

# MINUTES OF THE PUBLIC TRANSPORT LIAISON COMMITTEE MEETING

Thursday 20<sup>th</sup> January 2022 at 6pm

PRESENT- Councillor Krupski and Councillor Walsh

Also present: Councillor Jacq Paschoud, Andrew Chillingworth (GTR), George Paterson (SouthEastern), Zoe Murphy (TfL), Louise McBride (Lead Officer) SGM Highways -Transport Asset Management,

In attendance remotely: Councillor Codd

## 1. Declarations of Interest

No interests were declared

## 2. Bus Questions

The questions submitted by Members were discussed. The answer were given as follows:

Question 1: The TFL representative stated that, following any incident, an investigation must be conducted. This can take some time as it is reliant on police information and/or can go through stages. The investigation is now complete but is awaiting sign off. The final update will be available in a few weeks. No other incidents/collisions alike have occurred since  
Councillor Hall asked for copy of report once it's available and suggested that transport providers get some comparative data when the new junction is put in.

Question 2: the TFL representative stated that the 284 runs 6 buses per hour compared to 5 for P4. TfL look at frequency of buses and usage to patronage forecasts, however there are no plans to increase frequency in near future as the service meets demand.

Question 3: Bus use is up 18% on pre-pandemic levels. TfL are looking at data to see what is increasing congestion.

Question 4: TfL state that the cycle lane scheme that went live a year ago will be retained, to ensure it balances. More forensic investigation will need to be done before a decision is made. Ward members will be included as a part of the process. The Council and TfL are currently reviewing to decide if it should be retained, amended or removed.

Cllr Krupski commented that the roads are now much safer because of the traffic lanes. If they are kept for experimental purposes, we will see cycling levels increase.

Cllr Walsh asked when the street space schemes will have consultation on them as there has been significant representation from Bradgate Rd. he asked what was the strategic aim of the A21 when developing quiet ways through parks.

The TfL representative, in response to his questions, stated that; if this scheme is retained, an ETO would be within the first six months. The A21 near misses from Bradgate road in Catford, so may not be as relevant. She commented that, the schemes across London going in as quickly as they did may not have been helpful- but was done to provide people with more ways to travel. However, it was launched without consultation.

Question 4: Cllr Moore asked about mask-wearing on buses and how it is imposed. There was concern over what will happen if drivers asks for masks to be worn. TfL and GoAhead representatives stated that drivers are able to play automated message that advises the mandatory use of masks- and people are made aware they can be fined. It is not, however, practical for drivers to take time out to tell people themselves so it is a difficult problem to solve.

### **3. Rail Questions**

In response to the questions submitted for rail transport networks, the following was discussed:

Question 5 and 6: The lead officer stated that the Borough are working closely with transport networks and are conducting a feasibility study to look at proposals to upgrade Lewisham Station. The short and long term feasibility, as well as busyness at Lewisham station are a factor in this. Any future funding will need to be identified, according to Network Rail. Southeastern will be conducting a feasibility study with the Lewisham station user group.

Question 7: The TfL representative stated that funding is difficult. The current deal expires on 4 February 2022 and it is difficult to know what is beyond that. From this, it is also uncertain what will happen in regards to LIP funding. The Bakerloo extension was operational, and there is currently no new money being funded. Pre-pandemic, there was a lot of work done by TfL to be in a secure financial position, but reliant on revenue. The demand was at 60% of pre-pandemic but this is not enough in revenue terms.

In response to the above questions and answers, Councillor Hall stated that it was disappointing that network rail were not at the meeting and that it was difficult to have conversations about it without them, at this level. Lewisham Gateway project is all about better public transport. The Bakerloo Line Extension is about integration and co-ordination. The Council should drive forward that it is safe and better and it is concerning that the only promise is about a feasibility study. He concluded that S.106 money is made for this purpose.

Question 1: Rail plans and timetables not back to normal. There have been significant cuts in Southern and Southeastern services and underground services.

Question 2: Through journeys to Charing Cross are to be reinstated.

Question 3: Trains from Ladywell to Charing Cross were reduced from 4 trains per hour to two trains per hour- there are no plans to reinstate service as the demand does not require it.

It was asked by members if there was access to the times people are going into work now (due to the pandemic) - there needs to be study on how peak periods have been stretched out.

Cllr Moore stated that the nature of the employment of the people that are using the train will determine the use of the trains and different hours. Different industries will use trains at different times. The Southeastern representative noted this point.

Question 4: There are mobile assistance teams based at Beckenham Hill with a van. Catford station will be step free from the end of the year but there is currently no project plan for Bellingham. Beckenham hill is step free from both sides of station. The scheme includes people with buggies.

The meeting finished at 7.15pm