

Central London Bus Review

Hackney Skills, Economy & Growth Security Commission

TfL



What are the challenges facing the London Bus Network?

- Passenger Demand
- Operating costs

Central London Bus Review:

- Summary of the proposals relating to Hackney

Equalities Impact Assessment (EqIA):

- What has the EqIA told us about the bus network and Hackney Borough?
- Did it take into account the cumulative impact on changes to the bus network over the past 5 years?
- Longer travel times and the Hopper fare

Bus Action Plan:

- Can LB Hackney help?



Challenges facing the Bus Network

There are many challenges facing the bus network but lets focus on two pressing issues

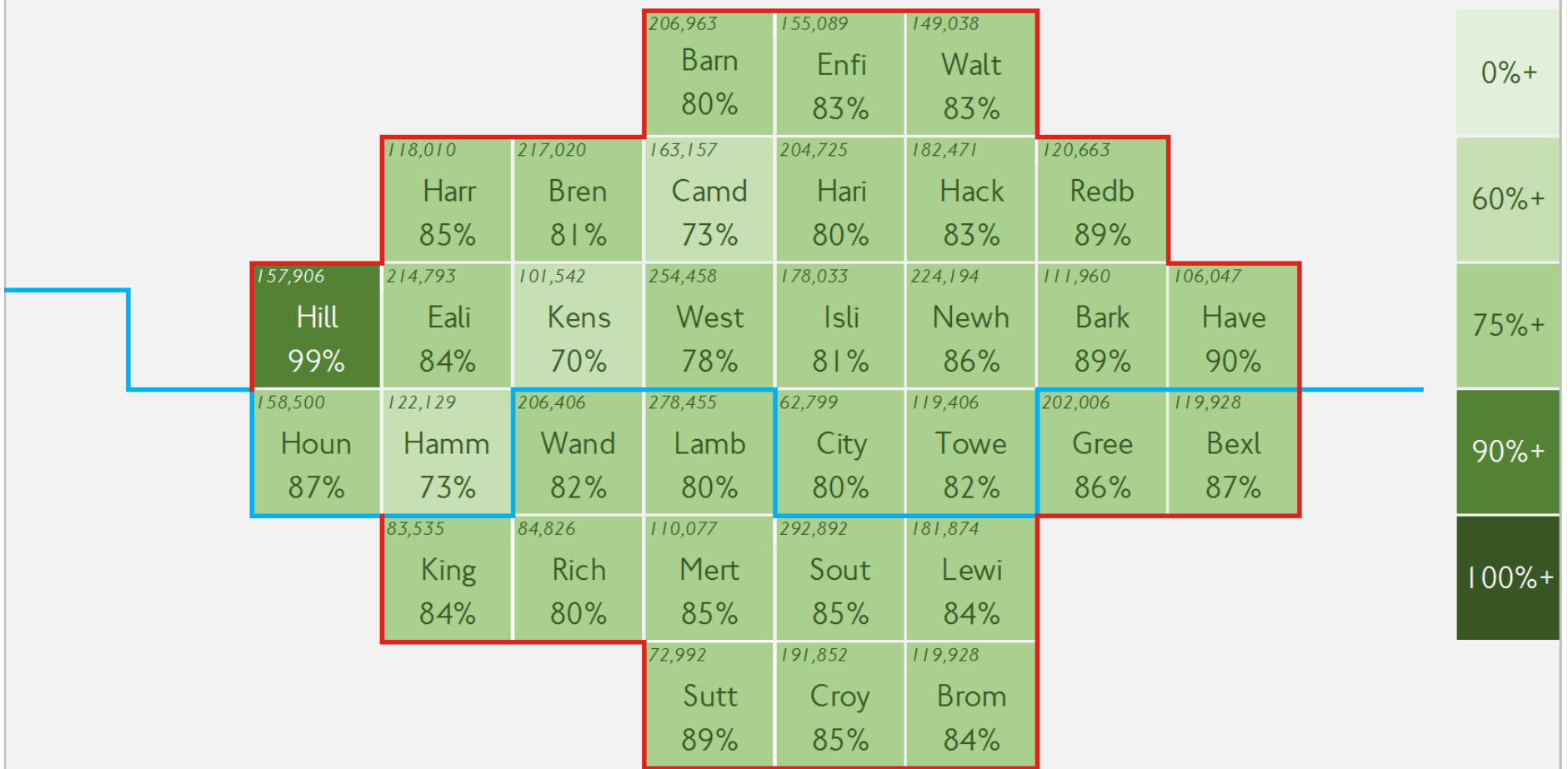
Passenger demand is down.

- Why?
- Covid (impact largely over)
 - Technology: wfh & deliveries
 - Improved alternatives like London Overground & Elizabeth line
 - Cost of living crisis e.g. impact on leisure travel
 - Slower bus speeds

Friday Whole Day (0-24h) bus boarders by local authority

[w/c 26/09/22 versus w/c 23/09/19]

Figures in italics represent the absolute demand of the day of interest for the selected timeband



Source: PTSP/TAPS

Challenges facing the Bus Network

Bus operating costs have not changed commensurate to demand.

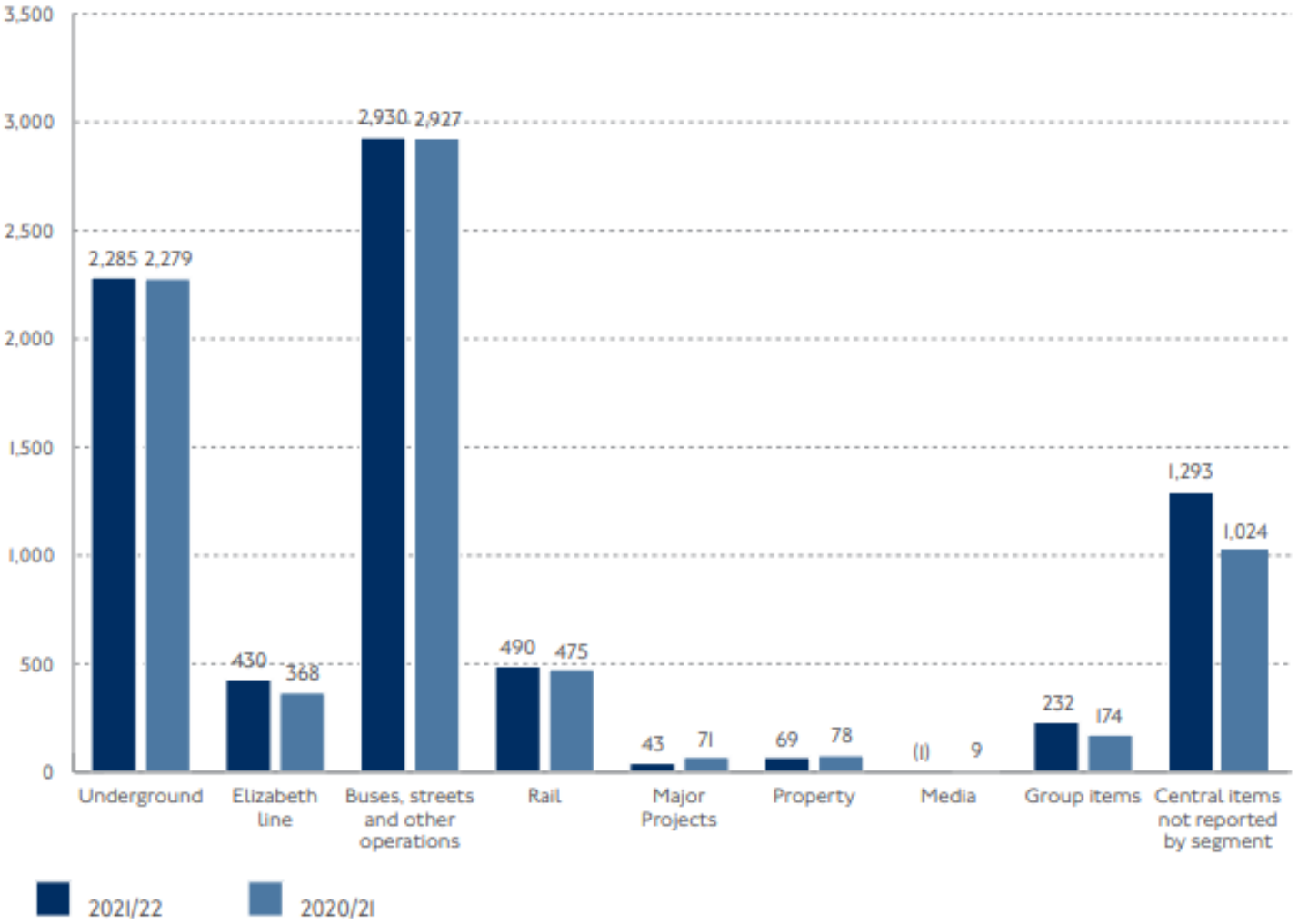
Less passengers means less fares. Without a commensurate change in operating costs then additional subsidy has to be found from somewhere.

Subsidy (i.e. bus operating costs less fares income) for 2021/22 was £774,000,000

Objective is for TfL as a whole to achieve financial sustainability by end of financial year 2023/24

Graph is an excerpt from TfL Annual Report & Statement of Accounts 2021/22 p.88

Gross expenditure by operating division (£m)*



This document reflects ongoing work and discussions within TfL on options for the future of TfL/LU. It is not intended to reflect or represent any formal TfL/LU views or policy. Its subject matter may relate to issues which would be subject to consultation. Its contents are confidential and should not be disclosed to any unauthorised persons

Central London Bus Review (CLBR)

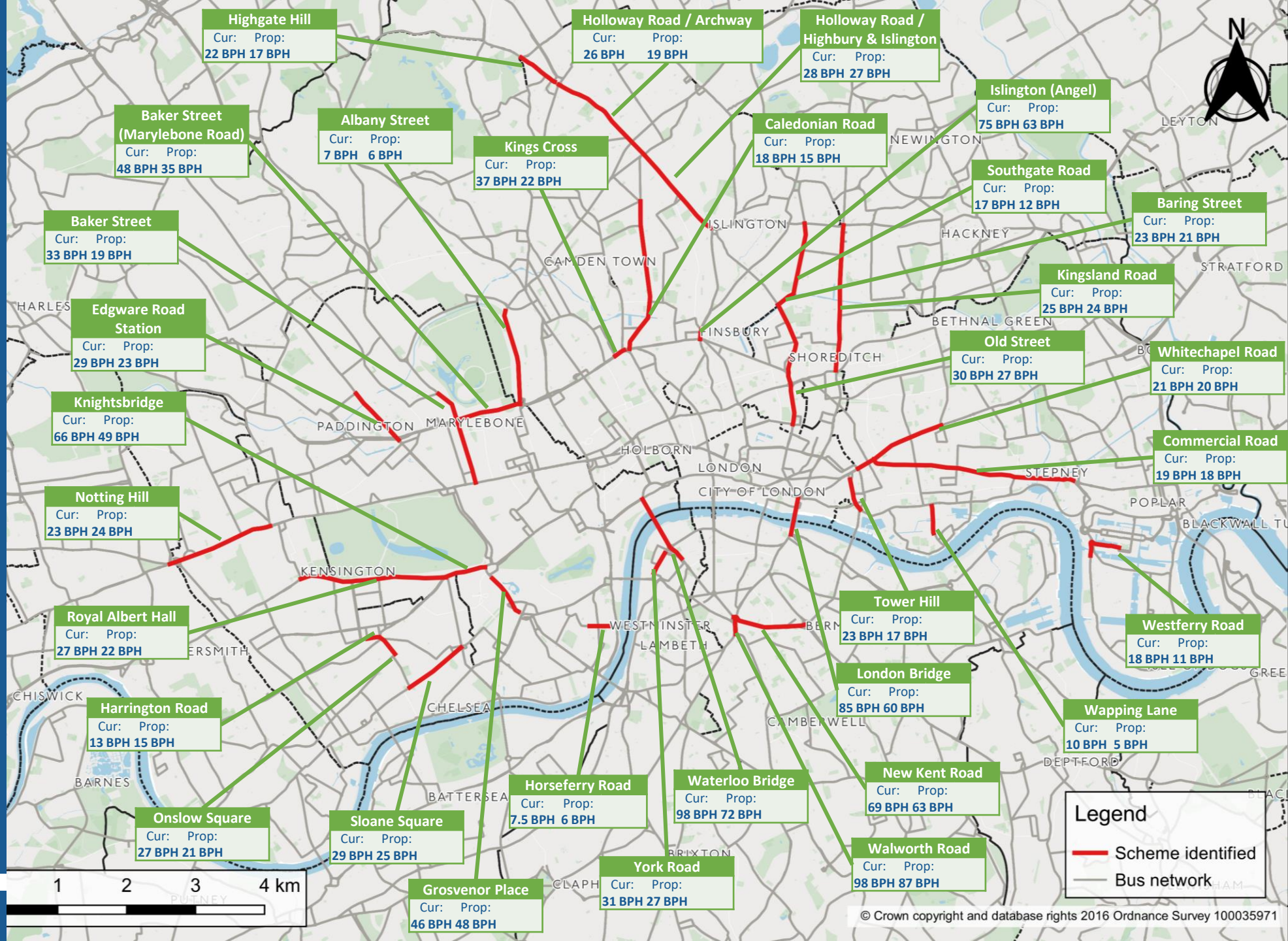
The CLBR was just one strand in addressing the challenges facing the bus network.

It sought to remove excess capacity in Central London.

Relevant to Hackney, the CLBR proposed changes based around the Caledonian Rd corridor (routes 349, 254, 259, 279); Commercial St (routes 242, 15, 135); Essex Rd (4, 56, 236, 476); Euston Rd (24, 88, 205, 214); Fleet St (11, 26, 211, 507) Holloway Rd (271, 21, 234, 263); Isle of Dogs (D7, 100, 135, 277, D3, D8); London Bridge (78, 43, 47, 343, 388).

This map shows the peak frequency changes in Buses Per Hour (BPH) at a number of key points on the network.

The outcome of consultation is imminent.



Equalities Impact Assessment (EqIA)

- *What has the EqIA told us about the bus network and Hackney Borough?*
 - We know the bus network has a major role to play in supporting equalities
 - We know that users of London's bus network is a pretty reasonable representation of all London adults in terms of age, gender & socioeconomic group, with 62% of Londoners travelling by bus at least once a week.
 - Some groups of Londoners do rely on the bus more than the London average to get around – under 25s, households earning less than £20k, women & BAME Londoners. Those with a disability use the bus more than any other mode except walking.
 - Much of this data is at a network level but we can use other data sources to get an understanding of those with protected characteristics at a Borough level. For example Hackney is 50% female; 45% BAME, 7% over 65 & 42% on lower incomes.
 - Route level bus data is largely restricted to ticket types. Therefore we can get an indication on users of, say, freedom passes but not gender. This data won't necessarily be available at stop level.
 - When we propose a bus service change we will have a good understanding of the volume of passengers affected but we don't know with precision the protected characteristics of those passengers. We look to consultation to help provide that feedback of personal experience.
 - Clearly, the Central London proposals represent a reduction in service provision overall and so that will mean increased waiting times and a greater requirement to change buses.
 - But the design of bus service changes always have regard to equalities and seek to minimise negative impacts

- *Did the EqlA take into account the cumulative impact on changes to the bus network over the past 5 years?*
 - Bus service changes are evaluated based on 'now' versus 'future' and not 'past' versus 'future'. The same is true of the EqlA.
- *Will the longer travel times mean the Hopper fare will no longer apply for some journeys?*
 - With such a multitude of potential journeys that might be made, any increase in journey time might very well mean an individual has found their journey is now longer than 1 hour and incur a second payment.
 - However the average length of ride is 2.1 miles. Average bus speeds in the AM peak in LB Hackney this financial year is 7.4 mph. That means an average journey within Hackney is spending 17 minutes on a bus. LB Hackney is about 4 miles long. This suggests most bus journeys within Hackney will remain within the Hopper cut off time.
 - Bus fares remain reasonable relative to elsewhere in the UK and beyond. The Hopper fare also has some forgiveness built into it with regards to the cut off.
 - We measure an average journey time of a bus customer – both on and off the bus – and this will continue to be monitored as a key TfL metric.

Bus Action Plan

We have launched a Bus Action Plan that seeks to address the challenges we face.

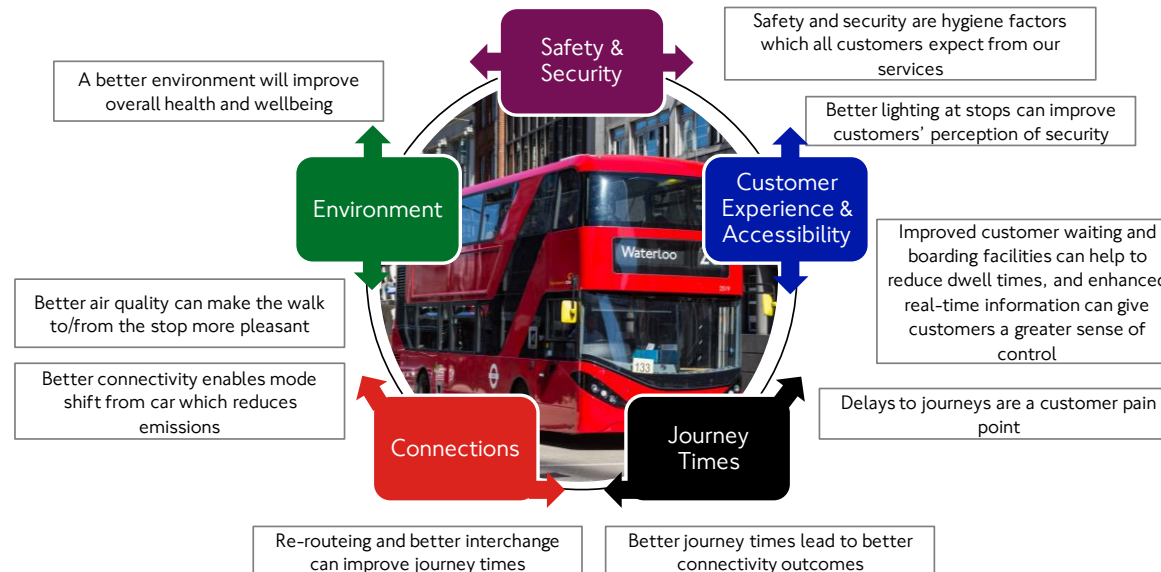
We look to grow demand through an inclusive customer experience; improvements in safety & security; decarbonising our fleet & continued monitoring & review of the network.

We also need Hackney's help. Scheme like Stoke Newington Church St really help improve journey times. Parking policy & protection of bus infrastructure through the planning process are also vital ways to support London's bus network.

Boroughs are responsible for 95 per cent of London's streets, including around 70 per cent of the strategic bus network:

- Your support will be crucial to deliver the changes we need on London's streets
- We have engaged with boroughs and strategic stakeholders to understand their priorities:
 - You see our network coverage as a strength, but this is diluted by slow journey times
 - You value good information and well-maintained stops and shelters
 - You want stronger strategic guidance to make informed decisions about road space
 - You think we should 'shout' about our success more

Publishing the Bus Action Plan makes the case for buses, drives collaborative action with delivery partners, and demonstrates our commitment to customers:



Summary

- Travel in London has never stood still but how Covid-19 affected travel over such a short time frame was new.
- This brings challenges to the London Bus Network over and above the many challenges we already faced – improving the customer offer including journey times; improving safety; cleaning our fleet; supporting sustainable development etc
- We will continue to try and meet those challenges equitably
- And we look to our partners to help us in these challenges to the benefit of all

