

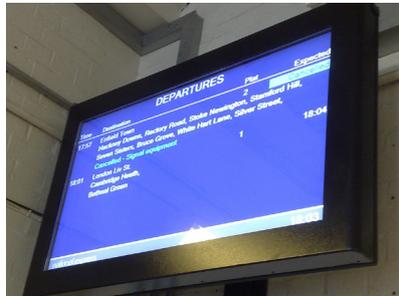
# THE UP LINE

NEWSLETTER OF CAMBRIDGE HEATH AND LONDON FIELDS RAIL USERS

DECEMBER 2012

## London Fields record

The number of passengers using London Fields station hit a new high in December when more than 2,000 people were counted on one day in the morning and evening peak periods. That is over 230 more passengers than at the same time last year. At Cambridge Heath station, the figure dropped by 90 to 1,280 over the same period, following the axing of some trains in December 2011 by National Express. Improving the service at London Fields has helped to maintain the trend of rising numbers, while cuts at Cambridge Heath has led to a drop. Let's hope the logic of this is not lost on managers at Greater Anglia and the "thinkers" at the Department for Transport. Cambridge Heath suffers from not having live departure screens at street level. So far Greater Anglia and Tower Hamlets council have failed



to find a way to provide screens, whereas Hackney Council has enabled funding for both the screens (pictured centre) and the second entrance at London Fields. We are convinced that if there is a good service on Sundays, passenger numbers will grow in a big way. A half-hourly service is not acceptable. We have urged Greater Anglia to provide a better Sunday service by stopping Hertford East trains at our two stations. Sadly, the process of getting proper analysis and decisions is not helped by the planners seeing unreliable figures for London stations from the Office for Rail Regulation, which claims that only 200,000 people use Cambridge Heath station annually. Based on our counts, we believe the real figure for Cambridge Heath is 600,000. How can the ORR get it so wrong?

### BETTER CONNECTIONS GOING NORTH

Many people using Cambridge Heath and London Fields travel away from the centre to north London. Our line provides excellent direct links but even more options are available by changing trains at Hackney Downs. Now there are plans to improve the connection between Hackney Downs and Hackney Central on the North London line. The Hackney "Interchange" plan is backed by Network Rail, Transport for London and Hackney Council.

### OYSTER EDGES NORTH TOO

The Oyster card will soon be valid further afield on the Anglia rail network. In January, Theobalds Grove and Waltham Cross will be in zone 7 while Cheshunt will be in zone 8. Broxbourne will be in a new zone B. The Department for Transport has refused to allow stations north of Broxbourne to be included in the Oyster area.