



HOUSE OF COMMONS
LONDON SW1A 0AA

Mayor of London
City Hall
Kamal Chunchie Way
London
E16 1ZE

4 August 2022

Dear Mayor Khan,

Thank you for the opportunity to comment on the proposed changes to bus routes in central London.

As the representative for an outer-London constituency, most of my constituents in Hornchurch & Upminster will travel into central London via rail services (C2C and the Elizabeth Line) or the District Line as opposed to via bus. However, I am very much aware that many may choose to continue their journey within London via bus for mobility reasons, as all buses within London provide step free access, and for cost purposes. As we continue to face growing increases to the cost of living, driven primarily by the impact of Russia's war in Ukraine and the effect this has had upon energy markets, it is likely that more people will seek to reduce further the cost of their travel.

Before addressing specific impacts of the proposals at key junctions for my constituents I would like to tackle the principal upon which this set of proposals rests – that a reduction in the number of direct connections provided by buses is directly offset by interchanges where users can change buses. While I appreciate that TfL cannot provide direct connections everywhere, I would highlight that changing buses is not simple for all users and is not without risk.

For disabled passengers, particularly those in wheelchairs, a reduction in the frequency of buses and in the number of routes represents a significant reduction in the number of wheelchair spaces. This is of course true for all seats however for wheelchair users the proportionality of the change is more acute, especially to those who travel around school time where there will also be a number of parents seeking to occupy the same space with buggies. The interchange itself can be more difficult for wheelchair users and those with buggies if the interchange is not at the same stop, especially if the interchange requires travellers to cross a busy road. These risks are increased further in poor weather conditions.

For similar reasons, interchanging at a bus stop, poses safety risks for a number of bus users including women, young children and their parents and the elderly. For these users changing buses means leaving the relative safety of a bus, where there is a driver with a radio link to seek emergency assistance if necessary, to a bus stop in locations of varying



security, potentially late at night or in the dark in winter. I make these points to highlight that direct connections are not just a matter of convenience but, for many passengers and for a wide variety of reasons, a serious matter of safety.

Finally, the over-reliance upon interchanges on which these proposals are predicated is also defended by the hopper fare, allowing bus passengers to connect to another service within 60 minutes of their first fare, free of charge. However, a reduction in the number of bus routes will doubtlessly lead to increased journey times in many locations potentially limiting the impact of the hopper fare. This may be particularly true for disabled users and those with buggies who may be unable to board some of the busiest routes at peak times due to there not being sufficient space.

In order to assess the potential impact of the proposed changes upon my constituents, I have focused upon four key interchange points for the main routes into London from my constituency: Fenchurch Street, London Liverpool Street, the Tower Hill/Tower Gateway region and Whitechapel. I will discuss each of the above stations by order of impact.

London Liverpool Street

London Liverpool Street is a key interchange for my constituents entering London via Elizabeth Line services.

Bus Route 11

The removal of the bus route 11 has a significant impact in removing the only direct route from the station to Charing Cross station, from which passengers may access rail connections to Kent.

Bus Route 26

As referenced above, the re-routing of bus route 26 from London Waterloo to Victoria removes the only direct bus route connection to London Waterloo from which passengers can access rail connections to Surrey and the South-West.

Bus Route 388

The extension of this bus route from London Bridge to Peckham is a positive change which I am glad to support.

London Fenchurch Street

London Fenchurch Street is a key interchange for my constituents entering London via C2C services terminating at this station.

Bus Route 11

As with London Liverpool Street, the withdrawal of this service removes direct bus connections to Charing Cross from this station.

Bus Route 26

As with London Liverpool Street, the re-routing of bus route 26 from London Waterloo to Victoria removes the only direct bus route connection to London Waterloo from which passengers can access rail connections to Surrey and the South-West.



Tower Hill/Tower Gateway area

This is a key interchange area for my constituents entering London on the District Line and as nearby London Fenchurch Street is the terminus for C2C services.

The proposed changes in this location do not have a significant negative impact upon the number of direct connections my constituents can make and I welcome the extension of bus route 100 to Bethnal Green.

Whitechapel

This is a key interchange for my constituents entering London via the District Line seeking to interchange with Elizabeth Line services and London Overground Services as well as those attending the Royal London Hospital.

The proposed changes in this location do not have a significant impact upon the direct connections my constituents can make from this location. The re-routing of bus route 205 does remove direct bus access to Euston Station and Paddington (mitigated by the Elizabeth Line) but does add direct connectivity to St. Pancras Station and Camden Town.

Night bus routes

I welcome that no significant change has been proposed for bus route N15 providing direct night bus connections into Havering from central London.

In conclusion, I acknowledge that my constituency is not among the most affected by these proposals however I do not support the withdrawal of bus route 11 and re-routing 26 which I have demonstrated will cause constituents entering central London via the two primary routes from my constituency, the Elizabeth Line and C2C, to be unable to make direct connections to both Charing Cross Station and London Waterloo, key interchanges for mainline services. I would therefore urge you to reconsider these changes to maintain these connections.

I welcome the extension of bus routes 100 and 388, providing improved connectivity for my constituents to Bethnal Green and Peckham respectively.

I would, however, like to re-emphasise my earlier points that, for many passengers, changing buses is not always a simple task and would encourage further consideration of the equality impacts that these proposals would have.

With best wishes,

Julia Lopez MP