

**TRANSPORT FOR LONDON****MEMORANDUM TO THE BUS SERVICES MEETING**

SUBMITTED BY: JOE GRAHAM

SUBJECT: TRANCHE 867

DATE: 28 SEPTEMBER 2022

**INTRODUCTION**

1. This paper summarises the development of specifications for Tranche 867. 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
19	Arriva London North	Finsbury Park Station	Battersea Bridge	DD	87	11.3	2014
N19		Finsbury Park Station	Clapham Junction, St John's Hill				
76	London General	Tottenham Hale Station	Waterloo	DD	87	11.2	2017
259	Arriva London North	Edmonton Green Bus Station	King's Cross Station	DD	87	11.3	2014
393	Metroline	Clapton Pond	Chalk Farm	SD	50	9.7	2018

Route	Contract Number	Contract Cost £pa	Revenue £pa	Cost Recovery	Mileage pa	PVR	Current Contract Start Date	New Contract Start Date
19 / N19	QC55401	████████████████████	████████████████████	████████████████████	771,004	21	01-Apr-17	30-Mar-24
76	QC54903	████████████████████	████████████████████	████████████████████	755,461	19	25-Mar-17	23-Mar-24
259	QC55301	████████████████████	████████████████████	████████████████████	636,792	16	25-Mar-17	23-Mar-24
393	QC63702	████████████████████	████████████████████	████████████████████	513,685	14	23-Mar-19	23-Mar-24

2. Details of the analysis are contained in Appendix B.

**PROPOSAL**

3. For route 19/N19, two options are proposed:

- Option 1: No changes to structure or frequency; remove 1 bus during Saturday and Sunday shopping hours and evenings

- Option 2: Central London Bus Review – restructure route 19 and N19 to run via South Kensington and increase Monday-to-Friday daytime frequencies from 6 buses per hour (bph) to 7 bph. Increase Sunday early morning frequencies from 4 bph to 5 bph, and decrease Sunday evening frequencies from 6 bph to 5 bph

4. For route 76 it is proposed to:

- Introduce 2 additional southbound journeys in the AM peak busiest hour as approved at BSM 611

5. For route 259, three options are proposed:

- Option 1: No changes are proposed
- Option 2: Central London Bus Review – restructure route to run between Ponders End and Holloway, Nag's Head, increase Monday-to-Friday daytime frequencies from 6 bph to 7.5 bph, with one additional AM peak southbound journey and PM peak northbound journey, and increase Sunday early morning frequencies from 4 bph to 5 bph in line with the core network. It is also proposed to introduce route N259 to replace N279. Route N259 would run at the same frequency and routeing as the N279. The proposal for the day service was approved at BSM 629 and the proposal for the night service was approved at BSM 630
- Option 3: Central London Bus Review – restructure route to run between Ponders End and Kings Cross Station, increase Monday-to-Friday daytime frequencies from 6 bph to 7.5 bph, with one additional AM peak southbound journey and PM peak northbound journey and increase Sunday early morning frequencies from 4 bph to 5 bph in line with the core network. It is also proposed to introduce route N259 to replace N279. Route N259 would run at the same frequency and routeing as the N279. The proposal for the night service was approved at BSM 630

6. For route 393:

- No changes are proposed to structure or frequency. Operators are expected to bid with 1 additional bus for reliability during Monday-to-Friday daytimes, Saturday shopping hours and evenings, and Sunday shopping hours

Route	Scheme	Estimated Gross Cost £pa	Estimated PVR	Estimated Mileage pa
19	No changes to structure or frequency; remove one bus from Saturday and Sunday shopping hours and evenings		0	0
<b>Route 19 Option 1 Sub-total</b>			0	0
19	Reroute via South Kensington and increase frequency		5	76,062
N19	Reroute via South Kensington		0	1,473
<b>Route 19 Option 2 Sub-total</b>			5	77,535
76	Add 2 additional southbound AM peak journeys		2	4,523
<b>Route 76 Sub-total</b>			2	4,523
259	Re-structure to run between Ponders End and Holloway, Nag's Head, and increase MF daytime frequencies to 7.5 bph		5	53,323
259	Add 1 MF peak return journey		1	3,890
N259	New night service to run between Waltham Cross and Trafalgar Square to replace route N279		0	163,506
<b>Route 259 Option 2 Sub-total</b>			6	220,719
259	Re-structure to run between Ponders End and Kings Cross, and increase MF daytime frequencies to 7.5 bph		10	232,870
259	Add 1 MF peak return journey		1	3,890
N259	New night service to run between Waltham Cross and Trafalgar Square to replace route N279		0	163,506
<b>Route 259 Option 3 Sub-total</b>			11	400,266
393	No changes to structure or frequency; add an extra bus during Monday-to-Friday daytimes, all day Saturday and Sunday shopping hours		1	0
<b>Route 393 Sub-total</b>			1	0

*Table 3: Proposals – estimated costs, PVR and mileage (greyed out = already approved at previous BSM)*

7. The appraisal for the resource increase on the 393 is shown in Appendix B. It has a benefit to net cost ratio of 3.9 to 1.
8. For more details on Option 2 proposals for route 19, which were approved at BSM 617, refer to the paper 'Central London Study – South Kensington'.
9. For more details on Option 2 proposals for route N19 and Option 2 and 3 proposals for routes N259 and N279, which were approved at BSM 630, refer to the paper 'Central London Study Night Services – Consultation Initiation'.
10. For more details on the proposals for route 76, which were approved at BSM 611, refer to the paper for Tranche 825.
11. For more details on Option 2 proposals for route 259, which were approved at BSM 629, refer to the paper 'Central London Study extra schemes'.

12. Public consultation for the proposed Central London Bus Review changes ran between 12 July 2022 and 7 August 2022. Responses are being analysed and proposals revised where necessary; any changes will be brought to a future BSM, including a full appraisal of Option 3 for route 259 if this proposal is progressed.
13. For route 19, 87-capacity double-deck buses with a maximum length of 11.3 metres will be specified. A route test will be required for longer buses. A route test would also be required for the Option 2 proposal.
14. For route 76, 87-capacity double-deck buses with a maximum length of 11.2 metres will be specified. A route test will be required for longer buses.
15. For route 259, 87-capacity double-deck buses with a maximum length of 11.3 metres will be specified. A route test will be required for longer buses. A route test would also be required for the Option 2 and 3 proposals.
16. For route 393, 50-capacity single-deck buses with a maximum length of 9.7 metres will be specified. A route test will be required for longer buses.

#### **IMPLEMENTATION DATE**

17. For route 76, the service change would be introduced on 4 February 2023 when route 271 is withdrawn and route 21 re-structured.
18. If Option 2 for routes 19 and N19 and Option 2 or 3 for route 259 are progressed it is expected that the changes would be introduced in 2023. A firm introduction date would be confirmed at a future BSM following detailed analysis of responses to the consultation on the Central London Bus Review proposals.

#### **RECOMMENDATION**

19. 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 19 - Option 1</u>								
<i>MF</i>								
Finsbury Park Station - Battersea Bridge	6	6	6	6	6	6	6	6
Finsbury Park Station - Battersea Bridge	1-Jny	-	-	-	1-Jny	-	-	-
<i>Sat</i>								
Finsbury Park Station - Battersea Bridge	5/6	6	6	6	5/6	6	6	6
<i>Sun</i>								
Finsbury Park Station - Battersea Bridge	4	6	6	6	4	6	6	6

*Toilets available at Battersea Bridge and Finsbury Park Station*

### Route N19 - Option 1

*Nightly*

Finsbury Park Station - Clapham Junction, St Johns Hill	2	2
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*Toilets available at Finsbury Park Station and Clapham Junction, St. John's Hill*

### Route 19 - Option 2

via Sloane Square

via South Kensington

*MF*

Finsbury Park - Battersea Bridge	6+	6	6	6	7	7	7	5
Finsbury Park Station - Battersea Bridge	1-Jny	-	-	-	-	-	-	-

*Sat*

Finsbury Park - Battersea Bridge	5/6	6	6	6	5	7	7	5
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*Sun*

Finsbury Park - Battersea Bridge	4	6	6	6	5	5	5	5
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*Toilets available at Battersea Bridge and Finsbury Park Station*

via Sloane Square

via South Kensington

### Route N19 - Option 2

*Nightly*

Finsbury Park Station - Clapham Junction, St Johns Hill	2	2
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*Toilets available at Finsbury Park Station and Clapham Junction, St. John's Hill*

	Present frequencies & structure				Proposed frequencies & structure			
	AM Peak	Mid day	PM Peak	Eve	AM Peak	Mid day	PM Peak	Eve
<u>Route 76</u>								
<i>MF</i>								
Tottenham Hale Bus Station - Waterloo, Baylis Road	6	6	6	6/5	6	6	6	6/5
Tottenham Hale Bus Station to Waterloo, Baylis Road	-	-	-	-	2-Jnys	-	-	-
<i>Sat</i>								
Tottenham Hale Station - Waterloo	4/5	6	6	6/5	4/5	6	6	6/5
<i>Sun</i>								
Tottenham Hale Station - Waterloo	4	5	5	5	4	5	5	5
<i>Nightly</i>								
Tottenham Hale Station - Waterloo	2				2			

*Toilets available at Waterloo, Bayliss Road (not at night) and Tottenham Hale Bus Station*

Route 259 - Option 1

<i>MF</i>								
Edmonton Green Bus Station - King's Cross Station	6	6	6	5	6	6	6	5
<i>Sat</i>								
Edmonton Green Bus Station - King's Cross Station	5/6	6	6	5	5/6	6	6	5
<i>Sun</i>								
Edmonton Green Bus Station - King's Cross Station	5	5	5	5	5	5	5	5

*Toilets available at Edmonton Green Bus Station and Kings Cross Station*

Route 259 - Option 2

<i>MF</i>								
Edmonton Green Bus Station - Kings Cross Station	6	6	6	5	-	-	-	-
Ponders End, Enfield Bus Garage - Holloway, Camden Road	-	-	-	-	7.5	7.5	7.5	5
Ponders End, Enfield Bus Garage to Holloway, Camden Road	-	-	-	-	1-Jny	-	-	-
Holloway, Camden Road to Ponders End, Enfield Bus Garage	-	-	-	-	-	-	1-Jny	-
<i>Sat</i>								
Edmonton Green Bus Station - Kings Cross Station	5/6	6	6	5	-	-	-	-
Ponders End, Enfield Bus Garage - Holloway, Camden Road	-	-	-	-	5/6	6	6	5
<i>Sun</i>								
Edmonton Green Bus Station - Kings Cross Station	5	5	5	5	-	-	-	-
Ponders End, Enfield Bus Garage - Holloway, Camden Road	-	-	-	-	5	5	5	5

*Toilets available at Edmonton Green Bus Station and Holloway, Camden Road*

Route N259 - Option 2

<i>Nightly</i>								
Waltham Cross Bus Station - Trafalgar Square	-				3			

*Toilets available at both termini*

	Present frequencies & structure				Proposed frequencies & structure			
	AM Peak	Mid day	PM Peak	Eve	AM Peak	Mid day	PM Peak	Eve
<u>Route 259 - Option 3</u>								
<i>MF</i>								
Edmonton Green Bus Station - Kings Cross Station	6	6	6	5	-	-	-	-
Ponders End, Enfield Bus Garage - King's Cross Station	-	-	-	-	7.5	7.5	7.5	5
Ponders End, Enfield Bus Garage to King's Cross Station	-	-	-	-	1-Jny	-	-	-
King's Cross Station Ponders End, Enfield Bus Garage	-	-	-	-	-	-	1-Jny	-
<i>Sat</i>								
Edmonton Green Bus Station - Kings Cross Station	5/6	6	6	5	-	-	-	-
Ponders End, Enfield Bus Garage - Kings Cross Station	-	-	-	-	5/6	6	6	5
<i>Sun</i>								
Edmonton Green Bus Station - Kings Cross Station	5	5	5	5	-	-	-	-
Ponders End, Enfield Bus Garage - Kings Cross Station	-	-	-	-	5	5	5	5

*Toilets available at Edmonton Green Bus Station and Kings Cross Station*

Route N259 - Option 3

*Nightly*

Waltham Cross Bus Station - Trafalgar Square	-	3						
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*Toilets available at both termini*

Route 393

*MF*

Clapton Pond - Chalk Farm	5	5	5	3/4	5	5	5	3/4
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*Sat*

Clapton Pond - Chalk Farm	5	5	5	3/4	5	5	5	3/4
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*Sun*

Clapton Pond - Chalk Farm	4	4	4	3	4	4	4	3
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*Toilets available at Chalk Farm*

## **APPENDIX B – DETAILED ANALYSIS**

### **Route 19**

#### **Introduction**

20. Route 19 is operated by Arriva London North between Finsbury Park Station and Battersea Bridge at 6 bph Monday to Sunday daytimes and all evenings. An additional AM peak journey runs from Finsbury Park to Battersea Bridge on Mondays-to-Fridays. 87-capacity double-deck buses are used.

#### **Previous Development**

21. In July 2018, buses travelling toward Finsbury Park were rerouted via the eastern arm of Highbury Corner due to the scheme to pedestrianise the western arm of the roundabout. No changes were made to the route towards Battersea.

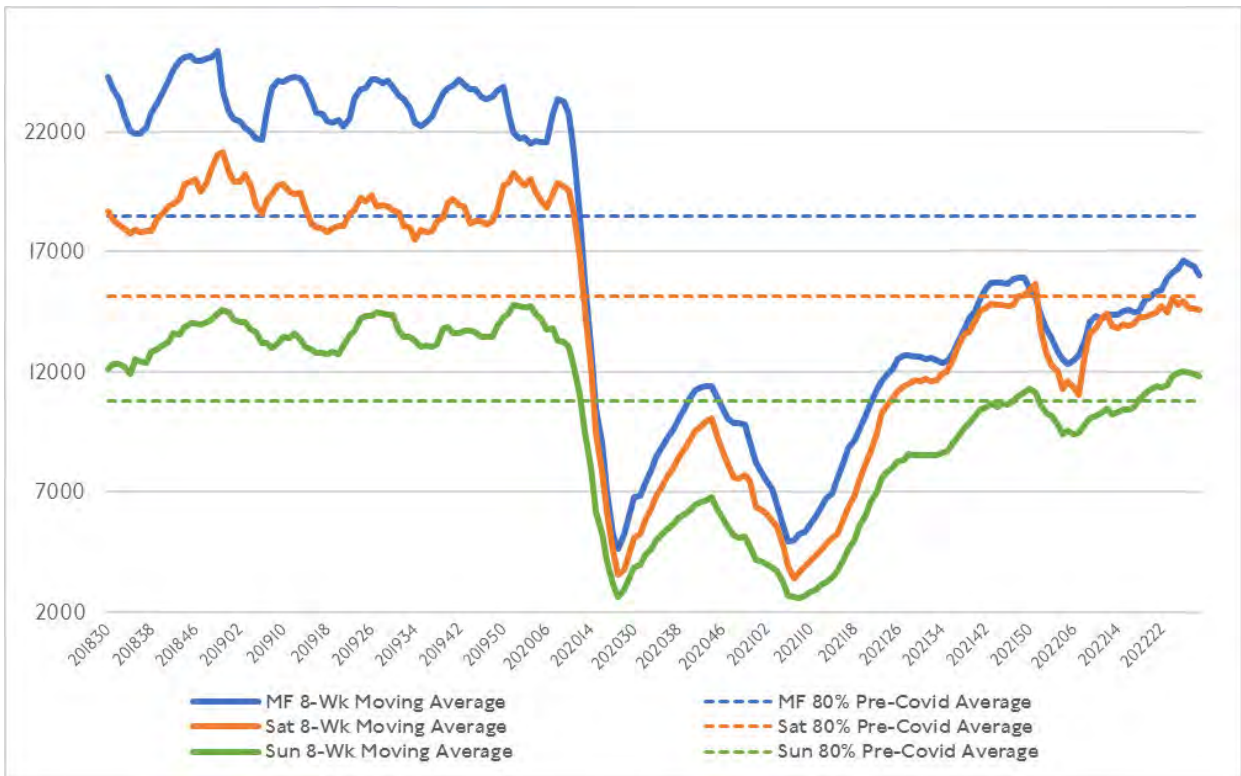
#### **Central London Bus Review**

22. As part of the Central London Bus Review, it is proposed for route 19 to be restructured along its section between Kings Road and Piccadilly Circus, to run via Sydney Street and into South Kensington, rather than its current routeing via Sloane Square. The rerouteing of the 19 will maintain links between South Kensington and Piccadilly following the withdrawal of route 414 and route 72. It is proposed to increase its frequency from 6 bph to 7 bph during Monday-to-Saturday daytimes, increase the Sunday early morning frequency from 4 bph to 5 bph, and decrease the Sunday evening frequency from 6 bph to 5 bph. Approval to consult on these proposed changes was approved at BSM 617.

#### **Usage and capacity**

23. In Period 9 2019/20, average usage on weekdays was 25,415 trips, 22,329 trips on Saturdays and 13,840 trips on Sundays.





Graph B1 - Average daily usage on route 19 between weeks 201830 and 202229

24. Graph B1 shows that in the latest 8 weeks of data (from 202222 to 202229), daily demand was back to 69% of the average pre-covid demand on weekdays, 77% on Saturdays and 88% on Sundays.

25. Pre-covid, the busiest point was Upper Street, Islington, towards Battersea requiring 8.1 buses (608 passengers) between 0815 and 0915. The busiest point remains Upper Street, Islington, towards Battersea between 0815 and 0915, where 5.8 buses are required with a frequency of 6 bph provided.

**Reliability**

26. The Quality of Service Indicators for the most recent year are shown in Table 4 along with the current and proposed Minimum Standards (provisional based on existing structures and subject to final agreement).

Route	Q2 2021/22 Latest Quarters	Q3 2021/22 Latest Quarters	Q4 2021/22 Latest Quarters	Q1 2022/23 Latest Quarters	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard
19	1.04	0.99	1.18	1.29	1.13	1.30	1.20

Table 4: QSIs for the last four Quarters

27. Route 19 achieved an average Excess Wait Time (EWT) of 1.13 minutes over the last four quarters against a proposed minimum standard of 1.20 minutes. The running time analysis uses data from 27 February 2022 to 3 April 2022 and is shown in Table 5.

Day Type	Time Period	Actual run time exceeds scheduled run time by (mins)		Typical scheduled stand time (mins)	Recovery time with existing resource (mins)
		Towards Battersea	Towards Finsbury Park		
M-F	0500-0700	2.3	-1.1	35	33.8
	0700-1000	5.6	0.9	34	27.5
	1000-1300	5.5	7.2	41	28.3
	1300-1600	5.4	5.4	41	30.2
	1600-1900	4.8	6.8	44	32.4
	1900-2200	-4.2	-5.6	39	48.8
	2200-2400	1.9	1.2	25	21.9
Sat	0500-0700	-1.2	-4.5	25	30.7
	0700-1000	5.9	-1.4	29	24.5
	1000-1300	4.3	-1.0	45	41.7
	1300-1600	5.7	-4.3	43	41.6
	1600-1900	5.4	7.7	43	29.9
	1900-2200	-5.2	-0.6	34	39.8
	2200-2400	3.0	0.5	27	23.5
Sun	0500-0700	-1.2	-4.7	21	26.9
	0700-1000	0.8	-3.6	38	40.8
	1000-1300	0.7	-5.9	42	47.2
	1300-1600	5.2	-2.8	41	38.6
	1600-1900	1.0	0.1	41	39.9
	1900-2200	-5.5	-8.2	35	48.7
	2200-2400	-3.9	-6.5	27	37.4

*Table 5: Route 19 runtime analysis*

28. On Mondays-to-Fridays, actual running time exceeds scheduled running time by 5 to 7 minutes between 1000 and 1700. On Saturdays actual run time exceeds scheduled run time by 13 minutes in the time-band 1300-1600. However, there is still excess recovery time during Saturday and Sunday shopping hours and evenings and therefore operators are expected to bid with 1 less bus running during these times.

## Route N19

### Introduction

29. Route N19 is operated by Arriva London North between Finsbury Park Station and Clapham Junction Station at 2 bph nightly throughout the week. 87-capacity double-deck buses are used.

### Previous Development

30. In July 2018, buses travelling toward Finsbury Park were rerouted via the eastern arm of Highbury Corner due to the scheme to pedestrianise the western arm of the roundabout. No changes were made to the routing towards Battersea.

### Usage and capacity

31. In Period 9 2019/20, average usage on weeknights was 595 trips, 643 trips on Friday nights and 280 trips on Saturday nights. In Period 9 2021/22, average usage on weeknights was 640 trips, 1062 trips on Friday nights and 761 trips on Saturday nights. The much higher level of usage in 2021/22, particularly on Friday nights, are likely due to the end of lockdown restrictions at this time in combination with the suspension of the Night Tube, which did not fully reopen until July 2022.
32. Pre-covid, the busiest point was arriving at Pont Street, Belgravia, towards Sloane Square with one bus required (69 passengers) between 0115 and 0215. The busiest point is now at Green Park/Constitution Hill travelling toward Hyde Park Corner, between 0130 and 0230, where 1.6 buses are required against the 2 provided per hour.

### Reliability

33. The Quality of Service Indicators for the most recent year are shown in Table 5 along with the current and proposed Minimum Standards (provisional based on existing structures and subject to final agreement).

Route	Q2 2021/22 Latest Quarters		Q3 2021/22 Latest Quarters		Q4 2021/22 Latest Quarters		Q1 2022/23 Latest Quarters		Current Annual Average		Current QIC Minimum Standard		Proposed QIC Minimum Standard	
N19	87.6	1.8	91.9	1.0	90.7	1.3	91.7	1.4	90.5	1.4	86.0	1.0	88.0	1.0

Table 5: QSIs for the last four Quarters

34. Route N19 had an average of 90.5% of services departing on time, and 1.4% departing early over the last four quarters, against proposed minimum standards of 88.0% and 1.0 minute, respectively. The service runs reliably, and operators are not expected to bid with additional resource.

### Central London Bus Review

35. As part of the Central London Bus Review, changes to the night network have also been proposed. In line with the restructuring of the 19 noted in paragraph 26, the N19 would also be restructured to run via South Kensington. The frequency would remain 2 bph. These changes were approved in April 2022 at BSM 630.

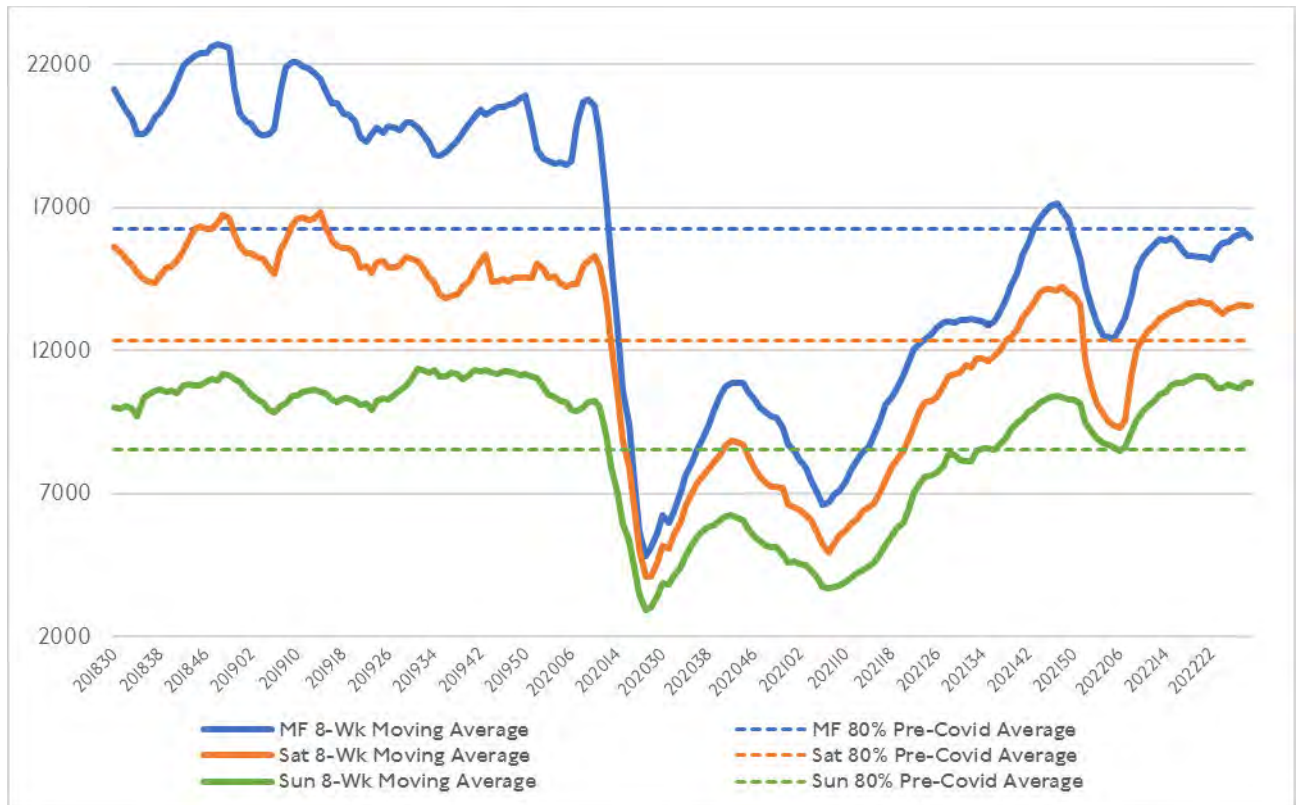
## Route 76

### Introduction

36. Route 76 is a 24-hour service operated by London General between Tottenham Hale Station and Waterloo. It runs at 6 bph Monday-to-Saturday daytimes, and 5 bph during Sunday shopping hours and all evenings. The night time service runs at 2 bph nightly throughout the week. 87-capacity double-deck buses are used.

### Usage and capacity

37. Period 09 2019/20 data shows that average daily passenger numbers on the 76 were 22,951 Monday to Friday, 17,825 on Saturday and 12,172 on Sunday



Graph B3 - Average daily usage on route 76 between weeks 201830 and 202229

38. Graph B3 shows that in the latest 8 weeks of data (from 202222 to 202229), demand was back to 78% of pre-COVID levels. Saturday passenger numbers are 88% of pre-COVID levels and Sunday at 102% of pre-COVID levels.

39. Pre-covid, the busiest point was departing from New North Road travelling toward Waterloo, where 10 buses (693 passengers) were required between 0815 and 0915. P09 2021/22, busiest point is departing New North Road travelling toward Waterloo, where 4 bph (303 passengers) are required between 0815 and 0915. Buses here are currently running below capacity (6 bph).

40. With regard to the night-time hours of the 76 service, P09 2019/20, the busiest point on Saturday night between 2400 and 27:00 was Dalston Kingsland Road travelling toward Tottenham Hale, where 104 passengers departed the Rio Cinema stop between 2415 and 2515, requiring 2 buses. In June 2022 (this data was used to avoid no Night Tube anomaly of P09 2021/22) the equivalent busiest point was departing Moorgate Station toward Tottenham Hale, where 115 passengers were travelling between 2400 and 2500, requiring 2 buses.

### Reliability

41. The Quality of Service Indicators for the most recent year are shown in Table 6 and Table 7 along with the current and proposed Minimum Standards (provisional based on existing structures and subject to final agreement).

Route	Q2 2021/22 Latest Quarters	Q3 2021/22 Latest Quarters	Q4 2021/22 Latest Quarters	Q1 2022/23 Latest Quarters	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard
76	0.64	0.72	0.78	0.68	0.70	1.20	1.20

Table 6: QSIs for the 76 for the last four Quarters

Route	Q2 2021/22 Latest Quarters		Q3 2021/22 Latest Quarters		Q4 2021/22 Latest Quarters		Q1 2022/23 Latest Quarters		Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard			
N76	86.8	1.2	90.4	1.4	92.6	1.4	85.7	1.5	88.9	1.4	86.0	1.0	86.0	1.0

Table 7: QSIs for route 76 night service for the last four Quarters

42. Route 76 achieved an average Excess Wait Time (EWT) of 0.70 minutes over the last four quarters against a proposed minimum standard of 1.20 minutes. The night service achieved 88.9% of services departing on time and 1.4% leaving early against proposed minimum standards of 86.0% and 1.0 minute respectively.

43. Scheduled runtime exceeds actual runtime in most periods, but layover is insufficient to take out a bus from the service.

### Future Development

#### Holloway Road Scheme

44. Changes are proposed to routes running parallel to the 76 along New North Road, and Baring Street/Southgate Road, and elsewhere on the route. The overall rationale of the scheme is to withdraw route number 271 and restructure the 21 to retain links between Holloway and Moorgate. The existing 263 will be withdrawn, and the 21 will be restructured to terminate at Nags Head, Holloway, rather than Newington Green as existing; the 271 will also be restructured and renumbered as the 263. These changes will mean that routes 76, 141 and 21 will run along New North Road south of Baring Street, and routes 76 and 141 will run along Baring Street and Southgate Road (which loses the 21).

45. Analysis of P09 2019/20 data shows that during the busiest hour on New North Road south of Baring Street a total of 24.8 buses were required; analysis of P09 2021/22 suggests a total of 16.4 buses will be required here to provide sufficient capacity. The routes currently serving this stretch and providing this capacity are the 141, 21, 271 and 76; capacity will be maintained following the changes proposed by the Central London Bus Review.
46. On the Southgate Road stretch, scaled P09 2019/20 data shows that 19.6 bph would be required. This capacity will be achieved by providing 2 additional southbound journeys to the 141 in the busiest hour, and 2 additional southbound journeys to the 76 in the busiest hour, providing a total of 20 buses during the busiest hour. These changes were approved at BSM 611.
47. AM peak roadside surveys were carried out at Baring Street, Stop XG on 13 September 2022 to ascertain an up-to-date assessment of demand. The results of the busiest period within the surveyed hours are shown in Table 8.

TIME	ROUTE	ARR	SD	PU	DEP	LEFT BEHINDS
07:15	76	39	1	1	39	
07:15	21	13	0	0	13	
07:18	141	89	0	0	89	
07:26	21	56	0	6	62	
07:26	141	25	0	0	25	
07:26	141	40	0	0	40	
07:28	141	7	0	0	7	
07:30	76	46	46	0	0	
07:31	76	29	0	52	81	
07:37	21	69	0	2	71	
07:40	141	33	3	0	30	
07:40	141	50	0	3	53	
07:42	21	5	0	1	6	
07:46	141	80	1	4	83	
07:49	141	46	1	1	46	
07:52	21	21	0	4	25	
07:53	76	43	4	3	42	
07:56	141	67	1	2	68	
07:58	141	28	0	0	28	
07:59	21	18	0	2	20	
08:02	76	86	0	2	88	
08:07	141	83	0	4	87	
08:09	21	19	0	7	26	
08:10	141	17	0	1	18	
08:13	21	29	1	5	33	
08:14	76	40	0	3	43	
08:15	141	90	1	0	89	
08:24	141	93	1	1	93	5
08:29	76	88	4	0	84	
08:30	141	89	4	0	85	10
08:34	21	85	0	0	85	
08:34	21	44	0	19	63	
08:35	141	56	0	6	62	
08:39	21	17	0	5	22	
08:45	141	88	1	5	92	
08:48	21	43	0	5	48	
08:50	141	36	0	2	38	

Table 8: Baring Street passenger surveys, Tuesday 13 September 2022, Southbound AM Peak

48. The busiest hour commenced at 0737, during which 1,328 passengers travelled via the surveyed stop, which indicates a requirement of 18 (17.7) buses. The busiest 30-minute period was 0746 to 0816, with 696 passengers, requiring 10 (9.3) buses; the busiest 15-minute period was 0815 to 0830, with 351 passengers, requiring 5 (4.7) buses).



49. At 0824, 5 passengers were left behind by the departing route 141 bus, which was carrying 93 passengers following an abnormally long 9-minute headway. At 0830, 10 passengers were left behind by the departing route 141 bus, which was carrying 85 passengers, following two consecutive long headways of nine minutes and five minutes.
50. This data suggests that the 20 southbound buses to be provided in the busiest AM peak hour following the withdrawal of the 21 will be sufficient to provide for the present demand at this point of the corridor.



### **St. Paul's Gyratory Scheme**

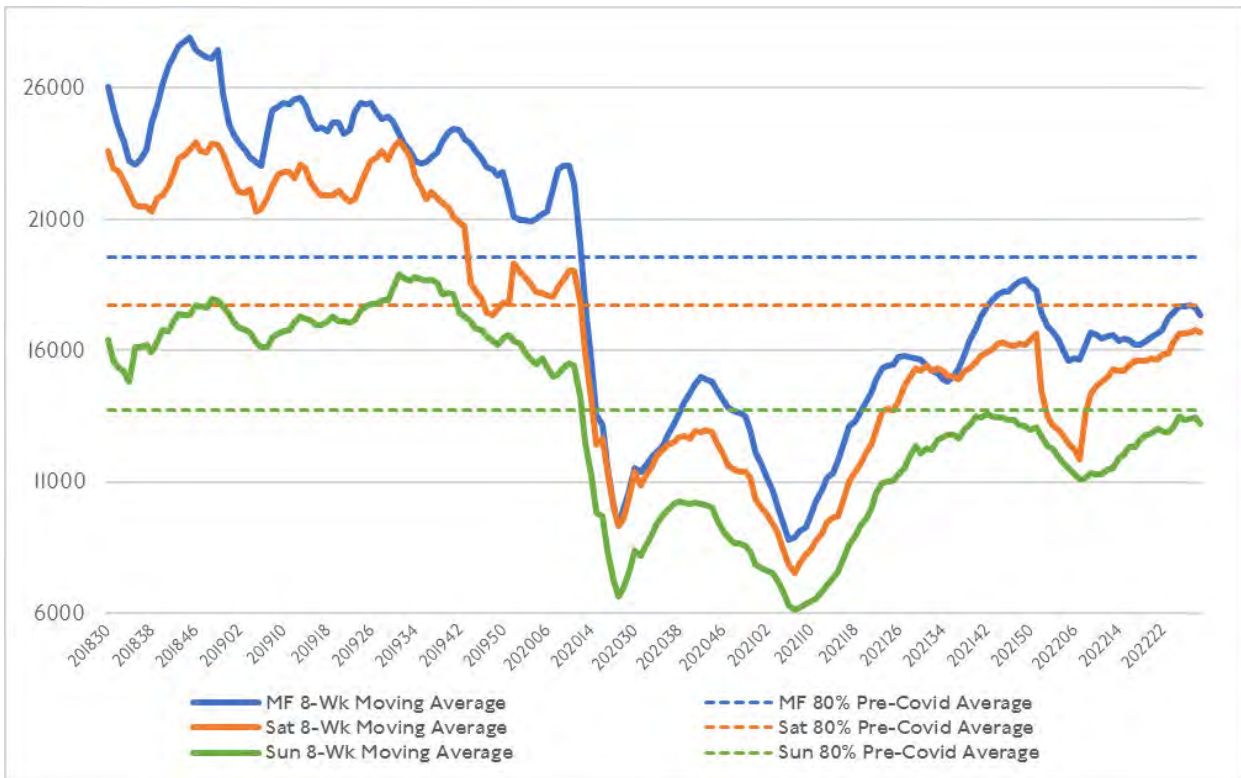
52. City of London have plans to revise St. Paul's Gyratory. There are no firm plans or timeframes for any changes to route 76. Any changes that arise would be presented at a future BSM.

### **Route 259**

#### **Introduction**

53. Route 259 is operated by Arriva North London between Edmonton Green and Kings Cross. It runs at 6 bph Monday-to-Saturday daytimes and 5 bph during Sunday shopping hours and all evenings. 87-capacity double-deck buses are used.
54. Period 09 2019/20 data shows that average daily passenger numbers on the 259 were 21,846 Monday to Friday, 19,881 on Saturday and 14,975 on Sunday.





Graph B4 - Average daily usage on route 259 between weeks 201830 and 202229

55. Graph B4 shows the latest 8 weeks of data (from 202222 to 202229) and shows average daily Monday to Friday passenger numbers are 71% of pre-COVID levels. Saturday passenger numbers are 75% of pre-COVID levels and Sunday numbers at 77% of pre-COVID levels.

56. Pre-covid, the busiest point was departing from Seven Sisters Station travelling toward Kings Cross, with 6 buses required (420 passengers) between 1730 and 1830. P09 2021/22, busiest point is departing Seven Sisters Station travelling toward Kings cross, with 364 passengers between 1745 and 1845. This gives a requirement of 5 buses in this busiest hour, and the schedule shows that 6 buses run between 1745 and 1845 in this direction.

**Reliability**

57. The Quality-of-Service Indicators for the most recent year are shown in Table 9 along with the current and proposed Minimum Standards (provisional based on existing structures and subject to final agreement).

Route	Q2 2021/22 Latest Quarters	Q3 2021/22 Latest Quarters	Q4 2021/22 Latest Quarters	Q1 2022/23 Latest Quarters	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard
259	0.78	0.71	0.95	1.08	0.88	1.30	1.20

Table 9: QSIs for the last four Quarters

58. Route 259 achieved an average Excess Wait Time (EWT) of 0.88 minutes over the last four quarters against a proposed minimum standard of 1.2 minutes. Scheduled runtime exceeds actual run time in most periods, but layover is insufficient to take out a bus from the service.

### **Central London Bus Review**

59. As part of the Central London Bus Review, proposals were developed to restructure the 259 to run between Ponders End and Holloway, Nags Head. The extension at the northern end would mitigate against some impacts of the withdrawal of route 349. The cutback at the southern end of the route would simplify the network and to reduce surplus capacity on the Caledonian Road corridor. The proposals also included increasing Monday-to-Friday daytime frequencies from 6 bph to 7.5 bph, with the introduction of an additional AM peak southbound journey and PM peak northbound journey to ensure capacity is provided. Approval to consult on these proposed changes was approved at BSM 629. The 259 would also form part of the core network, and therefore the early Sunday morning service would increase from 4 to 5 bph.
60. Detailed analysis of responses to the consultation is ongoing, however, an initial review of responses suggests there may be concerns regarding the impact of future interchange between route 259 and route 17 or 91 and the the number of links that would be broken as a result of the above proposal. The proposal would break 4,145 links from a total of 21,513 journeys specifically for route 259 (19%) based on Period 9 2019/20 data.
61. Based on emerging thinking, a further option is being considered: to restructure route 259 to run between Ponders End and Kings Cross with a frequency increase from 6 bph to 7.5 bph, with an additional AM peak southbound journey and PM peak northbound journey to ensure capacity is provided. The Sunday morning service would be increased from 4 bph to 5 bph. This option would not break any existing route 259 links, and if progressed as part of the Caledonian Road scheme, the scheme overall would break 745 links (0.83%) as opposed to 4,890 links (5.0%) broken if the option discussed in paragraph 63 were to be progressed.
62. As part of the Central London Bus Review, proposals were developed to withdraw the N279 and renumber it the N259, to run between Waltham Cross and Trafalgar Square to maintain alignment between numbering of day and night routes. Approval to consult on these proposed changes was approved at BSM 630.

### **Route 393**

#### **Introduction**

63. Route 393 is operated by Metroline between Clapton Pond and Chalk Farm Morrisons. It runs at 5 bph Monday-to-Saturday daytimes, and 4 bph during Sunday shopping hours and all evenings. 50-capacity single-deck buses are used.

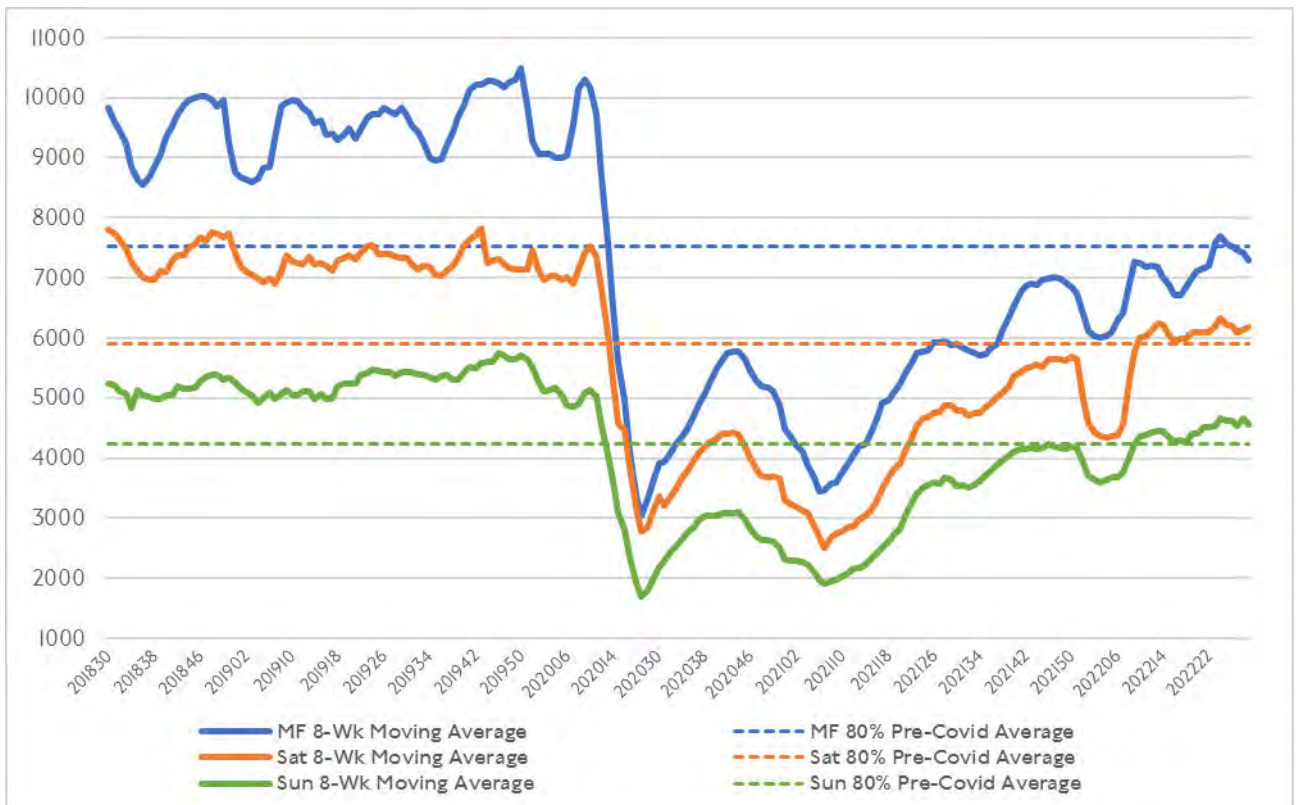
#### **Previous development**

64. In March 2022 route 393 was re-routed to run via Prince of Wales Road in Kentish Town towards Clapton Pond instead of via Castlehaven Road and Castle Road. In association with this change, stop KP - Kentish Town Road is now served rather than stop KM – Prince of Wales Road. Refer to the relevant paper from BSM 543 for more information.

65. Temporary changes to bus standing arrangements at Chalk Farm Morrisons were made in July 2021 in association with a redevelopment of the Morrisons site; the temporary arrangement is expected to be in place until July 2023. Buses serve a new bus stop on Chalk Farm Road to the west of Ferdinand Street, then run light to turn right into the Morrisons access road where they stand, then turn at the access road roundabout.
66. For the end state development at Morrisons, it is proposed to reinstate the terminus for route 393 (and 27/N27) within a changed road layout. In the outbound direction buses would run directly from the new site access road on to Chalk Farm Road via a re-designed junction. The end state scheme represents negligible change in passenger benefit and revenue and a small decrease in mileage compared to the previous permanent arrangement. The end state routing is expected to be introduced in July 2023. However, passenger activity at the live stands is not expected to resume until May 2025. Refer to the paper 'Route 27, N27 and 393 – Chalk Farm Morrisons', presented at BSM 606 for more information. It should be noted that discussions regarding the design of the stand are ongoing with the developer and are yet to be finalised and agreed.

**Usage and capacity**

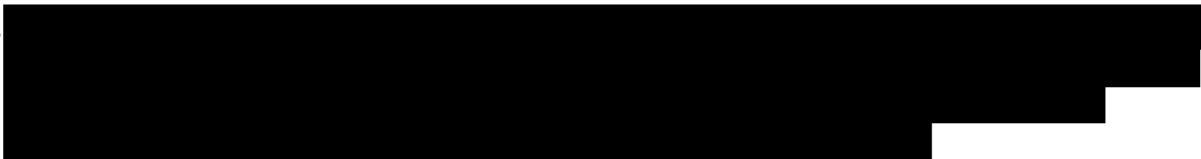
67. Period 09 2019 data shows that average daily passenger numbers on the 393 were 10,583 Monday to Friday, 7,791 on Saturday and 5,726 on Sunday.



Graph B5 - Average daily usage on route 393 between weeks 201830 and 202229

68. Graph B5 shows that in the latest 8 weeks of data (from 202222 to 202229), demand was back to 78% of pre-COVID levels. Saturday passenger numbers are 84% of pre-COVID levels and Sunday at 86% of pre-COVID levels.
69. Pre-covid, the busiest point was departing from Highbury New Park in Canonbury, travelling toward Chalk Farm, with 4 bph (172 passengers) required between 0745 and 0845. Following the COVID-19 pandemic, the long term forecast maximum load based on the 2019 scaled value is 122. P09 2021/22, busiest point is departing Highbury Grove travelling toward Clapton Pond (opposite direction to 2019/20), with 108 passengers travelling between 1500 and 1600. Taking the larger value of the two, the 2019 scaled value gives a requirement of 2.7 buses in this busiest hour. The schedule shows that at present 5 buses run between 1500 and 1600 in this direction.

70.



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

**Reliability**

71. The Quality-of-Service Indicators for the most recent year are shown in Table 11 along with the current and proposed Minimum Standards (provisional based on existing structures and subject to final agreement).

Route	Q2 2021/22 Latest Quarters	Q3 2021/22 Latest Quarters	Q4 2021/22 Latest Quarters	Q1 2022/23 Latest Quarters	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard
393	1.45	1.16	1.54	1.28	1.36	1.20	1.20

Table 11: QSIs for the last four Quarters

72. Route 393 had an average Excess Wait Time (EWT) of 1.36 minutes over the last four quarters against a proposed minimum standard of 1.2 minutes. The running time analysis uses data from 27 February 2022 to 3 April 2022 and is shown in Table 12.



Day Type	Time Period	EWT	Actual run time exceeds scheduled run time by (mins)		Typical scheduled stand time (mins)	Recovery time with existing resource (mins)
			Towards Chalk Farm	Towards Clapton Pond		
M-F	0500-0700	0.2	0.1	-2.1	27	29.0
	0700-1000	1.5	5.5	-3.4	19	16.9
	1000-1300	1.5	2.8	-2.3	15	14.5
	1300-1600	2.2	3.9	-0.9	11	8.0
	1600-1900	2.5	0.8	-4.7	15	18.9
	1900-2200	1.9	-0.6	-1.7	23	25.3
	2200-2400	1.4	0.8	-2.2	19	20.4
Sat	0500-0700	0.1	-3.0	-1.4	12	16.4
	0700-1000	0.7	0.6	-1.8	20	21.2
	1000-1300	1.0	0.9	1.0	18	16.1
	1300-1600	1.5	2.3	0.4	22	19.3
	1600-1900	1.6	-1.2	-3.4	23	27.6
	1900-2200	2.3	2.2	0.0	19	16.8
	2200-2400	2.2	6.9	1.8	18	9.3
Sun	0500-0700	0.0	0.3	-1.4	16	17.1
	0700-1000	0.6	-0.6	-0.3	24	24.9
	1000-1300	0.6	1.1	-1.0	19	18.9
	1300-1600	2.3	0.4	-0.7	14	14.3
	1600-1900	1.4	-3.0	-0.2	17	20.2
	1900-2200	1.0	-2.4	-2.2	22	26.6
	2200-2400	0.6	-1.3	-3.2	12	16.5

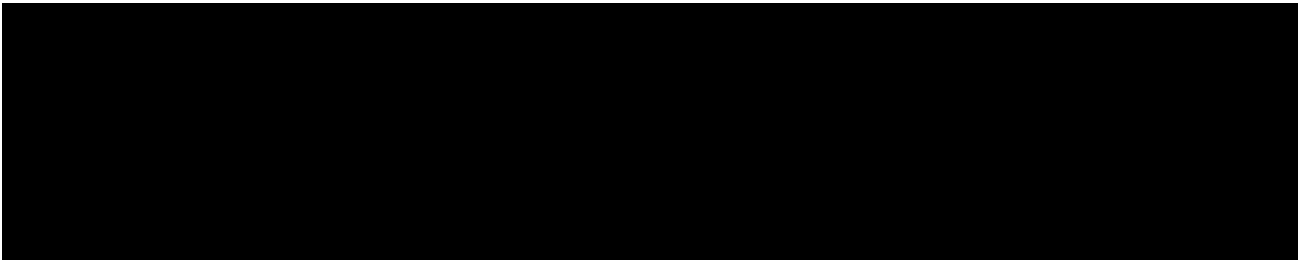
Table 12: Route 393 runtime analysis

73. Actual running time exceeds scheduled running time during Monday-to-Friday daytimes and Saturday shopping hours.

74.

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

**Future Development**



**Lea Bridge Roundabout**

76. In 2018, Hackney Council made major changes to the highway at Clapton Pond which rendered the existing bus stand facilities not fit for purpose; as a result, the 393 route was altered to terminate to the north of Lea Bridge Roundabout. After the works were completed, a route test at the new facilities at Clapton Pond failed, therefore the 393 continues to terminate to the north of Lea Bridge Roundabout on Upper Clapton Road until a permanent stand has been provided. There are long term plans for permanent standing facilities to be provided for the 393 in the Lea Bridge roundabout area. Any developments will be presented at a future BSM.

**Cycle Future Route 3**

77. Works to alter Lea Bridge Road roundabout to accommodate Cycle Future Route 3 (CFR3) are set to begin in March 2023. Modelling has shown slight disbenefit to the 393 with increases in journey times of 0 to 1 minute in both directions in both the AM and PM peaks between Lower Clapton Road and Southwold Road.