



PUBLIC TRANSPORT LIAISON COMMITTEE

Date: THURSDAY, 16 MAY 2019 at 7.00 pm

**Committee Room 4
Civic Suite
Lewisham Town Hall
London SE6 4RU**

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MEMBERS

Councillor Liam Curran (Chair)	L
Councillor Patrick Codd (Vice-Chair)	Labour Co-op
Councillor Brenda Dacres	Labour Co-op
Councillor Sophie McGeavor	L

**This is an open meeting and all items in the open agenda may be
recorded and/or filmed**

Members are summoned to attend this meeting

**Janet Senior
Acting Chief Executive
Lewisham Town Hall
Catford
London SE6 4RU
Date: Wednesday 8 May 2019**



INVESTOR IN PEOPLE

ORDER OF BUSINESS – PART 1 AGENDA

Item No		Page No.s
1.	Minutes	1 - 7
2.	Declarations of Interests	8 - 11
3.	Questions Regarding Bus & Rail Issues	12 - 13
4.	Responses to Questions Regarding Bus & Rail Issues	14 - 18



Lewisham



INVESTOR IN PEOPLE

The public are welcome to attend our committee meetings, however occasionally committees may have to consider some business in private. Copies of reports can be made available in additional formats on request.

Agenda Item 1

BROADWAY THEATRE WORKING GROUP		
Report Title	Minutes	
Key Decision		Item No. 1
Ward	All	
Contributors	Chief Executive	
Class	Part 1	Date: 16 May 2019

Recommendation

It is recommended that the minutes of that part of the meeting of the Broadway Theatre Working Group which was open to the press and public, held on 1 February 2016 be confirmed and signed.

MINUTES OF THE PUBLIC TRANSPORT LIAISON COMMITTEE MEETING

Monday 4 February 2019 7pm

Present: Councillor Curran (Chair), Councillor Dacres, Simon Moss (Service Group Manager, Highways & Transport), Geoffrey Thurley (Ladywell Society), Richard Holland (Downham Assembly), Conrad Bunyen (Stagecoach Bus Group), Jackie Regan (Stagecoach Bus Group), George Paterson (Southeastern Railway), Simon Mouncey (TfL), Lewisham Station Rail Users Group

Apologies: Councillor Clarke, Councillor McGeevor

Also present: Councillor Hall, Councillor Jacq Paschoud, Councillor John Paschoud

1. Minutes

The Minutes of the last meeting were agreed.

2. Declarations of Interest

Councillor Hall declared an interest as Chair of Unite Community Lewisham, Greenwich and Bexley

3. Questions Regarding Bus Issues

3.1. *Bus questions*

TfL responded to the question regarding bus issues:

“Thank you for your feedback on the Central London Bus Consultation, we are currently analysing the comments. We will be briefing Lewisham Council as soon as we have completed this and have our next steps. This will include looking at wider opportunities for the bus network in the south of the Borough including improved orbital connections”

Cllr Hall stated that he responded to this consultation on behalf of Unite regarding the bus routes 53, 171 and other outer borough routes. He asked when the analysis of the responses will be complete and will it be a decision made by the Deputy Mayor, TfL board or an officer.

Simon Mouncey responded that the Deputy Mayor is being briefed in February on the results of the consultation. TfL will recommend a way forward and the boroughs will be briefed once the Deputy Mayor has made a decision.

Councillor Hall reinforced that it is a great concern to the Council and local residents, especially early morning commuters into central London. The TfL representative confirmed that these points were raised in the Lewisham consultation response as well as others, and will be considered. The Service Manager for Transport gave a brief overview of the consultation response:

TfL are interested in removing some services where there are a lot of services that are duplicated as the journey comes into Central London. The idea is to take out some of the capacity and spreading it further out of London, enhancing the networks, which could be deemed as an opportunity for local boroughs. LBL expressed concerns about some of the issues raised and requested reassurances on the impact of home journey times and the reliance of the hopper fare.

3.2. Stagecoach representative provided updates on some of their bus services: Buses are being diverted at particular junctions and roads, including Thurston Road, Coopers Lane and Walston Road, due to parking issues and required road amendments. The Service Manager agreed to take these issues back as the Council has a programme of minor road amendments which are prioritised considering transport and emergency services.

3.3. *Rail Questions*

3.4. In response to question 1, TfL stated:
“We fully support Lewisham's Vision for Rail and are committed to delivering the Bakerloo Line extension as set out in both the Mayor's Transport Strategy and London Plan. We are working through options with Lewisham Council for the extension. Upon completion of the current phase of the project later in the spring we will be able to update you”

The representative added, that the priority has been to secure the New Cross site, but in principle, TfL supports the extension.

The Council is increasing its efforts to lobby the work around the Bakerloo Line extension. A small team has been set up in the Regeneration and Place department to progress the matter.

3.5. TfL have received correspondence about the lack of shelter and distance at bus stops at Lewisham stations. The issue is being picked up by the Lewisham station Interchange Group. The development at Lewisham station was approved in 2008 and work began in 2013- it is understood that there will be no new investment for any changes to the road layout, stops and shelters, at least for another few years.

3.6. In response to question 2, Southeastern stated:

“The predominant cause of delays at Lewisham is the infrastructure; signalling, points and track circuits. There have been an unusually high number of issues in the first few weeks of 2019 and this has been identified as a priority area for the Joint Southeastern-Network Rail Performance Team. Track circuit failures in Lewisham accounted for a substantial amount of delays in January, and has been identified as a key issue not just for Lewisham, but the whole Southeastern network.

Network Rail own and manage the rail infrastructure, so for a more detailed, technical explanation I would advise you contact them. I am aware that they

are undertaking significant work to improve and upgrade the infrastructure, to make it more reliable.

In addition, because Lewisham is a cross-roads for the railway in the South East, and we have such a busy network, a small issue has a significant knock-on impact, which is why the Joint Performance Team is focusing on this part of the network.”

The Southeastern representative added that members of the Lewisham Station User Group saw a presentation from Network Rail last week about the infrastructure work they are doing, so over the next few years it should become a more reliable network. An issue that contributes to the delays is the cross-rail system at Lewisham which can have a knock-on impact.

3.7. GTR provided a graph which explained their response to question 3 (appended)
Councillor Hall requested that LBL continue to apply pressure to ensure the level of performance promised is met.

3.8. TfL responded to question 4 stating the following:
“When fully open all 41 stations on the Elizabeth line will be step-free from street to platform. All of the 10 new central London stations – Paddington to Abbey Wood – plus Heathrow will also have level access from platform to trains. Passengers who need assistance will benefit from the same turn-up-and-go service on the Tube, London Overground and TfL Rail with the assurance that all stations will be staffed from first to last train

Because of the different types of trains that already run along the western and eastern sections of the route, including freight trains, it’s not possible to provide level boarding at all stations outside central London. To alleviate this we have station staff on hand with boarding ramps between the platform and train. Work is taking place to improve accessibility including new lifts and footbridges at all the existing stations in both the east and the west and there are various accessible connection options such as buses and the DLR”

Councillor Hall added that the former Young Mayor has proposed in a petition that full level access across the Elizabeth Line stations is fulfilled- only 13 of 41 stations will have level access for disabled users. As a brand new line, TfL should be aiming for the greatest amount of step-access that is possible, considering engineering.

The TfL representative responded that in existing stations, there is historical reason as to why platform heights are different for the different services serving those platforms. The engineering solution is, where access from platform to street is a problem, there could be lifts or ramps put in place- for new stations, a street to train connection commitment. Where there is no engineering solution, the platform will be staffed, from the first to the last train with a ramp that people can use.

3.9. Southeastern responded to question 5:

“The predominant cause of delays at Lewisham is the infrastructure; signalling, points and track circuits. There have been an unusually high number of issues in the first few weeks of 2019 and this has been identified as a priority area for the Joint Southeastern-Network Rail Performance Team. Track circuit failures in Lewisham accounted for a substantial amount of delays in January, and has been identified as a key issue not just for Lewisham, but the whole Southeastern network. Network Rail own and manage the rail infrastructure, so for a more detailed, technical explanation I would advise you contact them. I am aware that they are undertaking significant work to improve and upgrade the infrastructure, to make it more reliable.

In addition, because Lewisham is a cross-roads for the railway in the South East, and we have such a busy network, a small issue has a significant knock-on impact, which is why the Joint Performance Team is focusing on this part of the network.”

The Southeastern rep added that 3 days’ notice is given before station skipping is implemented and a different timetable is provided.

3.10. TfL gave the following response to question 6:

“We are aware of the local campaign but we aren’t able to consider any requests for changes to station zoning at the moment. The Mayor is committed to the fare freeze and so changes which reduce fares at individual stations cannot be afforded. The existing zonal map has its roots in the 1980s. It sought to place stations into concentric zones fitting into the geography of London rather than distance from the centre. Any re-zoning would require renegotiating contracts with the operators which would take a long time and in the current financial climate would not be affordable”

3.11. Southeastern gave the following response to question 7:

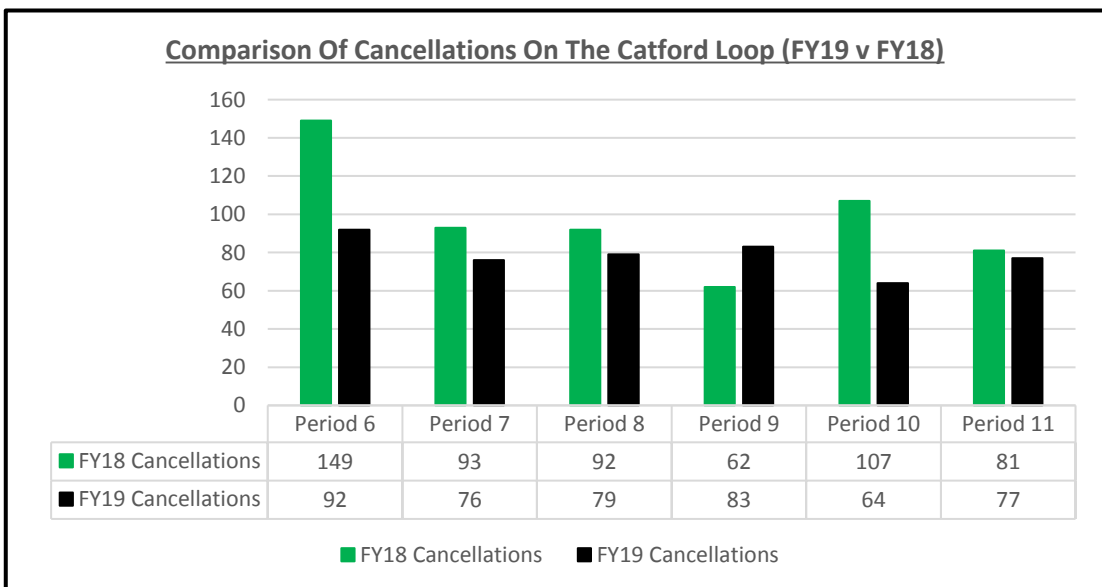
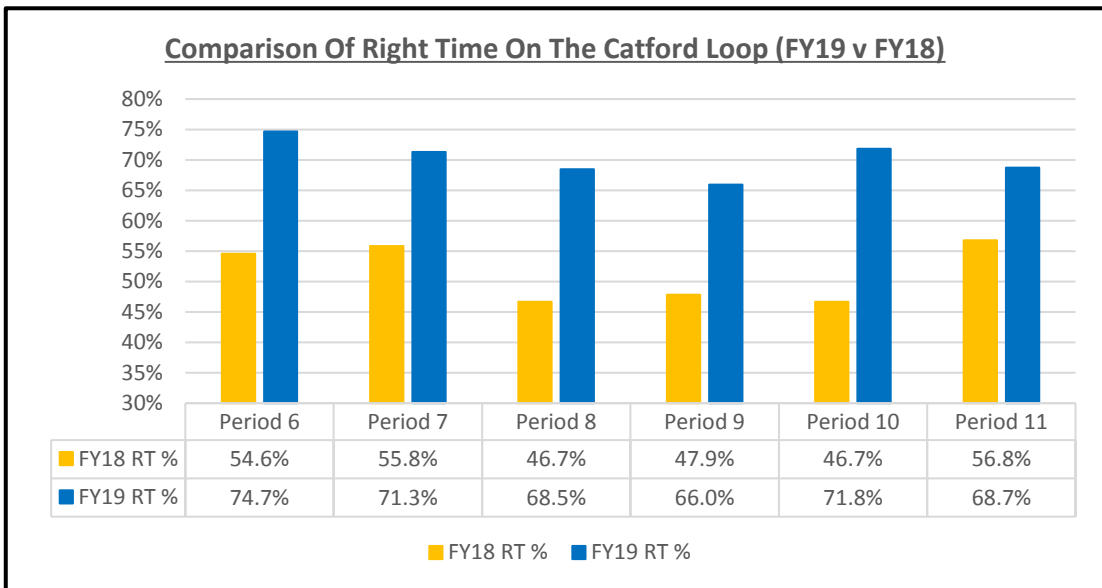
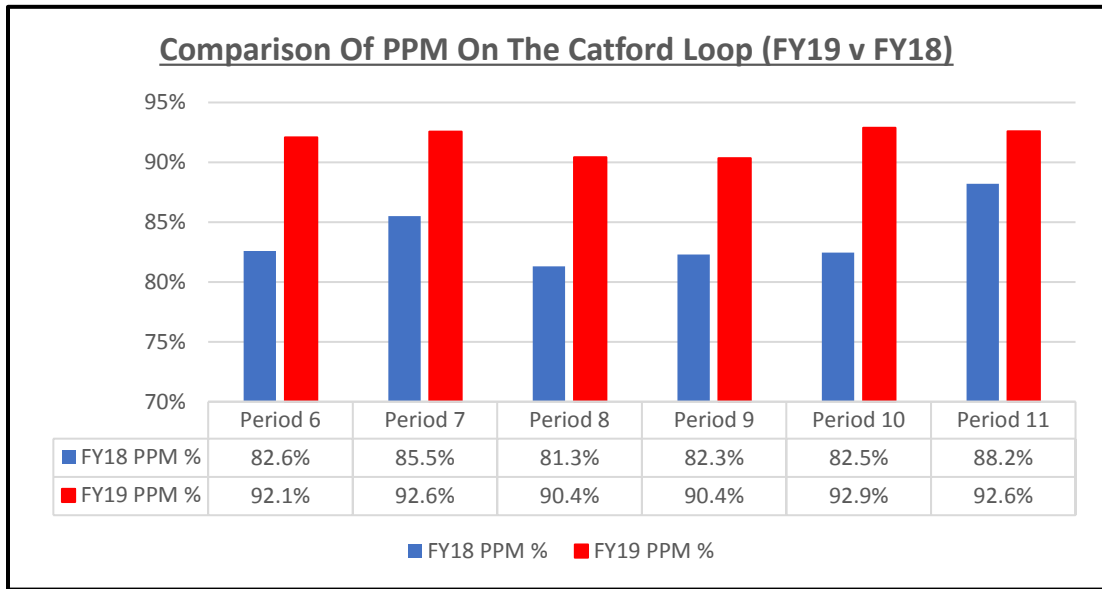
“I can confirm it is categorically untrue that we are planning to close any stations and is prohibited under our franchise contract. We are investigating with On Trak to see why one of their staff would have said this. The role of On Trak agency staff is to provide additional customer-focused staff to help prevent trespass incidents and suicide on our network. We have employed them since July 2018 and they will remain in post until the end of the franchise.

They are posted at 8 stations locations where trespass and suicide is a particular issue and they are on duty between 06:00 and 22:00. If passengers and residents have been told something different either by Southeastern staff, or On Trak agency staff, I urge them to contact me so I can ensure this is fully investigated.”

Southeastern also confirmed that they would not have the authority to close down St Johns station.

The meeting finished at 7.55pm

Punctuality Performance On The Catford Loop



Agenda Item 2

BROADWAY THEATRE WORKING GROUP		
Report Title	DECLARATIONS OF INTEREST	
Key Decision		Item No. 2
Ward		
Contributors	Chief Executive	
Class	Part 1	Date: 16 May 2018

Members are asked to declare any personal interest they have in any item on the agenda.

1 Personal interests

There are three types of personal interest referred to in the Council's Member Code of Conduct :-

- (1) Disclosable pecuniary interests
- (2) Other registerable interests
- (3) Non-registerable interests

2 Disclosable pecuniary interests are defined by regulation as:-

- (a) Employment, trade, profession or vocation of a relevant person* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).
- (c) Undischarged contracts between a relevant person* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member's knowledge, the Council is landlord and the tenant is a firm in which the relevant person* is a

partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.

- (g) Beneficial interest in securities of a body where:-
- (a) that body to the member's knowledge has a place of business or land in the borough; and
 - (b) either
 - (i) the total nominal value of the securities exceeds £25,000 or 1/100 of the total issued share capital of that body; or
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person* has a beneficial interest exceeds 1/100 of the total issued share capital of that class.

*A relevant person is the member, their spouse or civil partner, or a person with whom they live as spouse or civil partner.

(3) Other registerable interests

The Lewisham Member Code of Conduct requires members also to register the following interests:-

- (a) Membership or position of control or management in a body to which you were appointed or nominated by the Council
- (b) Any body exercising functions of a public nature or directed to charitable purposes , or whose principal purposes include the influence of public opinion or policy, including any political party
- (c) Any person from whom you have received a gift or hospitality with an estimated value of at least £25

(4) Non registerable interests

Occasions may arise when a matter under consideration would or would be likely to affect the wellbeing of a member, their family, friend or close associate more than it would affect the wellbeing of those in the local area generally, but which is not required to be registered in the Register of Members' Interests (for example a matter concerning the closure of a school at which a Member's child attends).

(5) Declaration and Impact of interest on members' participation

- (a) Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any

event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take no part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**

- (b) Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in consideration of the matter and vote on it unless paragraph (c) below applies.
- (c) Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- (d) If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.
- (e) Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

(6) Sensitive information

There are special provisions relating to sensitive interests. These are interests the disclosure of which would be likely to expose the member to risk of violence or intimidation where the Monitoring Officer has agreed that such interest need not be registered. Members with such an interest are referred to the Code and advised to seek advice from the Monitoring Officer in advance.

(7) Exempt categories

There are exemptions to these provisions allowing members to participate in decisions notwithstanding interests that would otherwise prevent them doing so. These include:-

- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
- (b) School meals, school transport and travelling expenses; if you are a parent or guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor;
- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception)

Agenda Item 3

PUBLIC TRANSPORT LIAISON COMMITTEE		
Report Title	Questions Regarding Bus/Rail Issues	
Key Decision	No	
Ward	All	
Contributors		
Class	Part 1	Date: 16 May 2019

1. Summary

This report informs members of the questions put forward to be addressed by transport providers and the Committee.

1. Given the recent reports in TfL budget pressures, can the Public Transport Liaison Committee receive an update on TfL finances:
 - a) Generally
 - b) In relation to Crossrail
 - c) in relation to the Bakerloo Line Extension
 - d) in relation to Lewisham borough projects specifically

(Cllr Hall)

2. Please may we have an update on the Rail Accident Investigation Branch report into the Lewisham railway incident on 2nd March 2018. A link to the report is here:
<https://www.gov.uk/government/news/report-022019-self-detrainment-of-passengers-onto-lines-that-were-still-open-to-traffic-and-electrically-live-at-lewisham>

(Cllr Hall)

3. There is a litter problem around Bellingham station. The Fellowship Inn is due to re-open in May and is located next to the station. This National Lottery funded and re-energised venue will bring new footfall and business to the area, undoubtedly including passengers on the Thameslink service. As the resident who contacted me pointed out, it is vital we show Bellingham in a better light than these currently photos demonstrate. Could Thameslink or Network Rail please respond.

(Cllr Hordijkenko)

4. What is the current state of play on the proposal by TfL to close ticket offices at 51 out of 81 Overground stations? This would have closed ticket offices at Honor Oak Park, Penge West and Anerley locally and further up the line at Dalston Junction,

Haggerston, Rotherhithe, Shadwell, Shoreditch High Street, Surrey Quays and Wapping. This proposal was put on hold by TfL a few months ago. When will TfL come to a final decision on this?

(Barry Milton, Sydenham Society)

Agenda Item 4

PUBLIC TRANSPORT LIAISON COMMITTEE MEETING		
Report Title	Responses to Transport Questions	
Key Decision		Item No. 4
Ward	All	
Contributors	Chief Executive	
Class	Part 1	Date: 16 May 2019

Response to Q1

Generally:

- Through tight financial management, TfL has brought in a very much better financial position for 2018/19 than we had originally planned – our annual operating deficit was £500m, half what we had expected (£968m)
- This means that over the last three years we have cut our annual deficit by two-thirds – in 2015/16, before the government grant, we made a loss of £1.5bn
- Despite these savings, huge investment is being made to reduce road danger, tackle poor air quality and improve accessibility.
- While our capital investment funding now comes from business rates allocated to the Mayor, the arrangements are currently only certain until 2020/21 and there is therefore no certainty of capital funding beyond this point. As such we need long-term certainty over our funding to ensure we can continue to maintain the capital's roads and for future modernisation of the Tube, for example.
- The current lack of certainty is why the timing of some transport schemes will need to be confirmed once the level of capital investment available is known following the outcome of the Comprehensive Spending Review (CSR), before which we have had to take a prudent view.

In relation to Crossrail:

- In December 2018, TfL agreed a financial package with Government to cover the predicted additional costs of Crossrail.
- The GLA will borrow up to £1.3bn from the DfT.
- The GLA provided a £100m cash contribution from BRS income, taking its total contribution to £1.4bn. This is provided as a grant to TfL to fund the Crossrail project.
- A £750m contingency arrangement was also agreed between TfL and the Government.
- In April, Crossrail Ltd identified a six-month window for delivering the central section of the line, with a midpoint at the end of 2020. This means, depending on progress, the central section may open either three months ahead of

December 2020, or within three months after that into 2021. Bond Street station will not open in this window and will be delayed further.

- Our Business Plan set out a cautious planning assumption that revenue will be approximately £600m lower over the full five year plan period as a result of the delay

Notes:

This financial package meant the GLA borrowed up to £1.3bn from the DfT. The GLA will repay this loan via London's BRS and from the Mayor's Community Infrastructure Levy (MCIL). The GLA also provided a £100m cash contribution, taking its total contribution to £1.4bn which it has provided as a grant to TfL. The £750m contingency is funded through a borrowing arrangement agreed between TfL and the DfT.

Will London's business and property community pay more to fund the Crossrail delay?

There are no plans to charge higher rates to London's businesses because of the Crossrail problems. The BRS will continue to be charged to large ratepayers (over £70,000) on the basis of 2p in the £, as was already planned.

In relation to the Bakerloo Line Extension:

- We remain committed to the upgrade and extension of the Bakerloo line and we have retained development funding (£6m for 19/20 FY) in our business plan to support development of the upgrade and extension in order to ensure we are in the best position possible to progress the scheme. A lot of work has been undertaken since we undertook consultation in 2017, and we will be in position to undertake further engagement with stakeholders and consult the public on developed proposals this year.
- Our new Business Plan recognises the opportunity that planning the upgrade and extension together can bring, providing over 50% more capacity on the line and new capacity for over 65,000 passengers every morning and evening peak on the extension. The joint programme of the upgrade and extension maximises the capability of both to improve passenger journeys across London and unlock growth in south east London.
- BLE will connect the Old Kent Road Opportunity Area, where Southwark have published draft proposals for at least 20,000 new homes and 10,000 new jobs, as well as important interchanges with the East London Line at New Cross Gate and the Southeastern trains and DLR networks at Lewisham. Lewisham Council are further developing their own new Local Plan which will set out their planned aspirations and opportunities the Extension would support in their borough.
- However as our Business Plan made clear, we are reliant on steady and sustained investment from Government to support major capital projects. Continuing capital delivery beyond the new trains for the Piccadilly line will not be possible without capital funding from Government. Therefore, whilst we can still meet the programme to deliver the upgrade and extension of the Bakerloo line in 2029, it is contingent on reaching a funding package over the

next 12 months through discussion with Government on the case for London we will make.

Potential timeline:

Upgrade and extension planning and design development	2019-21
Transport and Works Act Order application for extension works	2022
Construction commences for BLE	by 2024
Rolling stock for Bakerloo upgrade and extension delivery	from 2027
Extension operations	could begin by end of 2029

In relation to Lewisham borough projects specifically:

Transport for London Road Network (TLRN) schemes:

- TfL has worked with Lewisham officers to prioritise the following schemes:
 1. a pedestrian crossing on the A21 Lewisham High Street will proceed to construction in 2019/20
 2. design and feasibility work for a Torrison Road scheme to provide pedestrian facilities at the junction with the South Circular will begin in 2019/20
 3. ongoing discussions with Lewisham transport officers on a Verdant Road junction scheme with design and feasibility to begin in 2020/21
 4. feasibility study is progressing for alterations to A205 London Road (alterations to the crossing outside Forest Hill Station).

Local Implementation Plans (LiPs):

- Due to the pressures on TfL's revenue budgets, the annual LIP formula funding will be maintained at the same level as was announced last year.
- The overall allocation will be £63 million in 2019/20 and will remain at this level for the life of the Business Plan. The funding has been applied to each borough based on the current LIP formula.
- As a result, Lewisham's LIPs Corridor allocation for 2019/20 will be £1,940,400.

Local Transport Fund (LTF)

- In spite of the financial pressures, we recognise the boroughs desire to have more say on funding for local priorities. The LTF (Local Transport Fund) has been maintained at a level of £3.3m and will be retained for the duration of the Business Plan.
- London local authorities will therefore continue to receive £100k per annum to spend on local priorities.

Response to Q2

Southeastern has implemented measures to minimise the possibility of the Lewisham railway incident happening again. The company implemented these measures in Autumn 2018, following the conclusions of the Arthur D Little report, which was commissioned to look into this incident independently by both Southeastern and Network Rail.

We note the conclusions of the RAIB report, which provides confirmation that we are taking the correct actions to minimise the chances of this type of incident happening again.

These actions include:

- A review of command and control structures and procedures
- Bespoke training for operational staff, including scenario simulations
- Specialist consultant commissioned to review how we plan and prepare for extreme weather conditions
- Engineering work to look to extend battery life on trains – allowing passenger communications to keep going for longer when the train loses electrical contact with a frozen rail
- An joint Southeastern-Network Rail initiative to improve communications between staff and passengers

Response to Q3

The litter that has been highlighted is on Network Rail land. This has been raised with the maintenance team who will be able to give a timescale for the litter to be removed. A Network Rail rep will confirm the timescale as soon as this is provided.

Response to Q4

What is the current state of play on the proposal by TfL to close ticket offices at 51 out of 81 Overground stations? This would have closed ticket offices at Honor Oak Park, Penge West and Anerley locally and further up the line at Dalston Junction, Haggerston, Rotherhithe, Shadwell, Shoreditch High Street, Surrey Quays and Wapping. This proposal was put on hold by TfL a few months ago. When will TfL come to a final decision on this?

- In Autumn 2018, we consulted on proposals to close 51 ticket offices as part of plans to review and modernise customer service on the London Overground. The proposals were in response to the changing way people pay for travel as they embrace new technology.

- As a result of the consultation, it was decided that London Overground stations' ticket offices will remain staffed during those times of day when customers need them most.
- The 14 busiest ticket offices, where ticket office sales exceed the Department for Transport's "busy" threshold of 12 sales an hour, that were not part of last year's consultation, will continue to have the same operating hours as they do now. These include the majority of stations in Lewisham (see table below).
- This means that nearly all of the 51 London Overground stations that were proposed for closure will keep staffed ticket offices at the times when they are needed most.
- Quieter ticket offices at 25 stations (where there are on average fewer than 12 transactions an hour including Oyster), will open from 07:30-10:00 each morning from Monday to Friday.
- Opening hours will be longer at 21 other stations where customer demand, including Oyster, is over 12 sales an hour, reflecting feedback received during the consultation. These ticket offices which include Honor Oak Park will be open for a minimum of 07:30-10:00 on weekday mornings, with certain ticket offices also opening at busier times on weekday afternoons, Saturdays and Sundays.
- The specific ticket office opening times for the 22 stations including Honor Oak Park are being finalised. We expect to make any changes towards the end of 2019, subject to discussions with the Trade Unions.
- All stations will continue to be staffed from 15 minutes before the first train of the day until 15 minutes after the last - a continuing commitment that makes London Overground stations stand out on the national rail network.
- London Overground is one of the most reliable train operators in the country and is rated one of the best by customers. The Mayor has also allocated £1m to invest in new technology to further improve service and make it even easier for customers to get help when they need it. This includes remote controlled ticket barriers and a trial of video link ticket machines this summer.

Station	Change to hours
New Cross Gate	Not part of proposals (no changes to hours)
Forest Hill	Not part of proposals (no changes to hours)
Sydenham	Not part of proposals (no changes to hours)
Brockley	Not part of proposals (no changes to hours)
Honor Oak Park	0730-1000 + other busy times
Crystal Palace	Not part of proposals (no changes to hours)
Anerley	0730-1000
Penge West	0730-1000