On proposals for bus services to serve the Queen Elizabeth Olympic Park

Bus route consultation
The Queen Elizabeth Olympic Park
The Queen Elizabeth Olympic Park is undergoing a transformation. This transformation is taking place during 2013/14 and will pave the way for future development as part of the legacy from the London 2012 Games.

Queen Elizabeth Olympic Park will be a new area of east London for communities to grow and develop. There will be new neighbourhoods including homes, schools, nurseries, a library, health centres and other community facilities.

The Park will also help generate thousands of new jobs in a new commercial district and other locations across the Park. Additionally, sporting venues from the Olympic Games will provide leisure facilities for the whole community.

During the transformation phase, the Olympic Stadium, Orbit and Aquatics Centre will be converted as part of the legacy from the Games. The conversion of the International Broadcast Centre (IBC) and the Main Press Centre (MPC) for new use will also take place at this stage.

To support this we have developed proposals for a number of bus routes that would run in and around the Park. Additionally, sporting venues from the Olympic Games will provide leisure facilities for the whole community.

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To support this we have developed proposals for a number of bus routes that would run in and around the Park. Additionally, sporting venues from the Olympic Games will provide leisure facilities for the whole community.

Who we are consulting
This consultation is open to all. Please give us your views either online at tfl.gov.uk/stratfordbusnetwork or by completing the questionnaire attached at the back of this document and sending it to us.

Please let us have your views by Friday 22 February 2013.

This consultation is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.
Services for the Park

Route 97 (Chingford Station – Stratford City bus station)

In September 2011, route 97 was extended from Leyton, Downsell Road to Stratford City bus station, serving Westfield and providing connections with Stratford station.

New housing developments and neighbourhoods are being created as part of the transformation of the Olympic Village. Two of these neighbourhoods, East Village and Chobham Manor are located in the north of the Park.

It is proposed to divert route 97 to serve the new neighbourhoods and the western side of Westfield. It would link local communities with the new Chobham Academy, which is expected to open in September 2013 and the new health facility.

Buses would run from High Road, Leyton via Temple Mills Lane, Celebration Avenue, International Way, Westfield Avenue and Montfichet Road to Stratford City bus station, and return the same way.

It is also proposed to increase capacity in the morning peak towards Stratford City bus station and in the evening peak towards Chingford station with the introduction of an additional journey.

These changes would be made when the occupation of East Village begins and the roads become available with an estimated date of May 2013.
Route 308  
(Wanstead, Woodbine Place – Clapton Park, Millfields)

Following discussions with London Borough of Hackney it is proposed to extend route 308 from Clapton Park, Millfields to Lea Bridge Roundabout. This would provide better links between the Clapton area and Stratford City.

It also proposed to change route 308 between Stratford and Homerton so that it runs through the Queen Elizabeth Olympic Park in both directions. It would serve the new residential area and community facilities at East Village, and leisure facilities at Lee Valley Hockey & Tennis Centre and the VeloPark.

Route 308 would no longer serve Leyton station but would serve Stratford station providing interchange with a wider choice of rail connections.

Buses towards Clapton would run from Stratford via Leyton Road, Penny Brookes Street and Montfichet Road to Stratford City bus station. It would continue via Montfichet Road, International Way, Celebration Avenue, Temple Mills Lane and Ruckholt Road to rejoin the current routing to Clapton. From Clapton Park buses would continue along Chatsworth Road and Lea Bridge Road to the Lea Bridge roundabout. They would run along the same roads in the opposite direction (towards Wanstead).

Frequencies would be increased on all days of the week. During Monday to Saturday daytimes buses would run every 12 minutes (currently every 15 minutes). On Monday to Saturday evenings and all day on Sunday buses would run every 20 minutes (currently every 30 minutes).

These changes would occur when the roads in the Park become available. This is currently expected to be from May 2013.
Route 339
(Stratford City bus station – Shadwell station)

Route 339 was extended from Fish Island to Stratford City bus station following the opening of Westfield in 2011.

It is proposed to divert the route between Fish Island and Stratford City via Queen Elizabeth Olympic Park. It would also be extended from Stratford City to Whipps Cross via Leytonstone station and Whipps Cross Hospital. Buses would no longer serve Stratford High Street.

From Fish Island buses would run via Wick Lane, Wansbeck Road, Rothbury Road and White Post Lane where it would cross into the Queen Elizabeth Olympic Park. From there buses would run via Carpenters Road and Montfichet Road to Stratford City bus station serving the Olympic Stadium, Orbit and Aquatics Centre.

From Stratford City buses would run via Montfichet Road, International Way, Celebration Avenue, Temple Mills Lane, Crownfield Road, High Road Leytonstone, Cathall Road, Grove Green Road, Leytonstone station, Fairlop Road, Hainault Road, Essex Road, James Lane, Whipps Cross Hospital grounds and Whipps Cross Road.

The extension to Whipps Cross is subject to finding a suitable location to stand and turn the bus. We are working with London Borough of Waltham Forest to achieve this.

It is expected the changes would be made in 2014.
Route 388
(Hackney Wick – Blackfriars station)

There are currently no buses that give a through link to Stratford City from the Victoria Park or Hackney Wick areas. Hackney council has requested connections to Stratford and to serve the future job opportunities at the former International Broadcast Centre (IBC) and Main Press Centre (MPC).

Eastway Bridge is to be made two-way for buses, which would allow buses to serve the area in both directions.

It is proposed to extend route 388 from Wick Road via Eastway, Lea Interchange, Waterden Road, Westfield Avenue and Montfichet Road to Stratford City bus station. This would serve the new development at East Wick and give the links between Hackney Wick and Stratford City.

The proposed change would occur when Eastway Bridge is available for two-way operation. This is currently expected to happen by December 2013.
Route D8  
(Crossharbour – Stratford City bus station)

It is proposed to divert route D8 to serve the Aquatics Centre, Orbit and the Olympic Stadium. It would also be extended to Stratford International station bringing it closer to the residential and community facilities at East Village.

From Stratford High Street, buses would continue to Carpenters Road then Montfichet Road, Stratford City bus station and International Way to Stratford International station.

These changes are expected to be made in stages from Autumn 2013. There would be no change to frequencies.
Route N205  
(Paddington – Leyton)

We are proposing to extend the service on the current 24-hour route 205 on all nights to Leyton, Downsell Road. Currently this service runs between Paddington and Bow. At night, buses would continue along Stratford High Street then via Carpenters Road, Montfichet Road, International Way, Celebration Avenue, Temple Mills Lane and High Road Leyton.

As the day service will remain on its current routeing and terminals (Paddington and Bow Church), the night service would be renumbered N205. Buses would continue to run at their current 30 minute frequency on all nights.

These changes are expected to be made in stages from Autumn 2013.
Associated changes in Hackney Wick

Route 26
(Hackney Wick, Chapman Road – Waterloo)

Route 30
(Hackney Wick, Eastway – Marble Arch)

It is also proposed to change the terminals of routes 26 and 30 in Hackney Wick so that there is still a common stop for routes 26 and 388 towards Cambridge Heath and the City.

Route 26 currently shares a common stop with route 388 at Hackney Wick. It is proposed to extend route 388 to Stratford City bus station and in order to maintain the common stop for passengers travelling towards Cambridge Heath and the City, it is proposed to change the first and last stop of route 26 to Eastway instead of Chapman Road.

The first and last stop for route 30 is currently at Hackney, Eastway but with changes to route 26 (above) there would be insufficient space there. It is therefore proposed to change route 30 at Hackney Wick to stand at Chapman Road.

Both these changes would be made in connection with the change to route 388 which is currently expected to happen in December 2013.
Further changes under consideration

Route 241
(Stratford City bus station – Canning Town, Hermit Road)

For the longer-term an extension of route 241 to East Wick is also under consideration.

The International Business Centre (IBC) and Main Press Centre (MPC) in East Wick, is situated towards the north west of Queen Elizabeth Olympic Park. Plans are progressing to transform this area into a major employment centre.

Dependent upon the details of how this site comes forward and the provision of a new bus stand, consideration is being given to extending route 241 from Stratford City bus station to the new stand in East Wick via Westfield Avenue and Waterden Road.

These changes are subject to further details on how the former IBC/MPC will be transformed into its legacy use. Therefore there is no date for this change as yet.

Additionally, buses on this route are currently starting and finishing at Prince Regent station due to Crossrail works. This phase of the work is expected to be completed in March 2013 when route 241 will return to Canning Town, Hermit Road via Victoria Dock Road and Canning Town station.
Partners

We have worked in consultation with local boroughs, ODA (Olympic Delivery Authority), LLDC (London Legacy Development Corporation), Westfield and others in preparing these proposals.

Together the ODA/LLDC, Westfield and other developers are making a financial contribution towards the cost of the bus services, as agreed with the local planning authorities and TfL.