Consultation on the proposed extension of bus route S1 (Banstead – Mitcham)

Response to Issues Raised

July 2013
1 TfL response to issues raised

1.1 Buses using Victoria Road for the first time

There was some concern from residents regarding the position of bus stops, impact on parking, noise etc. These issues will all be addressed in Merton Council’s consultation, which will include further consultation and engagement with the local community subject to a favourable decision on TfL’s consultation. Any changes will be designed to minimise the impact on residents as much as possible, subject to TfL requirements in terms of spacing of stops etc.

For buses to use Victoria Road there would need to be changes to parking, passing and traffic calming in the road. The cemetery also uses it for side access. Two new bus stops will need to be introduced. The majority of responses objecting to the proposal were to do with parking, speeding and access in Victoria Road. These comments have been passed to Merton Council for its consultation on the works required in Victoria Road to accommodate the route.

1.2 Withdrawal of the route from Lower Green

TfL has reviewed the scheme and is investigating options to maintain the S1 on Lower Green West.

1.3 Other comments for TfL

What about serving Steers Mead and the surrounding area. It is the same distance to walk to main road as it is Victoria Road

In order to serve the Steers Mead area an existing route would need to be diverted via Lavender Avenue. TfL considered serving Lavender Avenue by diverting route 355 however it would significantly increase the journey time of some passengers (for example those travelling between Tooting and Mitcham) and a section of London Road would no longer be served. Overall the negative effects on passengers are estimated to be greater than the benefits.

A service in Victoria Road brings a greater number of residents within 400 metres of bus services.

The route needs to go to Tooting Broadway to make travelling to town easier. Suggest splitting the G1 at Tooting and run the Clapham Junction leg to Lavender Fields

TfL considered extending route 77 to Lavender Fields however it would cost considerably more than the S1 extension as it is a high frequency route. In addition, it is considered that Victoria Road is not suitable for a high frequency route operating with double-deck buses.

Splitting route G1 at Tooting would break too many current direct passenger journeys and the new links provided between Lavender Fields and Tooting would not outweigh those disbenefits.
Could a 24-hour or night bus service be introduced for the area

There are no plans to introduce a night service in the area at this stage. Two services (routes 44 and 264) currently operate at night times along London Road.

Could the S1 be rerouted to serve the entrance to the Royal Marsden Hospital in Sutton instead of bypassing it with an awkward walk

TfL is currently investigating the options of rerouting the S1 to better serve Sutton and Royal Marsden Hospitals.

Will drivers' facilities be provided at the proposed new stand in Victoria Road

The route currently operates with toilets at the southern end of the route (Banstead) only and will continue to do so.

Could Hail and Ride be introduced on Victoria Road

Where conditions allow, ensuring bus stop accessibility is a priority for TfL. Fixed stops would be wheelchair accessible. Adequate locations for fixed stops have been identified on Victoria Road.

TfL has also to be mindful of the current policy context in terms of the Government’s policies on integrated transport, the Mayor’s Transport Strategy and the Disability Discrimination Act 1995. A key feature of these is the need to make public transport easy to use and accessible.

Could the S1 be extended to Tooting Broadway or Mitcham Eastfields

Extending the S1 to Tooting Broadway would be more expensive and it would not provide the same level of benefits as the S1 would not serve the Lavender Fields area and there are already a number of services on London Road linking to Tooting Broadway. The 152 already provides links between Mitcham town centre and Mitcham Eastfields therefore extending the S1 to Mitcham Eastfields would only provide marginal benefits.