Consultation on possible changes to bus routes 61, 273 and 661

Response to the main issues raised
January 2014
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TfL response to the main issues raised

This document summarises our response to the main issues raised. Set out below, are the main points put to us during the consultation and our response to these.

Our proposals
Prior to April 2009 all three routes ran from the Petts Wood area to Chislehurst via Chislehurst Road bridge. Due to repairs, the bridge was initially closed to buses and HGV’s, then to all traffic until December 2012. Whilst the bridge was closed; routes 61, 273 and 661 were diverted via Poverest Road, Cray Avenue and Leesons Hill, serving the St Mary Cray area. Given the length of time that the bridge was closed usage on the routes was carefully reviewed. When the bridge was re-opened in December 2012, route 61 was restored to run direct via Chislehurst Road bridge, while routes 273 and 661 continued to run via St Mary Cray.

As a result of a further review of bus services in the area undertaken during the spring and summer of 2013, it was proposed that route 61 should continue to serve Chislehurst Road bridge, while routes 273 and 661 should permanently remain on the routeing via Poverest Road, Cray Avenue and Leesons Hill.

Main issues raised and TfL’s response

Restore route 273 to Chislehurst Road as it gives good links to Petts Wood from there (including from Marlings Park Avenue estate).
Only around 20 passengers per day used route 273 to travel between Chislehurst Road / Orpington Road and Petts Wood. Other passengers from Petts Wood are still able to make their journey via route 273 albeit with a longer journey time.

Can 273/661 now serve St Mary Cray station?
We have investigated re-routeing both 273 and 661 via Station Approach and Chipperfield Road. This means that the routes can now serve St Mary Cray station directly. We are working towards introducing this at the end of May 2014.

Swap the proposed routeings around, 61 via Leesons Hill and 273 via Chislehurst Road.
A detailed analysis has been undertaken which indicates that the proposed routeings provide the best service for passengers. Around 115 passengers per day on route 61 would not be able to make their journey without changing buses and 490 passengers per day would have a longer journey time if the route did not serve Chislehurst Road / Orpington Road. Around 35 passengers per day on route 273 can not make their journey without changing buses and 340 passengers per day have a longer journey time with the route not serving Chislehurst Road / Orpington Road as in the proposal. Therefore more passengers would be unable to make their journey and journey times would be increased for more passengers if the 273 was to be restored to Chislehurst Road Bridge and the 61 routed via Leesons Hill. Swapping them would therefore lead to a poorer service for passengers.

Keep both routes 61 and 273 on the diversionary routeing via Leesons Hill.
Routing both the 61 and 273 via Leesons Hill would leave Chislehurst Road / Orpington Road without a service which is not considered acceptable. Around 115 passengers per day on route 61 would not be able to make their journey if it no longer served Chislehurst...
Road / Orpington Road. A detailed analysis has been undertaken which indicates that the proposed routeings provide the best service for passengers.

**Send route 61 back on diversionary route via Leesons Hill.**
Routeing both the 61 and 273 via Leesons Hill would leave Chislehurst Road / Orpington Road without a service which is not considered acceptable. Around 115 passengers per day on route 61 would not be able to make their journey without changing buses if it no longer served Chislehurst Road / Orpington Road. A detailed analysis has been undertaken which indicates that the proposed routeings provide the best service for passengers.

**No bus link from St Pauls Cray and St Mary Cray to Bromley which is needed.**
It is not possible to provide links to every destination. Passengers are able to interchange or use National Rail services for this link.

**Route 273 suffers from capacity issues during school times.**
We are investigating this potential issue – surveys will be undertaken.

**Can you look at the timings of routes R2 and R3 travelling down Poverest Road within minutes of each other, both with half hour frequencies.**
We are currently reviewing the possibility of retiming routes R2 and R3; this is made more difficult by the different routes and destinations of both services. We will contact stakeholders again if we are able to find a suitable solution.