

TRANSPORT FOR LONDON

SUBJECT: REPLACEMENT OF NON-TFL ROUTE 84

DATE: 18 MARCH 2022

INTRODUCTION

1. This paper examines an option to partially replace non-TfL route 84 (operated by Metroliner on behalf of Hertfordshire County Council). Route 84 currently runs between New Barnet station and St. Albans on all days of week and would no longer operate after 1 April 2022 between New Barnet Station and Potters Bar, High Street (A1000 junction with Mutton Lane). HCC are working with Sullivan Buses to replace route 84 between Potters Bar and St Albans after this date. However, this would not cover the withdrawn section between Potters Bar and New Barnet.

SERVICE

2. The option would be to:
 - Introduce a new route between Barnet, The Spires and Potters Bar station. One return journey on schooldays between Barnet, The Spires and Potters Bar station.
 - Extend the hours of operation to run at one bus per hour between 0700 and 2000 on Monday to Saturdays.
3.
 - While it will not be possible to connect with the new 84 routeing at Potters Bar due to differing frequencies, operators are asked to schedule to connect and minimise excessive interchange wait times at Potters Bar station and school start and end times in High Barnet where possible.
4. Table 3 summarises the scheme appraisal.

Route	Scheme	Estimated Gross Cost £pa	Estimated Revenue £pa	Estimated Passenger Benefits £pa	Estimated Net Cost £pa	Benefit to Net Cost X to 1	Estimated Mileage pa	Estimated PVR
New TfL Route	Return schoolday only journey: Potters Bar Station - Barnet, The Spires	£75,000	£10,980	£38,430	£64,020	0.6	1,527	1
New TfL Route	Extend hours of operation: Run at 1 bph Mon-Sat daytimes (0700-2000)	£99,936	£32,635	£114,221	£67,301	1.7	29,621	0
TOTAL		£174,936	£43,615	£152,651	£131,321	1.2	31,148	1

Table 3: Scheme appraisal

5. While introducing a schoolday-only return does not meet our usual criteria, it would allow schoolchildren to access education in the High Barnet area. Extending the hours

of operation to run at 1 bph during Monday to Saturday day times does not meet our current criteria with a benefit to net cost ratio of 1.7 to 1

6. The appraisal has been undertaken in line with the established profile of new-contract negotiation risk and does not consider the quicker than usual lead-in times.
7. 60-capacity single-deck buses with a maximum length of 12 metres would be specified, though 45-capacity 10 metre length would be acceptable. A route test would be required due to new turning manoeuvres (though these may be covered by garage working) at Barnet High Street. No new roads are served that are not already covered by other bus routes

IMPLEMENTATION ISSUES

8. There is insufficient standing capacity at Barnet, The Spires and possibly at Potters Bar station forecourt.
9. A route test is required to confirm suitability of vehicle type.
10. Consultation would be required, though this may be an engagement exercise.
11. The service would need to be tendered, and also registered with the Traffic Commissioner as it would run into Hertfordshire.

APPENDIX A – SUMMARY OF FREQUENCIES AND TERMINI

	Present frequencies & structure				Proposed frequencies & structure			
	AM Peak	Mid day	PM Peak	Eve	AM Peak	Mid day	PM Peak	Eve
<u>New Route</u>								
<i>MF</i>								
Potters Bar, Station Forecourt Barnet, The Spires	-	-	-	-	1	1	1	1/-
<i>Sat</i>								
Potters Bar, Station Forecourt Barnet, The Spires	-	-	-	-	1	1	1	1/-
<i>Sun</i>								
Potters Bar, Station Forecourt Barnet, The Spires	-	-	-	-	-	-	-	-

Toilets available at Potters Bar Station Forecourt and Barnet, The Spires

APPENDIX B – DETAILED ANALYSIS

Introduction

12. Non-TfL route 84 was operated by Metroline between New Barnet and St Albans at 3-4 buses per hour (bph) Monday to Friday peaks, 2 bph Monday to Saturday daytimes and 1 bph Sundays and all evenings. 60-capacity single-deck and 87-double-deck buses were used.
13. It served New Barnet, High Barnet and Hadley Highstone that are within the GLA boundary while Potters Bar is the first town centre to the north of London. The withdrawal of route 84 meant there would be no direct link between Potters Bar and High Barnet and Hadley Highstone would not be served except during Monday to Saturday interpeaks by route 399.
14. Due to low population density between High Barnet and Potters Bar, and multiple alternative public transport options between High Barnet and New Barnet there is insufficient demand for replacing the service to be viable – the main reason why Metroline is withdrawing the service.

Usage

15. On street surveys were undertaken throughout the first week of February 2022 on route 84 as little recent data was available due to route 84 not being a TfL service with Oystercard acceptance. Also, a weekday OD matrix was obtained from the operator.
16. The maximum observed load was 25 passengers towards Barnet during the AM peak and towards Potters Bar during the afternoon at Hadley Highstone. Approximately 50% of this demand was schoolchildren.
17. Around 330 passengers per weekday use stops between Barnet High Street and Potters Bar station while an additional 100 trips start or end between Barnet High Street and New Barnet.

Option of a New Route

18. A new route would provisionally stand at Potters Bar station forecourt. It would then run towards Barnet, The Shires via Darkes Lane, The Walk, A1000, St Albans Road and Stapylton Road where it would turn around but not stand due to the short return run time of 38-42 minutes and insufficient standing space. Then it would return to Potters Bar via Stapylton Road, Salisbury Road (eastern section), Barnet High Street, A1000, The Walk, Darkes Lane and Potters Bar station forecourt.
19. HCC are able to cover route 84 with Sullivan Buses running a modified route 84 service between Potters Bar and St Albans while a TfL new route could cover roads that would otherwise no longer have any form of public transport. The TfL new route would cover the A1000 Barnet High Street and A1000 Potters Bar High Street. It would not cover route 84 between Barnet High Street and New Barnet as this is covered by routes 234, 326, 383, 384 and 389 with same stop interchange. There is also a direct train service between Potters Bar and New Barnet stations. It also would not cover route 84 in Potters Bar at A1000 at Potters Bar bus garage, Hatfield Road, Church Road and parts of Darkes Lane that would continue to be served by route 84 and other HCC and commercial routes.

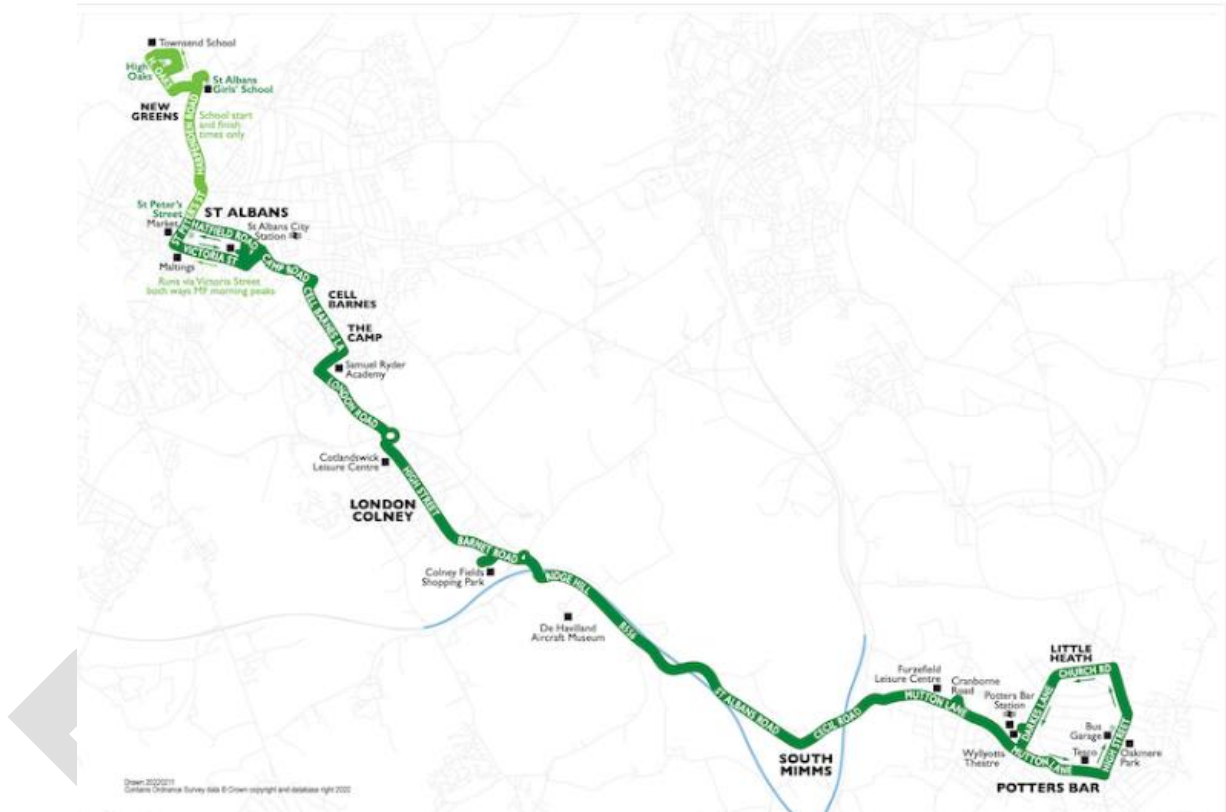
Other Options

20. Two other options could be considered but would increase cost beyond the proposed option above or at 1 PVR result in an every 90 minute service:
 - a. Potters Bar station – New Barnet station via PB Garage. This reinstates the previously withdrawn route 84 in full by route but not in frequency. Given multiple alternative routes between New Barnet and High Barnet, and a direct train service from New Barnet to Potters Bar this is unlikely to be viable
 - b. Potters Bar station – Arkley/Barnet Hospital via PB Garage. This would provide direct links to Barnet Hospital from Hadley Highstone and Potters Bar, and may be operationally advantageous given Metroliner bus and driver movements between PB Garage and Barnet Hospital to run routes 263, 307 and 384.

APPENDIX C – IMPLEMENTATION REQUIREMENTS

21. There is insufficient standing capacity at Barnet, The Spires and possibly at Potters Bar station forecourt that both have toilets. This has been highlighted to HCC as an implementation risk. The route is modelled to have been 18-22 minutes layover at Potters Bar station that could allow buses to run to an alternative stand, for example, on street stands 4-6 minute drive away next to Metroliner's Potters Bar garage.
22. All roads are currently covered by existing TfL and non-TfL bus routes 84 and PB1. There are new turning manoeuvres though other TfL and non-TfL services may already do these when running out of service to local garages. A route test is required to confirm suitability.
23. Customer information would need to be updated including E-tiles and timetables at stops.

24. The main purpose of a replacement bus route would be to maintain network coverage and connections between High Barnet and Potters Bar. .
25. The new TfL route would not be a like for like replacement of existing route 84.
26. Here is a summary of before and after passenger impacts based off changes to services. There was limited data on usage and no available information on OD pairs due to the route 84 not being a TfL route:
- Route 84 would continue to be run by Sullivan Buses between St. Albans and Potters, and withdrawn between Potters Bar, Mutton Lane/A1000 junction and New Barnet. Here is a map:



The new TfL route would run between Potters Bar and Barnet, The Spires (High Barnet High Street). It would not replace High Barnet to New Barnet due to multiple alternative bus routes and extra cost. There is also a direct rail service between Potters Bar and New Barnet station.

- The new TfL route would run at a lower frequency and there would be no service on Sundays unlike route 84. This is due to low demand that instigated withdraw of route 84 in the first place.
- It would charge TfL fares which are cheaper than route 84 and could be more attractive mitigating the lower service provision somewhat.
- Existing route 84 passengers would need to interchange at Potters Bar to travel from High Barnet to destinations beyond such as South Mimms, London Colney and St. Albans. This would incur a separate fare and charge.

- Existing route 84 passengers travelling from New Barnet would need to use other TfL bus routes and change at Barnet, The Spires or Barnet High Street to access the new route. This can be done for no charge using the Hopper Fare.
- While a new TfL route would serve High Barnet it would only serve stops at the northern end of the High Street and would miss the southern end along with the tube station and interchange with routes 34, 107, 184, 263 and 307. It would though serve Barnet, The Spires shopping centre forming a same stop interchange with routes 234, 326, 383, 384, 389, 399 and 614.
- The southern end of High Barnet High Street is susceptible to heavy traffic and has no stand available from the north that requires running to New Barnet to stand. This would double the vehicle requirement and cost if this section of route were maintained. It is duplicated by routes 107, 307, 326, and 384 that have spare capacity along this corridor.
- Interchange can be made at the same stop from the new route to destinations towards New Barnet at Barnet, The Spires in both directions. Route 384 covers all the route 84 withdrawn stops other than New Barnet station that is covered by route 383. Route 326 also does but with longer journey times due to the Mays Lane double-run while routes 234, 383 and 389 cover various sections withdrawn stops. This does increase journey time by around two minutes due to the deviation from Barnet High Street to Barnet, The Spires stand on Stapylton Road for through passengers along with extra waiting time due to forced interchange.
- Interchange is also available above northbound at Barnet High Street without needing to undertake the loop around Barnet, The Spires stop and stand. However, this requires a 100 metre walk between stop B and stop A. Southbound, it's a 500 metre walk but accessing Barnet, The Spires is more direct in any case therefore no passengers are expected to undertake this walk as it wouldn't save time overall.
- The new TfL route would maintain links between Hadley Highstone, Potters Bar and Barnet Hospital with one same stop interchange at Barnet, The Spires southbound and at Salisbury Road stop T northbound with route 384. This would be incur no extra charge due to the Hopper Fare saving passengers money as route 84 incurs a separate charge. Currently, there is not same stop interchange between route 84 and routes to Barnet Hospital at Barnet High Street (southern end) where passengers need to cross multiple lanes of traffic. However, this does allow interchange with four routes (107, 263, 307, 384) rather than just low frequency route 384 with a 200 metre walk. Some passengers may opt to walk 800 metres between the new route at Barnet, Salisbury Road stop and the hospital directly.