



# THE WESTCOMBE SOCIETY

serving the Westcombe Park community

Please reply to: Westcombe Society Environment Committee,  
email:environment@westcombesociety.org

## **Westcombe Society response to the consultation on the January 2015 Southeastern Timetable**

The Westcombe Society is an amenity society that promotes the interests of residents of the area bounded by Maze Hill, the railway (London Bridge to Darford via Greenwich), the A102 and the A2 (Shooters Hill Road). Our local stations are Westcombe Park and Maze Hill so the implications of the London Bridge rebuild will have a severe effect on residents, many of who travel by train.

We fully support the points made by the Greenwich Line Users Group but would like to add/emphasise the following points:

- The loss of a direct service to Charing Cross in the morning peak will be significant. These trains are already more overcrowded than Cannon Street services which indicates the need for the direct service. It is already evident that the loss of direct Charing Cross trains apart from in the morning peak results in the vast majority of passengers on daytime services changing trains at London Bridge. Many of these changes are onto Charing Cross services. We continue to urge Southeastern to reconsider and maintain/reinstate Charing Cross services throughout the day. We do not accept that it is not possible to have a cross over somewhere between Greenwich and London Bridge.
- Should the current proposals for services during the London Bridge rebuild go ahead the consultation document does not give any indication as to how passengers from the Greenwich Line will be able to make many of the journeys they currently make such as:
  - Journeys to and from Waterloo East, Charing Cross, Blackfriars, City Thameslink, Farringdon and St Pancras and other stations on Thames Link including Gatwick and Luton airports
  - Journeys to and from other stations on services out of London Bridge
  - Journeys to and from South West stations on services out of Waterloo

During the London Bridge rebuild the loss of the ability to change trains at London Bridge will obviously result in significant inconvenience. We would also like to point out that currently many of the above journeys, especially within the Oyster system, incur an additional cost if passengers have to use the underground or a bus for part of their journey. We urge Southeastern to make arrangements with TfL to ensure that passengers do not incur additional cost because of the London Bridge rebuild on top of being severely inconvenienced.

- In order ensure that passengers do not have to pay more on top of the inevitable inconvenience of the London Bridge rebuild we suggest that arrangements are made for the following:
  - Southeastern tickets to be valid on underground and bus services linking London Bridge and Cannon Street with Waterloo East, Charing Cross, Blackfriars, City Thameslink, Farringdon and St Pancras
  - Oyster users to be charged the same price for a journey from Deptford, Greenwich, Maze Hill or Westcombe Park to London Bridge, Cannon Street, Waterloo East, Charing Cross, Blackfriars, City Thameslink, Farringdon and St Pancras (and vice versa) even if part of the journey has to be made by bus or underground.
  - Oyster users not to be charged extra for using the underground or bus for any part of journeys from Deptford, Greenwich, Maze Hill or Westcombe Park to stations on other mainline services out of London Bridge and Waterloo (and vice versa).

We would even go so far as to suggest that prices should not be increased for journeys from Greenwich Line stations until the London Bridge rebuild is complete.

- The consultation document does not give a clear indication of what is happening to the Charing Cross services that currently pass though Charlton and Blackheath stations. We urge Southeastern to keep these services at the same level at a minimum. We would also like to request that the timetable is arranged so that travel from Deptford, Greenwich, Maze Hill and Westcombe Park to Waterloo East and Charing Cross via Charlton is a viable alternative (in both directions) to using the bus and underground. We would also like consideration to be given to a price structure that allows passengers from the Westcombe Park area to use buses to Blackheath at no additional cost.
- The consultation document is not clear on what the hours of operation will be for Cannon Street station, both mainline and underground. It is vital that the service on the Greenwich Line is maintained at least at the level it is today including early morning, late evening and weekend services. Cannon Street underground station also needs to stay open at all times that Cannon Street mainline station is open.
- Finally, looking ahead to the period when Greenwich Line trains will not be able to stop at London Bridge we would like to remind Southeastern that arrangements need to be made for passengers to access the London Bridge area throughout the rebuild so that access to the hospitals in the area is maintained. This is particularly important as many of these passengers have limited mobility.

Westcombe Society Planning and Environment Committee