

Our ref: LD13/126

Kate Hoey MP
House of Commons
London
SW1A 0AA

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Dear Kate,

Bus terminus changes in Clapham Common Old Town

Thank you for your letter dated 19 June. I am sorry for the delay in my reply.

I do not share your view that we have rubber stamped Lambeth's proposals. We ran a robust consultation, and the responses that we received have enabled us to make a well informed and final decision on this matter. We firmly believe the agreed scheme will improve accessibility for passengers and will reduce the overall impact bus services pose for residents in this locality. Below I have addressed a number of the specific concerns you raised.

Whilst noting your view in relation to question four of the consultation, we believe the overall results demonstrate that there is division between those that want to reduce the impact buses have at the Old Town terminus by whatever means, and those that object to the relative dispersal of buses to different stops and stands in the Old Town area. The number of passengers that interchange here is very low, and this is corroborated in the responses that we received. Indeed, only a handful of responses raised same-stop interchange as a concern.

We placed posters, advertising the consultation to passengers, where space permitted at a number of bus stops in the Clapham Old Town and Clapham Common area. The number of respondents who cited that they use buses in the Clapham Old Town area, and those who specifically said they were responding as a bus user (see question two of the consultation) indicates that most passengers were aware of the consultation.

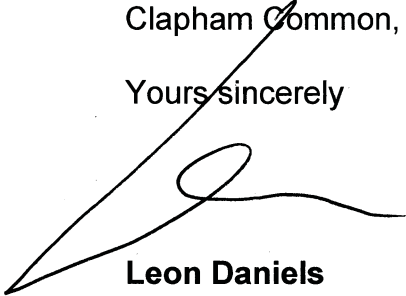
In terms of creating a fully accessible stand at the current 'triangle' stand, this would require a bigger footprint and in turn this would have a greater impact on the community. This would still be the case even if we reduced the number of routes scheduled to terminate at this stand. Furthermore, we need to allow for safe and practical 'swept paths' for buses pulling into the stands, as well as safe passage for pedestrians crossing between buses. The resultant stand/stop would not provide sufficient capacity without the loss of the existing footway.

The proposed bus stop arrangements bring a number of improvements for passengers. The new bus stop locations will be fully accessible and offer better access to the shops and amenities of the Old Town. Although some bus stops will be nearer to residential properties, the number of buses using them will be reduced from the current arrangements. It should also be noted that route 88 now operates with hybrid vehicles, which are quieter and better for the environment.

In terms of the contra-flow cycle lane on The Pavement and Old Town (East), this was incorporated into the Clapham Gateway scheme in response to requests to provide such a facility in the consultation conducted in July 2012. My understanding is that the scheme has been subjected to a Road Safety Audit and Lambeth have consulted extensively with affected frontages.

I know you remain deeply unhappy about the Old Town scheme and its effects. Having now ensured that terminating buses are not banished to the four corners of Clapham Common, I think we must now be satisfied with where we are.

Yours sincerely

A handwritten signature in black ink, consisting of a large, stylized 'L' followed by a series of loops and a horizontal stroke.

Leon Daniels
Managing Director – Surface Transport