

PUBLIC TRANSPORT LIAISON COMMITTEE		
Report Title	Whitefoot & Downham TfL Bus Update	
Key Decision	No	Item No 6
Ward	All	
Contributors		
Class	Part 1	Date: 12 September 2017

DRAFT

Route 225 –Options for extension

Route 225 - Background

Route 225 runs between Canada Water and Hither Green via Lewisham Station. It runs at a peak frequency of 4 buses per hour (every 15 minutes). It is currently experiencing reliability issues due to delays and congestion in the Lewisham, New Cross and Surrey Quays area. There is no existing 'slack' in the schedule that can be absorbed – i.e. any additional loss of time would result in a further worsening of reliability.

Extension to Bellingham - options

Three options have been reviewed for an extension of route 225 between Hither Green and Bellingham Station (this note does not discuss any other possible interventions in the Downham area, for example, changes to vehicle types / frequencies on other routes).

All options assume a bus stand and facilities can be provided immediately north of Bellingham Station at Broadmead / Knapmill Road. Any extension further away from the station will increase the costs detailed below.

The routeings for each option are:

- Option 1: Hither Green Lane, Verdant Lane, Whitefoot Lane, Bromley Road, Randlesdown Road to stand. Return via the same routeing.
- Option 2: Hither Green Lane, Verdant Lane, Hazelbank Road, Bellingham Road, Randlesdown Road to stand. Return via the same routeing.

- Option 3: Torridon Road, Hazelbank Road, Bellingham Road, Randlesdown Road to stand. Return via the same routing.

The additional distance, return journey time and cost for each option is detailed below.

	Return distance (miles)	Return journey time (minutes)	Additional buses required	Cost estimate (per annum)
Option 1	5.7	34	3	£660k - £750k
Option 2	4.0	24	2	£440k - £500k
Option 3	3.3	20	2	£440k - £500k

Each option will provide new links to Hither Green and Bellingham. Each option will give different journey times to Hither Green and Bellingham for different groups of passengers and different walk distances / times to access the route. Whilst all roads / areas (with the exception of Hither Green Road) will gain a new link to Hither Green station, some areas of the Downham area (served by the 336) already have a direct link to Bellingham Station.

The number of households who would gain a direct link under each option is shown below.

	Households
Option 1	4869
Option 2	5169
Option 3	5012

Option 1 is the lowest due to the provision of the 336 on the western side of Whitefoot Lane.

Summary of benefits / disadvantages for each option

Option 1

This would provide Links from Verdant Lane to Hither Green. It is likely to attract trips to Hither Green, particularly at the northern end where journey times would be quicker or comparable to that of Grove Park.

There would be a duplication of links to Bellingham on Whitefoot Lane. Many households are already within an easy walk to route 336 and it would provide another rail link for Whitefoot Lane to Hither Green, but Catford and Bellingham / would likely continue to be more attractive.

It is unlikely to be significantly attractive to those centred around the Goldsmiths Community College / Excalibur estate as the walk times to Verdant Road and Whitefoot Lane in conjunction with the lower frequency of the 225 (compared to the 124) would mean that the 124 would likely continue to be the more attractive route and not many would choose to use the 225.

This area is also the focus of new development and is likely to be where growth in bus usage will be at its highest as occupation increases.

Option 2

This would maintain the link from Verdant Road to Hither Green. It would also provide greater accessibility, maximising the number of households within reach of the extension and would provide a more direct, quicker link to Bellingham, increasing the attractiveness of this link. This would generate the most patronage and it would be expected that some passengers would switch from the 124.

It would also serve a network hole (an area of residential areas which is more than 400 metres from any bus route) in the Thornsbeach Road area which would improve access to the bus network for around 400 households.

Option 3

This would mean longer walks for those on the periphery of Verdant Lane, decreasing the attractiveness of the link. It is not expected to generate as many trips as option 2.

Summary

Option 2 is likely to offer the best balance between accessibility to the network and quicker journey times and would offer the most benefit / value for money.

We would expect this to have a cost benefit ratio of 1.3 to 1 with current demand. For a scheme to progress under our normal criteria, we would require a ratio of 2 to 1 or greater, subject to available funding. Where funding is limited schemes are progressed in areas where we have significant crowding problems and schemes which maximise the benefit gained for each £1 spent.

With the increase in residential occupation expected to increase, and based on an increase of 400 to 500 additional units in the area, we would expect this to have a cost benefit ratio greater than 2 to 1, making it a worthwhile scheme and something which could be progressed, again subject to available funding.