Consultation on possible changes to bus route 42

Response to the main issues raised
July 2016
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Set out below, are the main points put to us during the consultation and our response to these.

Our proposals
At present, route 42 operates between Liverpool Street Station and Denmark Hill (Sunray Avenue). We are proposing to extend the route via Red Post Hill, East Dulwich Grove, Dog Kennel Hill to East Dulwich Sainsbury’s. The extension would improve links to both East and North Dulwich and to Sainsbury’s.

This proposed change would mean that Sunray Avenue would no longer be served by buses. Single Deck buses would also be replaced with double deck buses along the whole of route 42.

Main issues raised and TfL’s response

Implementation

Sunray Avenue
Sunray Avenue is not a suitable road to accommodate double deck buses. This is because some of the trees would need to be cut back in order to accommodate them.

Some of the trees on Sunray Avenue have tree preservation orders and therefore we would be unable to cut them back.

In addition, this would require a number of parking spaces to accommodate bus stops. Southwark Council has advised us that this would not be acceptable.

Suitability of Red Post Hill
We have assessed the suitability of Red Post Hill and undertook a route test running doubled deck buses along Red Post Hill as part of this process. We determined that Red Post Hill is suitable to operate buses in both directions.

Because the route will operate in the new Ultra Low Emission Zone, the buses that will operate on the route will be Euro 6 hybrid buses which will be cleaner and quieter. We do not anticipate that there will be any issues in operating route 42 in both directions on Red Post Hill.

We appreciate that, when two buses are passing each other opposite directions, they may need to wait a short period of time for a break in the traffic before passing each other. We do not foresee that this will cause delays to the operation of route 42.

Parking on Red Post Hill
At present, there is a Controlled Parking Zone which operates on Red Post Hill. Will not need to acquire any car parking spaces on Red Post Hill in order to operate route 42 and therefore parking will not be adversely affected as a result of our proposals.
Provision of disabled parking in Red Post Hill will remain the same which will allow for the parking of one vehicle.

**Double deck buses – vibration**
These heavier buses would not cause vibration and damage to local buildings.

**Traffic calming on Red Post Hill**
We will not require any further modifications to the traffic calming measures on Red Post Hill to facilitate proposed changes to route 42.

**Vibration on Red Post Hill**
All buses are fitted with road friend air suspension and are legally compliant. It terms of vibration impact to the roads, the difference between single deck buses and double deck buses is negligible as the weight difference fully laden between single and double deck is small.

A double deck bus weighs 18 Ton whereas a 10.8m single deck buses such as currently used on the route are approximately 17 Tons.

The maximum gross weight (with passengers) buses are legally permitted to operate at in the UK is 18000kgs. The unladen (without passengers) weight for a single deck is 7500kgs and a double deck is between 11000 - 12500kgs depending on vehicle type.

In addition the buses used on route 42 currently are fitted with 9 litres engines. The proposal to move them to double deck also includes moving them to hybrid. These have much smoother and quieter acceleration as they are powered my electric motors much of the time and have a considerably smaller engine. Normally around 5 litre or less. They also automatically shut down at bus stops to save fuel and also shut down when the batterers are fully charged.

**Environmental impacts**
We propose to operate double deck hybrid buses along the whole of route 42. These are quieter and cleaner vehicles than the current single deck buses.

Therefore, we do not believe that the proposals will generate any adverse environmental impacts.

**Traffic impacts on Red Post Hill**
Operating route 42 along Red Post Hill in both directions would mean that there would be an extra 6 buses per hour. We do not believe that this will have a negligible impact on local traffic.

**Pedestrian impacts**
Our proposals for route 42 on Red Post Hill will not impact the provision of pedestrian facilities. The location of pedestrian crossing points and pavement space will remain the same.
Consultation

Consulting residents
We are committed to hearing people’s views and consulted residents on proposed changes to route 42.

We wrote to residents to inform them of the consultation within 400 meters of the affected areas. This included residents in Red Post Hill. Please see Appendix E for the distribution area. We also featured publicity posters in every bus stop along the whole of route 42. Please refer to Appendix A.

Emails were sent oyster/CPC customers who use route 42 and live in SE5, SE21, SE22 and SE24.

Full details about our plans were available on our consultation portal at tfl.gov.uk/toute-42. Participants were asked to complete an online questionnaire.

We also met with residents and Helen Hayes MP on the 5 April 2016 to discuss the proposals and walk along the proposed route.

Other

Alternatives
Stakeholders including Southwark Council have been calling on us to provide better links between Southwark and Lambeth and the Sainsbury’s in Dulwich.

After assessing the various options available, extending route 42 to Sainsbury’s and converting the route to double deck buses is the most cost effective way in which to provide this link and the capacity required.

Buses
Deck buses would not provide the capacity required along the route. Increasing the frequency of single deck buses would not be cost effective and so running double deck buses on route 42 is the best option.

Current operations
Bus routes that operate in Central London have recently been impacted by our roads modernisation programme. Roadworks resulting from the programme have caused some delays as various schemes continue to be constructed.

However, much of this construction work has now been completed and we anticipate that bus reliability will improve as a result.