



## Lewisham PTLC 12 September 2017 – TfL responses

### Rail/Tube

**1. Are there still plans to increase the number of trains on the Crystal Palace route of the Overground system?**

We are looking at options for increasing the frequency of services on the East London Line from Crystal Palace and Clapham Junction. We are working with DfT and Network Rail to try to secure funding from the National Productivity Improvement Fund for funding of Digital Railway technology. If successful, and subject to funding, we would plan to increase frequency by 2 trains per hour on each route.

**2. When night trains run to New Cross Gate are there any plans to increase night buses from New Cross Gate, particularly following the route through to Honor Oak, Forest Hill and Sydenham? (eight new night bus routes were added to compliment night tubes in North London, so it would be good to see some in South London too)**

There are no current plans to introduce a new 24 hour bus service for the start of a night service on London Overground. The New Cross Gate area is already well-served by the night bus network, with a total of nine night bus routes providing links on all major bus corridors.

Route N171 provides many of the links requested in the email below. It runs from New Cross to Brockley, Crofton Park, Honor Oak Park and provides close links to Forest Hill. Although it does not run to Sydenham bus route 176 provides links between central London and Sydenham at night.

Changes in demand will be kept under review following the introduction of a 24 hour service on London Overground.

**3. Who took the decision and when was it taken and why was it decided to proceed with the work on the Bakerloo line extension only up to Lewisham and we now have talk of a second extension at some unspecified future date to Hayes, which of course was the original plan for the extension.**

In 2014, we consulted on a number of possible routes, including a potential extension to Hayes. The proposed route to Hayes would have consisted of a tunnelled section to Lewisham, and would have used existing National Rail infrastructure from Lewisham to Hayes, replacing the existing rail services on that line.

Following this consultation, we carried out an extensive options assessment process, which looked at over 200 possible stations for the route. The results of the options assessment, which was published in December 2015, showed that a tunnelled route to Lewisham via Old Kent Road had the best case for improving connectivity in southeast London, and could deliver 25,000 new homes and 5,000 new jobs. It also found that it can achieve this sooner, at lower

cost and with less delivery challenges than with a further extension beyond Lewisham using the National Rail network. As such, the report recommended that that an extension to Lewisham should be pursued as a first phase, with the possibility of a further extension beyond Lewisham to be considered as a second phase. A copy of the report can be found here:

[https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014/user\\_uploads/ble---options-assessment-report\\_final.pdf](https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014/user_uploads/ble---options-assessment-report_final.pdf)

The Mayor has made it clear, in both his manifesto and in his draft Transport Strategy, that he wants us to progress work to deliver both an initial extension to Lewisham and a potential second stage extension beyond Lewisham. Work is currently ongoing to determine what the preferred route for a further extension would be.

## **Bus**

### **4. Do you have figures for the reduction in passengers using the 176? Has this continued to fall since the introduction of the cuts to frequency?**

It is too early to say whether there is a reduction in passengers using the service, especially over the summer holiday period. We will continue to monitor the usage but we do not anticipate it to change significantly.

### **5. Could TFL please tell me whether a route travelling through Grove Park but extending across to Blackheath and Greenwich could be considered without having to change buses several times. The other route is travelling down Chinbrook Road, on towards Mottingham, past Eltham College, past the small parade of shops in Mottingham and left towards Eltham Palace and through to Eltham High Street. Have these routes been considered?**

It is possible to travel between Grove Park and Blackheath and Grove Park and Greenwich with one change of bus in both instances. The 261 and 202 both go to Blackheath and the 261 goes to Lewisham where either a change to the 199 or the 180 which both go to Greenwich. We could not justify a new bus route as suggested due to funding constraints.