

Campaign for current levels of service to London Bridge from Sydenham and Forest Hill

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Petition Against Cuts To Trains

- *We welcome the coming of the East London Line in 2010 but oppose any cuts to existing services to London Bridge and Victoria from Sydenham, Forest Hill, Honor Oak Park, Brockley and New Cross Gate.*
- Paper petition at Sydenham train station got 100 signature in a few mornings
- On line petition available at <http://fhpetition.notlong.com/>
- Over 800 signatures online since beginning of December

Survey of Travel Patterns

- An **unscientific** sample of just over 150 people commuting on our railway line
- 55% from FH, 24% HOP, 19% Sydenham
- 29% use Jubilee, 18% use Northern, 55% do not use underground
- 23% take the bus from London Bridge
- 21% continue on National Rail
- Only 5% commute to Docklands

Survey Summary

- 29% of travellers will be better off with more frequent connections to the Jubilee Line
- Some of the other commuters working in the East of the city will benefit from the ELLX (possibly around 6%)
- The remaining 65% will have no use for ELL except to avoid crushing on the LB service by taking a longer journey

Conclusion from the Survey

- With these figures it is possible to forecast an increase in overcrowding on the LB service by 6%-16% (not including natural growth forecasts in passenger numbers – projected to rise by 25% by 2025 across London but Network Rail also estimate our line has 45% suppressed demand)
- Some reduction in overcrowding will be achieved as fewer trains will start beyond Croydon
- Overcrowding may be further reduced by increasing the length of trains to LB from an average of 7 car per train during the peak to 8 or more cars per train during the peak

Other Issues

- Lack of escalators at Canada Water
- Length of trains on ELL (4 carriages)
- Length of trains to LB
- Fewer direct services beyond Croydon
- No direct services to Clapham and Victoria
- Gaps in the service pattern so that LB trains 'fit in' with the ELL timetable