

PUBLIC TRANSPORT LIAISON COMMITTEE QUESTIONS

Tuesday 5 December 2023

TfL

1. What investment plans are there for Elverson Road DLR station? The lights around the station have not been working for several months now (with concerns particularly around women's safety) and the paving stones around the station are uneven and prone to flooding. Flooding can also be seen after medium-heavy rain on the bridge over the station. Please can you share what maintenance and investment work is being carried out and/or planned for Elverson Road and what can be done about the localised flooding? (Councillor Huynh)
2. This question is regarding Elverson Road DLR station. Elverson Road sits in LB Lewisham (though borders RB Greenwich) and has more than 500,000 passengers passing through it a year.
 - Lewisham Council is responsible for the bridge crossing the station. Please could you confirm which body is responsible for maintaining the station itself?
 - Please could you outline how Lewisham Council works with TfL or any other organisation to review the condition of both the station and bridge at regular intervals, given that it is unstaffed.
 - If the answer to question 1 is TfL, please could TfL outline any capital investment they intend to make within the next two years to improve the condition of the station. They should note that the paving stones need replacing near the exits and entrances of the station (where people regularly run for trains), as they're uneven and cause a trip hazard as well as flooding during periods of heavy rain.
 - Hopefully by December the lights will be fixed. If the lights aren't fixed, please could I ask:
 - Could Lewisham Council please confirm when the lights over the bridge will be fixed, and if they need any involvement or investment from TfL to carry this out? (Resident- Rosamund Cox)
3. Can an update be provided from TfL on the expected starting and completion date of the pedestrian safety measures at the junction of Brownhill Road and Torridon Road. (Resident- Mark Morris)
4. What plans and funding does Transport for London have for improving cycle links to and across the London Borough of Lewisham, and for making cycling and scooting a safer and more pleasant prospect here? In particular, how will TFL ensure that the A21 receives protected cycle lanes, and when? (Councillor Royston)
5. Is there a timetable for phasing out diesel buses on the 122 and 197 (and P4?) routes? (Robert Macintosh, Forest Hill Society)

Southeastern

6. Question for Southeastern relating to the lack of opening of the ticket office at Lee Station, SE12. Whilst this in Lee Green ward it is well used by residents (including me) who reside in Grove Park. I have seen and been advised by residents that the office is often closed when it should be open and closes before the time indicated. I have seen people unable to get the ticket they want from the machine not being able to use the office to get that ticket and risk having to pay a penalty fare – one resident advised that had gone down during the day to the station to get a ticket for the next day, and as was a very early train thought the office would not be open then. Office was closed – he tried to use the machine, but as was quite a complicated ticket and has a senior rail pass, could not do so.
- When the weather is as we have recently experienced, not having the inside seating area is another issue – plus the toilet is locked due to ASB, and so if the office is closed you cannot access that facility either. (Councillor Moore)

Network Rail

7. The pedestrian bridge connecting the East and West sections of the Railway Children Walk (over the train lines between Grove Park and Hither Green stations) is currently closed for refurbishment, for the second several-month-long closure this year, with another one expected in early 2024. Can Network Rail please explain what works are planned, how much these cost, and what considerations were made to replacing the bridge with one that is fit for purpose for 21st century use, and if this is still a possibility? In particular:
- what considerations and consultations took place in relation to accessibility for users of the bridge with mobility issues, in wheelchairs, with buggies, cargo bikes etc?
 - what measures are being taken to ensure the safety and security of all users at all times of day and night? (Councillor Royston)
8. Will Network Rail please provide the Bell Green Group with the maintenance record for the Southend Lane railway bridge? Please include details of all Bridge strikes since 1985, its remaining asset life, and next scheduled structural assessment to determine its remaining asset life. (BGNF)

Southeastern & Network Rail

9. Have feasibility studies been done to open the ramp on platform 4 in Lewisham Station – especially with increased use of Lewisham Station given the number of new developments going up on both sides of the station (including more to come from the Tesco side). Residents have been calling for a ramp either at the top or bottom of the ramp. If a ticket barrier is not possible, could a tap-in/out machine be added (with camera if necessary for repeat fare dodgers)? There are already multiple stations in Lewisham which do not have barriers and simply rely on the touch in and out machines. (Councillor Huynh)

Southern

10. If Southern are not going to operate the 2 train slots that were cut, have further discussions taken place on the suggestion that these could be operated by TfL instead? Is there an alternative possibility that these could now allow for the addition of a stopping service on certain stations by Thameslink trains that would provide not

only a connection to East Croydon, but also a connection to stations like Farringdon / Kings Cross and beyond?

(Background: In 2019 Forest Hill had over 5 million station entries and exits and was served by approximately 80 carriages each hour and we were already experiencing overcrowding so there was already talk of adding further trains to the station, including a potential Thameslink route. While the 2023 total entries are not yet known, they have likely grown substantially from the 3m that were registered in 2022, and yet total service is around 60 carriages per hour which is a service reduction of 25% for a purported 20% drop in passengers. In other words we have increased overcrowding.) (Robert McIntosh, Forest Hill Society)

Southern and TfL

11. What data exists for passenger route choices between Forest Hill and central London stations? Is it possible to identify what percentage of Forest Hill/Honor Oak Park > London Bridge morning users do not also return LB > FH and instead use Canada Water > Forest Hill/Honor Oak Park? Could this data be used to demonstrate a latent demand for more frequent and reliable trains from London Bridge?

(Background: Members report that they take the train from Forest Hill to London Bridge in the morning because they can more easily control their times but for return journeys, they avoid London Bridge because they fear missing a train and waiting 30+ minutes, and therefore return via the Overground.) (Robert Macintosh, Forest Hill Society)

Southeastern, Network Rail & LBL

12. Please will representatives of Southeastern, Network Rail, and Lewisham Highways agree a date for their walkabouts of Bell Green? A Bell Green Neighbourhood Forum representative is available to show any parties around issues in the Lower Sydenham Station area in the early evening on 5th December, ahead of the evening's Public Transport Liaison Committee meeting. Please can you confirm if you are available? (BGNF)
13. Given Lower Sydenham Station is not on the list to have investment funded via the Access for All to replace the station footbridge to allow for lift access to each platform for cross-platform interchange, which will avoid a 850m detour via Southend Lane, a potential solution could be to provide development funds towards this proposal. Will Lewisham Planning welcome this and work towards this potential funding route with Southeastern and Network Rail, ready for negotiations with forthcoming development to contribute to this opportunity. (BGNF)

Southeastern, Network Rail & TfL

14. Given the extremely poor accessibility and connectivity of Lower Sydenham Station, it is common ground that capital works are needed. However, funding is currently unavailable. We proposed two minor mitigations for this situation, and want to help expedite the decision process.

This decision has not been progressed. Southeastern has revenue concerns that need to be agreed with the DfT. Given the station's inaccessibility and its isolated position, realigning ticket prices to match nearby stations could increase passenger numbers. In order to progress this decision:

- Please can Southeastern quantify its projected losses
- Please can the DfT state any revenue concerns and any other points of objection?
- Please can all parties identify all other stakeholders who need to be involved, and request a statement of their position? (BGNF)

Southeastern and TfL

15. What Alternative Accessible Transport provision is available to disabled passengers using Lower Sydenham Station? As the station is inaccessible, Southeastern is supposed to provide support to disabled passengers under the ORR (Office of Rail & Road) regulations. I attach a letter from a resident, describing the obstacles to her accessing the station. How can you help her please? (BGNF)

TfL and Stagecoach

16. Many thanks to TfL for converting the 450 bus route to fully electric. It is very successful, being quiet and clean, and so is much appreciated. Are there plans to install recharging points at the Stagecoach Bus Garage in Kangley Bridge Road, home of the bus routes 181 and 356, to allow for the conversion of 181 and 356 to EV? (BGNF)