

**PUBLIC TRANSPORT LIAISON FORUM**  
**SUPPLEMENTARY (LATE) QUESTIONS**

**12 March 2024**

**Network Rail**

1. We believe that there is discussion about opening up passenger access from the West side of Brockley station but this is dependent on development work on the site. Is there still space for an interchange with the Lewisham/Peckham Rye connection if this goes ahead? Are the works related? (Robert McIntosh-Forest Hill Society)

*Discussions have been held about providing passenger access to Brockley station from Mantle Road, on the west side of the station. This is in the context of a proposed housing development on the industrial yard. Following our discussions with the developer (alongside TfL) the developer has included passive provision for a future entrance from this side in their proposals, subject to planning approval and S106.*

*This is not related to an has limited impact on any potential future project to provide an interchange with the Lewisham/Peckham Rye line to the immediate north of the station.*

**TfL**

2. In previous discussions TfL mentioned they were considering the potential to take over the Southern routes into London Bridge that were cut. We understand from the media that there will be services on this line over Easter and that a trial/training is happening on 25th February. Is there any report on how that went and whether there are now any further plans to fill the gaps in the Southern schedule, given the overcrowding on the Overground? (Robert McIntosh-Forest Hill Society)

*Following the withdrawal of peak services to London Bridge by Southern, TfL undertook an exercise to establish if we could replace those services, our proposal being two trains per hour in the morning and evening peaks. During the course of our feasibility study, it emerged that Southern plan to re-introduce the services in 2025. We will monitor the re-introduction of the Southern services and if for any reason that does not progress, we will look at this again. London Overground remains committed to establishing a service to London Bridge during engineering closures where there is no Southern service through the Sydenham corridor, to improve customer options. We successfully ran a test train on Sunday 25 February and plan to operate a customer service on Easter Sunday 2024.*

3. Can an update be provided on progress to secure the estimated £55 to £60 million funding required for changes to the South Circular Road in Catford Town Centre? (Mark Morris)

*The Strategic Outline Business Case was submitted to the Department for Transport (DfT) in March 2023. While we await a formal response from DfT, we have been discussing some detailed elements of the submission as part of their review of the business case.*

*Meanwhile, we have continued developing the project design and the next stage of the Business Case which we expect to submit to DfT in summer 2024.*

## **Southern**

4. In relation to the Overground trains into London Bridge, are there plans to adjust the pricing of trains to London Bridge so that they are not more expensive than Overground services (doubly so when connecting to Underground)? One way to help with this overcrowding would be to remove the price penalty of a London Bridge interchange. (Robert McIntosh-Forest Hill Society)

*The zonal system and the design of "circular" over "central" journeys in the fare structure is set by colleagues at TfL. Given the combination of the financial challenges facing rail and the desire from customers for more services, we would not recommend an approach which resulted in overall reduced funding for services.*

## **TfL, Southeastern and Network Rail**

5. Please may we have updates on Lower Sydenham Station's accessibility, safety, and wayfinding issues, following on from our walkabout with company representatives on 5th December? Please may we have any available updates on the condition of the Southend Lane railway bridge? (Julia Webb)

*This is being answered by Network Rail.*

*The bridge carrying the Hayes line over Southend Lane was last visually inspected in July 2023. This inspection found that the structure is in fair condition. There is evidence of repaired damage in the brickwork from previous bridge strikes and some corrosion, but nothing concerning.*

*In maintaining our structures safety – of passengers, staff, and of the general public alike – is always our top priority. We have a regular regime of inspections for all of our structures, with annual visual inspections in addition to more extensive examinations at set intervals, depending on the structure – for this structure, the more detailed examination is on a six-year cycle. The next detailed examination of the bridge will take place in May 2025.*

*We do not have plans at present to replace this structure with a new bridge and given the fair condition of this asset this would not be a priority if funded solely by Network Rail. That said, should third party/local contributions be available then we would be able to consider adding this to our future business plan.*

*The most recent engineer's report for this structure (the report on the visual inspection that took place last summer) has been supplied to the Bell Green Society following a request made under FOI. We have also supplied a list of all maintenance activity undertaken on the structure dating back to 2000, and a list of all reported bridge strikes since 2008.*

## **TfL and Lewisham**

6. Please may we have updates on Lewisham Highways' ongoing traffic modelling for our area?  
Please may we have updates on the cycle/pedestrian parallel crossings proposed for Bell Green? (Julia Webb)

*See response from Lewisham as the borough is leading on this scheme.*