

## Appendix C - KCC Position Statement

**From:** Smyth, Nick - GT HTW  
**Sent:** 07 August 2019 07:40  
**To:** 'Lukman Agboola' <[Lukman.Agboola@dartford.gov.uk](mailto:Lukman.Agboola@dartford.gov.uk)>  
**Subject:** FW: TfL in Dartford

This is our position statement to take to JTB prior to a joint consultation response.

Proposed changes to TfL bus routes 428 492.

The subsidy that TfL formally received from national government is being wound down and from the end of 2020, TfL will have to deliver services with the income they generate. This does mean that they are having to make difficult choices and in respect to the bus network, they are looking to rationalise costs. In respect to the changes proposed for services 428, 492 they are looking to use existing services to provide the last element of the journey be it Crayford to Dartford or Dartford to Bluewater.

- Route 428 runs between Erith and Bluewater every 15 minutes Monday to Saturday daytimes, and half hourly in the evening and on Sundays.
- Route 492 runs between Sidcup and Bluewater every 30 minutes Monday to Sunday daytimes, and hourly each evening.

The proposed changes would see the 428 terminate in Crayford, no longer running on to serve Dartford and Bluewater, and removing the three school day only peak journeys.

For the 492 service the proposal is to terminate the route in Dartford town centre. For passengers travelling on beyond Dartford, TfL propose changing to service 96 at either Crayford or at Dartford.

On the basis that service 96 is a frequent service, has fast access to Darent Valley Hospital/Bluewater and there is no additional cost to users, either through passes or Hoppa tickets.

## **Appendix C continued - KCC Position Statement**

The withdrawal of any bus routes will always have a negative impact for some service users, however the concerns here are whether the remaining capacity will be sufficient to meet the demand and that suitable infrastructure is in place to allow easy and safe changing of buses in Crayford and Dartford.

KCC propose to highlight the need for appropriate mitigation to improve the suggested bus stopping in Crayford, where we would like to see service 428 terminate at the 96 outbound stop, so allowing a one stop interchange. We would also be seeking assurances that the proposed capacities will adequately cope with the demand, in particular the expected increase in student movement once the new secondary school is fully open.

Passengers travelling through to Bluewater from the west of Dartford will be inconvenienced by having to change buses however the potential for the greatest disruption may well be felt by those traveling from the London Road and Horns Cross areas who will no longer have a direct service to Bluewater. Arriva will be urged to consider rerouting one or more of their services to mitigate this loss.

Similarly TfL will be encouraged to add further stopping points to their 96 service between Dartford and Bluewater to counteract the impact of the loss of 428 service along Watling Street although in practice this section of route is already adequately served by the Fastrack services..

KCC will continue to engage with TfL to ensure that excellent interchange facilities in Crayford and Dartford provide passengers with seamless interchange facilities and appropriate through ticketing arrangements.

Regards

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