

TRANSPORT FOR LONDON

MEMORANDUM TO THE BUS SERVICES MEETING

SUBMITTED BY: ██████████

SUBJECT: INNER LONDON SAVINGS TRANCHE 4 - ROUTES 12, 14, 44, 72, 73, 170, 259, 390, 453 AND C1

DATE: 10 SEPTEMBER 2021

INTRODUCTION

1. This paper summarises the development of specifications for Tranche 4 of the inner London savings service changes programme. The route details are in Table 1 and the contract details are in Table 2.

Route	Operator	Termini		Buses			
		Out	Back	Type	Capacity	Length (m)	Year
12/N12	London Central	Oxford Circus	Dulwich Library	DD	87	11.3	2015
14/N14	London General	Putney Heath	Russell Square	DD	95	10.6	2016
44/N44	London General	Victoria	Tooting Station	DD	91	10.6	2018
72/N72	London United	East Acton	Hammersmith Bridge, North Side	SD	57	10.2	2011
73/N73	Arriva London North	Oxford Circus	Stoke Newington	DD	87	11.3	2015
170	London General	Roehampton, Danebury Avenue	Victoria	SD	65	10.8	2014
259	Arriva London North	Edmonton Green	King's Cross	DD	85	10.4	2017
390/N390	Metroline	Archway	Victoria	DD	87	11.3	2014
453/N453	London Central	Deptford Bridge	Marylebone	DD	87	11.3	2014
C1	London United	Victoria	White City	SD	55	10.8	2018

Table 1 – Route details

Route	Contract Number	Contract Cost £pa	Revenue £pa	Cost Recovery	Mileage pa	PVR	Current Contract Start Date	New Contract Start Date
12/N12	QC62201	██████████	██████████	████	802,825	24	03-Nov-18	04-Nov-23
14/N14	QC54101	████████████████████	██████████		747,090	25	19-Nov-16	18-Nov-23
44/N44	QC60401	████████████████████	██████████		663,132	20	02-Jun-18	03-Jun-23
72/N72	QC52701	████████████████████	██████████		403,762	17	30-Sep-17	02-Sep-23
73/N73	QC61601	████████████████████	██████████		1,004,028	34	01-Sep-18	02-Sep-23
170	QC59103	████████████████████	██████████		808,917	23	09-Dec-17	07-Dec-24
259	QC55301	████████████████████	██████████		743,646	19	25-Mar-17	23-Mar-24
390/N390	QC61202	████████████████████	██████████		923,955	30	01-Sep-18	02-Sep-23
453/N453	QC62203	████████████████████	██████████		1,057,056	36	17-Nov-18	18-Nov-23
C1	QC57202	████████████████████	██████████		365,529	13	01-Jul-17	29-Jun-24

Table 2 – Contract details

2. In order to meet the savings target for inner London kilometres (km) over the next few years and to respond to forecast decreases in demand due to the COVID-19 pandemic a series of frequency decreases on inner London bus routes is required. A review has been undertaken to identify excess capacity on inner London routes.
3. This paper summarises the development of service change proposals for routes 12, 14, 44, 72, 73, 170, 259, 390, 453 and C1 and is the fourth tranche in a series of planned tranches designed to make inner London savings. These routes have been selected as they meet one or more varying criteria including highest potential saving, suitable time in contract cycle, high baseline frequencies, where demand has decreased most or is forecast to decrease the most and where the impact on passengers is lowest.
4. The analysis in this paper scales the pre-pandemic passenger data down with the latest post-pandemic demand forecasts for central London, which assumes a 28% decrease in demand during the peaks and 18% decrease in the inter-peaks. The suburban scaling factors used for areas outside the central area are 86% for peaks and 91% for inter-peaks. The capacity analysis in this paper uses a borough-specific scaling factor. The belief is the risks of cutting frequencies to lower than the required levels is quite low.
5. Redeployment of buses may take an average of 18 months from introduction of the service changes. Mid-contract changes are also likely to generate only around 60% of savings.
6. Details of the analysis are contained in Appendix B.

PROPOSAL

7. It is proposed to:

- Route 12 – Decrease frequency on Monday to Sunday daytimes to 5 buses per hour (bph) and withdraw peak journey. This has a disbenefit to net savings ratio of [REDACTED]
- Route 14 - Decrease frequency Monday to Saturday daytimes to 6 bph and withdraw peak journey. This has a disbenefit to net savings ratio of [REDACTED]
- Route 44 - Decrease frequency Monday to Friday peaks to 6 bph and withdraw peak journey. This has a disbenefit to net savings ratio of [REDACTED]
- Route 72 - Decrease frequencies Monday to Saturday daytimes to 6 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route 73 - Decrease frequency during Monday to Saturday daytimes to 10 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route 170 - Decrease frequency Monday to Saturday daytimes to 6 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route 259 - Decrease Monday to Saturday frequencies to 6 bph, Sunday and evenings to 5 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route 390 - Decrease frequency Monday to Saturday daytimes to 7 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route 453 - Decrease Mon-Friday peak frequencies to 10 bph and withdraw peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
- Route C1 - Decrease frequency to 3 bph all week. This has a disbenefit to net savings ratio of [REDACTED]

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
12	Decrease Mon-Sun daytimes and evening frequencies to 5 bph & remove peak jny	████████	████████	████████	████████	█	████████	█
14	Decrease Mon-Sat daytime frequencies to 6 bph & remove peak jnys	████████	████████	████████	████████	█	████████	█
44	Decrease Mon-Fri peak frequencies to 6 bph & remove peak jny	████████	████████	████████	████████	█	████████	█
72	Decrease Mon-Sat daytime frequencies to 6 bph & remove peak jnys	████████	████████	████████	████████	█	████████	█
73	Decrease Mon-Sat daytime frequencies to 10 bph & remove peak jnys	████████	████████	████████	████████	█	████████	█
170	Decrease Mon-Fri daytime frequencies to 6 bph & remove jnys	████████	████████	████████	████████	█	████████	█
259	Decrease Mon-Sat daytime frequencies to 6 bph & withdraw peak jnys and Sun shop hours and all evenings to 5 bph	████████	████████	████████	████████	█	████████	█
390	Decrease Mon-Sat daytime frequencies to 7 bph & withdraw peak jnys	████████	████████	████████	████████	█	████████	█
453	Decrease Mon-Fri peak frequencies to 10 bph & remove peak jnys	████████	████████	████████	████████	█	████████	█
C1	Decrease Mon-Sat frequencies to 4 bph & to 3 bph Sun and eves	████████	████████	████████	████████	█	████████	█
TOTAL		████████	████████	████████	████████	█	████████	█

Table 3: Summary of scheme appraisals – estimated costs

8. The appraisal has been undertaken in line with the established profile of mid-contract negotiation risk. The estimated costs used in the business case are expected to be realised on contract renewal.
9. No implementation requirements or risks have been identified.

IMPLEMENTATION DATE

10. The proposals outlined in this paper should be introduced as soon as possible.

RATIONALE

11. The justification for the proposal is as follows:

- Saves around 1.7 million KMs, to help meet budgetary targets
- Matches capacity to demand
- Represents good value for money at a disbenefit to net savings ratio of 1.1 to 1 overall

RECOMMENDATION

12. The Meeting is asked to APPROVE the issue of specifications for the proposals set out in this paper.

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>Route 12</u>								
<i>MF</i>								
Oxford Circus, Cavendish Place - Dulwich, Lordship Lane/Friern Road	8	8	8	6	5	5	5	5
Oxford Circus, Cavendish Place to Dulwich, Lordship Lane/Friern Road	Jny				-			
<i>Sat</i>								
Oxford Circus, Cavendish Place - Dulwich, Lordship Lane/Friern Road	8	8	8	6	5	5	5	5
<i>Sun</i>								
Oxford Circus, Cavendish Place - Dulwich, Lordship Lane/Friern Road	7	7	7	6	5	5	5	5
<u>Route 14</u>								
<i>MF</i>								
Putney Heath, Green Man - Russell Square, North Side	7.5	7.5	7.5	5	6	6	6	5
Putney Heath, Green Man to Russell Square, North Side	Jny				-			
<i>Sat</i>								
Putney Heath, Green Man - Russell Square, North Side	6	7.5	7.5	5	6	6	6	5
<i>Sun</i>								
Putney Heath, Green Man - Russell Square, North Side	5	5	5	5	5	5	5	5
<u>Route 44</u>								
<i>MF</i>								
Victoria Station, Grosvenor Gardens - Tooting Station, Longley Road	7.5	6	7.5	6/4	6	6	6	6/4
Tooting Station, Longley Road to Victoria Station, Grosvenor Gardens	Jny				-			
<i>Sat</i>								
Victoria Station, Grosvenor Gardens - Tooting Station, Longley Road	4/6	6	6	5/4	3/4	6	6	5/4
<i>Sun</i>								
Victoria Station, Grosvenor Gardens - Tooting Station, Longley Road	3/4	4	4	4	3/4	4	4	4
<u>Route 72</u>								
<i>MF</i>								
East Acton, Brunel Road to Hammersmith Bridge Road	7.5	7.5	7.5\$	5	6	6	6	5
Hammersmith Bridge Road to East Acton, Brunel Road	7.5\$	7.5	7.5	5	6	6	6	5
<i>Sat</i>								
East Acton, Brunel Road - Hammersmith Bridge Road	3/5	7.5	7.5	5	3/5	6	6	5
<i>Sun</i>								
East Acton, Brunel Road - Hammersmith Bridge Road	2/4	5	5	5	2/4	5	5	5

	Present frequencies & structure				Proposed frequencies & structure			
	AM Peak	Mid day	PM Peak	Eve	AM Peak	Mid day	PM Peak	Eve
<u>Route 73</u>								
<i>MF</i>								
Stoke Newington Common, South Side to Oxford Circus, Holles Street, West Side	12/15	12	12	10/8	10	10	10	10/8
Oxford Circus, Holles Street, West Side to Stoke Newington Common, South Side	12	12	12	10/8	10	10	10	10/8
<i>Sat</i>								
Stoke Newington Common, South Side - Oxford Circus, Holles Street, West Side	10	12	12	10/8	10	10	10	10/8
<i>Sun</i>								
Stoke Newington Common, South Side - Oxford Circus, Holles Street, West Side	6/8	8	8	8	6/8	8	8	8
<u>Route 170</u>								
<i>MF (School days)</i>								
Roehampton, Danebury Avenue - Victoria, Wilton Road	8	8	8	5	6	6	6	5
Roehampton, Danebury Avenue to Victoria, Wilton Road	Jny	Jny/-			-	-		
Victoria, Wilton Road to Roehampton, Danebury Avenue	Jny				-			
<i>MF (Non-School days)</i>								
Roehampton, Danebury Avenue - Victoria, Wilton Road	8	8	8	5	6	6	6	5
<i>Sat</i>								
Roehampton, Danebury Avenue - Victoria, Wilton Road	4/6	8	8	5	4/6	6	6	5
<i>Sun</i>								
Roehampton, Danebury Avenue - Victoria, Wilton Road	4	5	5	5	4	5	5	5
<u>Route 259</u>								
<i>MF</i>								
Edmonton Green Bus Station, South Side - Kings Cross, Swinton Street	7+	7	7+	6	6	6	6	5
<i>Sat</i>								
Edmonton Green Bus Station, South Side - Kings Cross, Swinton Street	5/6	7	7	6	5/6	6	6	5
<i>Sun</i>								
Edmonton Green Bus Station, South Side - Kings Cross, Swinton Street	4/5	6	6	6	4/5	5	5	5
<u>Route 390</u>								
<i>MF</i>								
Archway Station, Archway Road - Victoria Bus Station, Stand C	10	10	10	6	7	7	7	6
Victoria Bus Station, Stand C to Archway Station, Archway Road	Jnys							
<i>Sat</i>								
Archway Station, Archway Road - Victoria Bus Station, Stand C	4/5	10	10	6	4/5	7	7	6
<i>Sun</i>								
Archway Station, Archway Road - Victoria Bus Station, Stand C	3/4	6	6	6	3/4	6	6	6

	Present frequencies & structure				Proposed frequencies & structure			
	AM Peak	Mid day	PM Peak	Eve	AM Peak	Mid day	PM Peak	Eve
<u>Route 453</u>								
<i>MF</i>								
Deptford Bridge Station - Marylebone Station, Great Central Street	12	8	12	8/6	10	8	10	8/6
Deptford Bridge Station to Marylebone Station, Great Central Street	12	8	12	8/6	10	8	10	8/6
<i>Sat</i>								
Deptford Bridge Station - Marylebone Station, Great Central Street	6	8	8	6	6	8	8	6
<i>Sun</i>								
Deptford Bridge Station - Marylebone Station, Great Central Street	6	6	6	6	6	6	6	6
<u>Route C1</u>								
<i>MF</i>								
Victoria, Lower Grosvenor Place - White City Bus Station	5	5	5	5	4	4	4	3
<i>Sat</i>								
Victoria, Lower Grosvenor Place - White City Bus Station	3	5	5	5	3	4	4	3
<i>Sun</i>								
Victoria, Lower Grosvenor Place - White City Bus Station	3	5	5	5	3	3	3	3

APPENDIX B – DETAILED ANALYSIS

Introduction

14. Route 12 is operated by London Central between Oxford Circus and Dulwich Library at 8 bph Monday to Saturday daytimes, 6 bph on Monday to Saturday evenings and 5 bph on Sundays. 87-capacity NRM's are used.

Usage

15. Usage has decreased by 30.2% on weekdays, 27.8% on Saturdays and 29% on Sundays over the past 4 years. This is partly due to a frequency decrease introduced in June 2019.
16. Table B1 shows change in usage over a 4-year period.

Route	Day Type	Year 1 to 2	Year 2 to 3	Year 3 to 4	Total dUsage
12	M-F	-7.6%	-2.2%	-22.8%	-30.2%
	Sat	-4.5%	-4.6%	-20.8%	-27.8%
	Sun	-3.4%	-7.0%	-20.9%	-29.0%

Table B1: Route 12 change in usage (pre-pandemic)

Capacity

17. The busiest point is southbound on Walworth Road on the approach to Elephant & Castle in the AM peak where a frequency of 6.3 bph was required in the AM peak prior to the pandemic. Post-pandemic demand forecasts show that AM peak bus usage in LB Southwark is expected to decrease by 18.3%. A frequency of 5 bph would provide sufficient capacity.

Proposals

18. It is proposed to reduce Monday to Saturday daytimes frequencies from 8 to 5 bph, from 7 to 5 bph on Sunday shopping hours and from 6 to 5 bph on all evenings. This has a disbenefit to net savings ratio of [REDACTED]

Route 14

Current Service

19. Route 14 is operated by London General between Putney Heath and Russell Square at 7.5 bph Monday to Saturday daytimes and 5 bph on Sundays and all evenings. 87-capacity double deck buses are used.

Usage

20. Usage has decreased by 12.2% on weekdays, remained level on Saturdays and increased on Sundays by 5.7%.
21. Table B3 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
14	M-F	-0.6%	-7.8%	-4.2%	-12.2%
	Sat	1.3%	-0.5%	-1.3%	-0.5%
	Sun	5.1%	-2.0%	2.6%	5.7%

Table B2: Route 14 change in usage (pre-pandemic)

Capacity

22. The busiest point is Knightsbridge towards Russell Square where a frequency of 7 bph was required in the AM peak prior to the pandemic. Post-pandemic demand forecasts show that AM peak bus usage in RB Kensington & Chelsea is expected to decrease by %. A frequency of 6 bph would provide sufficient capacity.

Proposal

23. A Monday to Saturday frequency decrease to 6 bph has been tested and has a disbenefit to saving ratio of [REDACTED]

Route 44

Current Service

24. Route 44 is operated by London Central between Victoria and Tooting Station at 7.5 bph Monday to Friday peaks, 6 bph Monday to Saturday interpeaks and 4 bph Sundays and all evenings. 87-capacity double deck buses are used.

Usage

25. Usage has increased on all days over the 4 years prior to the pandemic.

26. Table B3 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
44	M-F	4.2%	1.2%	-0.1%	5.3%
	Sat	4.6%	-1.1%	1.1%	4.6%
	Sun	4.8%	-2.9%	2.9%	4.7%

Table B3: Route 44 change in usage (pre-pandemic)

Capacity

27. The busiest point is Earlsfield Road, towards Victoria in the morning peak where 5.6 bph are required to meet demand. A frequency of 6 bph would therefore provide sufficient capacity.

Proposal

28. A Monday to Friday peak frequency decrease to 6 bph and withdrawal of peak journeys has been tested and has a disbenefit to saving ratio of [REDACTED]

Route 72

Current Service

29. Route 72 is operated by London United between East Acton and Hammersmith Bridge at 7.5 bph Monday to Saturday daytimes and 5 bph Sundays and all evenings. 55-capacity single deck buses are used.

Usage

30. Usage has decreased by 42.2% on weekdays, 43.5% on Saturdays and 45.9% on Sundays. This can be mainly attributed to the closure of Hammersmith Bridge, which required the withdrawal of the route between Roehampton and Hammersmith Bridge, north side in April 2019.

31. Table B4 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
72	M-F	-2.4%	-7.5%	-36.0%	-42.2%
	Sat	-0.9%	-9.9%	-36.7%	-43.5%
	Sun	-1.3%	-11.7%	-37.9%	-45.9%

Table B4: Route 72 change in usage (pre-pandemic)

Capacity

32. The busiest point is Westway in the AM peak where 7 bph were required to meet demand, pre-pandemic. Post-pandemic demand forecasts show that AM peak bus patronage in LB Hammersmith & Fulham is expected to decrease by 14.9%. A frequency of 6 bph would therefore provide sufficient capacity.

Proposal

33. A frequency decrease from 7.5 to 6 bph Monday to Saturday daytimes and withdrawal of peak journeys has been tested and has a disbenefit to net savings ratio of [REDACTED]

Route 73

Current Service

34. Route 73 is operated by Arriva London North between Oxford Circus and Stoke Newington at 12 bph Monday to Saturday daytimes and 8 bph Sundays and all evenings. Three extra AM peak journeys operate towards Oxford Circus. 87-capacity NRMs are used.

Usage

35. Table B5 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
73	M-F	-22.5%	-20.2%	-2.6%	-39.7%
	Sat	-20.4%	-16.6%	0.2%	-33.5%
	Sun	-23.3%	-23.0%	0.5%	-40.6%

Table B5: Route 73 change in usage (pre-pandemic)

Capacity

36. The busiest point is Angel station southbound where 14 bph were required in the AM peak prior to the pandemic. Post-pandemic demand forecasts show that AM peak bus patronage in LB Islington is expected to decrease by 28.9%. A frequency of 10 bph would therefore provide sufficient capacity.

37. Decreasing Monday to Saturday daytime frequencies to 10 bph and withdrawing peak journeys has been tested and is worthwhile with a disbenefit to net saving ratio of [REDACTED]

Route 170

Introduction

38. Route 170 is operated by London General between Roehampton and Victoria at 8 bph Monday to Saturday daytimes and 5 bph Sundays and all evenings. Two extra AM peak journeys run towards Victoria. 65-capacity single-deck buses are used.

Usage

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
170	M-F	-2.1%	2.5%	2.5%	2.8%
	Sat	-1.9%	3.7%	2.9%	4.8%
	Sun	-1.0%	-1.5%	5.6%	3.0%

Table B6 – Route 170 change in usage (pre-pandemic)

Capacity

39. The busiest point is Battersea Bridge towards Victoria in the morning peak where 7.1 bph were required to meet demand prior to the pandemic. Post-pandemic demand forecasts show that AM peak bus usage in LB Wandsworth is expected to decrease by 14.6%. A frequency of 6 bph would provide sufficient capacity.

Proposals

40. It is proposed to decrease frequency to 6 bph on Monday to Saturday daytimes. This was found to have a disbenefit to savings ratio of [REDACTED]

Route 259

Current service pattern

41. Route 259 is operated by Arriva between Edmonton Green and King's Cross at 7 bph Monday to Saturday daytimes and 6 bph Sundays and evenings. Additional peak journeys operate in both peaks. 87-capacity double deck buses are used.

Usage

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
259	M-F	1.7%	4.0%	-7.2%	-1.8%
	Sat	-0.9%	2.5%	-7.0%	-5.6%
	Sun	1.4%	-2.5%	1.3%	0.2%

Table B7: Route 259 change in usage (pre-pandemic)

Capacity

42. The busiest point is Seven Sisters station in the PM peak towards Edmonton Green where 6 bph were required, pre-pandemic. Post-pandemic demand forecasts show that PM peak bus usage in LB Haringey is expected to decrease by 11%. A frequency of 5 bph provides sufficient capacity.

Proposal

43. It is proposed to reduce frequency from 7 to 6 bph Monday to Saturday daytimes and withdraw the extra peak journeys. This has a disbenefit to net savings ratio of [REDACTED]
44. Reducing the frequency to 5 bph on Monday to Saturday daytimes was also tested, however this had a disbenefit to net savings ratio of [REDACTED] and is not proposed.

Route 390

Current Service

45. Route 390 is operated by Metroline between Archway and Oxford Circus at 10 bph Monday to Saturday daytimes and 6 bph on Sundays and all evenings. Three extra AM peak journeys run towards Oxford Circus. 87-capacity NRM are used.

Usage

46. Table B8 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
390	M-F	23.7%	12.2%	-3.0%	34.7%
	Sat	17.6%	9.3%	-0.6%	27.8%
	Sun	17.0%	8.8%	2.4%	30.4%

Table B8: Route 390 change in usage (pre-pandemic)

Capacity

47. The busiest point is on the southbound approach to Kings Cross Station where 9 buses were required in the AM peak required prior to the pandemic. Post-pandemic demand forecasts show that AM peak bus usage in LB Islington is expected to decrease by 28.9%. A frequency of 7 bph would provide sufficient capacity.

Proposal

48. A frequency decrease to 7 bph on Monday to Saturday daytimes was tested and has a disbenefit to net savings ratio of [REDACTED]

Route 453

Introduction

49. Route 453 is operated by London Central between Deptford Bridge and Marylebone at 12 bph Monday to Friday peaks, 10 bph interpeaks, 8 bph Saturday shopping hours and 6 bph Sundays and all evenings. Three extra AM peak journeys run towards Marylebone. 87-capacity NRMs are used.

Usage & Capacity

50. Usage has decreased by 5.4% on weekdays, 7.9% Saturdays and 4.1% on Sundays before the pandemic.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
453	M-F	-3.4%	-4.0%	2.1%	-5.4%
	Sat	-2.5%	-6.4%	0.9%	-7.9%
	Sun	-2.1%	-7.2%	5.6%	-4.1%

Table B9 – Route 453 usage (pre-pandemic)

51. The busiest point is on approach to Elephant & Castle in the AM peak where 12.7 bph is required to meet demand pre-pandemic. Post-pandemic demand forecasts show that AM peak bus usage in LB Southwark is expected to decrease by 18.3%. A frequency of 10 bph would provide sufficient capacity.

Proposals

52. It is proposed to decrease frequency to 10 bph on Monday to Friday peaks and removal of peak journeys. This has a disbenefit to savings ratio of [REDACTED]

Route C1

Current Service

53. Route C1 is operated by London United between Victoria and White City at 5 bph Monday to Sunday daytimes. 55-capacity single-deck buses are used.

Usage

54. Usage has decreased on Mondays to Fridays and Saturdays over the last 4 years with a change of -10.7% on weekdays and 4.2% on Saturdays. Usage has increased by 4.4% on Sundays.

55. Table B10 shows change in usage over a 4-year period.

Route	Day Type	Year 2 to 3	Year 3 to 4	Year 4 to 5	Total dUsage
C1	M-F	-11.5%	-1.0%	1.9%	-10.7%
	Sat	-8.3%	0.5%	4.0%	-4.2%
	Sun	-5.6%	2.2%	8.2%	4.4%

Table B10: Route C1 – change in usage (pre-pandemic)

Capacity

56. The busiest point is close to Earl's Court station in the AM peak where 3 bph is required to meet demand pre-pandemic. Post-pandemic demand forecasts show that AM peak bus usage in RB Kensington & Chelsea is expected to decrease by 17%. A frequency of 3 bph would provide sufficient capacity.

Proposal

57. It is proposed to decrease frequency from 5 to 4 bph on Monday to Saturday daytimes and from 5 to 3 bph during Sundays and all evenings. This has a disbenefit to savings ratio of [REDACTED]

58. A frequency decrease from 4 to 3 bph during Monday to Saturday daytimes was tested and had a disbenefit to net savings ratio of 1.1 to 1 but will not be progressed due to disproportionate passenger impact. The table below shows the appraisal for this step.

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
C1	Decrease Mon-Sat daytimes from 4 to 3 bph	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Table B11: Appraisal of route C1 frequency decrease Mon-Sat daytimes from 3 to 4 bph

APPENDIX E – ESTIMATED DUTY HOURS, DUTIES & STAFF COST

Route	Estimated dDuty Hours	Estimated dDuties	Estimated dStaff Cost
12	██████████	██████████	██████████)
14	██████████	██████████	██████████)
44	██████████	██████████	██████████)
72	██████████	██████████	██████████)
73	██████████	██████████	██████████)
170	(██████████	██████████	██████████)
259	(██████████	██████████	██████████)
390	(██████████	██████████	██████████)
453	(██████████	██████████	██████████)
C1	(██████████	██████████	██████████)