

# London Bus Network

## Briefing pack for London TravelWatch

July 2016

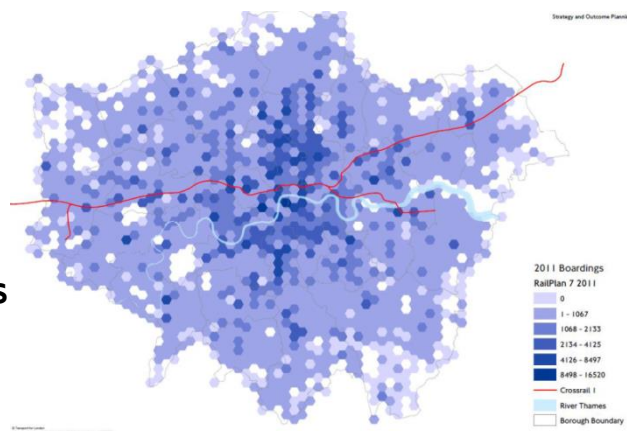


EVERY JOURNEY MATTERS

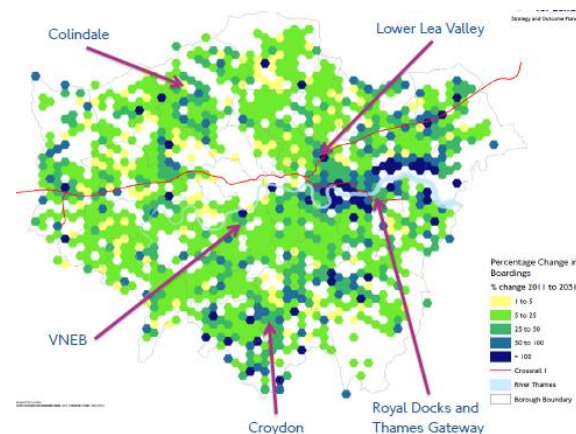


# Forecast: Growth in suburbs, fall in zone 1

2011 – Bus boardings



Changes to 2031



- Current usage around of 2.4 billion trips per year (before temporary loss due to slowing of bus speeds).
- Our current business plan forecasts 7% growth between 2014/15 and 2021/22 to around 2.6 billion per year (i.e. +3.3 million per week) in line with population growth
- Total bus demand will grow by approximately 200m per annum (8%) by 2021 based on population, employment, fares and service-quality modelling
- Growth in the outer suburbs will be about 14%, strongest in the town centres and Opportunity Areas
- Trips into zone 1 will fall where there are rail improvements, by about 4% across the routes concerned

# Network change process

- The network changes constantly based on an understanding of how demand will change, and within TfL's overall business context, including financial. All proposals of any significance are subject to public consultation with amendments as required.
- We have already implemented reductions on corridors where rail capacity improvements have occurred, such on route 38 where marginal frequency reductions were made following impacts of improvements to the Victoria line
- Similar changes are in course are being seen in response to current changes in demand
- The new Hopper ticket will mitigate financial effects of interchange
- We also take account of wider change in central London e.g. plans for Oxford Street and development such as in Vauxhall – Nine Elms – Battersea.
- At the same time residential development has brought pressure on capacity on bus capacity in other areas and there are other wider factors such as improving local connectivity of Elizabeth Line stations, changing patterns of healthcare, school development etc.

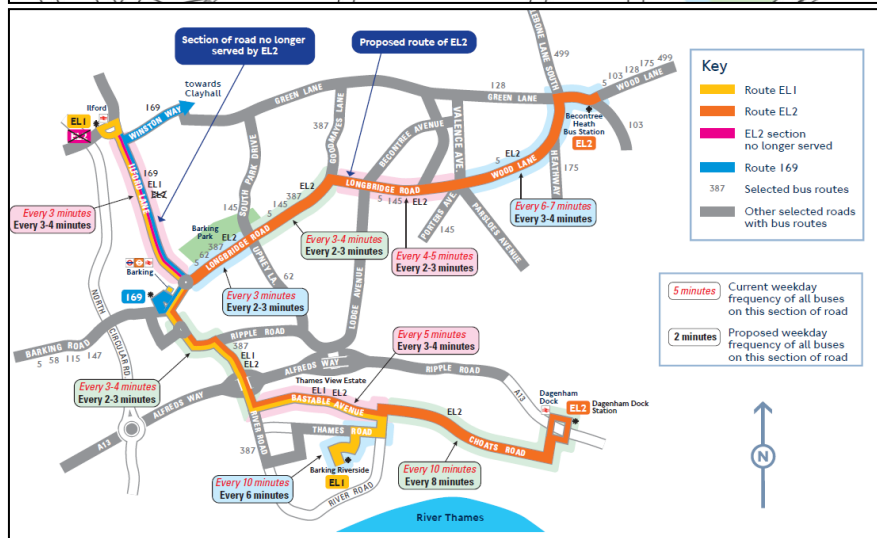
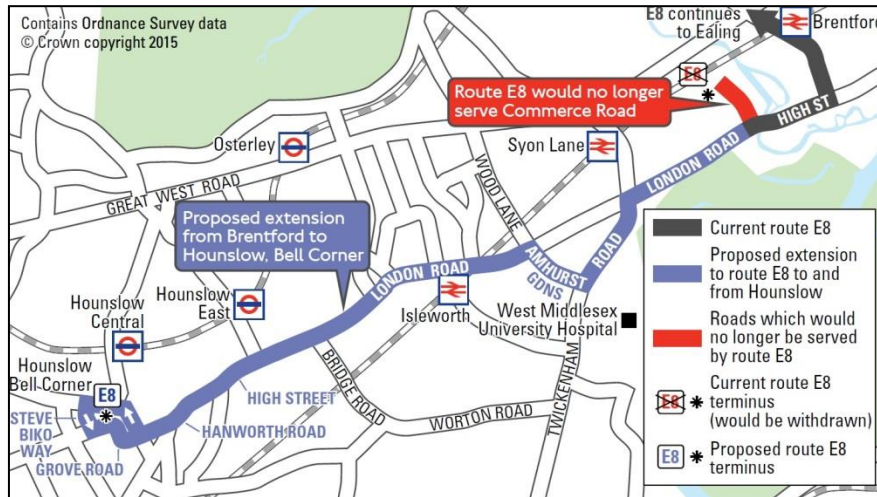


## In the suburbs we face capacity pressures (already 82% of demand is journeys outside zone 1)

- Examples of growth schemes in outer London (2014 & 2015)
- North east: Barking – pressure from Barking Riverside and along corridor to Romford, frequencies increased on routes 5 and EL2 with EL2 restructured, and double deck buses introduced and frequency increased on routes 62 and 173
- North west: Harrow – Hayes – Heathrow corridor continued increases in frequency on route 140; Park Royal – higher frequencies on routes 206 and 487
- South east: North Greenwich – extra buses on routes 129, 132 and 472; Catford – route 124 frequencies increased but highway limitations constrain size of buses
- South west: Kingston town centre – double deck buses introduced on route 285 and frequencies increased on routes 406 and K1



# Examples of service changes in suburban areas



- Schemes giving additional capacity to relieve crowding but also give new links by restructuring routes



# Supporting housing & commercial development

## - Plans for the largest developments in each sub-region

Area	What's happening and what we are doing
North - Colindale / Burnt Oak / Brent Cross / Cricklewood (22k homes, 22k jobs)	New and enhanced routes to serve the developments and expanded BX shopping centre with a new bus station, associated bus priority in new road scheme. New bus links to Grahame Park.
North – Upper Lee Valley including Meridian Water (20k homes, 15k jobs)	Comprehensive review of Enfield bus services undertaken with borough. Creates new links between Meridian Water and Walthamstow and Tottenham. Bus-only link in heart of site being negotiated.
East - Barking Riverside (26k homes, 16k jobs)	Route EL2 frequency increased in March 2016, route EL3 to be introduced on 2017. Routes to be extend further into Barking Riverside housing area later in 2017. Enhanced bus priority with busways in area and on other roads (Longbridge Road)
East – Lower Lee Valley (32k homes, 50k jobs)	Many routes already introduced as part of Olympic Legacy including diversion to routes 97, 241, 308, 339 and D8, with further diversions of routes D3, 108 and 135.
South - Vauxhall / Nine Elms / Battersea (20k homes, 25k jobs)	Routes 436 and 452 extended November 2016, further new links to Chelsea, Waterloo being considered
West - Wembley (14k homes, 11k jobs)	Frequencies on routes 206 increased and bus gate at Brent Park. New route 483 introduced September 2016.
West - Old Oak & Park Royal (30k homes, 65k jobs)	Early stages but working to get new connectivity including roads allowing bus movements through the Old Oak area.
Central - Old Kent Road / Canada Water (11k homes, 8k jobs)	High frequency services are affected by congestion – pressing for very high quality bus priority.



# Bus priority is crucial in maintaining an effective, customer focussed network

- 77 bus priority schemes were delivered in 2015/16. These have been successful in helping mitigate the impact of Road Modernisation Plan (RMP) works. 23 of the 60 schemes planned for 2016/17 are outside the RMP mitigation programme. We are to take a more pro-active approach to leverage the potential benefits of bus priority
- Despite this investment, bus speeds continue to decline. Whilst the network average speed declined by over 2% in 2015/16, impacts were concentrated, with one third of routes experiencing declines of over 5% year on year
- A recent independent report on the impact of congestion on bus passengers across England stated that an improvement in bus speeds of around 20% could eliminate bus subsidy due to operational savings and increased patronage
- TfL gets involved at an early stage in planning applications. One benefit is the opportunity to argue the case for bus priority (and other supporting infrastructure) including in Brent Cross, Meridian Water, Royal Docks, Bexley Riverside, Colindale and Burnt Oak



# Summary

- The network changes constantly
- Current outlook is for some reduction in central areas as rail capacity improves
- In parallel demand increases in areas of growth, particularly related to housing
- All proposals for change remain the subject of the outcome of public consultation

TfL

July 2016

