

Walthamstow Central



Dis - integrating Public Transport

- ❏ **Reduced Links**
- ❏ **Reduced Access**
- ❏ **Reduced Interchange**
- ❏ **Reduced Frequencies**

**Walthamstow Gyratory
Bus Changes**

A Save Our Buses Response



Introduction

Like most urban areas Walthamstow is constantly evolving and requires a modern, efficient public transport system to meet the diverse needs of the local community.

Walthamstow Central is a major transport hub where Transport For London(TfL) bus, underground and overground services converge. There are direct links to most parts of the London Borough Of Waltham Forest(LBWF) with numerous services heading out into neighbouring Boroughs.

The London Underground Victoria Line, Chingford to Liverpool Street Overground Line and bus routes 48, N26, N38 & N73 provide public transport access to the heart of the Capital.

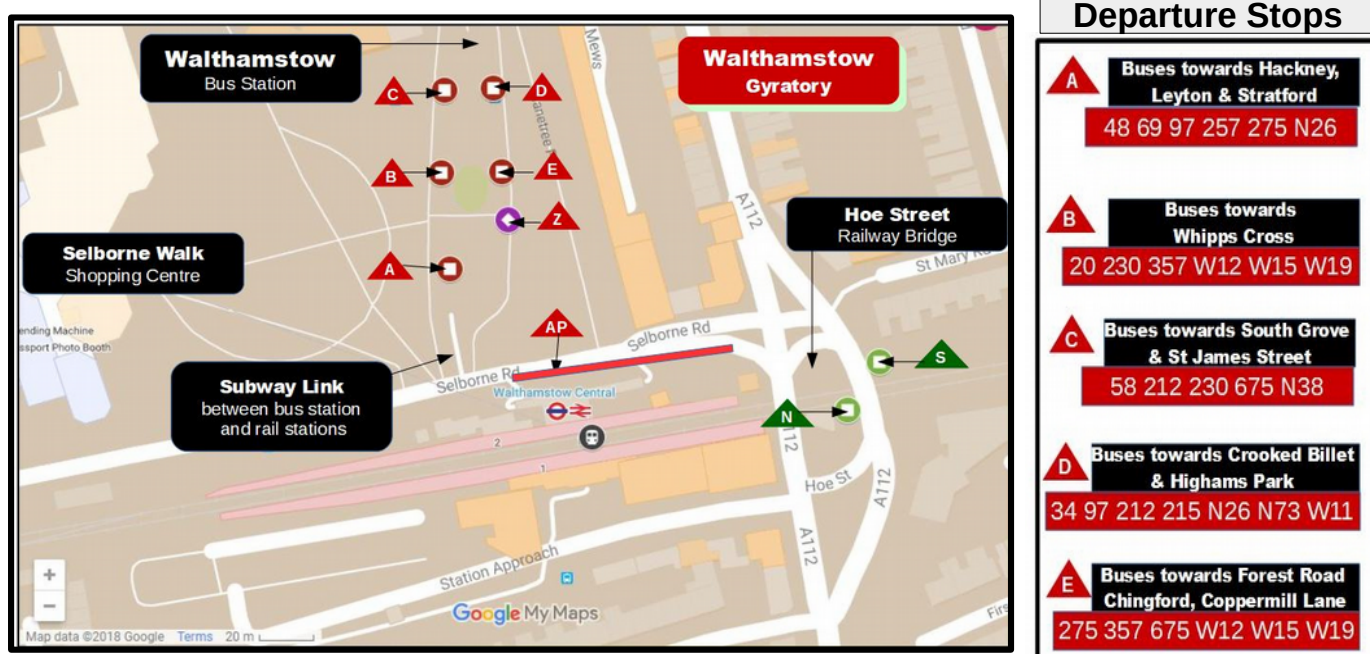
Making Public Transport Connections

For several decades the integration of public transport has centred on Walthamstow Bus and Rail stations. Improvements over the years means passengers can interchange between services in a covered, monitored environment where TfL staff are present or nearby.



This facilitates Interchange between public transport modes without having to brave the weather and with relative safety and security. For the first time in a generation this cohesion could be abandoned.



Current Bus Stopping Arrangements

All central Walthamstow bus routes serve the purpose built bus station. There are five arrival & departure stops (A to E) and one alighting point (Z) for buses terminating there. Alongside the railway station there is a stop for alighting only (AP).



Three stops (N S Z) have been assigned letters by Save Our Buses for ease of reference

Other Bus Stops	
 Z	Alighting Point
Routes terminating at Walthamstow Bus Station	
 AP	Alighting Point
Walthamstow Central Station	

Proposed New Bus Stops	
 N	Toward Chingford
97 357	
 S	Towards Leyton
97 357	

All buses arriving from Hoe Street enter a dedicated bus lane adjacent to Walthamstow Central Overground station. Passengers can alight at stop AP or continue into the bus station. On through journeys buses continue to the relevant arrival/departure stops. Stop Z is an alighting point for routes which terminate in the bus station.

Step-free & level access

Bus stop AP provides level access to platform 2 in the Overground station for trains towards Chingford. Via the Hoe Street railway bridge & Station Approach, there is level access to platform 1 for trains to Liverpool Street.

From Station Approach a path links Walthamstow Central with Queens Road Station on the Barking to Gospel Oak Overground line, which is fully accessible.

There is currently no wheelchair access to the London Underground Victoria Line at Walthamstow Central

TfL's Proposals:

Alighting Point AP – This bus stop would be removed with buses no longer setting down passengers alongside Walthamstow Central rail station entrance. Buses from Hoe Street would continue directly into the bus station with the exception of routes **97 & 357** – See below.

Bus Routes 97 & 357 – These services would no longer serve Walthamstow bus station. Two new stops (**N & S**) would be opened on the Hoe Street railway bridge. Routes **97 & 357** towards Chingford would set down and pick up at stop **N** whilst buses towards Leyton/Whipps Cross would use stop **S**.

SOB's Response:

Alighting Point AP – Buses arrive at Walthamstow Central heavily loaded during the peaks. It can take some time for a full double-decker to empty. Splitting the egress from vehicles between stop **AP** and the bus station avoids excessive delays at a single location.

SOB is opposed to the removal of Selborne Road stop **AP for the following reasons:**

- ✗ Congestion at stop Z in the bus station is likely to worsen as terminating services will take longer to decant a higher number of passengers.
- ✗ Queues at stop Z can block the bus station entrance. This would adversely affect buses held in traffic on Selborne Road, delaying passengers who previously could alight at stop AP.
- ✗ There is no step free access to the Overground via the bus station subway. Exit from the Victoria Line escalator hall to platform level involves negotiating 29 steps.
- ✗ Passengers requiring level access to platforms 1 and 2 at the Overground station would have to cross Selborne Road. This disproportionately affects people with reduced mobility.
- ✗ Access from surface level to the bus station subway is via 45 steps or one small lift with limited capacity. Delays or crowding would encourage people to cross Selborne Road and use the station entrance previously accessed from stop AP.
- ✗ The ticket gateway in the bus station subway has four access points, a maximum of three would be available during the morning peak to cope with a vastly increased, concentrated flow of passengers.

Bus Routes 97 & 357

SOB is opposed to the removal of routes 97 and 357 from the bus station because:

- ✗ The ability to interchange between all routes at Walthamstow bus station would be lost.
- ✗ The direct link between Walthamstow bus station & Stratford International HS1 or DLR Stations would be lost.
- ✗ There would no longer be a direct service between Walthamstow bus station and the Westfield Shopping Centre at Stratford.
- ✗ The loss of combined departures on routes 69 & 97 from bus stop A in the bus station would reduce the service to Leyton Green, Leyton Midland Road Station and Vicarage Road by 50%.
- ✗ Passengers getting off buses at stop S would need to cross Hoe Street to access Selborne Walk Shopping Centre or other services at the bus station.
- ✗ Bus stops N & S are at least twice the distance from the bus station to Selborne Walk.
- ✗ The majority of commuters from Chingford to Walthamstow would need to cross Hoe Street from bus stop S to access rail services.
- ✗ The loss of combined departures on routes 34, 97, 215 & 357 from the bus station would cut the number of buses to Walthamstow Crooked Billet from 22 to 11 per hour – **Down 50%**
- ✗ The loss of combined departures on routes 97, 215 & 357 from the bus station would reduce the number of buses to Chingford Mount from 14 to 3 per hour – **Down 78%**
- ✗ The loss of combined departures on routes 97 & 212 from the bus station would cut the number of buses to Chingford Station from 13 to 6 per hour - **Down 54%**
- ✗ Passengers using routes 97 & 357 would lose the all-weather, covered route to rail services.
- ✗ Route 97 & 357 passengers waiting on the Hoe Street railway bridge would be denied the relative safety & security of the bus station along with access to toilet facilities.
- ✗ Routes 97 & 357 would be remote from the lift access available from the bus station to the subway leading to the Victoria Line escalators.

Overview Of The Walthamstow Gyratory Proposals.

Save Our Buses members are concerned that TfL's proposed changes would:

- No longer facilitate interchange between all services at Walthamstow bus station.
- Sever direct links from Walthamstow bus station to HS1 and DLR rail services at Stratford City.
- Reduce frequencies from the bus station to destinations in Leyton, Walthamstow & Chingford.
- Result in just three buses an hour between Walthamstow bus station and Chingford Mount.
- Leave no joint boarding point in Walthamstow Town Centre for routes 97/357 and 212, which have common destinations in Chingford.
- Remove direct access to Walthamstow Overground station at Selborne Road.
- Increase the need to cross busy Walthamstow roads to reach the stations and town centre.

Accessibility

Passengers with the greatest access needs would be hardest hit by the plans for Walthamstow Gyratory. Removing services from a common interchange location will reduce transport options.

Accessing the same levels of service will require travel to stops further away or a change of bus. This disproportionately mitigates against people with lower levels of mobility. It also creates difficulty for people encumbered with shopping and luggage or travelling with young children.

Currently people can move between buses and the stations or town centre facilities without having to cross any roads. The plans would require more people to cross Selborne Road or Hoe Street and in some instances both.

The present situation is far from perfect and an upgrade to Walthamstow Central station is long overdue. As one of the Capital's busiest transport interchanges step free, level access is needed between all platforms of the Underground, Overground stations and to the bus station

Conclusion

It is incomprehensible that Transport For London and the London Borough Of Waltham Forest would promote a scheme that makes it more difficult for people with reduced levels of mobility to access and move about the area by public transport.

TfL's plans would dis-integrate bus services resulting in: reduced links, reduced access, reduced interchange and reduced frequencies.

Save Our Buses(SOB) – July 2018

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