

# Consultation on possible changes to bus services in Hounslow, Ealing and Twickenham (route 481)

Responses to the main issues raised  
March 2016

# **Consultation on possible changes to bus services in Hounslow, Ealing and Twickenham (route 481)**

Responses to the main issues raised

## TfL responses to the main issues raised

This report summarises our response to the main issues raised in the consultation on route 481. Many respondents raised the same issues and questions. These have been grouped together as have our responses. We received 434 responses from members of the public and eight responses from stakeholders.

### Our proposals

Demand for bus services continues to grow in these areas. With further development planned at Hounslow and Brentford town centres, additional services are required along the A315 London Road. Changes to healthcare services have increased demand for direct links from Ealing to West Middlesex University Hospital. Crossrail services will start serving Ealing Broadway, West Ealing and Hanwell stations by 2019.

In summary the changes are:

- Route 481 would have a frequency increase from a bus every 60 minutes to a bus every 30 minutes Monday to Saturday daytimes and a new hourly Sunday daytime service. This route runs between Kingston (Cromwell Road bus station) and West Middlesex University Hospital.
- Route E8 would be extended from Brentford High Street, to Hounslow Bell Corner, via West Middlesex University Hospital. Buses on the route would all be double deck (currently both single and double deck buses operate on this route). It would no longer serve Commerce Road.
- Route 110 would no longer run between Hounslow bus station and West Middlesex University Hospital. It would be extended from Twickenham to West Middlesex University Hospital via Twickenham Road. It would no longer serve York Street and Arragon Road.
- Route H28 would no longer serve Wood Lane, Amhurst Gardens and Twickenham Road. It would be rerouted between Jersey Road and Osterley Tesco via Syon Lane and extended to serve Brentford County Court.
- School route 635 would no longer run between Hounslow bus station and Brentford County Court. It would continue to run between Hounslow bus station and St Paul's School in Sunbury. The extension of route E8 would provide sufficient capacity.

The consultation responses for the proposals for routes E8, 110, H28 and school route 635 and our response to the issues raised are contained in a separate report.

## **Main issues raised and TfL's response**

### **To mitigate against any negative impacts of the increased frequency i.e. on air quality and noise, request that hybrid buses are introduced asap.**

Our buses have a typical life of about 14 years, and around 650 new buses are introduced every year across the network. The fleet is getting cleaner every year, with all parts of London benefitting from significantly reduced emissions. As part of the new contract in May, route 481 will start using newer Euro 6 vehicles than the ones currently running. These have lower emissions. It is not possible to introduce hybrid buses on the route for this contract.

### **Make the route more reliable before adding more frequency.**

An extra vehicle will be added to the route to improve reliability.

### **Frequency considerations: consider half hourly service on Sundays, further increase frequency, consider an evening service, further increase frequency during school peak times.**

We looked into the viability of further frequency increases on the route. However these would require more driver shifts at a cost that could not be justified when compared to expected demand.

### **If the route intends to serve Turing House School double deck buses and higher frequency is required.**

We do not expect do need a higher frequency at this location but will monitor the route in case the situation changes.

### **Increased congestion will add to congestion at Nelson School**

We consider it unlikely that an additional one bus per hour in each direction would add to congestion at this location, but we will monitor the route for any congestion problems.

### **Additional bus stops required on Sandy Lane Teddington due to new residential developments**

We plan for stops to be around 400 metres apart which is already the case on Sandy Lane. While more stops may reduce walking distances to access the service, more stops would increase on board bus journey times.

### **Extend route to Kingston Hospital to connect the three hospitals in the area**

We will consider this suggestion in more detail. It would increase the cost of running the route and could make reliability worse as it would lengthen the route. There are currently many high frequency bus routes at Kingston to interchange with to access Kingston Hospital.

### **Other**

A number of other suggestions changes to route 481 and other routes were made (for example routes 281, X26 and 285). These have been sent to our Network Development team to consider.