



This is a new look at London attempting to integrate the Tube system with the former BR network.

Still in development, the map is produced by Quickmap which aims to publish more versions in future and to make it easier for new users to learn how to use public transport. The aim is not only to provide information about what is available and also when.

The classic Tube map is only half the rail picture in the capital.

The London Connections map which was promoted by Network SouthEast was a major step forward. Quickmap tries to take it a stage further.

It gives details of the likely wait you will experience at interchange stations. There are different maps showing where you are likely to experience waits of four minutes, five minutes or 10 minutes. The map we show is the five-minute version. Further information can be seen on the web at www.quickmap.com/metro2.htm

The challenge for Ken Livingstone's Greater London Authority and the Strategic Rail Authority is to take real steps to integrate the two networks so that passengers have a reliable and seamless journey.

Apart from the highly successful Travelcard, there are still too many fares and ticketing hurdles for the London traveller to clear. There are of course many other hurdles.

The new Anglia Railways service via the North London line from Norwich to Basingstoke is run by diesels. But the entire 120-mile route is electrified apart from one mile of track between Old Kew Junction and South Acton. If that was electrified, dual-voltage Thameslink-style trains could operate from Norwich to Poole, Dorset, and electric-hauled freight trains could operate from Southampton throughout Britain.

Of course if Railtrack had taken its responsibilities seriously when it was first set up, CrossRail could have been built by now.

Things have been left to slide for so long, that it is estimated that London needs £20billion spent on its public transport infrastructure.

At least there is now progress on Thameslink 2000 although there are misgivings about the damage it will cause to the historic Borough Market area near Southwark Cathedral.

Perhaps we should be looking at more adventurous schemes than Thameslink 2000 anyway.

Property expert Guy Harrison and management consultant Peter Cox have devised a plan which avoids significant damage to the Borough area by building a small bridge to form a smaller triangle on the Cannon Street approaches, just south of the Thames, but to the

north of the market. In conjunction with this scheme they also suggest diverting Cannon Street trains into the former King William Street Tube tunnels (suitable enlarged), building a new 12-coach-long station under Cannon Street and extending the line to join the mothballed Jubilee line tunnels. This would create another cross-London line via Green Park. He reckons that property development of the old Cannon Street station and the Cannon Street rail bridge would release about £100million to help pay for the small amount of tunnelling that would be needed to create the necessary links.

Only a few "not very significant" buildings would have to be demolished near Borough Market.

He believes a workable scheme but would like to know whether there are technical problems.

CrossRail is of course the other through-London scheme, which must be built. Spurned by former Railtrack chief Sir Robert Horton, it looks as if it is at last being dusted off and looked at again. It certainly has enormous potential. Now that Ken Livingstone has included people like Dave Wetzel on his Transport for London board, real improvements could be round the corner. Mr Wetzel was a key figure in making the original Thameslink plan work and was involved in many other effective rail schemes.