



Consultation on proposed extension of route 488 to Dalston Junction Station

Response to issues raised

March 2010

Response to issues raised in public consultation for proposed extension of route 488 to Dalston Junction Station

London Buses consulted stakeholders and the public on proposals on proposals to extend route 488 to Dalston Junction Station, during October and November 2009. This document sets out our responses to the issues raised in the public consultation.

Route 488 currently operates between Clapton, Kenninghall Roundabout and Bromley-by-Bow, using 10.2m long single deck buses.

We held a route test on 13 January 2010 to determine where bus stops could be located. Borough officers, representatives from the police and TfL reviewed the locations.

Eleven new stop locations are proposed. Hackney Council will consult on the details of the new bus stop locations and any associated parking changes.

Increased congestion, danger to school children and pedestrians; danger to traffic and cars; roads are too narrow

The frequency of buses - one every 12 minutes in each direction - will be small compared to traffic flows in the area and so we believe will not add to congestion.

We do not believe the proposals will increase danger to other road users. Bus drivers in London are experienced drivers who receive comprehensive training, leading to a BTEC qualification. Road safety is a vital part of this training.

Buses can have a calming effect on traffic as they tend to travel a bit more slowly than cars and stop to allow passengers to board and alight. Provision of a high quality bus network also contributes to overall reductions in traffic levels.

We undertook two route tests in order to test the suitability of the roads to be served by the proposed route. The route tests concluded that the bus could safely use the proposed roads, but some alterations would be required to parking restrictions to allow permanent bus stops to be installed. The tests were attended by officers from Hackney council and the Metropolitan Police as well as by staff from TfL and the bus operator. A 10.8 metre bus was used on the test, though 10.2 m buses will be used on the route.

Environmental considerations - Increased noise, pollution and damage to buildings

We do not believe that the proposals will cause significant overall changes to traffic levels, noise, vibration or pollution. Overall, a well-used bus network will have a beneficial effect on the environment by providing an effective alternative to car use. All buses operating on TfL services comply with or exceed the latest European emissions standards. We will use new single deck buses with modern engines (to Euro 5 standard) on route 488.

The Shacklewell area is already well served by buses and a new route is not needed.

The proposals were well supported by respondents from the wider community, with 70% of responses supporting the proposed route along Shacklewell Lane. These respondents said that the new route would allow them to travel to work, school and college, would allow them to leave cars at home and would help them to access essential services such as shops and doctors. The route will provide direct new links from this area to Clapton and Dalston Junction.

London Borough of Hackney has asked us to consider new services in this area for some years.

Will breach privacy of a residential area

The roads are public highways and buses would be using them for their intended purpose. The roads in question are already well-used by through traffic.

Route 488 should serve Stoke Newington better by using Evering Road and serve Rectory Road station.

Using Evering Road would also mean buses entering the Stoke Newington one-way system. Towards Bromley-by-Bow this would mean buses circumnavigating the entire system to return to Downs Road. This would add significantly to the journey time and reduce its value to passengers. The suggestions would also bring fewer residents closer to a bus service.

Buses should run more frequently, extension may affect reliability

Our data indicates that the proposed frequency, buses running every 12 minutes during the day Monday to Saturday and every 15 minutes on Sundays will provide enough capacity for demand. The route will have sufficient resources to run reliably.

Did not receive the consultation

We carefully considered who might be affected by the new route before deciding who to consult. The consultation was intended to seek the views of people who lived near to the proposed route and of other potential users. In order to achieve this, we decided to target households and businesses on all of the roads which route 488 would serve under the proposals, as well as those within approximately 300 metres of the proposed extension.

The leaflet was distributed to around 4,200 households and businesses that had not opted out of receiving marketing on the electoral register. In addition we also sent copies of the leaflets and posters for display to a number of schools, Homerton Hospital and local interest groups in the area to cover as many affected as possible.