

Sevenoaks & District Train Services Today & Tomorrow

Roger Johnson

Vice-Chair

Sevenoaks Rail Travellers Association

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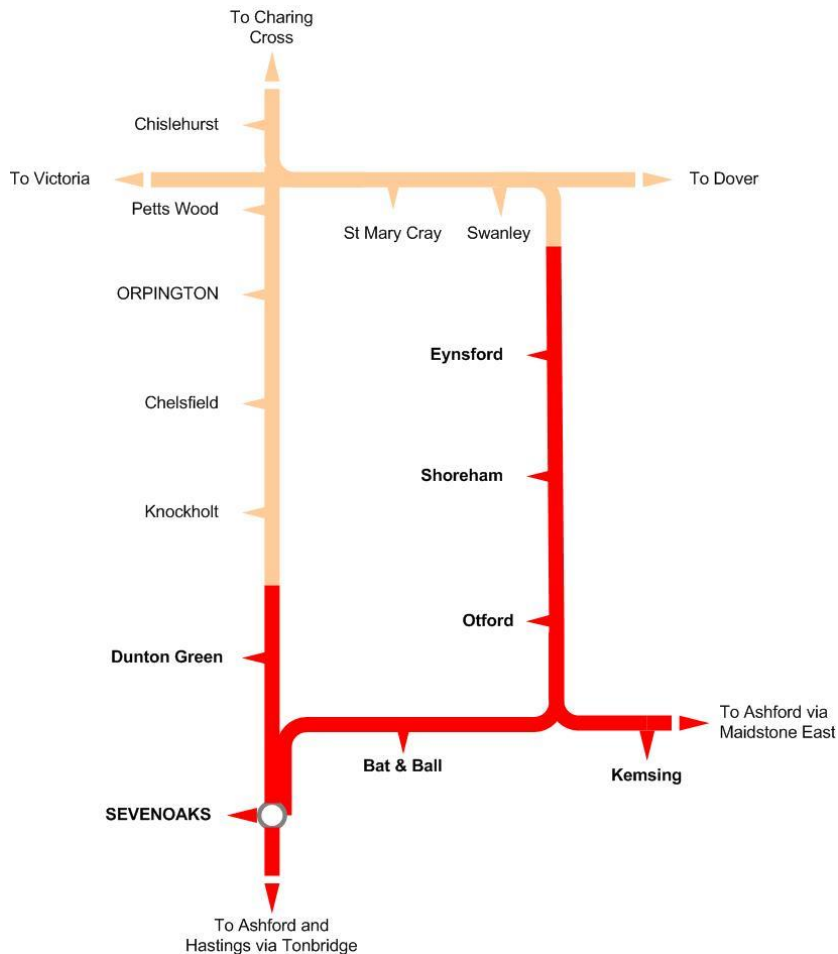


- Representing Sevenoaks and nearby stations
- Annual footfall almost 5 million

Station Footfall in Kent

Kent Stations	Footfall
With footfall >3M per year	2016-17
Tonbridge	4,414,394
Sevenoaks	4,160,110
Tunbridge Wells	3,820,560
Dartford	3,908,158
Ashford International	3,798,486
Gravesend	2,984,420

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Tonbridge – Orpington
twin track bottleneck
with 18 paths per hour
Service pattern stable
since 1986

Temporary timetables
during LB rebuilding.
Earlier timetable
reinstated May 2018
without issues

Key Issues

Short term

- GTR performance via Darenth Valley

Longer term

- Oyster to Sevenoaks
- Kent Franchise – ITT issues
- Lack of Growth Options - NR Kent Study

GTR performance on Darent Valley line

GTR abandoned communities of Shoreham and Eynsford causing severe inconvenience and distress

Villages have no other public transport apart from four off-peak buses per day

GTR run a few replacement buses with no timetable or even announcements at stations (most unmanned)

CIS information often misleading or just wrong

SER declined to stop selected fast peak services following MPs request

SER finally responded to DfT by stopping some PM peak services but none in AM peak

GTR and SER share a common parent company



Oyster to Sevenoaks

- SRTA long term supporter for extending Oyster to all SER Metro services
- Locally both Mainline and Darent Valley services to Sevenoaks
- TfL told SRTA that it was “simple to do”
- Similar to Watford Junction with mainline TOC setting Sevenoaks fare

Kent ITT Service Specification

DfT should have been based it on pre-2015 timetable not LB rebuilding temporary one – start from what works and then improve!

Damaging to commuters in rapidly growing communities in Dunton Green and Knockholt (Zone 6) if current Chelsfield semi-fasts are lost

Proposal for Orpington stops appears not feasible since no path is available and trains already full and standing from Chelsfield. Consider more semi-fast services to Victoria

Seat occupancy must “trump” journey time considerations

SRTA do not believe ITT service specification is feasible

How are DfT Service Specifications verified for feasibility with current infrastructure? (cf GTR problems)

Lack of Growth Options - NR Kent Study

NR Study finds no capacity growth option for Sevenoaks area (except possible reinstatement of one lost service to Cannon St) despite SDC planning for 14,000 new homes

Mainline peak services have always been maximum length

London termini are “full” in the peaks

Only option for capacity growth for Sevenoaks area and west Kent is Maidstone East Thameslink service

Essential that future housing growth is matched by public transport expansion eg Bromley, Orpington, Bexleyheath

Strategic vision needed from Network Rail to avoid further short term decisions eg sale of land adjacent to Metropolitan Curve

Thank you