


Central London Bus Consultation Meeting, 23.10.18 – tweets

 **London TravelWatch ...** 23 Oct 2018
Great to see so many people at our special meeting on TfL's buses consultation this evening.





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 **London TravelWatch ...** 23 Oct 2018
Mr Kosminsky asks how passengers would be accommodated if these changes went ahead & Mr Eversden is worried about the impact on elderly passengers & those with luggage. #itwbustweets


   

 **London TravelWatch ...** 23 Oct 2018
TfL are proposing the withdrawal of Buses 14 & 134 on Tottenham Court Rd. This relies on passengers transferring to buses 24 & 29 to continue to make their journeys. #itwbustweets

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
 **Tommy**  @TC378 24 Oct 2018
Replying to @LonTravelWatch
Remember that the 24s frequency has been continually cut over the past couple of years.

 **London TravelWatch ...** 23 Oct 2018
.@Privatecarfree argues that there are too many buses in central London. She says that bus-on-bus congestion squeezes pedestrians & cyclists on narrow corridors. She wants the core of London to be car free. #itwbustweets

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

 **Richard Lewis #FBPE** @... 23 Oct 2018
Replying to @LonTravelWatch @Privatec...
There are way too many buses in c. London. And on routes shared by multiple routes. @Privatecarfree is spot on about that. Some shared routes could be 'braided' to enable buses to serve areas not well served at the moment, or to make some routes more direct.

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 **Rosalind Readhead** @P... 23 Oct 2018
Replying to @LonTravelWatch
I would like to hear some empathy in the room for cyclists and pedestrians that have been killed and injured in Central London by buses. The main points are about convenience not stopping people being killed and injured. Just acceptable collateral damage?

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 **Richard Lewis #FBPE** @... 23 Oct 2018
Replying to @cyclisethecity @LonTravel...
I'm definitely not a fan of curtailing routes that serve areas such as 242 in Clapton Park Estate - better to reduce frequencies elsewhere and retain those vital links. There is no doubt that cuts have to be made - better to target them well and not create social exclusion.

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London TravelWatch ... 23 Oct 2018

Mr Bosi points out that step free access only goes so far. For many people with disabilities, interchanges are important and people don't want to change bus. #itwbustweets

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London TravelWatch ... 23 Oct 2018

Jennie Martin from @BusUsersUK feels that disability groups should be more involved in the consultation. #itwbustweets

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London TravelWatch ... 23 Oct 2018

Save our Buses say that 'Buses are inclusive...cycling is not'. They argue that buses and trams are vital to those with disabilities. #itwbustweets

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Gordon Fox @Cycliq_Gecko 23 Oct 2018

Replying to @LonTravelWatch
As someone who has a disability I have to say that's nonsense, I never use buses, but I cycle everywhere as buses are useless when you need to get anywhere, takes two hours to do what takes less than 20 mins on a bike.

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London TravelWatch ... 23 Oct 2018

Mr Biskinis points out that buses take up to 80 people and present a very efficient way of using road space. Cutting buses has forced people onto the Underground or rail which are not always accessible and cost more. #itwbustweets

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London TravelWatch ... 23 Oct 2018

Another rep from Save our Buses makes the point that while some rail & Tube stations may be accessible, they require long walks. #itwbustweets

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London TravelWatch ... 23 Oct 2018

Claire Haigh from @GreenerJourneys says that buses help support the economy & protect the environment but patronage is declining, even in London. There is a quantified link btwn bus service availability & social deprivation. #itwbustweets

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London TravelWatch ... 23 Oct 2018

The next proposal is to shorten buses 11 & 19, redirect bus 22 & create a new route 311 #itwbustweets

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London TravelWatch ... 23 Oct 2018

Joel says that there is no bus garage associated with route 11 so there will be more dead miles as a result of proposed changes. #itwbustweets

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London TravelWatch ... 23 Oct 2018

Commenting on a proposal to change routes 53 & route 3, Cllr Livingstone from @lb_southwark says that case to alter 53 is weak. He points out the Old Kent Rd is a regen area & there is a lot of capacity which needs to be found at a time when the community is growing #itwbustweets

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London TravelWatch ... 23 Oct 2018

He says it seems odd and disjointed thinking by @TfL as they may have to consult about a new scheme in the future to deal with the needed additional capacity. His comments are echoed by Claire from @transportforall #ltwbustweets



London TravelWatch ... 23 Oct 2018

Victoria from @transportforall says it isn't worth changing bus to only make another couple of stops. Bob Blitz from @TfL says that the 53 is an unreliable route & the 453 will continue to link much of the area. #ltwbustweets



London TravelWatch ... 23 Oct 2018

.@Privatecarfree says that cycle lanes are needed when new developments are built - cycling allows people to move in a much more fluid way. People can move very fast without congestion. #ltwbustweets



Rosalind Readhead @Priv... 23 Oct 2018

Replying to @LonTravelWatch @Clivedurdle may like to comment on using a cycle as a mobility aid making accessible journeys from door to door possible



London TravelWatch ... 23 Oct 2018

A good point about bus planning: you should surely first ask where does the bus need to go and then plan the route so the bus can stop there rather than using operational difficulties as an excuse. #ltwbustweets



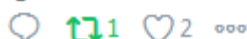
Paul Corfield @Cogbat 23 Oct 2018

Replying to @LonTravelWatch Odd then that much of the proposed changes are knock on consequences from changing only 4 or 5 key routes. The loss / lack of stand space is why TfL are faffing around with so many route termini. 53 only changing b/c the 3 needs its Whitehall stand as the 22 needs the 3's stand.



Naveed Ahmed @CitySt... 23 Oct 2018

Replying to @LonTravelWatch Some routes (e.g. e3, e9, 105 and 95) that go through residential areas are adversely impacted by a lack of parking controls and lack of bus priority measures along the route. Also many stations are still designed to encourage driving to the station (greenford) over bus pasngrs



Goth on a Brompton @... 24 Oct 2018

Replying to @LonTravelWatch There needs to be far stricter enforcement and control of stopping, parking, and deliveries on main bus channels such as High Street Kensington. Buses often delayed by parked vehicles, some deliveries but many just randomly parked, particularly in morning rush. @RBKC





London TravelWatch ... 23 Oct 2018

Cllr Denise Scott-McDonald from @Royal_Greenwich expresses concern about whether people will have enough time to change buses. #ltwbustweets



London TravelWatch ... 23 Oct 2018

Bus routes 4 is reduced to west of St Pauls under the plans, 172 is reduced back to Aldwych & 341 is taken out of parts of Bloomsbury & Clerkenwell. #ltwbustweets



London TravelWatch ... 23 Oct 2018

Concerns have been raised about changes to the 343. In the peak hours it takes 15 minutes to get across Ludgate Circus; it will take longer and connectivity is being lost and lower income groups will suffer most. #ltwbustweets



London TravelWatch ... 23 Oct 2018

Bob Blitz says that falling traffic speeds, the changing way people are travelling in London & the fact that people aren't working every day have all contributed to falling bus patronage. Mr Biskinis says that cycle routes have taken space away from buses. #ltwbustweets



London TravelWatch ... 23 Oct 2018

@Privatecarfree says she has no problem with bus lanes as well as cycle lanes but the need for cycle lanes is much greater in central London where demand for cycling is higher. #ltwbustweets



Rosalind Readhead @Priv... 23 Oct 2018

Replying to @LonTravelWatch

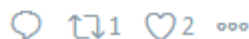
I also commented that nearly everyone does not live on a bus stop. They will have to walk or move to their nearest bus stop from their home with or without luggage for up to 400 yards? So a journey at the other end of similar distance will already have been possible



Billo @Billo20Four7 23 Oct 2018

Replying to @LonTravelWatch @Privatecarfr...

I have no problems with cycle lanes either, however, TfL should have incorporated both cycle and bus lanes in a cohesive manner. Bus lanes have been lost (northwards from Blackfriars Rd, Farringdon Rd to Kings Cross) and not replaced, which has had an impact on reliability.



Sean @SeanCycles 23 Oct 2018

Replying to @LonTravelWatch

Do the 114000 Uber drivers in London have any impact on congestion?



Sadiq Khan wants to restrict number...
London mayor says cap on new licen...
[theguardian.com](https://www.theguardian.com)





London TravelWatch ... 23 Oct 2018

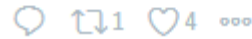
Routes 59 would be curtailed at Euston & route 476 would be curtailed at Kings Cross.

[#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

The principle of having a step-free means of transport between 2 step-free Euston and Kings Cross is an important one say two bus users in our audience. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Also concerns that there will be more congestion because of people needing to change to make the journey between Euston & Kings Cross, particularly those in wheelchairs, with buggies & luggage.

[#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Removal of the small diversion from Marylebone Station on route 205 is relatively small but people will either have to change buses or cross the Marylebone Road to get to the station. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

This change would make it a much more difficult interchange for those using rail stations. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

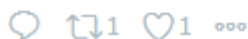
It is proposed to withdraw the service on route 171 north of Elephant & Castle. Cllr Livingstone from [@lb_southwark](#) says that too many buses are terminating there and it makes it uncomfortable for passengers. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Changes are proposed to routes 67 & 242. Dominic West from [@hacknycouncil](#) says that 15 of 33 routes to be cut affect Hackney but 242 proposals concern him most. The Clapton Park Estate is 1 of the most deprived in UK yet residents will be fundamentally affected.

[#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Mr Kosminsky says that the 242 at the Euston end is a unique section of a route & the 149 enhancement doesn't really have convenient interchange capacity to deal with this proposed change. [#itwbustweets](#)





London TravelWatch ... 23 Oct 2018

Mr Darnell from Save our Buses points out that Hackney is reliant on buses as it has no Tube service.

[#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Mr Nichols thinks it is ridiculous that proposed bus changes will mean that Fenchurch St will not be served by bus. He suggested leaving the 40 as it is, or extending the 388 to London Bridge to give people the choice of travelling to Fenchurch St or London Bridge. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Dominic West says that there have already been frequency cuts on 13 routes in [@hackneycouncil](#) over the last year so the borough is already suffering. [#itwbustweets](#)



Billo [@Billo20Four7](#) 23 Oct 2018

Replying to [@LonTravelWatch](#) [@hackney...](#)

Feel free to have a look for yourselves across all of London. Something I did earlier...



London Bus Routes -...

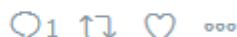
[londonbuscuts.wo...](#)



Paul Corfield [@Cogbat](#) 23 Oct 2018

Replying to [@LonTravelWatch](#) [@hackney...](#)

There will be plenty more in the future. High frequency routes are an easy target for TfL to cut. Modal switch to cycling which the council has encouraged also leads to bus cuts. Waltham Forest is having the same cuts agenda foisted on it due to Mini Holland.



Simon Munk [@psimonk](#) 24 Oct 2018

Replying to [@Cogbat](#) [@LonTravelWatch ...](#)

Hang on a second. So bus cuts across London are due to [#wfminiholland](#) ? Or there are so few bus passengers because they're all on bikes in [#wfminiholland](#) ? Neither rings at all true. Can you please provide any evidence there is any link b/w bus cuts & cycling schemes? Any at all?



London TravelWatch ... 23 Oct 2018

Clr Livingstone from [@lb_southwark](#) is concerned that some data used eg for the RV1 is based on time-limited disruption. [#itwbustweets](#)



London TravelWatch ... 23 Oct 2018

Mr Bosi suggests going back to having some routes which are short working rather than cutting them altogether. [#itwbustweets](#)





London TravelWatch ... 23 Oct 2018

One suggestion from the audience is that we have a 'bus superhighway' from Elephant & Castle to Holborn & that buses come before bikes.

[#itwbustweets](#)

2 1 8 ...



Timothy @westcountrytim 24 Oct 2018

Replying to @LonTravelWatch

It's pretty much there already. London Rd is bus only n/b (need a bus lane s/b), Waterloo Rd has bus lanes apart from where it's too narrow, Waterloo Bridge has bus lanes, Kingsway has bus lanes (need to take out some parked at the south end).

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London TravelWatch ... 23 Oct 2018

Under the proposals, route 48 would be withdrawn and replaced by an extended 55 between Oxford St & Leytonstone [#itwbustweets](#)

2 1 0 ...



London TravelWatch ... 23 Oct 2018

Ray King from @Railfuture points out that different people use buses and trains. 1,000s of people reply on the 48 to get to stations like London Bridge. [#itwbustweets](#)

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London TravelWatch ... 23 Oct 2018

The last route we're looking at is the proposal to remove the 271 night service between 1-4.30am. Bob Blitz says that most people will be 400-600m of other night bus routes.

[#itwbustweets](#)

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London TravelWatch ... 23 Oct 2018

Mr Kosminsky and Mr Bosi have thanked @LonTravelWatch for organising the event and @TfL for attending to answer questions.

[#itwbustweets](#)

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