



Sunday bus performance in London

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2. Response from highway authorities to our comments on individual locations on their networks.

Sunday bus performance in London

Foreword

One thinks of Sunday as a day of rest, the roads are quieter and the bus services, though less frequent, should be more reliable.

However, though the peak hour is much later, Sunday often appears as busy as weekdays on London's roads for bus passengers. This anecdotal evidence is reinforced by some of the bus operators and Transport for London's statistics of bus performance.

The premise of this report is that although London's roads are getting busier on Sundays, traffic management (stopping, waiting, loading controls and bus lane operational hours and their enforcement) has not kept up with this increased demand for road space.

This report is necessarily just a snapshot, but it does indicate that passengers' perceptions are correct and that bus journeys are indeed delayed because the operational hours of traffic management schemes reflect the pressures on our roads Monday to Saturday but not on Sundays.

Some will say this doesn't matter as bus users on a Sunday are in less of a hurry to get to their destinations. However, we do not accept this, for two reasons. Firstly there are many people for whom Sunday is just as much a work day as any other, for example in the public services and retail. Secondly, if the bus is to become a real alternative to the private car it needs to be a first class alternative on all days of the week.

We hope this work will highlight this issue, and that highway authorities, both Transport for London and the London councils, will review the operational hours of traffic management and the enforcement regimes on their roads on Sundays, particularly on bus routes. Where delays to buses are disproportionate the operational hours should be extended to include Sundays.

Brian Cooke
Chairman, London TravelWatch

Executive summary

There is anecdotal evidence that delays to bus services on Sunday, particularly in the afternoon, on some routes are worse than on weekdays. Indeed some passengers tell us it's the worst day for travelling in London. This is not just because buses are less frequent, reflecting passenger demand, but also because buses are delayed more by traffic on Sundays than on other days of the week.

Some of London's bus operators agree. They told us Sunday services are delayed by the lack of parking controls on Sundays or, where controls exist, there is a lower level of enforcement than on other days.

Transport for London (TfL) has an extremely sophisticated system of measuring bus performance - Quality Service Indicators (QSIs). These demonstrate that across London the *excess waiting time* (EWT) measure of performance is 18 per cent worse on Sundays. On average, across the whole bus network, passengers will have to wait 1.1 minutes longer than the schedule suggests, whereas on a Sunday they will wait 1.29 minutes longer on top of the longer wait faced because frequencies are lower on Sundays.

Our surveys of 16 bus journeys on a Sunday afternoon looked at where delays are occurring. In many cases they were caused by vehicles parked on bus routes on a Sunday because parking controls or other traffic management only applied from Monday to Saturday. In some cases where parking controls did exist they were clearly not being enforced at a level which gained compliance.

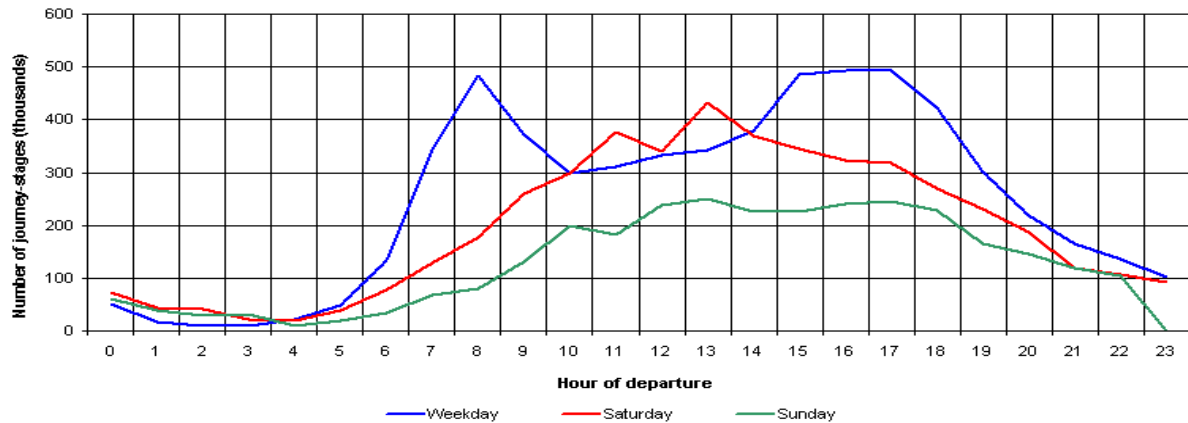
Recommendations

- (a) Transport for London and the London councils should investigate those locations London TravelWatch has identified where parking controls or other traffic management controls do not operate on Sundays, resulting in buses being delayed, with a view to extending the hours of operation.
- (b) Transport for London and the London councils should work with the bus operators to identify further locations where improvements to bus services could be made by extending parking restrictions or other traffic management controls to include Sundays.
- (c) Transport for London and the London councils should review their enforcement regimes with a view to ensuring that where parking controls are operational on Sundays there is the same level of compliance as on other days of the week, particularly on bus routes.

Background

There is much information about travel patterns in London during the working week - we know the statistics of residents' weekday journeys and commuting journeys into London. But there is little information on travel patterns at weekends. We do, however, know the pattern of usage of buses on Sundays compared to weekdays.

Weekday and weekend bus journey-stages by hour of departure (2005/06)



It is clear from data collected by London Buses that the highest level of demand is later in the day on Sunday, and that it reaches a plateau rather than there being clear peaks of demand.

Bus operators' perspective

We wrote to all of London's bus operators asking them whether they had any particular problems operating services due to the lack of parking controls or their non-enforcement on Sundays.

Arriva London told us:

“...it is clear that the performance of some routes does drop on Sundays....”

“...As you state in your letter, a major reason for this is that, in so many areas parking restrictions do not apply on Sundays and those that do are not enforced. This mainly affects traditional shopping centres across London.”

Arriva London also noted several other reasons for poor performance on a Sunday (see appended letter).

London Central told us:

“The lack of parking controls on a Sunday, or their under-enforcement when they are operational, is a continuing problem for London Central/London General buses and passengers. “

London Central also gave us a list of locations (see appended letter).

First Group gave us a list of suggestions for our survey (see appended letter)

Metrobus responded with a list of suggestions for our survey (see appended letter).

Travel London gave us a list of suggestions for our survey (see appended letter).

Arriva Kent Thameside told us that two services experience problems on Sundays, but that this is due to traffic volume as opposed to the lack of parking controls or their enforcement (see appended letter).

Our survey results

Our survey was simple. We travelled on several bus services identified by London TravelWatch members, staff or the bus operators and noted locations where parking is permitted on Sundays only or where parking controls were clearly not being enforced on a Sunday resulting in disproportionate delays to buses. We also identified some bus lanes that we thought should be operational on a Sunday.

Bus route 476 along Upper Street/Islington High Street, L. B. Islington (highway authority, TfL)

Nine bus routes (4, 19, 30, 38, 43, 56, 73, 341, 476) are delayed considerably whilst travelling westbound on Upper Street/Islington High Street between Essex Road and Duncan Street. This is caused, in part, by the non-operation of the red route controls on a Sunday and the resultant parking of a handful of vehicles in the bus lane.

The highway authority, TfL, tell us they have proposals to increase the operational hours of this bus lane as part of wider bus route 38 proposals. This is welcome.

Bus route 30, Upper Street, L. B. Islington (highway authority, TfL)

Buses (4, 19, 30, 38, 43, 56, 73, 341, 476) and general traffic heading north queues back along Upper Street at the Islington Green junction because there is only single red line (Monday to Saturday restrictions) on the exit side of the junction on Upper Street. All traffic including buses, would benefit if the single red line restriction was upgraded to a double red line or the red route controls applied from Mondays to Sundays.

The highway authority, TfL, told us that they had done some analysis on bus speeds on Sundays which indicated that Sunday traffic speeds show a marked difference between Sunday mornings and Sunday afternoons. They also intend to review these controls as part of a review of the A1 corridor.

Bus route 155, L.B. Lambeth and L.B. Wandsworth (highway authority TfL)

There were delays to bus routes 155, 255 and P5 travelling south on Clapham Road, just north of Clapham North Underground station. There is a Monday to Saturday bus lane which would benefit from being upgraded to Monday to Sunday operation.

There were delays along Clapham High Street affecting bus routes 155, 255, 322, particularly between Carpenters Place and Stonhouse Street. Parking controls should be upgraded from Monday to Saturday to include Sundays. Additionally a bus lane could be installed.

On Upper Tooting Road, south of Lynwood Road, there is congestion caused by legal parking along both sides of the road resulting in delays to buses, 155, 219 and 355. This stretch of road would benefit from Monday to Sunday controls and upgrading of

single red lining to double red on the side roads to reduce congestion and improve road safety, particularly for pedestrians.

There were extended delays, again to bus routes 155, 219 and 355 on Tooting High Street caused, to a large degree, by legal parking on the southbound carriageway just north of the junction with Mitcham Road. This is a Monday to Saturday loading box that should be extended to Monday to Sunday operation.

The whole junction would benefit from upgrading to Sunday operation of all red route controls.

The highway authority, TfL, tell us they have proposals for a bus lane on Clapham High Street operational Monday to Friday, but no other plans. However, they tell us that the locations identified during our survey will be investigated in the future.

Bus route 141 through Grand Parade, Green Lanes, L. B. Haringey

Buses (routes 29, 41 and 341) make slow progress through Grand Parade, in part because tidal flow waiting and loading bays and 'pay and display' parking controls are not operational on Sundays.

Delays also occur because there is a lack both of enforcement and parking restrictions on Sundays at the junction of Grand Parade, just north of Colina Road on the southbound side. The bus stop clearway was not enforced and a length of 'at-any-time' only applied from Monday to Saturday, with the result that legal parking adversely affected the bus service.

The highway authority, Haringey, tell us our comments were similar to those discussed with consultants looking at bus priority in conjunction with the London Bus Priority Network (LBPN) and TfL and that our comments would support that work.

Bus route 243 along The Strand, City of Westminster

On the Strand, to the south of St Mary le Strand Church both sides of the road had legally parked vehicles, predominantly coaches, where parking controls did not apply on Sundays. This caused disproportionate delays to buses (routes 1, 59, 68, 91, 168, 171, 188, 243) and their passengers. Our surveyor felt one side of the road should have this parking removed.

The highway authority, Westminster, was not very receptive to our request for additional parking control at this location, criticising our survey for not being more definitive. Nevertheless, following a phone call explaining our work and accepting its limitations, Westminster told us they would welcome TfL giving them a schedule of any problem locations for them to address.

Bus route 77, L. B. Wandsworth

On Earlsfield Road, travelling southbound, delays are caused to buses, route 77, because vehicles are allowed to park in one lane at the approach to the junction with Garratt Lane on Sundays, so reducing the junction's capacity.

Also on Sundays vehicles are allowed to park in the bus lane at the approach to Tooting High Street on Garratt Lane. Again we felt this disproportionately delayed bus routes 44, 77, 270, 493 and G1. We thought that buses and their passengers would benefit if the bus lane was operational on a Sunday.

The highway authority, Wandsworth, were receptive to our suggestions and are currently considering bus lane hours in the Garratt Lane area. They assured us the locations we identified would be examined.

Bus route 282 (207), Greenford Broadway, L. B. Ealing

Whilst surveying route 207 the bus was diverted through Greenford Broadway (route 282). There were no delays on the normal 207 route. However when it was diverted through Greenford Broadway the bus was disproportionately delayed because vehicles were legally parked on both sides of the road as parking controls only applied on Mondays to Saturdays.

The highway authority, Ealing, have told us they would carry out a site visit to investigate our concern.

Bus route 94, Bayswater, Royal Borough of Kensington and Chelsea

On the Westbound side of Bayswater, just east of Palace Gardens Terrace, vehicles were legally parked close to the junction as the parking controls only operate Mondays to Saturdays. Upgrading these restrictions would increase the capacity of the junction and benefit all traffic, including buses (70, 94, 148, 390).

The highway authority, Kensington and Chelsea have told us they will investigate this location.

Bus route 86, Forest Gate, L.B. Newham

Through the parade of shops to the west of Woodgrange Road there is a lot of parking on both sides of the road as parking controls only operate on Mondays to Saturdays causing considerable congestion and delays to buses 29 and 86. The operational hours of the parking controls on one side of the road should be increased to include Sundays.

Approaching the parade of shops from the west there is a Monday to Friday bus lane. The volume of traffic on Sundays is such that bus passengers would benefit from its operation on Sundays.

The highway authority, Newham, has not responded to our letter raising these issues.

Bus route 176, Penge High Street, L.B. Bromley

Along Penge High Street there are 'at-any-time' parking controls that are not complied with, incorrect signing and Monday to Saturday waiting restrictions that should be extended to include Sundays. The combined impact of these deficiencies is delays to several bus routes, 176,197 and 227.

The highway authority, Bromley, has not responded to our letter raising these issues.

Bus route 3, L.B. Southwark and L.B. Lambeth

This was a generally a slow journey in central London. It appeared that this was caused more by traffic volumes than parking and traffic management. There were, however, delays caused by vehicles legally parked on both sides of Croxted Road, with too few parking controls leading to a narrow carriageway, particularly at the northern end near Herne Hill. However, this problem also exists throughout the week and so is outside the scope of this report.

Both Lambeth and Southwark are the highway authority for much of Croxted Road and there is clearly a lack of coordination in the management of parking. We have written to both authorities, but outside of this work.

Bus route 269

This route was highlighted as problematical by a passenger who contributed to the London TravelWatch website forum. However, when it was surveyed no particular problem locations were observed.

Bus routes 5, 21, 277, S2

These buses were not identified as problematical, but were surveyed during this project on a Sunday. No particular locations that delayed buses were observed.

Transport for London's Quality of Service Indicators

Transport for London conducts a comprehensive monitoring programme to track the reliability of its bus services. Departures on all routes are recorded by means of sample surveys carried out at a range of monitoring points and at a cross-section of times of the day and week. The average length of time which passengers would have to wait, if they arrived randomly at stops and if all buses ran at the planned intervals, is the scheduled waiting time (SWT), which is approximately half the interval between consecutive departures. The average length of time which they would have had to wait for the buses observed is the actual waiting time (AWT). The difference between these two figures is the excess waiting time (EWT), and it is this which is used as the measure of reliability. The greater the EWT, the less reliable the service.

TfL also calculates, from the buses observed, the probability of passengers having been required to wait longer than 10, 20 or 30 minutes. Whilst useful in indicating the likelihood of long waits occurring, this statistic is affected by differences (between

routes, and between times and days) in the frequency of service planned and therefore it is not – unlike EWT – a true measure of reliability.

The following table shows the results of TfL's service monitoring (for the whole of its higher-frequency bus network) during the 12-month period from 1 April 2006 to 31 March 2007.

	% of buses observed	SWT	EWT	AWT	% Probability of waiting more than		
					10 mins	20 mins	30 mins
M-F	96.7	4.32	1.10	5.42	14.1	1.2	0.2
Sats	96.6	4.39	1.06	5.45	14.0	1.1	0.2
Suns	96.9	6.41	1.29	7.71	29.9	4.6	0.8
All	96.7	4.42	1.10	5.52	14.7	1.3	0.2

Observations were made during the following time slots:

Mondays-Fridays 07.30-10.00, 10.00-13.00, 13.00-16.00, 16.00-18.30

Saturdays 10.00-13.00, 14.00-17.00

Sundays 14.00-17.00

Because buses were not observed during the same time slots on all days of the week, the Sunday results are not strictly comparable with those for other days. But, that said, they do appear to confirm the belief that reliability on Sundays is particularly problematic. If these data are representative of the experience of users generally, then not only did the average Sunday bus passenger have to wait 48% longer than a weekday user because of the lower scheduled frequency of services, but s/he also had to wait a further 17% longer because of the worse reliability on that day.

Unreliability in bus operation stems from three main causes: vehicle failures, staff problems, and traffic congestion. Since there is no reason to believe that the first two of these causes affect Sundays differentially, it is reasonable to ascribe the poorer observed reliability on Sundays primarily to the on-road conditions which the buses encounter.

Conclusions

This survey was necessarily only a snapshot of what is happening to bus services on a Sunday. Nevertheless it reinforces the view that Sunday journeys for passengers, particularly in the afternoon when most passengers are travelling, is slower than it could be. Some simple traffic management changes could improve journey times. There would also be benefits to general vehicular journey times in London.

To tackle this issue London TravelWatch recommends that

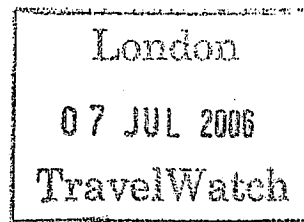
- (a) Transport for London and the London councils should investigate those locations London TravelWatch has identified where parking controls or other traffic management controls do not operate on Sundays, resulting in buses being delayed, with a view to extending the hours of operation.
- (b) Transport for London and the London councils should work with the bus operators to identify further locations where improvements to bus services could be made by extending parking restrictions or other traffic management controls to include Sundays.
- (c) Transport for London and the London councils should review their enforcement regimes with a view to ensuring that where parking controls are operational on Sundays there is the same level of compliance as on other days of the week.

Appendix 1

Responses from bus operators to our request for examples of problematic Sunday bus routes



ARRIVA



Arriva London
16 Watsons Road
Wood Green
London
N22 7TZ

Tel 020 8271 0101
Fax 020 8271 0120
www.arriva.co.uk

Mr V Stops
Streets and Surface Transport Policy Officer
London TravelWatch
6 Middle Street
London
EC1A 7JA

Dear Mr Stops

SUNDAY BUS PERFORMANCE

Thank you for your letter of 1st June.

The reliability of bus services on Sundays as opposed to other days varies from route to route, and, on each route, can vary from one month to another. Nonetheless, it is clear that the performance on some routes does drop on Sundays.

As you state in your letter, a major reason for this is that, in so many areas, parking restrictions do not apply on Sundays and those that do are often not enforced. This mainly affects traditional shopping centres across London, but areas around major sports centres suffer in a similar way.

Many areas of London are quieter on Sundays than the rest of the week, as might be expected. However, the main shopping centres can be as busy as any weekday, but without the protection of parking restrictions. Apart from traffic at shopping centres, there are many other reasons why Sunday services face greater problems than weekday services.

Retail parks (e.g. Ponders End, Angel Road, Beddington) attract more custom at weekends than during the week. Parking is usually provided on site so this rarely affects bus services but the volume of traffic certainly does, and can swamp junctions close to the retail park.

Sunday markets and other events can cause a major problem, both because of parking and of traffic accessing the event. Much depends on how well traffic is managed, and that is largely down to the event organisers.

In some areas, especially the City of London, roadworks are more prevalent on Sundays. Crane operations are often restricted to Sundays.


Weekend protests, marches and events, mainly in central London, can cause widespread disruption. There is an important issue of democracy here, but there is also a case for stronger safeguards for residents whose ability to go about their daily business is so badly affected by the disruption to bus services which can be very substantial.

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Registered office: Admiral Way
Doxford International Business Park,
Sunderland SR3 3XP
A subsidiary of Arriva plc

As well as the problem with parking restrictions, bus priorities often do not apply on Sundays so, where delays do occur, buses sit in the queue with all the other traffic.

If a route is affected by bad traffic at any one location, the whole route will suffer, so a lot of routes are affected in this way. Where delays do occur, their effect is generally worse on Sundays because service frequencies are generally lower, and fewer buses are on the road. This means that our service controllers have less room for manoeuvre when taking action to keep the bus service running.

Yours sincerely



M Yexley
MANAGING DIRECTOR



Mr Vincent Stops
Streets and Surface Transport Policy Officer
London TravelWatch
6 Middle Street
London EC1A 7JA

**London Central Bus
Company Limited**
No. 18 Merton High Street
London
SW19 1DN
Tel: 020 8545 6100
Fax: 020 8545 6101

Our Ref: LC-OD06062/eh

22nd June 2006



Dear Mr Stops

SUNDAY BUS PERFORMANCE

Thank you for your letter of 1st June 2006 addressed to David Brown, Chief Executive.

The lack of parking controls on a Sunday, or their under-enforcement when they are operational, is a continuing problem for London Central / London General buses and passengers. I attach a list of examples showing problem roads and affected routes.

I would be grateful if you could send me a copy of your finalised report when it is produced.

Yours sincerely

John Trayner
Operations Director

Att.

C.c. David Brown, Chief Executive

London Central / London General

<u>Route(s)</u>	<u>Problem Roads & Issue</u>
12, 37, 63, 363, P12 & N63	Rye Lane, Peckham SE15 In excess of 20 places of worship and, seemingly, no parking control.
36 & 436	Edgware Road Parking on both sides of the road and delays caused when buses stop and no traffic can pass.
21, 36, 171, 172, 436 & 321	Increased parking numbers due to place of worship (next to New Cross garage).
12, 35, 40, 45, 171, N35 & N171	Walworth Road, SE17 East Street Market shoppers Plus in and around Elephant & Castle area with parking outside the nightclubs in the area.
355, 219, 155 & N155	Tooting High Street/Upper Tooting Road, SW17 Parking on both sides of the road.
155, 355 & N155	Balham High Road, SW12 Parking on both sides of the road.
155, N155, 88, 345 & P5	Clapham High Street, SW4 Parking on both sides of the road.
37, 39, 77A, 345 & N77	St John's Hill, Clapham Junction, SW18 Parking.
77, 87, 77A, 345, N77, P5	Lavender Hill & Wandsworth Road, SW11 Excessive parking and limited restrictions.
93 & 219	Wimbledon Broadway, Wimbledon Hill and Wimbledon Village, SW19 Bottle neck and busy shopping locality.
93, 14, 39, 74, 85, 424, 430 & N74	Putney Hill and Putney High Street, SW15 Bottle neck and busy shopping locality.
11, 12, 87 & 88	Whitehall, SW1 Prone to weekend demonstrations.
12 & 88	Regent Street, North of Oxford Circus, W1 No parking restrictions on a Sunday (even on bus stops)
14, 74, 345 & 360	Exhibition Road, SW7 (near South Kensington Bus Stand) Excessive parking.
14 & 345	Fulham Road, SW3 (near Sydney Street) Excessive parking with limited restrictions.

Vincent Stops

From: Adrian Jones [Adrian.Jones@firstgroup.com]
Sent: 12 June 2006 11:43
To: Vincent Stops
Cc: Tony Wilson
Subject: Sunday Bus Performance

Dear Vincent

I refer to your letter dated 1st June 2006 requesting examples of areas in London where lack of Sunday parking restrictions on a Sunday is causing unnecessary delays to buses.

In no particular order are areas that fall into that category from our experience, and which you may want to consider for your survey.

Southall (Broadway, South Road, Kings Street) Chiswick High Road Golders Green Road Ealing Road (Between Wembley and Alperton) Forest Gate, Green Street Walthamstow Central Hoe Street/ Selbourne Walk Dalston Ridley Road Around any football ground when there is a match on a Sunday eg, West Ham, Arsenal, Tottenham, Chelsea.

I hope these are off use - please feel free to contact me if we can be of further assistance.

Regards

Adrian Jones
Operations Director
First

Vincent Stops

From: Alan Eatwell [Alan.eatwell@metrobus.co.uk]
Sent: 12 June 2006 09:17
To: Vincent Stops
Subject: Sunday Bus Performance

Vincent

Thank you for your letter of 1st June.

We suffer few real difficulties on a Sunday, with exception of a regular car boot sale held at Corkscrew Hill on our TfL route 119, which can be marginally disruptive.

The only other Sunday issues to which we have any exposure can be at the exit of various church congregations from their services.

Regards

Alan Eatwell
Managing Director
Metrobus Ltd

Dear Sir

I write further to your letter of 1st June 2006 requesting information on locations that are causing concern on Sundays. I have managed to establish the following list:

London Road / Kingsley Road - routes 203, 235, H20 and H28
Feltham Young Offenders - route H26
Hounslow West Underground Station - route 203
Cavendish Square - route 3
Upper Regent Street - route 3
London Road in Mitcham - route 152
Woodstock in Mitcham - route 152
Croxted Road / Norwood Road - route 3
Norwood Road / Herne Hill - route 3
Rye Lane - routes P13 and 343

Please contact me further, if you require any further detail on the above.

Many thanks

Bill Weatherley
Operations Director

(Travel London)

Hello Vincent,

I am responding to your letter of 1st June 2006 regarding your research into the problems that your team have possibly identified with Sunday bus operations.

First of all, I would like to apologise for the delay in replying to yourself; it would appear the copy of your original letter sent to me for action was lost in the internal post.

I have now spoken to my team of Route Managers who suggest that the problems that we experience on a Sunday are mainly with our services 286 and 126. The 286 experiences delays at Greenwich basically due to volumes of traffic mostly in the proximity of Greenwich Park and partly general traffic movements towards the Rotherhithe Tunnel. The 286 operates between Well Hall and Greenwich. We do not think that these delays are as a result of a lack of parking restrictions or enforcement as the area concerned is part of the main A2 which frequently has Police road traffic cars on monitoring observations.

The 126 can be problematic in Bromley due to Sunday being a market day in the town and there are higher volumes of traffic on the road. Once again the Route Managers don't feel that the situation is worsened by any lack of traffic enforcements. The route 126 operates between Eltham High Street and Bromley South.

I hope this information is of use you, should you require any further feed back then please feel free to contact me directly via email or write to me at this address:

ARRIVA Kent Thameside, Dartford Depot, Central Road, Dartford, DA1 5BG.

Regards,

Stephen

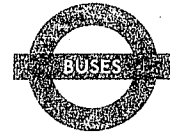
Stephen Riggans
Regional General Manager
Greater London & Essex

Appendix 2

Responses from highway authorities to our comments on individual locations on their networks

Transport for London

London Buses



Your ref: Sunday bus performance
Our ref: SM000975/7GH
Date: 19th December 2006



Vincent Stops
Streets & Surface Transport Policy Officer
London TravelWatch
6 Middle Street
London
EC1A 7JA

London Buses

Stakeholder Engagement
ST Communications

84 Eccleston Square
London SW1V 1PX

www.tfl.gov.uk

Dear Vincent

SUNDAY BUS PERFORMANCE – BUS PRIORITY ON UPPER STREET

Thank you for your letter dated 20 November 2006, addressed to David Brown. I am replying on his behalf.

It is clear that as London's economic activity changes with some parts of the capital moving towards a 24/7 economy, traffic controls will need to reflect changing patterns of congestion. On the TLRN, which comprises the more strategic traffic arteries of London, it is recognised that there is often the need to operate bus lanes from 7am to 7pm daily and in some instances, 24 hour operation, seven days a week is necessary.

Transport for London is taking a consolidated approach to enforcement of London's red routes, yellow box junctions and bus lanes and do so through the deployment of Traffic Wardens, Traffic Police Community Support Officers issuing penalty charge notices for observed contraventions and also through fixed and mobile camera enforcement. This flexibility in our enforcement practices allows us to roll out resources to target where they are most needed.

You will be aware that over the next few years, TfL plan to roll-out a Network Management Plan initiative involving all sections of the TLRN. Amongst other things, this plan will involve examination of existing kerb side controls, bus priority measures, and the need to introduce any changes, so that the highway design is aligned to meet the needs of the particular local circumstances.

In addition, in the future bus priority programme will examine bus operational

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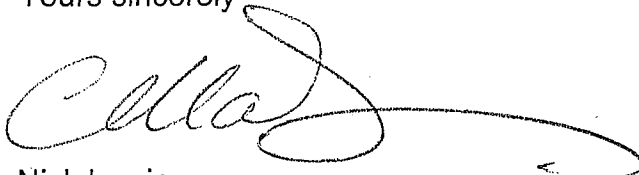
MAYOR OF LONDON



requirements, including Sundays, on many of the borough strategic bus corridors. Other locations will be considered on a case by case basis in the usual way.

With regard to Upper Street, Islington, the Route 38 proposals, currently under consideration, do incorporate an increase to the hours of operation of the westbound bus lane to include Sundays. I enclose a copy of the Route 38 Consultation leaflet for your information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nick Lewin', with a long, sweeping horizontal flourish extending to the right.

Nick Lewin

Head of Stakeholder Engagement (Joint)

Your ref: Sunday bus performance
Our ref: SM000975/8GH
Date: 20th March 2007

Vincent Stops
Streets & Surface Transport Policy Officer
London TravelWatch
6 Middle Street
London
EC1A 7JA

Dear Vincent

Sunday bus performance – Red route operational hours on route 155

Thank you for your letter dated 24 January 2006, addressed to David Brown. I am replying on his behalf.

I am grateful to you for your feedback from your journey on bus route 155. Our Bus Priority Team will investigate the problems you have noted and the possible solutions (e.g. increasing waiting & loading restrictions / new bus lanes) in their 2007/08 spending programme.

TfL is currently introducing a north and southbound bus lane on Clapham High Street, which will operate Monday – Friday only. These are the days which have gone out to consultation but, as you know, can be reviewed after the measure has been operational for approximately 6 months.

We do not have any other schemes planned for the other locations you refer to in the current financial year however this is something that the Bus Priority Team will look into in their 2007/08 programme. The Bus Priority Team will contact you direct on any future proposals.

Yours sincerely

Nicholas Lewin
Head of Stakeholder Engagement (Joint)

**Urban Environment
Streetscene Services**

1st floor North
River Park House
225 High Road
London N22 8HQ
Tel: 0208 489 1335
Fax: 0208 489 1331
www.haringey.gov.uk

Your ref: Sunday Bus Performance
Our ref: LBH/34888

27 April, 2007

Mr Vincent Stops
Streets and Surface Transport Policy Officer
London Travel Watch
6 Middle Street
London
EC1A 7JA



Dear Vincent Stops

Sunday Bus Performance – Enforcement and operational hours along Grande Parade, Green Lanes

Further to my letter sent to you on the 19 April 2007, regarding the performance of buses along route 141, I can inform you that TfL are very happy to include comments about the R141, and your comments have arrived at a very opportune moment.

As part of the Third Generation Bus Priority Programme, and in conjunction with the LBPN, they have recently reviewed a number of proposals for 19 routes across London, including the R141.

The suggestions made by you were largely included in the proposals TfL consultants reviewed with Borough Officers, bus operators and London Buses Performance. Nonetheless, they have added your support to these proposals and your suggestions have been included on the maps displaying the schemes proposed under 3G. The comments about schemes on these maps will be reviewed by TfL's engineering consultants during the next stage of the programme, which is feasibility. This will commence in early May.

Green Lanes is a Borough Rd and Haringey officers will be fully involved with progressing the detailed design of such proposals. All businesses and residents will also be consulted before any implementation.

Thank you for taking the time to bring your concerns to my attention.

If you require any further information, please do not hesitate to contact me.

Yours sincerely


Danny Gayle
Project Manager
Highways Infrastructure



City of Westminster

SAFE STREETS



Transportation Department
Director of Transportation: Martin Low

Direct Line: (020) 7641 1919
Fax no: (020) 7641 2658

Email: gattwell@westminster.gov.uk

Ref:
This matter is being dealt with by: Graham Attwell

Mr Vincent Stops
Streets and Surface Transport Policy
Officer
London TravelWatch
6 Middle Street
LONDON
EC1A 7JA

Date: **17** April 2007

Dear Mr Stops

SUNDAY BUS PERFORMANCE - THE STRAND

Thank you for your letter of 22 March 2007 concerning bus performance in the Strand area on Sundays.

I am aware that there are a number of areas in Westminster where a combination of Sunday trading and tourism are combining to make a case for additional waiting restrictions on Sundays. What surprised me was your apparent selection of only one bus route and one location where this was seen to be causing a problem. The 243 route briefly traverses a part of the Westminster road network and I would have been interested to hear a commentary on the whole route on a Sunday so as to get a context for your request.

I am not sure what sampling process led you to the 243 route, but were the problems on that route or at the Strand location of a different order of magnitude to all other routes. Or was your selection of routes heavily constrained in some way. My concern is to tackle the problem systematically and examine the highest priority locations first.

You mention the obstruction caused by coaches there, but these are a form of public transport that we cannot responsibly prohibit without concern for the consequences. There are a number of major public attractions in the Strand area that will be partly dependent on coach travel. Those coaches need facilities for dropping and picking up passengers near their destinations, as do buses.

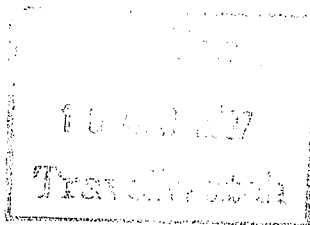
You refer to anecdotal evidence that bus performance is poorest on Sundays. At one time the best measure of what a particular bus route could achieve under good road conditions was to examine the Sunday morning performance, because only then were the optimum conditions experienced. If there is to be a systematic strengthening of Sunday waiting restrictions, this Authority will need to see evidence for it from QSI type data broken down by different days for most bus routes in Westminster.

Lastly, I have not seen any initiative by TfL to tackle possible Sunday parking problems. The presumption might be that any such problems are much less important than the regular Monday to Saturday ones, which consume so much of our time and resources.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Low', with a stylized flourish at the end.

MARTIN LOW
DIRECTOR OF TRANSPORTATION



Wandsworth Council

Technical Services Department
The Town Hall
Wandsworth High Street
London SW18 2PU

Please contact: Mr. John Slaughter
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Web: www.wandsworth.gov.uk
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Our ref: DTS 446850
Your ref: Sunday bus performance
Date: 5 April 2007

Mr V Stops,
Streets and Surface Transport Policy Officer,
London TravelWatch,
6 Middle Street,
London,
EC1A 7JA

Dear Vincent,

Sunday bus performance - route 77

Thank you for your letter of 20 March 2007.

We are currently considering a number of issues relating to bus lane hours in the Garratt Lane area, particularly at weekends. We will ensure that the specific locations you have raised will be examined.

Thank you for bringing this to our attention.

Yours sincerely

John Slaughter
Senior Transport Planner

Director of Technical Services: William G. Myers, OBE
Borough Planner: Robert Erskine, MA, MPhil, MRTPI

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Street Management



Your ref: Sunday bus performance
Our ref: SM000975/10GH
Date: 2 May 2007

Mr Vincent Stops
Streets & Surface Transport Policy Officer
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6 Middle Street
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Surface Transport Communications
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London SW1V 1PX
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www.tfl.gov.uk

Dear Vincent

Sunday bus performance – Islington Green

Thank you for your letter of 20 March 2007 concerning Sunday bus performance in Upper Street. David brown has asked that I reply on his behalf. Please accept my apologies for the delayed response.

We have carried out some preliminary analysis into bus speeds on Sundays by utilising traffic speed data. This data results from a vehicle tracking system provided by the Department for Transport, and shows that there is a marked reduction in average general traffic speeds between Sunday mornings and Sunday afternoons. General traffic includes buses, in this instance, because, as you point out, bus lanes in Upper Street are not operational on Sundays.

The growing impact of the Sunday economy on the Transport for London Road Network (TLRN) is something that we have been monitoring in recent years. Upper Street is certainly a location where parking and other road side activity could be adversely influencing the passage of buses.

As I mentioned in my letter dated 19 December 2006, TfL's new process for developing and improving the TLRN is based on Network Management Plans (NMP). The NMP process is designed to treat each section of road holistically and to determine the priorities for improvement, be it road safety, bus journey times, public realm etc. The issue of Sunday controls is certainly something that we are considering as part of the NMP process.

Upper Street falls on the A1 pilot NMP and the proposals for each section are to be designed this Spring and Summer with public consultation scheduled for the Autumn.

There is, of course, the issue of consistency across the TLRN, at least in the central area, in terms of operational hours and historically this has been a key policy consideration. As such, any change to operational hours in Upper Street should ideally form part of an overarching policy review. Discussions are underway on this subject and I hope that we can provide a more detailed update later this year.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nicholas Lewin', with a stylized flourish at the end.

Nicholas Lewin
Head of Stakeholder Engagement



Mr Vincent Stops
London TravelWatch
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your ref:	my ref:	please ask for	date:
	ES1935.01.02	Anthony Crane	18th June 2007

Dear Mr Stops

SUBJECT: SUNDAY BUS PERFORMANCE – GREENFORD BROADWAY

Thank you for your letter dated 3rd April 2007. I apologise for the delay in responding to you.

I have past your request on to my colleague Abdul Fofana who deals with Minor Parking Schemes. He shall add this to his database and carry out a site visit in due course to investigate this matter. He can be contacted on the details below:

Abdul Fofana Tel: (020) 8825-5149 email: fofanaa@ealing.gov.uk

I hope this information has been of some use to you, however should you wish to discuss this or any other matter further, please feel free to contact myself or Abdul Fofana on the details listed above.

Yours sincerely

Anthony Crane
CPZ & Parking Officer

London
21 JUN 2007
TravelWatch

Bus surveys and text

Vincent Stops

Quality of service indicator statistics:

Paul Camilletti, TfL

Bus journey statistics:

London Travel Report 2006, TfL

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