

Route 310 Holloway Nags Head - London TravelWatch's response

London TravelWatch is London's independent transport watchdog, using evidence to campaign to improve journeys and advocate for all people travelling in London.

It is in this role that we are responding to TfL's consultation about the proposal to reroute route 310 via Holloway, Nags Head instead of via Stroud Green Road at Finsbury Park.

We make the following comments:

- London TravelWatch had called for a direct bus service between Stamford Hill and Golders Green for more than 15 years and so we welcomed both the trial of what became route 310 and TfL's decision to retain the route post-trial.
- We said in response to TfL's previous consultation that route 310 could be made even more useful if it were to operate later every day than the current 19:00. And so, we are pleased that TfL have decided to run the 310 later every day, which will enable passengers to make direct journeys later in the evening. We believe that removing the need to change buses in the hours of darkness is important because we know many people have concerns about safety whilst waiting at bus stops at night, when perpetrators of crime have the benefit of dark streets and fewer bystanders.
- We support the proposal to re-route the 310 via Holloway, Nag's Head. We had argued in the previous consultation that changing at least some of the 310's routeing in the section west of Finsbury Park, where it currently mirrors route 210 for a long section, would create new direct links rather than just replicate some existing links. This will then enable those passengers to have reduced journey times. It is welcome too that TfL expect that journey times between Stamford Hill and Golders Green would decrease.
- However, we do recognise that passengers who have been using route 310 to travel to/from the section between Archway and Finsbury Park will need to change to/from route 210 in future. We note that there is no same stop interchange for this at Finsbury Park and that passengers will have a significant distance to walk or wheel to travel between the bus stops, which will include a need to cross roads. We are therefore surprised that there is no mention in the Equality Impact Assessment of this negative impact and any mitigations. So, we do not know if walking and wheeling routes include pelican crossings with tactile paving, or if the bus stops are in a well-lit environment, with shelters, seating and information. We therefore urge TfL and the local councils to ensure that all of this is the case in the affected locations, if it is not so already.