



PUBLIC TRANSPORT LIAISON COMMITTEE

Date: THURSDAY, 20 JANUARY 2022 at 6.00 pm

**Civic Suite Chambers
Lewisham Town Hall
London SE6 4RU**

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MEMBERS

Councillor Patrick Codd
Councillor Louise Krupski
Councillor James-J Walsh

L
Labour Co-op
Labour Co-op

Members are summoned to attend this meeting

**Kim Wright
Chief Executive
Lewisham Town Hall
Catford
London SE6 4RU
Date: Wednesday 12 January 2022**



INVESTOR IN PEOPLE

ORDER OF BUSINESS – PART 1 AGENDA

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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

PUBLIC TRANSPORT LIAISON COMMITTEE		
Report Title	Election of Chair and Vice Chair	
Key Decision	No	Item No. 1
Ward		
Contributors	Chief Executive	
Class	Part 1	Date: 20 January 2022

Recommendation

To consider the election of a Chair and Vice Chair of the Committee for the municipal year 2021/22.

Agenda Item 2

PUBLIC TRANSPORT LIAISON COMMITTEE		
Report Title	DECLARATIONS OF INTEREST	
Key Decision		Item No. 2
Ward		
Contributors	Chief Executive	
Class	Part 1	Date: 20 January 2022

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	Rail Related Questions	
Key Decision	No	
Ward	All	
Contributors		
Class	Part 1	Date: 20 January 2022

1. When will a 20 minute frequency service be restored between New Cross Gate and London Bridge?

As you know during the COVID lockdowns, the 20 minute service on this Southern route were cut to a 30 minutes frequency. Whilst I appreciate that the customer levels are not back to pre-pandemic levels, this reduction in service significantly increases travel time on what is a very short journey. As one cannot, in the evenings, especially late evenings, rely exactly on when one might reach London Bridge, it is easy to find oneself having to wait 25 minutes for a train journey of no more than 8 minutes.

The alternative of travelling via TfL Overground Services through Canada Water is little faster. Many people who would otherwise use the Southern Services now find themselves forced to use the TfL services, which services are relatively crowded and involve a longer journey time, thus increasing the risk of COVID transmission.

The return to the pre-pandemic service frequency is now overdue. (Telegraph Society)

2. Through journeys to Charing Cross. Are there ever going to be plans to reinstate these?

You will recall that prior to the redevelopment of London Bridge, there were direct off-peak services to Charing Cross. When these were cancelled I had a meeting with Lord Adonis, who was transport minister at the time, who explained that the congestion outside London Bridge made this impossible, but the reconfiguration of the tracks into London Bridge including the flyover would alleviate this problem. The work, including the flyover, has been long done, but there seems no intention of re-introducing services through to Charing Cross despite what Lord Adonis told us.

The lack of those services creates a huge inconvenience and dis-incentivises people from our area traveling by train into the West End. Given both the need to get people out of cars and on to public transport and the Mayor of London's emphasis on rebuilding the economy of the theatre district, this seems much like an own goal.

To put the issue into context, I have a 1954 timetable for our services. The average journey times for services to and from Charing Cross then was 20 minutes during the peak periods with a change at London Bridge, 12 minutes during the off-peak periods with direct trains. The average time according to the current time timetables is just over 30 minutes and can be longer coming back in the late evenings if one just misses a train at London Bridge (this is an average speed of around 10mph for the journey. Add walking times at either end and it can take 50 minutes door to door, or around 7mph)

This can hardly be said to be an improvement in 67 years. Add to this the new London Bridge station, unlike the old, has no toilet facilities on the platforms or, indeed, anywhere once one is through the barriers, that the Southern Lines are highly exposed to bad weather in the winters and that there are no old-fashioned waiting rooms in which one can shelter for these extended waits, and it is easy to see why leisure travellers would prefer the car.

I might also add that whilst Southeast services direct from Charing Cross once also stopped at New Cross, so there was at least one other alternative route home - albeit with an additional 10 minute walk - all those services are now fast to Lewisham as well. (Telegraph Society)

3. Is there any intention to increase the number of services from Ladywell to Charing Cross?
There are only two trains an hour, off peak from/to Crofton Park, and then only to/from Blackfriars and not beyond as previously. This is contrary to what Thameslink had said would happen. Is this covid-related, and when can an uplift in service be expected? (Ladywell Society)
4. Can an update on step free access to Bellingham and Beckenham Hill stations be provided? (Councillor Hall)
5. Are there any studies or proposals to ease network congestion at Lewisham station? (Councillor Hall)
6. Lewisham station has been very busy in the past. What is being considered to increase passenger capacity within the station and improve safety for all? (Councillor Hall)
7. Will Transport for London provide an update on its funding in relation to capital projects within the London Borough of Lewisham including the BLE, LIP and bus timetables? (Councillor Hall)

Agenda Item 4

PUBLIC TRANSPORT LIAISON COMMITTEE		
Report Title	Bus Related Questions	
Key Decision	No	
Ward	All	
Contributors		
Class	Part 1	Date: 20 January 2022

1. Can we have an update from the relevant bus operators on the incident at Lewisham Station on the 16th July? For clarity it is mentioned here:
<https://uknip.co.uk/breaking/news-267650/a-woman-was-rushed-to-hospital-after-being-hit-by-a-bus-outside-lewisham-station-last-night-injuries-are-now-non-life-threatening/>
Since this incident how many serious traffic accidents have there been in the vicinity of Lewisham station and the bus station? (Councillor Hall)
2. The frequency of the 284 is less than the P4. Can an increase in the frequency of the 284 be expected soon? (Ladywell Society)
3. What is the impact of buses on general traffic on Ladywell Road e.g. congestion, speeds? (Ladywell Society)
4. The dedicated cycle lane on Lewisham High Street under the railway bridge causes traffic, including buses, to bunch together. Has this reduced the average speed of buses and increased journey times? Will this under-used cycle lane be reviewed and removed? (Ladywell Society)