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Your Ref: PP/T257/168&210/1207

14 January 2008

Mr Peter Bradley
Head of Stakeholder Engagement
Transport for London
Surface Transport Communications
6th floor
84 Eccleston Square
London SW1V 1PX

Dear Peter,

Bus Routes 168 and 210

Thank you for your recent letter regarding these two services.

Route 168 – we welcome the proposed increase in frequency on this service.

Route 210 – we are extremely disappointed by your response to the comments made by ourselves and a considerable number of other stakeholders, about the need for a direct link to Golders Green from Stamford Hill and other parts of Hackney where there is a strong Jewish community. Our original comments at stage 1 were as follows:-

“Routes 106, N106, 253, N253 and 254 - tranche 250 and route 210 – tranche 257.

We believe that these routes should all be reviewed together for a number of reasons. Firstly, you have previously told us that patronage on route 106 has been declining, and we also note that use of route 210 has been increasing, in recent years (indeed all the boroughs concerned and our members suggested a conversion to double deck operation of this route – though what is important is that capacity is increased overall) as travel patterns have changed and secondly because we believe that there is a case for providing a direct bus link between the various Jewish Communities across Inner North London from Golders Green and Highgate to Stoke Newington and Hackney. We also believe that developments around the Emirates stadium and on the City fringe between Aldgate and Whitechapel mean that service provision on routes 253 and 254 should be reviewed. At the present time route 106 parallels route 254 from Whitechapel to Clapton/Finsbury Park and the N106 the N253 from Aldgate to Clapton/Finsbury Park also. We believe that it may be beneficial to consider replacing bus 106 with an enhanced frequency on route 254, in conjunction with an extension of route 210 to Stoke Newington, Clapton and Hackney (perhaps terminating at either Homerton Hospital or the London Chest Hospital). The London Borough of Hackney has also suggested that an extension of route 210 would overcome problems of interchange at Finsbury Park and alternatively could be extended via areas currently unserved by bus between there and Stamford Hill. The N106 could also be replaced by a night service on route 210 and an enhanced frequency on route N253”.

We are advised by our contacts in these communities that the Orthodox Jewish Community in Stamford Hill is one of the most socially excluded communities in London, and for whom it is considered essential that a direct link is provided to the similar community in Golders Green. At the present time most journeys that have to be made are done so by private car or minibus because of the community's concern about their personal security at Finsbury Park bus station. We realise that considerable investment has gone into improving this facility, but in this case we believe there is a case for a direct service to overcome this community's fear of using public transport. It is also our view that Transport for London's journey modelling does not adequately take into account the journey patterns of minority/faith communities and therefore will tend to underestimate the number of journeys – another example of which is the Smiths Farm to Southall link in West London, important to the Sikh community which again we have had considerable correspondence with you about. We would therefore urge you to reconsider your decision not to consider an extension to this service.

Yours sincerely,

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