and accessible transport network, that is fit for the future, through which everyone in South London can achieve their potential

Transport makes it possible to go to work or school, see friends, visit the shops, and get access to welfare provision, hospital services, leisure facilities, financial support and housing. Whether people can access employment, and whether that work offers fair pay and conditions, opportunities for progression and positive relationships between workers and employers is key part of the transport system and access to growth opportunities.

Currently, around 25% of the population has additional accessibility needs, a number likely to increase as the UK's population ages.

Of the subregion's 65 rail stations only 22 are fully accessible, there

are significant geographical gaps, acting as a barrier to their use. This leads to more challenging and longer journeys, particularly on the Northern Line and the Wimbledon Loop.

The tram network is fully accessible and is a spine of accessibility across parts of the subregion, whilst a substantial proportion of the bus network is accessible, a reimagined bus service should be fully inclusive and accessible.

Transport costs can be a barrier to many people and have increased faster than median earnings. Alongside rising housing costs and increasing cost of living, this is squeezing the living standards of many Londoners.



At South Thames Colleges Group, the need for students and staff to move easily and quickly around the transport system in South London is vital to our work. Delays, disruptions and transport challenges can cause significant educational issues, especially in critical periods such as enrolment or exams. We rely on great public transport to deliver great education and, when it fails, our students just don't make the progress they should.

Peter Mayhew-Smith, Principal, South Thames Colleges Group

Bus and tram fares offer a more affordable public transport option, than rail fares, particularly for those on lower incomes. Across London—one third of all bus journeys are made by people in households earning less than £20,000 a year^{xxx}. TfL recently announced £20m to trial 'fares innovation' with a potential focus on bus services in outer London.^{xxxi} The sub-region is ideally placed to support this trial given the limited transport options and the cost of rail travel.

In March 2023, the London Assembly passed a motion to reiterate its longstanding support for the devolution of local train services so as to "provide a truly integrated, reliable and affordable rail network for Londoners", a call supported by the Mayor.

Devolution would offer an opportunity for integration of fares, currently for pay-as-you-go fares when using National Rail are higher than when using TfL Rail services. Devolution would remove this additional cost that South Londoners bear due to the limited TfL rail network.

Additionally, with Kingston and Surbiton stations located in zone six rather than zone five, passengers suffer from unreasonably high fares. Particularly given both stations are only 12 miles from London, while 23 stations in zone five are further away from the capital.

The road network is vital to the sub region, supporting bus services but also supporting 40% of journeys made by SLP residents made by car. Over 4.5 billion vehicle kilometres are made on our roads each year. This results in significant and increasing road congestion: road delays and congestion already affect a number of key radial and orbital routes, which is forecast to worsen. This also impacts on local communities, from noise, congestion and air quality, and disproportionately impacts on bus service performance leading to a 'doom loop' of slower services leading to less patronage.

To significantly reduce the emissions output of the transport system we must invest in active travel, public transport, electrification, behaviour change and trip reduction simultaneously to capitalise on the extensive strands of transport decarbonisation.

With over 3,000 EVCPs in the sub-region, we are working hard to decarbonize the transport network.

In this context, most boroughs are considering and implementing a wide range of sustainable transport measures, albeit in the face of finance and capacity challenges. As this investment comes with substantial risk and challenges to the local authority it is important that boroughs are supported to deliver on their ambitions.

The transport network is dynamic and ever changing, to respond to the challenges, we must also be innovative and agile. To build and support our understanding we will develop a common platform to understand changes and patterns of transport usage across the subregion to enable us to respond to the ever-changing context. This will also enable us to be efficient, effective and evidence-led, testing, evaluating and learning from others to deliver the best outcomes for our communities.



OUR COMMITMENTS

- Engage with tram fleet renewal to ensure fully accessible and meet the growing needs of the region.
- Make the case for bus/tram fares innovation in South London and a fairer approach to rail fare pricing and zone structures.
- To offer the subregion as a place to innovate, and pilot activity to support improved accessibility and equity in fares.



OUR ASKS

- Call on government to invest more in a more accessible transport network increasing the number of step-free stations, breaking the long stretches of the rail network that don't have step-free access.
- TfL and rail operators to consider business case for amendments to Travelzone boundaries, such as at Surbiton and Kingston, for potential decision by Secretary of State for Transport.

1

STRENGTHENING CONNECTIONS



OUR COMMITMENTS

- Make the case for investment and engage with partners across the subregion to highlight the benefits of investment in our transformational gateways to improve orbital connectivity.
- Engage extensively in consultations that will enhance rail capacity and connectivity across the subregion including the Wessex Strategic study by Network Rail, Southwestern Rail timetable recast to unlock capacity on the existing network.
- Work with partners to advocate for the Croydon Area Remodelling scheme as essential to unlocking growth and securing South London's share of the benefits from Gatwick expansion and growth in the wider South East.



OUR ASKS

- Immediate return of national rail services to pre-pandemic levels, to match levels of service with other parts of London.
- Review services to/from London Victoria following completion of the signaling upgrades to make full use of this investment improving rail services serving the subregion.
- Build on and deliver an integrated timetable refresh across South London to make the most of our rail network.
- That the government invest in rail infrastructure to deliver a high performing railway, one that can support metro level services, to drive economic growth and support the creation of new jobs and new homes.
- Network Rail review the Strategic Case for Croydon Area Remodelling scheme, develop and deliver the scheme including interim measures, or as part of a phased delivery.
- TfL and Network Rail must prioritise investment in our transformational gateways including Clapham Junction, Richmond, Wimbledon, Morden and East Croydon.

2

AN INTEGRATED TRANSPORT SYSTEM



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A CLEAR WAY FORWARD FOR CROSSRAIL 2



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A TRANSPORT SYSTEM FOR ALL



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NEXT STEPS

Mind the gap makes the case for increased investment in our subregion’s transport infrastructure to ensure that our growth ambitions can be fully realised. We recognise that there is no simple fix and sustained collaboration, progressive change and investment across the subregion is required. We will not stand still and we will continue to work with partners to turn the priorities and actions into change in the subregion.

There are enormous opportunities that lie ahead for south London, all in terms of our economic contribution, providing homes for our communities and delivering the zero carbon future that we all aspire to but they cannot be achieved without sustained investment and a partnership approach to transport infrastructure.

Transport connectivity is vital for this future, and improvements to south London’s transport network are going to be critical to make this a reality. Congestion and

“inadequate public transport networks” have been identified as key constraints on economic growth in England’s largest cities. Addressing these in the subregion will empower our growth.

We are committed to working in partnership with the Mayor, Transport for London, Government, train operating companies, neighbours across the GLA boundary and any other partners who share our vision of a green, prosperous and connected South London.

South London has huge potential to bolster the capital’s economic prosperity, and to contribute to London’s journey to a zero-carbon city. Transport connectivity is vital for this future. We will now seek to work to make these much-needed transport improvements a reality, for a sustainable, prosperous and connected south London.



Kingston Riverside (Credit: Kingston Council)

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