

# Board meeting 29.11.16

---

## Secretariat memorandum

Author: Tim Bellenger

Agenda item: 7

LTW538

Drafted: 22.11.16

---

### Central London Bus Review(s)

#### 1 Purpose of report

- 1.1. To advise members of proposed changes to bus routes in central London.

#### 2 Recommendation

- 2.1. Members are recommended to note this report, and to agree that officers should take up with TfL the concerns raised in paragraph 5.3

#### 3 Background

- 3.1. In normal circumstances responses to bus consultations are dealt with under delegated authority. However, the scale and complexity of TfL's proposals for revising bus routes in and around central London, means that it is appropriate to discuss this item at a strategic level.
- 3.2. Demand for bus travel in central London has been declining in the past year or so and it is projected that this trend will continue as major projects such as the opening of the Elizabeth Line (Crossrail) and the completion of the Thameslink upgrade will result in further substantial changes to the demand for bus services.
- 3.3. Demand has been altering for a number of reasons including:
  - Completion of upgrades to major Underground lines such as the Jubilee and Victoria lines has resulted in a transfer of demand from parallel bus routes such as those on the Finchley Road and between Islington and Victoria.
  - The slow down in overall bus speeds due to traffic congestion.
  - The impact of roadworks on the reliability of the bus network.
- 3.4. Future demand is also likely to change on account of the Elizabeth Line and Thameslink, particularly from current interchange points where passengers change from rail to bus to make the final part of their journey e.g. Paddington to the West End: Liverpool Street to the western end of the City. In addition, the ability to transfer between the Elizabeth Line and Thameslink at Farringdon is also likely to reduce demand for onward bus travel from stations such as Victoria, Kings Cross, St.

Pancras and Charing Cross. Conversely, demand in outer London on routes feeding into Crossrail and Thameslink is likely to increase significantly.

3.5 In addition TfL need to review central area bus services because of:

- The commitment of the Mayor to reduce bus movements in, along and around Oxford Street
- The desire to improve air quality in central London and
- The need for substantial operational savings in TfL's budget in the light of the reduction and removal of central Government revenue grant.
- The need to rebalance resources to areas where bus usage is increasing, particularly in outer London.

3.6 All of these changes mean that it is essential that a strategic review of the bus network in central London is carried out at this time.

## 4 The proposals

4.1. TfL has started processes of public consultations on its proposals based on specific area or routes. Some of these consultations overlap one with another. The links to each are set out below:

<https://consultations.tfl.gov.uk/buses/liverpool-street-buses/>

<https://consultations.tfl.gov.uk/buses/routes-100-and-388/>

<https://consultations.tfl.gov.uk/buses/routes-13-82-113-139-189/>

<https://consultations.tfl.gov.uk/buses/tottenham-court-road/>

4.2. A further consultation has been launched on 25/11/2016 covering bus services in and around Oxford Street. This can be found at [www.tfl.gov.uk/west-end-bus-changes](http://www.tfl.gov.uk/west-end-bus-changes)

4.3. It is noteworthy that a number of the proposals are to make permanent temporary alterations to bus routes implemented in recent years to maintain reliability.

## 5 Discussion

5.1. There are two significant issues that arise from the Oxford Street proposals:

- providing sufficient capacity in the remaining network
- reducing the number of instances where passengers would be forced to interchange between buses as a result of the proposals

5.2. Providing sufficient capacity will largely be a function of whether passengers change their travel habits in line with the models used in the planning process. These in turn are influenced by data collected on usage.

5.3. In most cases the proposals have minimised the potential numbers of ‘broken links’ resulting in the need for passengers to change buses. The numbers of these are set out in figure 1. Below:-

<b>Route</b>	<b>Current direct journeys that would require a change of bus (following the changes)</b>
3	850
6	1,700
8	1,900
22	860
23	2,400
46	190
73	1,050
137	2,300
172	420
242	1,800
332	600
390	1,350
452	290
C2	1,500
<b>Total</b>	<b>17,210</b>

Figure 1. Total daily journeys previously made by bus directly that will now require a change of bus en route.

5.4. However, there are three areas of potential concern:-

- Withdrawal of route 242 west of St.Paul’s would reduce connectivity between parts of Hackney and Holborn. However, this should result in better reliability at the Homerton and Hackney end of the route, where for many years complaints have been made about buses being turned short in order to maintain frequencies at the Tottenham Court Road end of the route. Passengers could still make their journeys by interchange with other services en route using the ‘Hopper’ fare or by changing to the Central Line at Liverpool Street. A rerouting of either routes 55 or 243 that serve parts of the 242 route in the Farringdon area could also be considered.
- Withdrawal of route C2 south of Oxford Circus would reduce connectivity between parts of Camden to Green Park, Hyde Park Corner and Victoria. Its’ replacement would be route 22 also terminating at Oxford Circus. However, it might be feasible to combine routes C2 and 22 as these operate at roughly the same frequencies. This would have the advantage of retaining many

broken links and also reducing the numbers of buses terminating at Oxford Circus and their consequent traffic impact in that area. This would also have a benefit of connecting the shopping areas of Kings Road, Knightsbridge, Oxford Street / Bond Street / Regent Street and Camden Market with one single service.

- Restructuring of route 23 east of Paddington would reduce connectivity between Westbourne Grove and Oxford Street, Piccadilly and the City. However, access to Oxford Street and the City will be maintained by interchange at Lancaster Gate with the Central Line, and at Paddington with the Elizabeth, Circle, Hammersmith & City and Bakerloo lines or route 7 to Oxford Street using the 'Hopper' fare. However, it may be worth recommending that route 23 continue beyond Lancaster Gate to terminate at Marble Arch to maintain connectivity to the western end of Oxford Street directly and also to replace route 390 which is being withdrawn between Notting Hill Gate and Marble Arch. This is particularly important given that Lancaster Gate station is going to be closed for lift replacement for eight months in 2017.
- Broken links on route 8 reflect the length of the route before it was shortened for reliability reasons. The proposal is to make permanent the existing temporary routeing.
- Route 137 has previously been temporarily terminated at Marble Arch to combat the effects of traffic congestion. These proposals would see a reverting to this previous practice.

## **6 London TravelWatch priority**

- 6.1 This issue falls within the core remit of London TravelWatch and the impact of the proposed changes will be substantial amongst the high number of current and future passengers using these bus services.

## **7 Equalities and inclusion implications**

- 7.1. There are no equalities or inclusion implications arising from this report

## **8 Legal powers**

- 8.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

## **9 Financial implications**

- 9.1. There are no financial implications for London TravelWatch arising from this report.