

MAYOR OF LONDON

Caroline Russell AM

City Hall
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London SE1 2AA

Our ref: MGLA071118-6886

Date: 13 DEC 2018



Thank you for the petition presented at the London Assembly (Plenary) Meeting on 1 November about buses stopping at the Rainham Interchange Bus Stop.

I have asked Transport for London (TfL) to consider the request for routes 165, 287 and 372 to serve stop N at Rainham Interchange, located on Celtic Farm Road outside Rainham station.

TfL carried out a consultation on proposals to improve the interchange for passengers between route 372 and Rainham station, which closed in December 2017. Following consideration of the responses, route 372 began to serve Rainham Interchange on eastbound journeys in June 2018. While developing these proposals, TfL also reviewed the feasibility of re-routeing the service via Rainham station on westbound journeys. However, as Celtic Farm Road operates one-way for eastbound traffic only, westbound buses would need to be rerouted onto a longer route to serve Rainham Interchange. This would have an adverse impact on service reliability and would require an additional bus. For these reasons, this proposal was not progressed.

Route 372 continues to serve 'Rainham Station', Stop A, which is located on Wennington Road, on its westbound journey towards Hornchurch. This stop is a short distance from the station and also provides access to Rainham Library and its nursery. While TfL acknowledges the concerns that you have flagged regarding transfers and accessibility, given the constraints of the existing road layout TfL believes that the current service provides the best possible arrangement.

TfL has also investigated the feasibility of re-configuring routes 165 and 287 to serve Rainham Interchange. This would require a lengthy re-routeing in both directions and would result in both routes operating along the same road twice on a single journey. This would have a significant cost implication, as additional time would need to be added to the current route schedules.

TfL understands that reconfiguring routes 165 and 287 may benefit some potential passengers, particularly those from Abbey Wood Lane estate who are accessing the station and library. However, the longer journey times that would result from these changes would disadvantage many existing passengers on these routes. As a result, TfL has no immediate plans to take these proposals forward.

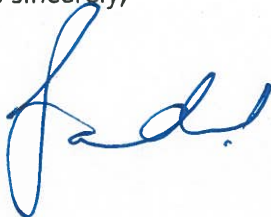
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Although TfL will not be re-routeing the bus services that you have noted, there is a link between these services and other plans in place for the area. Beam Park is part of the London Riverside Opportunity Area, which is key in my plans to unlock growth and create housing and jobs across the capital. The London Riverside Opportunity Area will create jobs and homes, while also providing green open spaces. We plan to integrate existing communities with new developments, which will provide primary schools and retail, healthcare, leisure, and other community spaces.

These plans will also deliver the new Beam Park rail station, which will be operated by C2C and be located between Rainham and Dagenham Dock stations. Route 287, which operates close to the proposed future station, will provide interchange opportunities with rail services. These plans are being developed in partnership with the Greater London Authority, the London Borough of Barking and Dagenham and the London Borough of Havering. I have approved the drafts at the planning stage and I look forward to the developments moving forward.

While TfL is not able to take forward the changes suggested, I hope this has clearly outlined the future plans in place to further improve transport interchange and connectivity between rail and bus services in the area.

Yours sincerely,



Sadiq Khan
Mayor of London