

Consultation on possible changes to Night Bus services for Night Tube

Response to the main issues raised
July 2016

Consultation on possible changes to Night Bus services to Night Bus

Response to the main issues raised

TfL response to the main issues raised

Set out below, are the main points put to us during the consultation and our response to these.

1. Routes with proposed night services (weekends or seven days a week)

There is not enough demand for the services/ route duplicates another/ sufficient other bus and transport services available.

There should be a more frequent service/ the proposed routes on a Friday and Saturday should operate on a 24/7 basis throughout the week

We carried out a detailed strategic review of the likely changes of demand on the bus network as a result of night tube. This was in addition to our continued monitoring of the increasing use being made of the night network throughout London that has seen enhancements in frequencies on a number of routes in the last year including on night services on routes 149 and 243 and on night routes N21, N26, N55 and N205.

As part of our review we looked at key interchanges at stations outside of Zone 1 that are forecast to have a large number of passengers and interchanging to and from the bus network. The total number of passengers exiting Underground stations and also the number of passengers exiting and then travelling by bus in the same period were derived from our surveys. We also looked at the number of passengers who currently board all bus routes late on a Saturday nights at these interchanges to assess the distribution of passengers between different bus routes and corridors. This provided us with an estimate of the percentage of passengers who would choose to continue their onward journey by bus.

The number of passengers who are predicted to enter and exit every station on the Night Tube network has been forecast and we used this to estimate the numbers passengers expected to continue their journey by bus. This was then been distributed by route and corridor. If a corridor served two or more key interchange stations on different lines the predicted demands were added together. Where a corridor had a projected passenger numbers in excess of 200 throughout the night

and did not have an existing night bus route, the option to introduce a 24-hour route was considered.

The benefits of any new service were then assessed using TfL standard business case process. (see <https://tfl.gov.uk/cdn/static/cms/documents/bus-service-planning-guidelines.pdf>).

Not all possible new services could be justified but a network of 20 new half hourly weekend night only service was derived using this process. We then assessed whether a route would support a greater frequency or an all-nights of the week operation. We looked at similar existing night routes in the areas and how weekday usage compared to weekend. We also looked at other local factors. Following this we have proposed that of the new services that routes 222, 238 and N199 would run seven nights a week, and that W7 run every 20 minutes at weekends.

There were concerns about safety of people given the length of time people would have to wait for bus services at night

Most existing night routes outside inner and central London run every 30 minutes. All new services will have frequencies at this level or greater.

There were concerns about privacy, noise, type of bus used on the route and pollution.

On most roads the new services will add just two additional vehicles per hour along the road in each direction during the night. It is not considered that this level of service will have an impact on traffic or pollution levels. We meet all UK and EU vehicle emission requirements, and in many cases exceed these. The vehicles used on night services will generally be the same as those during the day.

There were concerns about safety and security, anti-social behaviour or other type of disturbance

We conform to the requirements to regulate bus services as set out in the GLA Act 1999. While the impact of bus services on the level of litter and vandalism is unclear, we work extensively with bus operators, local authorities, the police and other relevant agencies to ensure any issues of this nature are prevented and addressed.

2. Bus routes with frequency changes where some passengers will transfer to Night Tube

There is opposition to reductions in frequency of services/ a more frequent service is needed.

No central London night bus services should have a frequency of below four per hour.

There should not be a reduction in the frequency of services at weekends as Night Bus services cover areas that are not served as well by the Night Tube

There were concerns about the safety of people (particularly women) if they have to wait longer for a bus

There were concerns about the impact on mobility impaired/vulnerable people from any frequency reduction as the bus service is more accessible than many Central London Tube stations

On some Night Bus services extra buses run on Friday and Saturday nights to meet increased weekend demand. On 17 out of 117 existing Night Bus routes, we forecast that some passengers will chose to use Night Tube instead, therefore it would no longer be necessary to run as many extra buses at weekends. This is based on detailed analysis of Oyster card and passenger survey data. These 17 services would continue to operate at their standard weekday frequency or more, providing a local, fully accessible service to all stops along the route.

Following the consultation we carried out we have decided not to implement the proposed reductions on routes 94 and N91.

We will monitor the other 15 routes, together with others to see if there is a drop in the number of passengers after the introduction of Night Tube. If any further changes are proposed we will undertake some specific engagement on proposals.

We carry out regular surveys on all our bus routes. We therefore know how many passengers are currently travelling by bus between Night Tube stations and using this data we estimated how many would transfer to Night Tube based on a range of assumptions. This included assuming those travelling between bus stop pairs which are both within a certain walking distance of a Night Tube station would transfer. We looked at a range of distances and our estimate took account of those who could

transfer but would choose not. The percentage of passengers who are expected to be retained has been applied to the existing frequency of the bus route. This showed whether a reduction in frequency could be considered. All changes were then assessed using TfL standard business case process as with new services.

We took into account the routes where there continues to be strong growth in usage and we have either limited reductions in frequency or are maintaining current service levels. With very few exceptions the combined frequency of night services along central London roads will continue to be four buses per hour or more.

There was no separate Equalities Impact Assessment carried out on these changes. However, the passenger impacts were appraised in detail prior to the proposals being published for consultation. Bus service changes are considered within a framework designed to deliver an equitable distribution of resources across the network.

We will continue running an accessible night service on all routes therefore all passengers who wish to continue to use night bus services will be able to do so. No service will have a lower frequency at weekends than on weekdays.

We will monitor all routes following the introduction of Night Tube and make further changes as required based on our findings. Any changes would be made in the early part of 2016 when we have had sufficient experience of changed journey patterns.

As now all routes with a frequency of 15 minutes or less will have a timetable giving times of departures of buses from each stop. High frequency routes will continue to have intervals between buses displayed.

The highest levels of opposition by both residents and stakeholders were for routes 94, N91, 88 and N20.

As mentioned above we have looked again at these routes and decided not to implement the proposed reductions on routes 94 and N91.

Route 94 parallels the Central line between Oxford Circus and Shepherd's Bush and also serves Turnham Green which have Piccadilly line service at night. However

along Goldhawk Road and Bath Road it runs some distance from other tube stations and night bus services.

Route N91 parallels the Piccadilly line between Holborn and Caledonian Road and between Turnpike Lane and Cockfosters, but in the Hornsey area it is some distance from other tube stations and night bus services.

The decreases on routes 94 and N91 (both from every 15 minutes to every 30 minutes at weekends) will not be introduced with the other changes and will retain their current frequencies. The usage of these routes will be monitored.

Route 88 is paralleled by other night bus services throughout apart from a short section in the Marsham Street area and also by the Northern Line.

Route N20 is paralleled by the Northern line throughout. On its outer sections the gaps between stations are wider but it is less used in these areas. The Finchley area is also served by night routes 134 and N13 from central London; both services will run every 15 minutes.

We will monitor routes 88 and N20 along with other routes where frequency reductions were proposed to see if there is a drop in the number of passengers after the introduction of Night Tube.

There were concerns about the impact on people on low incomes/ bus pass holders/ night workers/ as bus services are more affordable than the Tube

We will continue running a night service on all routes therefore all passengers who wish to continue to use night bus services will be able to do so and so will have no need to pay additional fares.

There were concerns about overcrowding on routes with reduction in frequencies

We have ensured that there will continue to be sufficient capacity at the busiest point on all our routes and also that weekend frequency would not be reduced below weekday levels. Following the introduction of Night Tube there will be close

monitoring of usage of all night bus services before making a decision on these frequency reductions in early 2017.

On Route N20 and 134 concerns were raised about the proposed reduction in frequency of these Night Bus services when Tufnell Park station is closed

Tufnell Park station reopened on 4 March 2016 before any reductions to the frequency of these routes will be considered in 2017.

.

3. Other route suggestions

Suggestions for altering/ extending the route or changing the bus stops served

Over three hundred suggestions were received. This is valuable feedback and we will consider all of these suggestions carefully and include these in our reviews.