

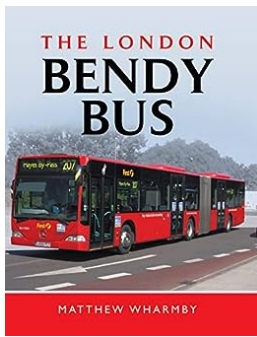
The London Bendy Bus: The Bus We Hated



London, the bustling capital of England, is known for its iconic red double-decker buses. However, back in the early 2000s, a new addition to the city's public transport network caused quite a stir – the infamous London Bendy Bus.

The Bendy Bus Phenomenon

The of the London Bendy Bus came as an attempt by the city authorities to provide a more efficient and flexible transportation system. These elongated vehicles, with their distinctive accordion-like design, were meant to increase passenger capacity and reduce congestion on busy routes.



The London Bendy Bus: The Bus We Hated

by Jorge Bendersky (Kindle Edition)

★★★★☆ 4.8 out of 5

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Print length : 252 pages
Lending : Enabled



However, what seemed like a promising solution turned into a source of frustration and controversy among Londoners. The bendy buses quickly gained a reputation for being unreliable, overcrowded, and causing traffic chaos.

Unreliability and Operational Issues

The bendy buses faced numerous operational issues, leading to frequent breakdowns and delays. These buses were prone to mechanical failures, which often resulted in disruptions to the entire public transport network.

Moreover, the longer length and flexible nature of the bus made it difficult to navigate through narrow and congested streets, especially during peak hours. This led to increased travel times and aggravated commuters who were already frustrated with the crowded conditions.



Londoners' Experience

For Londoners, riding the bendy buses was nothing short of a daily struggle. Passengers complained about the lack of space, especially during rush hours, as the buses reached their capacity limit quickly. The limited number of seating areas created discomfort during long journeys, further exacerbating the resentment towards these vehicles.

The bendy buses also faced criticism for their entry and exit system. Due to their elongated structure, they featured multiple entry and exit points along the bus, leading to confusion among passengers and causing delays. This further added to the negative perception of the bendy buses among the general public.

Public Backlash and Phase-Out

As the dissatisfaction grew, protests against the bendy buses gained momentum in London. Campaigns calling for their removal from the streets became

increasingly vocal, citing concerns about safety, congestion, and increased traffic accidents.

In response to public demand, the London authorities eventually decided to phase out the bendy buses. By 2011, the iconic red double-decker buses reclaimed their dominance in the city's transportation network, marking the end of an era that Londoners were relieved to bid farewell to.

Legacy and Lessons Learned

The London Bandy Bus experiment may have been seen as a failure, but it taught valuable lessons to transport planners and authorities. The desire for increased capacity and efficiency should always be balanced with the impact on a city's unique urban fabric and existing transport infrastructure.

While the bendy bus concept had its flaws, it paved the way for improvements in London's transport system. Ideas and innovations from this experiment contributed to the development of more modern and practical solutions, ensuring a smoother and more reliable commute for Londoners.



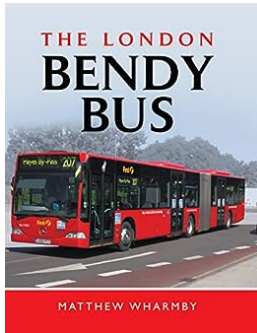
The London Bendy Bus will forever be remembered as the bus Londoners hated. Its brought chaos to the streets and created inconvenience for commuters. However, it also served as a reminder of the importance of understanding the needs and expectations of commuters.

Transport authorities must always strive to strike a balance between innovation and practicality, prioritizing the comfort and efficiency of passengers. It is through such experiments and learnings that cities like London continue to evolve and improve their public transport systems for the benefit of the millions who rely on them daily.

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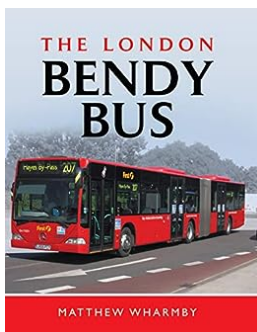
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Between 2002 and 2006 six of London's bus companies put into service 390 articulated bendy buses on twelve routes for transport in London. During what turned out to be a foreshortened nine years in service, the Mercedes-Benz Citaro G buses familiar on the continent and worldwide earned an unenviable reputation in London; according to who you read and who you believed, they caught fire at the drop of a hat, they maimed cyclists, they drained revenue from the system due to their susceptibility to fare evasion, they transported already long-suffering passengers in standing crush loads like cattle and they contributed to the extinction of the Routemaster from frontline service. In short, it was often referred to as the bus we hated. This account is an attempt by a long-time detractor of the bendy buses to set the vehicles in their proper context not quite to rehabilitate them, but to be as fair as is possible towards a mode of transport which felt about as un-British as could be.



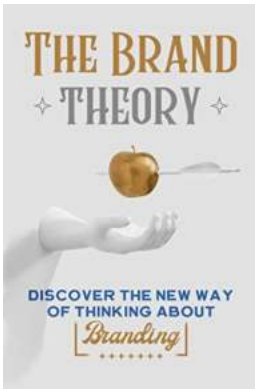
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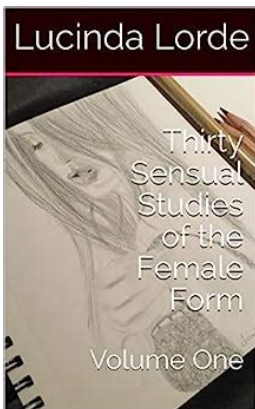
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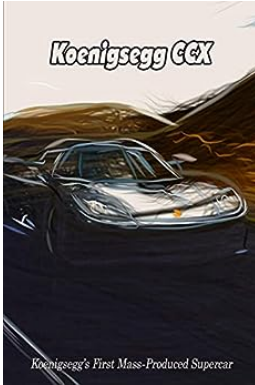
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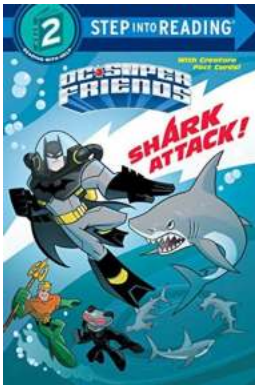
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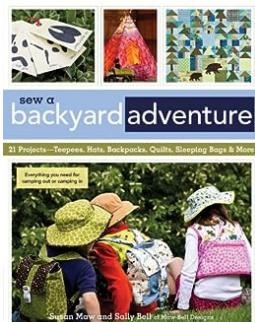
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