



# **Consultation on proposed changes to terminal arrangements on route 78**

Response to Issues Raised

December 2011

## Response to issues raised in the public consultation on possible changes to route 78

Transport for London consulted stakeholders and the public between 17 July and 19 August 2011 about possible changes to route 78. The proposal was that:

- Route 78 uses a different route at its terminus in Nunhead.

This document contains TfL's response to the key issues that were raised during the public consultation. A copy of the consultation report is available - [tfl.gov.uk/busrouteconsultation](http://tfl.gov.uk/busrouteconsultation).

The following comments were received from members of the public. We have responded to these and feedback from stakeholders below.

<b>Route 78 consultation: Comments and feedback analysis</b>	
Ansdell Road too small	35
Houses shake (Ansdell Road / St Mary's Road)	41
Lausanne Road already heavily trafficked	29
Buses should not use Belfort Road	2
St Mary's Road is not suitable	13
Gaultrey Road is a better choice	1
Like the proposed route	40
Against all the proposals	5
Either option ok	3
Disappointed with lack of engagement on conversion to double deck buses	12
Keep / return to single deck buses	1
Prefers double deck buses	7
Too many buses on the stand	9
Prefer the current first stop in Dundas Road	8
Install a new stop on Lausanne Road	4
Keep the route serving Nunhead	9
Extend the route to New Cross	52
Extend the route to Peckham, (or other).	8
Extend the route to Brockley	4

### Suitability of roads

Route 78 was extended to Nunhead in 2000 using 10.2 metre long single deck buses. Prior to the introduction of double deck buses in 2011 a route test was conducted, attended by representatives from Transport for London, Southwark Council and the Metropolitan Police Service.

The route test found no impediments to the use of double deck vehicles along any of the roads in Nunhead.

The buses introduced are 10.1 metres long, and amongst the newest buses in London. They meet the Euro V standard for emissions and tough drive-by noise standards, set by TfL.

A further route test was undertaken to assess the suitability of the alternative proposals, set out in our consultation. All roads in the area are suitable for use by double deck buses.

### **Lausanne Road already heavily trafficked.**

Adding route 78 to Lausanne Road would not be a significant change to traffic flows. For some respondents, their concern about traffic in Lausanne Road is linked to the separate issue of the new traffic management scheme on the A2 and A202 road in the New Cross area. TfL has responded separately to these points.

### **Extend the route beyond Nunhead**

A number of respondents suggested that route 78 should be extended beyond Nunhead.

- *New Cross*  
Respondents noted that if buses went to New Cross it would provide links with train services as well as a supermarket. We looked at extending to New Cross, Sainsbury's. Buses would continue from Evelina Road along Lausanne Road into Queen's Road and New Cross Road. This would cost approximately £390,000 per annum. While this would give a new link for Nunhead there would be few other new links as route 343 already runs between New Cross and Peckham Rye and there are many routes between New Cross and Peckham. Therefore we do not consider it would encourage sufficient new passengers to justify the extra costs.
- *Brockley Cross*  
Respondents suggested that an extension would provide links to train services from Brockley Station.

We considered extending the route from Evelina Road along Gellatly Road, and Drakefell Road to the station. However again, though Nunhead would gain some new connections, the total number of new connections is relatively small. Links from Peckham, Queens Road and Old Kent Road are provided by route 172.

- Other extensions suggested involved Peckham (in a loop), Hither Green and South Norwood. None of these were considered good value.

### **Use of the stand and service reliability**

A number of people commented on there being an excessive number of buses using the stand in St. Mary's Road. The schedule for route 78 takes account of varying traffic conditions at different times of the day with up to two buses scheduled to stand. However there may be occasions when three buses are at the stand, usually due to unpredictable traffic delays affecting bus journey times. We are working with the operator to minimise this. We will also continue to seek bus priority measures along the route so that journey times can be predictable as possible wherever this is appropriate.

### **Bus Stops/Stands**

The current first bus stop for passengers is in Dundas Road, where a shelter is provided. If buses are rerouted along Belfort Road and Lausanne Road, it is proposed that the current stand is made into a pick up point for passengers. Some respondents suggested that this would be detrimental to those wishing to pass along the footway. However we consider that there is sufficient width for passengers to wait without obstructing the pavement. A preliminary investigation has shown a shelter could be installed here, though a site survey would be needed for final confirmation. It is also considered that kerb works would be required to improve accessibility.

In our proposals we did not include details for any bus stops on Lausanne Road. We received a number of comments that if buses do use Lausanne Road, it would be useful to have a bus stop located here. TfL would work with both Southwark and Lewisham Council to find a suitable location for a bus stop on Lausanne Road. If a bus stop were introduced it would require a dedicated length of road where no parking would be allowed.

Some respondents wish to retain the stop in Dundas Road as it is convenient for them. If the route changes as proposed, the nearest stop would be in St Mary's Road which is 80m from the Dundas Road stop. Although less convenient for some passengers we consider that this would be a reasonable alternative.

All other bus stops would remain the same as now.

Some respondents suggested that the stand, currently in St Mary's Road, be moved elsewhere. Two other options were reviewed to relocate the stand.

- The corner of Belfort Road near St Mary Magdalene Church was considered. There is sufficient space here to stand buses, although some road re-alignment would be required to ensure buses can pull into the kerb. In addition the road is narrow, so all-day parking controls would be required to ensure access to the stand was not impeded.
- Standing adjacent to the Golden Anchor pub on Gautrey Road was also considered. This would require loss of residents' parking and was considered too distant from the existing stop in Dundas Road.

Neither option seemed likely to produce a better outcome than the current proposal.

### **Engagement**

TfL regularly discusses the development of the local network with stakeholders and their feedback is an important consideration when specific schemes are being devised, including in this case. In the case of route 78 we had very strong feedback that extra capacity was needed. We consulted boroughs and London TravelWatch and other stakeholders on our plan to convert to double-deck between 17 July 2011 and 19 August 2011. Following review of feedback we introduced the change on 13 November 2010. We did not consult directly with residents but a letter of information was sent in advance of the service change.

### **Number of people using route 78**

Some comments noted that buses on route 78 often did not have many people on them. As Nunhead is the terminus, we do expect that passenger numbers will be lower than at other parts of the route. Nonetheless the first and last bus stops, and the pair before / after them in Evelina Road, have 1220 passengers getting on or off buses across a typical weekday.

Some respondents asked whether single-deck buses could to be used at certain times. Generally route 78 now requires double deck buses at most times. In any event this would require the purchase of additional buses, as not all single-decks could be supplied from other routes and the more complex scheduling arrangement would require additional drivers. We do not believe the additional expense can be justified.

### **Other Issues**

- *Crossing Lausanne Road*  
Southwark Council suggested that the current crossing facilities on Lausanne Road would require improvement, if the proposal went ahead. TfL will work

with both LB Southwark and LB Lewisham to see what potential there is for changes in crossing arrangements at this junction.

- *Crossing St. Mary's Road*

Some people commented on the ability to cross St Mary's Road when buses are parked at the stand. This is a continuation of current arrangements but TfL would be happy to work with the council as highway authority on any review of the potential for enhancements.