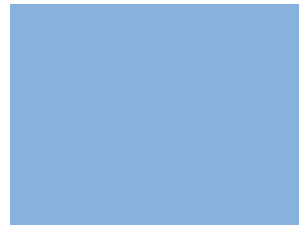
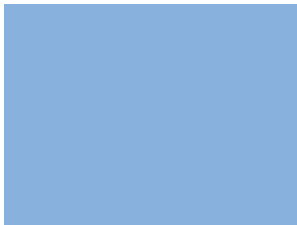


London Buses



Bus services in inner West London

A summary of changes in late 2006 and early 2007
August 2006



Introduction

In late 2005 Transport for London (TfL) began consulting stakeholders on a range of proposals to enhance the bus network in inner West London. We distributed a booklet to over 700 organisations and individuals with an interest in transport and held discussions with Borough officers and others in order to explain the reasons behind our proposals in detail.

The changes will deliver many benefits in inner West London and complement the western extension of Congestion Charging. They provide space on buses for more than 4800 extra passengers in the morning peak hour travelling to the extended zone from the south, west and north.

We received feedback on the proposals and have been carefully considering it. This document sets out, route by route, the conclusions we have reached.

In some cases modifications or further proposals were developed after review of the feedback. They are also listed in this booklet and we are consulting the relevant stakeholders.

All round improvements to public transport

As well as the improvements to the bus network in inner West London, TfL is developing bus travel across London in a number of ways, including those shown below.

- **An improved and accessible fleet**

The entire bus network (except for the two Heritage services) is now operated with easily accessible vehicles, fitted with wheelchair ramps and other facilities specially designed for passengers with disabilities or those who have mobility difficulties.

- **Professionally trained drivers**

Working with the private bus operators, we have introduced an accredited training qualification for drivers, specifically designed for bus driving in London. We also regularly monitor driving standards through specific surveys.

- **A better waiting environment**

We will continue to renew the 17,500 bus stops and 11,000 bus shelters that are served by London Buses. This involves the renewal of more than 4,500 shelters and introduction of 240 new shelters over the next five years. A programme to illuminate bus stop timetables and signs using solar energy began in April 2005, and around 1,400 stops will be fitted per year, so that around 7,000 stops will be fitted by April 2010.

- **Improved security**

All London buses are now fitted with high quality CCTV camera systems. The Transport Operational Command Unit of the Metropolitan Police continues to tackle crime and the fear of crime on buses across London, as well as dealing with illegal parking in bus lanes.

Next steps

Our conclusions following consultation are described in this booklet. We will continue to work closely with Boroughs and other partners on the detailed planning of changes, for example where there are alterations to bus stands. Priority is being given to the extra capacity at peak times, which will be introduced in advance of the extension of Congestion Charging.

We will be consulting stakeholders on modified proposals we could introduce on routes 28/N28/N31 (revised night service), N44 (revised routeing), 14/74/414/N74/N97 (revised routeing) and 295 (24-hour service). The final schemes in these cases are subject to the outcome of the consultation. In addition, we have consulted stakeholders on a proposal to operate the 344 24 hours.

The bus network remains under constant review, including services in inner West London. We take full account of forthcoming developments in the area in our planning, and remain in regular contact with Boroughs and other stakeholders. A number of the comments and suggestions made during the current consultation are being fed into this work.

All implemented schemes will be monitored, with adjustments made as necessary.

Details by route

As with our previous booklet we have subdivided the changes into southern, western and northern sectors depending on where routes serve the new congestion charging boundary. Travel for the eastern sector is already accommodated within existing service levels. In each case we have listed the route and its current terminals.

South

Route 44: Tooting - Vauxhall

We proposed that this service be rerouted at Battersea to run to Victoria Station, via Queenstown Road, Chelsea Bridge and Buckingham Palace Road. This is to create new passenger links and provide additional passenger capacity. We had also proposed that night time route N44 (Sutton - Aldwych) be diverted via the same roads to Victoria, then via Hyde Park Corner and Piccadilly to terminate at Trafalgar Square. In order to maintain a late night service along Nine Elms Lane, we had also proposed extending the hours of operation of route 344.

There was a good deal of support for the proposal, although some stakeholders commented that it is important to retain a 24-hour service along Nine Elms Lane. We also received comments about the route that would be taken by the night bus N44.

Following the comments from stakeholders we have developed a proposal to provide a 24 hour service on the 344, and are consulting stakeholders on this. Given the support for the rerouting of bus 44, we intend to proceed.

However, in response to feedback, we propose that the N44 follow a slightly different routeing via Victoria Street, Parliament Square, Whitehall and Trafalgar Square to Aldwych. We will consult stakeholders about this proposal.

Route 52: Victoria - Willesden

We proposed that the frequency of this service be reduced in the morning peak period. This was in conjunction with the proposed introduction of new route 452, which will add the extra capacity that will be necessary on the busiest parts of route 52 between Kensal Rise and Knightsbridge. We proposed that the frequency of the 52 be revised to ensure it continues to match passenger demand, so that resources are used to maximum overall passenger benefit.

We received feedback from several stakeholders expressing concerns that the revised frequency would not be sufficient.

In response to the concerns raised during the consultation, we carefully looked again at the use we expect will be made of the 52 once the new route 452 is introduced. Following this review we will introduce an additional journey, compared to the original proposal, from Victoria, during the busiest hour of the morning peak period.

We are confident that this revised frequency will be appropriate for the number of passengers using the service. This will be kept under review.

Route 137: Streatham Hill - Oxford Circus

We proposed that the frequency of this service be reduced in the morning peak period, but increased on Sundays. This was again in conjunction with the proposed introduction of new route 452, which will add the extra capacity that will be necessary on the busiest sections of route 137. At the same time, there is expected to be spare capacity on the route south of Wandsworth Road. We proposed that the frequency of the 137 be revised to ensure it continues to match passenger demand.

We received feedback from several stakeholders that the new morning peak-period frequencies would not be sufficient. However we also received some support for the proposal to increase the frequency of the service on Sundays.

We compared the expected use made of the 137 with the capacity and we found that with the introduction of new service 452, the revised frequency provides sufficient capacity. However we will monitor the use made of the 137 to ensure that demand is catered for.

Route 239: Clapham Junction - Victoria

We proposed a substantial increase to the frequency of this service throughout the week. This was to provide additional passenger capacity.

There was support from a number of stakeholders for the frequency increase and we shall proceed with the proposal. We considered separately a suggestion to extend the service beyond Victoria. However this would duplicate parts of routes 11 and 211 where there is already sufficient capacity.

Route 319: Streatham Hill - Sloane Square

We proposed converting this service to operation with double deck buses, in order to provide additional passenger capacity.

We received a good deal of support although there was some concern expressed about the operation of double deck buses on certain roads.

In response, we again tested the 319 with a double deck bus. This was to confirm that the larger capacity vehicles could safely and efficiently negotiate the route. The test was attended by officers from the relevant Boroughs. We found that the double deck buses successfully negotiated the route and so we will proceed with the conversion.

Route 344: Clapham Junction - Liverpool Street

We proposed that the service be increased in frequency throughout the week and also run earlier in the morning and later at night. This was to accommodate the proposed rerouteing of the 44 and N44.

There was support for the proposal. Some stakeholders however asked that in addition we operate the service on a 24-hour basis in order to maintain a night service on Nine Elms Lane.

Following confirmation to stakeholders, the frequency increases and earlier and later buses were introduced from 3 June. We have begun a further consultation on a proposal to operate the 344 24 hours a day. We will make a decision on this after the consultation is concluded.

New Route 452: Wandsworth Road Station - Kensal Rise

We proposed the introduction of this new route to provide north-south links and extra capacity across the Royal Borough of Kensington and Chelsea. We proposed that the service would run along sections of routes 52 and 137.

A number of stakeholders supported the new service but there were also several suggestions for modifications to the proposal.

Having reviewed this again, we believe that the most appropriate routeing is as proposed. However, we continue to discuss with the relevant stakeholders the most appropriate location for the route to stand. The service will run from Wandsworth Road Station via Wandsworth Road to the junction with Queenstown Road, and then use the 137 route via Chelsea Bridge and Sloane Square to Knightsbridge. It would then follow the route of the 52 from Knightsbridge via Kensington Gore, Kensington Church Street, Notting Hill Gate, Kensington Park Road and Ladbrooke Grove to Kensal Rise Station.

West

Route 9: Aldwych - Hammersmith

We proposed providing an additional morning peak time journey to provide additional passenger capacity.

There was a good deal of support for the proposal, although we were asked to consider further enhancements. It was suggested for example that the service could be extended to Waterloo, and it was also requested that we further enhance the frequency of the service.

Having considered the comments made, we believe that the proposed additional journey, and the current routeing is sufficiently matched to demand. However we will continue to monitor capacity to ensure the level of service provided is sufficient.

Route 10: Hammersmith - Kings Cross

We proposed providing an additional morning peak time journey to provide additional passenger capacity.

There was support for the enhancement from stakeholders. We shall proceed with the proposal.

Route 11: Fulham Broadway - Liverpool Street

We proposed providing an additional morning peak time journey to provide additional passenger capacity.

We received support, although it was also requested that we consider further enhancements.

Having considered the comments made, and having looked again at survey data, we believe that the proposed additional journey is sufficient. However we will continue to monitor route 11.

Route 14: Putney Heath - Tottenham Court Road

We proposed substantially increasing the frequency of this service throughout the week to provide additional passenger capacity.

There was support from a number of stakeholders, so we shall proceed.

A small diversion is now proposed in the South Kensington area, in conjunction with changes to route 430. Please see the entry for that route.

Route 22: Putney Common - Piccadilly Circus

We proposed substantially increasing the frequency of this service throughout the week to provide additional passenger capacity.

There was support from a number of stakeholders so we shall proceed. It was also suggested that the service could be extended to Queen Mary's Hospital, but this could not be justified.

Route 27: Turnham Green - Chalk Farm

We proposed increasing the frequency of this service throughout the week.

There was support for the proposal from a number of stakeholders so we shall proceed.

Route 31: Camden Town - Notting Hill Gate

We proposed that the service be extended from Notting Hill Gate to Shepherd's Bush Green to provide additional passenger capacity and create new links.

There was support from a number of stakeholders, although some expressed concerns that the extension might reduce reliability. Another concern was whether sufficient space for the service to stand had been identified.

Route 31 currently performs well, exceeding the performance targets we set. We are confident that the extra resources being invested to allow the service to be extended will ensure it remains reliable. We are working with our borough partners to identify suitable locations for the 31 to stand.

Route 94: Acton Green - Piccadilly Circus

During the consultation some stakeholders requested that further enhancements be made to buses serving Shepherd's Bush. We propose that an additional eastbound morning peak time journey be provided. This would provide further capacity across Shepherd's Bush.

Route 430: Roehampton - West Brompton

We proposed that the service be extended to South Kensington Station via Old Brompton Road. This is to create new passenger links, provide additional passenger capacity and allow faster journey times for passengers travelling between South Kensington, Fulham and Putney.

There was support for the extension from a number of stakeholders. It was suggested that the service terminate at Prince Consort Road.

Having reviewed this suggestion, we believe that the most appropriate terminus for the service remains South Kensington Station. The extra resources needed to reach Prince Consort Road could not be justified. We have identified a potential stand for the service, opposite the Victoria and Albert Museum in Cromwell Gardens. This would involve converting an existing bus stop into a stand, and so will necessitate a westbound diversion via Thurloe Place to routes 14, 74, 414 and N74 and N97. We will consult with stakeholders on the proposal.

Route C1: Victoria - Kensington High Street

We proposed that the service be extended to White City, via Blythe Road.

We received a large number of comments about the proposal, with some stakeholders opposing the proposal and others supporting it.

We have also consulted residents living in and around Blythe Road, and are currently considering the range of comments we have received before making a final decision. We expect to be able to do this later in the summer.

Route C3: Clapham Junction - Earl's Court

We proposed that the service be increased in frequency and converted to operation with double deck buses. This was to provide additional passenger capacity.

There was support for the proposal. Some stakeholders suggested that the service could be extended to Shepherd's Bush or Victoria. There was also concern that sufficient space be identified for the service to stand.

We considered whether the service could be extended and concluded that the current route structure is the most appropriate.

Following confirmation to stakeholders, double deck buses were introduced on the 20 May. We plan to proceed with the proposal for increased frequency.

North

Route 16: Cricklewood - Victoria

We proposed substantially increasing the frequency of this service to provide additional passenger capacity.

There was support from a number of stakeholders, and we shall therefore introduce the increased frequency.

Route 18: Sudbury - Euston

We proposed providing two extra journeys in the morning peak period to provide additional passenger capacity.

There was support from several stakeholders, although some specifically wished for the frequency of the service to be further enhanced. In particular stakeholders were concerned about the level of service provided along the Harrow Road.

The additional morning peak journeys were introduced on 6 February. In response to the comments received we reviewed the case for further enhancements to the frequency of buses along Harrow Road. As a result the frequency of route 18 will be increased during the day on Mondays to Saturdays from a bus every six minutes to a bus every five minutes.

Route 23: Westbourne Park - Liverpool Street

We proposed running all buses on this service to Westbourne Park via Elkstone Road, instead of the current arrangement whereby approximately half the service terminates at Kensal Green. The proposal would create additional passenger capacity.

There was support from a number of stakeholders and it will therefore proceed. It was suggested that we consider whether there was a case to extend the 23 to Bayswater.

We considered this and found that there are a sufficient number of buses on this link, and we have no plans at this time to extend the service.

Route 28: Wandsworth - Kensal Rise

This service was extended from Harrow Road (Prince of Wales) to Kensal Rise on 11 February.

In response to requests made during the consultation for further enhancements to night bus services in inner West London we have developed a proposal that route 28 be operated 24 hours a day. During the night the service would run every thirty minutes replacing hourly night bus N28. This would create new night-time links to and from Harrow Road and Kensal Rise.

As the proposal would redirect the service away from Camden, we also propose an increase in the frequency of route N31, which will continue to serve Camden. On weekend nights, buses would run every 15 minutes, and on weeknights buses would run every 30 minutes. This would provide additional nighttime passenger capacity to Earls Court, Chelsea and Clapham Junction, and would also ensure there are adequate nighttime links from Camden Town.

We will consult stakeholders on these proposals.

Route 36: Queens Park - New Cross

We proposed that an additional journey be operated in the southbound direction in the morning peak period, and also in the northbound direction in the afternoon peak period.

There was support for the proposal from stakeholders, and it will proceed.

In response to feedback we considered whether further enhancements to the frequency of the service were possible. We found that the service would be adequately matched to the forecast increased demand with the two additional journeys added. We looked also at suggestions to extend the service but this could not be justified.

Route 46: Warwick Avenue - Farringdon Street

We proposed that the service be extended from Warwick Avenue Station to Lancaster Gate, via Paddington. This is to create new passenger links to Maida Vale, St Johns Wood, Hampstead and Kentish Town.

There was support for the proposal, although some stakeholders were concerned that the extension might reduce reliability. We were asked to consider splitting the service in two.

We had considered this previously and found that too many journeys would be disrupted if we were to restructure it in this way. We shall proceed with the extension and monitor reliability.

Route 295: Ladbroke Grove - Clapham Junction

Following a request made during the consultation, we reviewed whether a 24-hour service for the 295 would be possible. We found that there is a case, and so propose that the 295 be operated 24 hours a day. This would provide a night-time connection between Ladbroke Grove, Shepherd's Bush, Hammersmith, Fulham and Clapham Junction. We will consult stakeholders on this proposal.

Route 328: Golders Green - Chelsea

We proposed increasing the frequency of the service to provide additional passenger capacity.

There was support for the proposal from a number of stakeholders and it will proceed. Some suggested that the service be diverted to Sands End. However, we found that too many passenger trips would be disrupted if we did this.

Summary of frequency changes

This section describes the changes to those routes which are to have changes in frequency.

The figures provided represent the number of buses scheduled per hour during the time period described in the heading.

For example, '10' buses per hour during the 'Weekday morning and afternoon peak periods' will mean that 10 buses per hour will operate during this time, or a bus every 6 minutes.

A dash (-) indicates that no service is scheduled to operate. This is the case for routes which are to be extended or diverted and changed in frequency.

Where it is stated '(& additional journeys)', this means that some additional journeys have been provided to accommodate a peak in demand in one or both directions.

Changes affecting night-time only services and routes where the frequency is not being altered are not included in this table.

Route	Frequency in December 2005 (in buses per hour)			Proposed frequency (in buses per hour)		
	peak periods on weekdays	daytime, Monday to Saturday	evenings and Sundays	peak periods on weekdays	daytime, Monday to Saturday	evenings and Sundays
9 Hammersmith - Aldwych	morning 12 afternoon 11	10	5	morning 12 (+ additional journey) afternoon 11	10	5
10 Hammersmith - Kings Cross	10	8	5	morning 10 (+ additional journey) afternoon 10	8	5
11 Fulham - Liverpool Street	8	8	6	morning 8 (+ additional journey) afternoon 8	8	6
14 Putney Heath - Tottenham Court Rd	10 (+ additional journeys)	8	5	morning 13 afternoon 12	10	6
16 Cricklewood - Victoria	morning 8 (+ additional journeys) afternoon 8	8	6	12	10	6
18 Sudbury - Euston	morning 10 (+ additional journey) afternoon 10	10	7.5	morning 12 (+ additional journeys) afternoon 12	12	7.5
22 Putney Common - Piccadilly Circus	morning 9 (+ additional journey) afternoon 8 (+ additional journey)	6	5	morning 10 (+ additional journeys) afternoon 10	8	6
23 Westbourne Park - Liverpool Street	12 (+ additional journeys)	10	6	12 (+ additional journeys)	10	6
27 Turnham Green - Chalk Farm	6	6	4 (Sun daytime 5)	(frequency shown applies throughout the route)	8	5
36 Queens Park - New Cross	8	8	5	8 (+ additional journey)	8	5

Route	Frequency in December 2005 (in buses per hour)			Proposed frequency (in buses per hour)		
	peak periods on weekdays	daytime, Monday to Saturday	evenings and Sundays	peak periods on weekdays	daytime, Monday to Saturday	evenings and Sundays
52	morning 15 afternoon 12	12	7.5	morning 12 (+ additional journey) afternoon 10	10	7.5
94	15	12	7.5	15 (+ additional journey)	12	7.5
137	morning 15 (+ additional journeys) afternoon 12 (+ additional journeys)	10	6	morning 12 (+ additional journey) afternoon 10 (+ additional journey)	10	6 (Sun daytime 7.5)
239	6	6	4	7.5	7.5	5
328	morning 9 afternoon 8	8	8	morning 10 (+ additional journeys) afternoon 10	10	8
344	morning 7.5 (+ additional journeys) afternoon 7.5	7.5 (Sat 6)	5	10	9 (Sat 6)	5 (Sun daytime 6)
452	-	-	-	morning 7.5 (+ additional journey) afternoon 7.5	7.5	5
C1	5	5	4	-	-	-
	-	-	-	6	6	5
C3	morning 6 (+ additional journeys) afternoon 6	6	4	8	8	5

This page is intentionally blank

Contacting us...

If you have any questions you'd like to ask or comments you'd like to make, we would very much like to hear from you. Our contact details are:

Customer Services

TfL Surface Transport
5th Floor
84 Eccleston Square
London
SW1V 1PX

Email: customerservices@tfl-buses.co.uk

Fax: 020 7027 9914

Tel: 0845 300 7000

Textphone: 020 7918 4435

If you need extra copies of this booklet, or need a version in an alternative language or format, please let us know. Our Customer Services Call Centre is open Monday to Friday, from 8am to 8pm.

