



# **Consultation on possible changes to the bus network around Stratford and the Queen Elizabeth Olympic Park**

Response to the main issues raised

June 2013

## **TfL response to the main issues raised**

This document summarises TfL's responses to the main issues raised. Responses to this consultation are contained in a separate document. Both are available on the TfL website.

Set out below, are the main points put to us during the consultation and our response to these.

### **Our proposals**

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.

These proposals complement the transformation stage as the Park continues to develop in line with the legacy plans, we will ensure that the bus network continues to support travel in and around the area.

A summary of the proposed bus route changes is set out below.

#### **Route 97 (Chingford station – Stratford City bus station)**

- Rerouted via new residential housing at East Village and Chobham Manor
- Additional journeys introduced at peak times

#### **Route 308 (Wanstead, Woodbine Place – Clapton Park, Millfields)**

- Extended from Clapton Park to Clapton, Lea Bridge Roundabout
- Rerouted via Queen Elizabeth Olympic Park, to serve the new housing at East Village, Lee Valley Hockey & Tennis Centre and the VeloPark
- Frequency increase on all days of the week

#### **Route 339 (Stratford City bus station – Shadwell station)**

- Extended from Stratford City bus station to Whipps Cross
- Rerouted via new housing at Chobham Manor and East Village
- Rerouted between Fish Island and Stratford City via Carpenters Road

#### **Route 388 (Hackney Wick – Blackfriars station)**

- Extended from Hackney Wick to Stratford City bus station via the Olympic Park

**Route D8 (Crossharbour – Stratford City bus station)**

- Extended from Stratford City bus station to Stratford International station
- Rerouted to serve the Olympic Stadium, Orbit and Aquatics Centre

**Route 205 (Paddington – Bow Church)**

- Night service renumbered N205 and extended from Bow Church to Leyton, Downsell Road via Stratford City, East Village and Chobham Manor

**Route 26 (Hackney Wick, Chapman Road – Waterloo)**

- The first and last stop at Hackney Wick would change from Chapman Road to Eastway

**Route 30 (Hackney Wick, Eastway – Marble Arch)**

- The first and last stop at Hackney Wick would change from Eastway to Chapman Road

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

- Possible future extension from Stratford City bus station to East Wick dependent on future development of the former Games media centre

**Main issues raised and TfL's response****Can buses be routed directly outside the Sir Ludwig Guttmann Health & Wellbeing Centre on Liberty Bridge Road to improve patient access?****Can buses be routed via Olympic Park Avenue to directly serve the VeloPark and Chobham Manor?**

These issues were of particular concern to a number of stakeholders, especially access to the Health centre.

The issue centres on the definition of access. Discussions with stakeholders demonstrated a perception that a building is only directly served when a bus stop is located very close to the entrance. This is especially so when dealing with passengers who are mobility impaired and such passengers can be regularly expected at the health centre.

However, passengers travelling towards the VeloPark or health centre are unlikely to start their journey immediately adjacent to a bus stop or even the same bus route. This, together with an understanding of how the bus network is used on a daily basis, demonstrates that passengers are willing/able to walk some distance to access a bus service. This distance considered acceptable will vary by individual and barriers such as busy roads. However, TfL use a standard guideline of 400m (around a 5 minute walk).

East Village and Chobham Manor contain a significant amount of housing (trip generators) together with a number of trips attractors including the VeloPark in the NW corner; Stratford International in the South and the Academy and health centre in the East. This area is around 650m in length from east to west and circa 700m north to south.

The design of the bus services sought to maximise access to all these land uses by routing buses via the centrally located Celebration Avenue. This also enables a common stop to be provided which will be served by 3 different routes providing a combined frequency of 17 buses per hour (a bus every 3 – 4 minutes). These routes provide access to such locations as Chingford, Crooked Billet, Walthamstow, Wanstead, Forest Gate, Stratford, Homerton Hospital, Shadwell, Mile End, Old Ford, Leyton Ladder and Leytonstone without the need to change bus.

The Sir Ludwig Guttmann Health and Wellbeing Centre will be around 350m (or 4½ minutes walk) from routes 97, 308 and 339 on Celebration Avenue and circa 200m (2½ minutes walk) from route 158 (every 10 minutes) on Leyton Road.

The VeloPark will be within 400m of route 308.

Routing the buses more easterly via Liberty Bridge Road (or westerly via Olympic Park Avenue) will reduce access at the opposite end of the village for only minimal benefit.

### **Can route 108 be extended to East Village to serve the Queen Elizabeth Olympic Park?**

There are no plans at present to change the routing of the 108. Diverting it into the Queen Elizabeth Olympic Park would break around 600 trips per day. It currently serves High Street, Stratford which was an access point for the Olympic Park during the Games. It also serves Stratford Bus Station from which Stratford City and the East Village can be accessed.

As the south of the Queen Elizabeth Olympic Park becomes more developed in Legacy and new development comes forward south of High Street, Stratford more changes to the bus network may be required. The routing of the 108 will therefore be kept under review.

### **The Leyton Road corridor will have a frequency reduction with the diversion of routes 97 and 308.**

Leyton Road between Temple Mills Lane and Stratford Gyratory will still be served by route 158 which operates every 10 minutes during Monday to Saturday daytimes (12 minutes Sunday shopping hours and 15 minutes on all evenings).

There are currently around 50 trips in the peak hour on this section of road and route 158 currently provides sufficient capacity to meet this demand.

Diverting the routes enables the bus to serve the 3000 new residential units (and the additional 2000 planned); school, station and Queen Elizabeth Olympic Park facilities

When the 97 was originally extended to Stratford City to provide additional capacity from the north into the new Westfield shopping centre, the intention was to route it via the Olympic Village but had to be 'diverted' until the roads became available for use. Route 308 will still serve Leyton Road south of Penny Brookes Street.

The development of Chobham Farm between Leyton Road and the railway line is planned. As part of the planning application, consideration will be given to ensuring sufficient capacity is provided.

### **Concerns over the loss of route 308 from the Hackney/Homerton area to Leyton.**

Following the demolition of the Clays Lane Estate and the inclusion of Temple Mills Lane within the secure Olympic perimeter, route 308 was diverted via Leyton. This has proved popular with passengers especially from the Hackney / Homerton area.

Careful consideration was given before proposing to disrupt these trips and the design of the diversion was purposefully intended to minimise the journey time to the rail network. Although it will take slightly longer to get to Stratford Station compared to Leyton Station, it is expected that the higher number of rail lines at Stratford will be more attractive to passengers and for those travelling into Central London, the change in total journey time will be negligible.

Further, many of the facilities at Leyton e.g. shops and supermarket are also provided at Stratford City and Stratford town centre thus minimising disbenefit to passengers.

Route W15 can also be used to get from Hackney / Homerton to the supermarket and shops at Leyton.

### **Can route 308 be converted to double deck or increase the frequency?**

It is proposed to increase the frequency of the 308 on all days of the week making it a high frequency service (every 12 minutes or better) Monday to Saturday daytimes.

It is expected that this will provide sufficient capacity without the need to provide double deck buses. However, this will be kept under review.

### **Will the capacity and frequency of the proposed extension of Route N205 be sufficient to meet demand.**

The half hourly N205 will complement the other night services in the area including routes 25, 69, 108, N8, N26 and N86. The frequency is in line with similar routes including the 69, 108 and N86 and is expected to be sufficient to meet demand.

However, a higher frequency at weekends is being considered.

### **The distance between stops on Leyton Road (between Stratford bus station and Stratford City bus station) on routes 241 and 308 are too great, is there any scope for an additional bus stop?**

We will investigate with the local highway authority the possibility of an additional northbound bus stop to reduce the distance between stops.

**Can the daytime service on route 205 match the proposed extension of the night service to Leyton, Downsell Road?**

Extending the day route to match the night route would require an additional 5 buses in the schedule at an estimated cost in excess of £1m per annum. Since the current proposals are expected to provide sufficient capacity, this would not represent a good use of limited funding at this time. However, as the Queen Elizabeth Olympic Park gets further developed in legacy the bus network will be kept under review.

**Can route 26 be extended to serve Leyton, Asda?  
Can routes 26/30 be extended to Stratford?**

As with route 205, these extensions would have a significant cost and would not represent a good use of limited resources. The extension of route 388 will provide links from Hackney Wick to various supermarkets in both Stratford City and Stratford town centre.

The 388 extension will also provide the links from the Hackney Wick and Cambridge Heath/Mare Street areas to Stratford that extending the 26 would provide. The London Overground also provides many of the links to Stratford that extending the 30 would provide.

However, the bus network will continue to be kept under review.

**Can route W15 be re-routed to operate over the new two-way Eastway bridge?**

It is not proposed to divert the W15 at this time although this could be considered in the future as East Wick becomes developed in future legacy stages and further infrastructure like the link road between Eastway and Waterden Road are provided. The disbenefit of leaving Homerton Road near Hackney Marshes unserved and longer journey times for through passengers would need to be considered against the benefit of serving the residential areas of Lee Conservancy Road and Hackney Wick together with links to the new employment and housing at East Wick. At present the case is marginal but this may change over time.

**The Eastway Bridge enabling the 388 extension is not expected to be available until December 2013. Can the proposals be amended to provide a bus route to the North of the park prior to the 388 extension?**

A temporary shuttle bus (route 588) will operate between Stratford City and Hackney Wick via the North Park every 15 minutes until the 388 is extended.