

Installation of permanent bus stops along the "Hail and Ride" section of route 273 between Lee High Road / Manor Park and Southbrook Road / Burnt Ash Road.(1)

The Lee Manor Society has received numerous representations about this proposal from residents of Southbrook Road (letters on file), and all of them are objections. It is not at all clear why these proposals are being brought forward, but we understand it is because of new bus design, and that accessibility will be improved if changes are made at the kerb side. However, we have no evidence that local passengers have asked for these changes or, indeed, that anyone is deterred from using the current arrangement.

"Hail and Ride" was accepted as a workable solution for buses travelling along what are quiet residential streets, totally unsuited to the operation of a more formal bus service. There is no evidence from local residents that the service is inefficient and they can see no reason to change the existing arrangements. Indeed, the TfL's own Accessible Bus Stop Design Guidance (2) specifically notes that permanent stops take away some of the flexibility currently attractive to mobility impaired passengers.

A more specific objection is that most of the houses in e.g. the middle section of Southbrook Road have drop kerbs to allow for off street parking. This puts increased pressure on the limited parking available, with residents in competition with commuters and the local work force. Permanent stops will only exacerbate an already congested area. It is difficult to see how a full size bus stop pull-in with flag can be accommodated without obliterating the drop kerbs in order to accommodate the raised kerb level required to match the new bus design. It is also incompatible with the road calming treatment ("cushions") in Southbrook Road. In short, it is unworkable.

However, we do concede that some remedial action is required at one point on the route and that is at the junction of Southbrook Road and Burnt Ash Road. Potential passengers routinely cluster at the junction so they can move up to the bus stop about a 100 metres north from the corner if a Lewisham bound 261 appears before a 273. However, if a Lewisham bound 273 appears first it is hailed on the corner and can often be seen to foul traffic movement in Burnt Ash Road as it straddles the corner with following cars waiting to turn left into the Southbrook Road rat-run. In this case, we would urge consideration to placing a stop outside of the small industrial estate at the east end of Southbrook Road but not outside the houses from no. 1 onwards.

(1) TfL-proposals - note the 'have your say' button
<http://www.tfl.gov.uk/corporate/projectsandschemes/networkandservices/busrouteconsultations/7379.aspx>

(2) The Accessible-Bus-Stop-Design-Guidance - see especially p 14
http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf

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