Proposed changes to buses in central London

Executive summary
April 2017

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Executive summary

We recently reviewed a number of bus routes into the West End and adjacent areas. A set of proposals was identified for 23 of the routes.

The proposals were drawn up on a network basis and involve a combination of changing where some routes terminate, rerouteing some away from Oxford Street and extending others to maintain connections.

Our consultation was held between 25 November and 29 January setting out proposals for people to comment on. We received 3,415 responses.

This document explains the processes, responses and outcomes of the consultation. Many of the route proposals are connected and we have presented the information in this document in the same groupings that we used in the consultation. .

Key themes and responses

We asked people if they used the specific bus services being consulted on and have identified users and non-users.

Overall, approximately 20 per cent of respondents were users of the routes concerned.

A number of key themes emerged from the consultation.

- Support for the way in which the review would complement wider initiatives such as the transformation of Oxford Street
- Concern about the loss of direct bus links (for example to and from Victoria), the need to interchange, and risks of overcrowding on bus and Tube services
- Concern about the impact on the more vulnerable users for example those with mobility impairments

Detailed analysis of the results can be found from page 16 onwards of the main report. Tables A and B below summarise the responses:

- Table A shows the proportions of support and opposition for each route proposal amongst all 3415 respondents to the consultation
- Table B shows for each route the numbers of route users and non-users responding and their respective levels of support

Table A – Summary results (proportion of all 3415 respondents)

• Changes to bus route **3 & N3**:	25 per cent support or strongly support. 6 per cent opposed or strongly opposed
• Changes to bus route **137**:	17 per cent support or strongly support. 11 per cent opposed or strongly opposed
• Changes to bus route **6**:	17 per cent support or strongly support. 11 per cent opposed or strongly opposed
• Changes to bus route **15**:	15 per cent support or strongly support 9 per cent opposed or strongly opposed
• Changes to bus route **N15**:	19 per cent support or strongly support. 5 per cent opposed or strongly opposed
Changes to bus route **8**:	15 per cent support or strongly support. 8 per cent opposed or strongly opposed
• Changes to bus route **172**:	18 per cent support or strongly support 4 per cent opposed or strongly opposed
• Changes to bus route **242**:	11 per cent support or strongly support. 14 per cent opposed or strongly opposed
• Changes to bus route **22**, **C2 & N22**:	16 per cent support or strongly support 26 per cent opposed or strongly opposed
• Changes to bus route **23 & 452**:	14 per cent support or strongly support 16 per cent opposed or strongly opposed
• Changes to bus route **46**:	15 per cent support or strongly support. 9 per cent opposed or strongly opposed
• Changes to bus route **332**:	13 per cent support or strongly support. 6 per cent opposed or strongly opposed
Changes to bus route **25 & 425**:	23 per cent support or strongly support 6 per cent opposed or strongly opposed
• Changes to bus route **73 & N73**:	15 per cent support or strongly support 25 per cent opposed or strongly opposed
• Changes to bus route **390**:	20 per cent support or strongly support 14 per cent opposed or strongly opposed

Note – please see individual route entries for absolute numbers and information on those nether supporting nor opposing or not responding on induvial routes.

.

Table B Summary of results (User & non-user breakdown)

Route	User / Non users / no answer [*1]			Support & Strongly support [*2]	
	Users (1-2 times a week; 2-3 times a week; daily/nightly; never; once a week; rarely)	Non users (never)	No answer	% user	% non-user
3	568	1129	1718	55%	28%
% of respondents	17%	33%	50%		
137	617	1060	1738	36%	21%
% of respondents	18%	31%	51%		
6	599	1096	1720	38%	21%
% of respondents	18%	32%	50%		
15	642	991	1782	37%	24%
% of respondents	19%	29%	52%		
N15	284	1265	1866	40%	9%
% of respondents	8%	37%	55%		
8	662	999	1754	40%	27%
% of respondents	19%	29%	51%		
172	376	1207	1832	53%	17%
% of respondents	11%	35%	54%		
242	603	1051	1761	23%	13%
% of respondents	18%	31%	52%		
22/C2	1343	795	1277	26%	44%
% of respondents	39%	23%	37%		
23/452	797	943	1675	25%	21%
% of respondents	23%	28%	49%		
46	489	1133	1793	39%	17%
% of respondents	14%	33%	53%		
332	283	1262	1870	38%	9%
% of respondents	8%	37%	55%		
25/425	788	921	1706	59%	50%
% of respondents	23%	27%	50%		
73	1176	681	1558	27%	47%
% of respondents	34%	20%	46%		
390	801	931	1683	42%	36%
% of respondents	23%	27%	49%		

Note *1 – Per cent of user / non-user from the total consultation response of 3415

Note *2 – Support / strong support; full breakdown available in route specific tables

Conclusion

A total of 3415 responses were received. A further review of the proposals and when they should be introduced, in-light of the comments received, has been undertaken.

We intend to go ahead with the proposals as put forward in the consultation except for the proposal to change route 23 at its western end (diversion to Wembley) and the associated change to route 452, which will be considered further in conjunction with stakeholders.

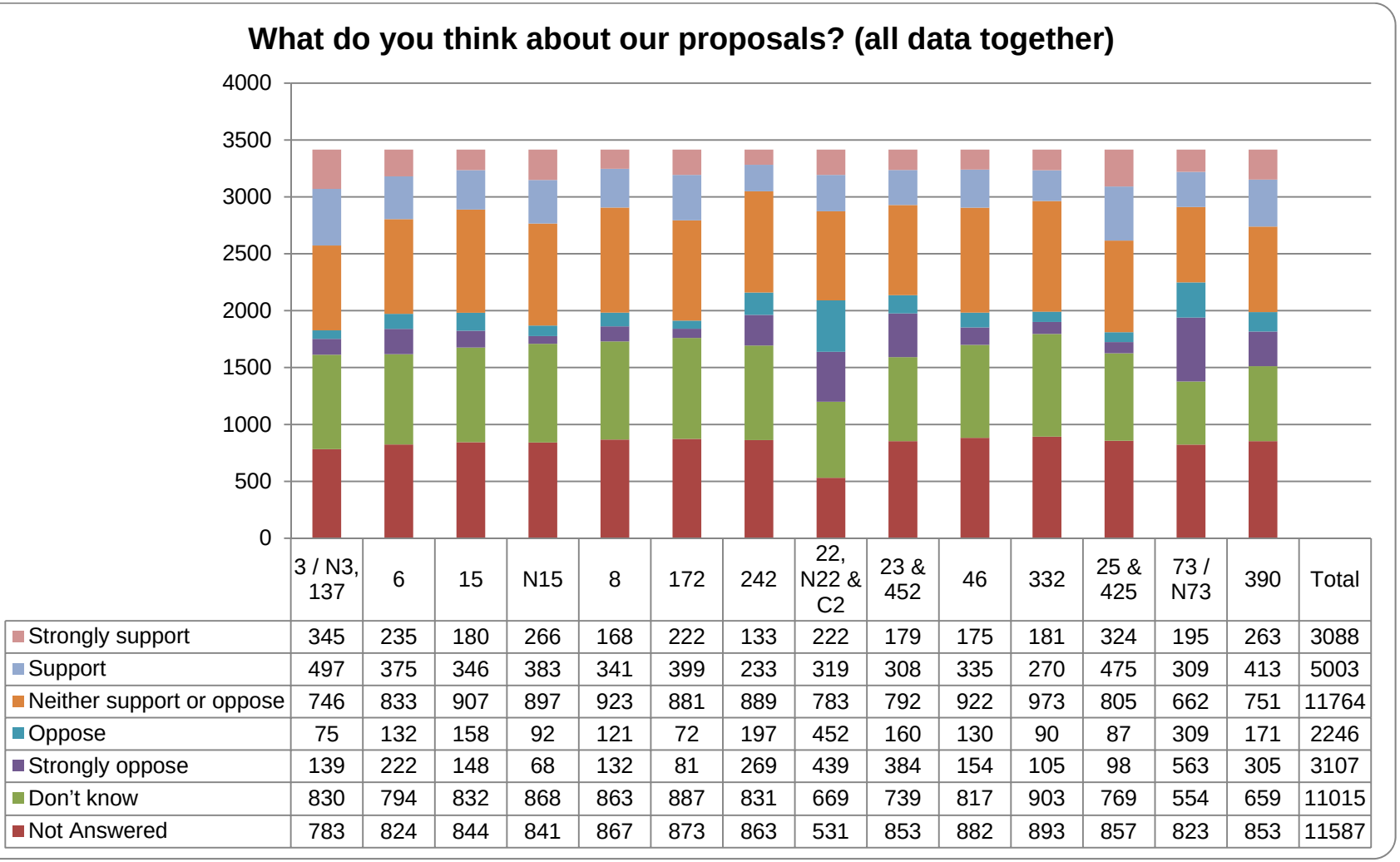
Implementation

We intend to start introducing changes from summer 2017. This is generally earlier than originally proposed because the overall level of demand on these routes is now appreciably lower than had been anticipated by this stage.

Detailed implementation dates are being reviewed. We are also looking at how the resource saved could used on other parts of the bus network.

Once introduced we will closely monitor travel patterns, demand and reliability.

Table B



	3 / N3, 137	6	15	N15	8	172	242	22, N22 & C2	23 & 452	46	332	25 & 425	73 / N73	390	Total
Strongly support	345	235	180	266	168	222	133	222	179	175	181	324	195	263	3088
Support	497	375	346	383	341	399	233	319	308	335	270	475	309	413	5003
Neither support or oppose	746	833	907	897	923	881	889	783	792	922	973	805	662	751	11764
Oppose	75	132	158	92	121	72	197	452	160	130	90	87	309	171	2246
Strongly oppose	139	222	148	68	132	81	269	439	384	154	105	98	563	305	3107
Don't know	830	794	832	868	863	887	831	669	739	817	903	769	554	659	11015
Not Answered	783	824	844	841	867	873	863	531	853	882	893	857	823	853	11587

There was a total of 3415 responses to each routes question.