

The London Bendy Bus: The Bus We Hated



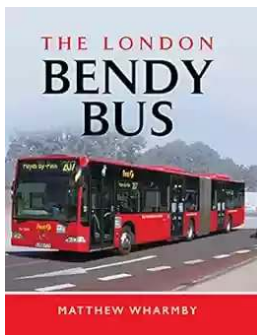
: The Controversial London Bendy Bus

The London Bendy Bus, a unique double-decker bus that became an iconic symbol of the city, certainly had its fair share of supporters and critics. Introduced in 2001, these long articulated vehicles were designed to alleviate crowded public transportation in the bustling capital. However, their journey in London was marked by controversy, debates, and mixed public opinions. Let's dive into the story of the bus that garnered strong emotions, earning its reputation as the bus we loved to hate.

The Innovative Design and Features

The London Bendy Bus was a significant departure from traditional red double-decker buses. Stretching at approximately 18 meters, they accommodated up to 150 passengers at once. Equipped with three sets of doors for quick embarkation

and disembarkation, the bendy buses aimed to improve efficiency and reduce overcrowding 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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Screen Reader : Supported
Enhanced typesetting : Enabled
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The bendy bus design featured flexible accordion-like sections connecting the front, middle, and rear, allowing the bus to navigate sharp turns without compromising passenger comfort. Moreover, these vehicles had low floors, making them accessible to people with disabilities and those with strollers or bulky items.

Controversies and Criticisms

Despite the intentions of improving the transportation system, the London Bendy Bus faced fierce opposition since its inception. Critics argued that the bendy buses were prone to accidents and contributed to traffic congestion due to their length and limited maneuverability.

Moreover, concerns were raised about fare evasion, whereby passengers could easily enter through the rear doors without validating their tickets. This led to the

implementation of additional inspectors and ticket barriers in some bus stops to ensure fare compliance.

Public Perceptions and Backlash

Amidst its controversies, the London Bendy Bus became a topic of heated conversations among Londoners. Its distinct long body, unconventional appearance, and inability to make sharp turns often drew criticism and fueled public disdain.

Articles and social media posts debating the pros and cons of the bendy bus flooded the online sphere, making it one of the most polarizing transportation topics in recent memory. Supporters argued that the bendy bus offered increased passenger capacity and improved accessibility, while opponents deemed them unfit for London's narrow and congested streets.

Replacement and Farewell

After years of debate and evaluation, the London Bendy Bus was eventually phased out in 2009. Public opinion and shifting political agendas played a significant role in this decision. The replacement consisted of a new fleet of hybrid or electric double-decker buses that aimed to address the concerns raised during the bendy bus era.

Although the bendy bus era had come to an end, the London Bendy Bus would forever be etched in the memories of Londoners as an emblematic part of the city's transportation history.

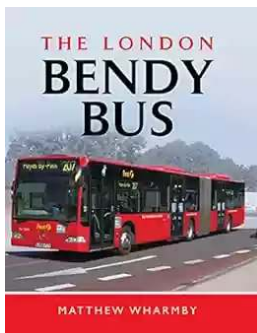
: A Controversial Legacy

The London Bendy Bus, despite its mixed reputation, was an innovative attempt to solve the challenges of overcrowded public transport in the bustling capital. It

sparked passionate discussions, both in support and opposition, ultimately shaping London's transportation landscape.

While it may have been the bus we loved to hate, there's no denying the impact it left on the city's collective memory and the subsequent changes it brought to the London transportation system. Whether you adored or despised the London Bendy Bus, it undeniably played a significant role in modern London's transportation narrative.

Image credit: Designed by rawpixel.com / Freepik



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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.rnrnThis 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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