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London TravelWatch
Presentation -
Bus Strategy

11 June 2019
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We have six priorities

1 LEADING VISION ZERO

Including the Bus Safety Programme

2 IMPROVING AIR QUALITY

Including Zero Emission Buses

3 FOCUSING ON CUSTOMER SERVICE

To meet changing customer expectations

4 IMPROVING BUS DRIVER WELFARE

Reviewing pay and facilities

5 RESHAPING THE BUS NETWORK

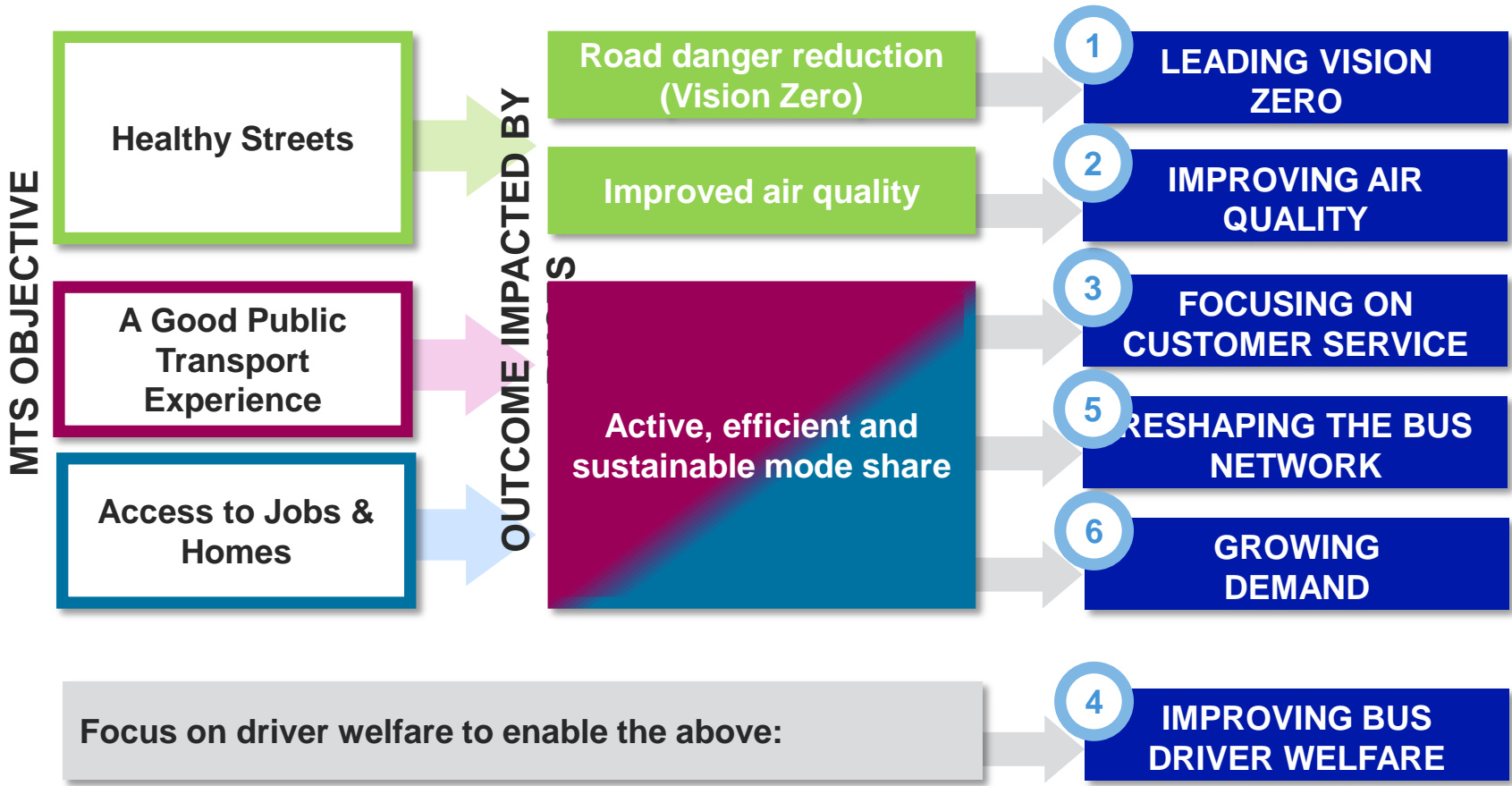
With a new strategy for outer London

6 GROWING DEMAND

Including road space optimisation



These priorities are directly linked to MTS Objectives



5. Reshaping the Bus Network

Our vision for the future

We know that buses need to be a more appealing and practical choice for many more journeys in London, to achieve our sustainable mode share targets.

To achieve this, we have set the following vision

A network that serves all Londoners

We will **maintain network coverage** and **deliver more frequent services**, so that community buses can continue to provide access to services, health & education

We will deliver more routes that **provide direct and quick connections**, via orbital and express buses

Fast, reliable direct and pleasant bus services

We will **improve journey times** by better segregating buses from general traffic on key links and through town centres

We will **enhance interchange**, facilitated by the Hopper fare, with a focus on accessibility, comfort, and information

We will **continue ongoing investment** in reliability



5. Reshaping the Bus Network

Next steps for central and inner London

To improve reliability and journey times in central / inner London, in the coming years we will:

Enhance road networks on key bus corridors through central London: We will work closely working closely with boroughs to implement major network enhancements and align the bus network to Grid as it is delivered (over 40 bus priority interventions will be delivered on key central London bus corridors in 19/20)

Optimise road space for sustainable mode share: We will deliver road network infrastructure that improve conditions for all sustainable modes, with the goal of halting a forecasted decline in bus and traffic speeds. This includes:

Continuing to work on our targeted bus / cycle filtering improvements (e.g. Tottenham Court Road, Clerkenwell Road, Tooley Street, Brixton High Street).

Reviewing bus lane hours and the how we optimise priority in bus lanes, starting with the TLRN

Implement central London bus changes: We are finalising analysis of the consultation results, including modification of a number of the proposed schemes. We expect to implement the first changes from the consultation in Spring 2019.

Remove further excess capacity through targeted frequency reductions: We have identified 10 routes with capacity exceeding demand and will progress frequency reductions in 2019/20.

We will continue to monitor customer demand as the rail network is improved.



5. Reshaping the Bus Network

Next steps for outer London

To enable year-on-year growth in capacity in outer London, in the coming years we will:

Provide faster connections: We will deliver more direct routes and work with boroughs to identify priority measures such as 24 hour bus lanes, which will improve bus speeds; 160 schemes are planned in 19/20

Enhance network coverage: We will provide new routes and amend existing ones to exceed the current measure of >90% of London households living within 5 minutes of a bus stop.

Review the network periodically for opportunities: We will maintain provide new services in a way that is efficient, including by:

Undertaking up to seven studies to identify network growth opportunities in areas where significant change (e.g. housing development) is expected, in conjunction with boroughs.

Continuing to remove spare capacity where it exists e.g. in town centres.

Develop sustainable transport options for ULEZ: We will build a package of bus measures (and enhancements to other modes such as cycling) to support the rollout of the inner London ULEZ and to help people access essential services such as hospitals.

Deliver a good customer experience: We will improve interchange facilities and review bus stop locations. In addition to the Hopper fare, we will use bus reliability and quality information to support interchange.

This will enable us to target the areas with the highest potential for mode shift and improve the competitiveness of the bus compared with the private car.



6. Growing Demand

Optimising road space will be critical to achieving mode share targets

We will optimise sustainable use of street space to support future expansion of the bus network and ensure reliable journey times.

Safeguarding road space will support:

- Bringing buses right into town centres
- Providing direct links between town centres
- Delivering new orbital bus links
- Supporting buses through Silvertown tunnel
- Supporting growth areas
- Serving the pilot Bus Transits

Examples of quick wins (funded in Plan)

- Deliver central London bus priority grid
- Investigate extending operation of TLRN bus lane hours
- Avoid removal of existing bus priority (where possible)
- Progress Thamesmead bus transit pilot
- Targeted intervention to support bus

Examples of safeguarding in Outer

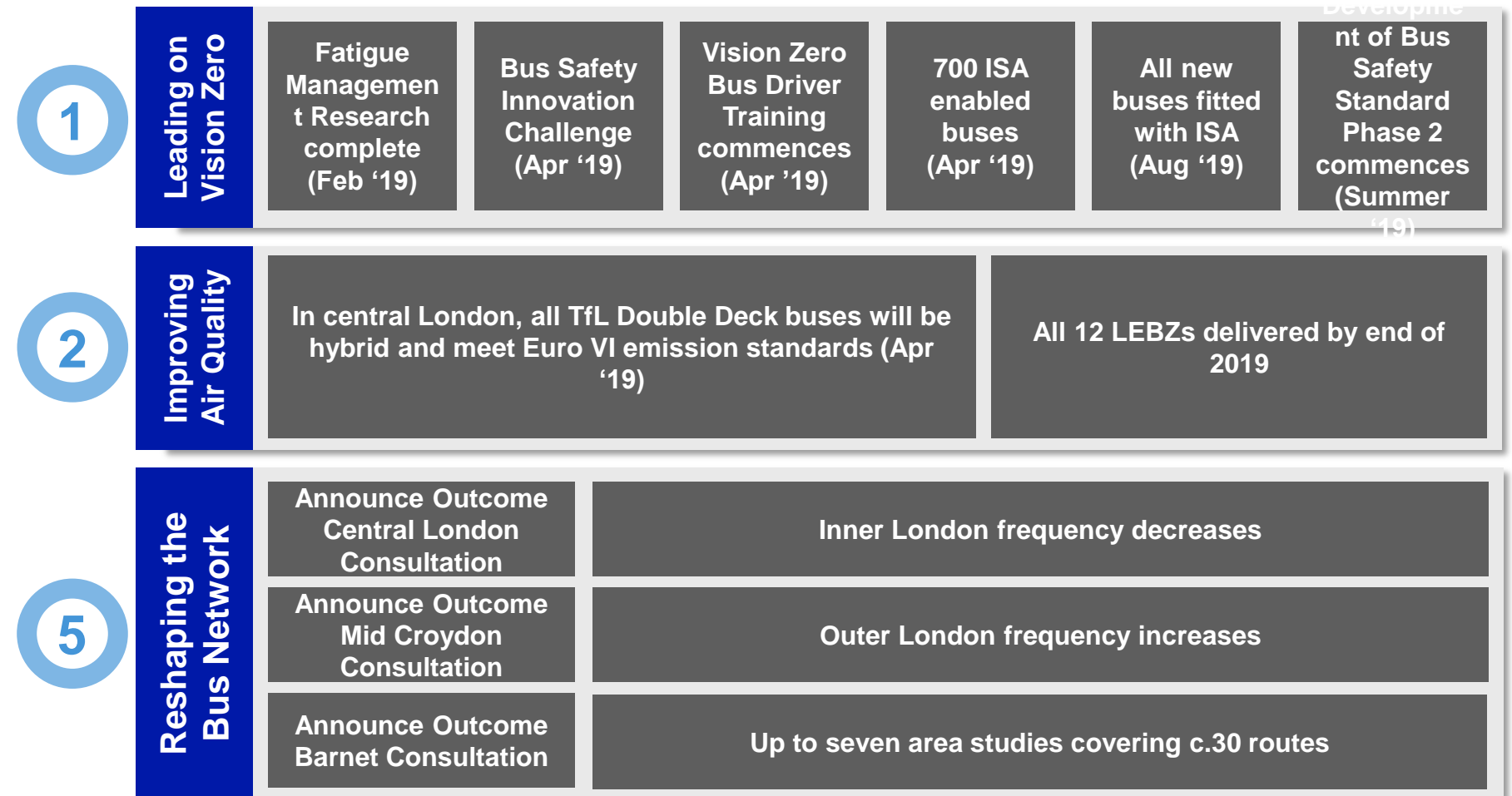
- Identification of future high demand bus corridors in Outer London, to inform targeted bus priority
- Ensure 'important' bus links are identified and embedded in road space planning
- Embed road space allocation (for buses) in new road designs and in growth areas

Note: implementation of some will be beyond 2021 (e.g. bus transits) but planning of infrastructure and safeguarding needs to start in the next two years



Summary: The Plan for Buses

2019/2020



Summary: The Plan for Buses

2020/2021 (and 2021/2022)

