

Why we are proposing these changes

TfL's income was decimated by the pandemic. The Government set a number of conditions before it would provide emergency funding to enable TfL services to keep operating, including requiring us to produce a plan to set out how we would achieve significant financial savings. This plan included reducing the extent of our bus network.

Buses are the backbone of our transport network and are critically important to reducing car use, congestion, road danger and pollution. We have always adjusted our bus network to reflect our changing city, but the devastating impact of the pandemic on our finances has required a more significant review.

Our plan to achieve the savings required by the Government includes a four per cent reduction in bus kilometres. Demand has reduced over the years on some roads leading into central and inner London due to changing travel patterns, which have been accelerated by the pandemic. In response to this and the savings we have been required to make, we are consulting on changes to some bus routes in and around central London.

In central and inner London, new rail services such as the Elizabeth line and improved walking and cycling options continue to change the way people travel. Demand on many central and inner London bus routes has been declining since 2014. By 2019, demand for bus travel had fallen by nine per cent. The pandemic has accelerated this trend, particularly with more home working.

We are consulting on withdrawing some individual bus routes or sections of routes where they are covered by other high-frequency services or are close to alternative stops. These proposals aim to ensure we still have a strong bus service to support London's economic recovery, while simplifying the network to ensure buses are operating frequently and reliably in the areas that need them most. The changes being consulted on are intended to cause as little disruption to passengers as possible, while making the required savings.

Our aim is to create a simple yet comprehensive London bus network that supports current and future travel patterns, delivers value for money, and continues to provide a frequent, comfortable, and accessible service that customers want to use and can rely on.

These changes are based on careful analysis of demand over recent years and projected future demand. However, we keep the network under constant review, and the flexible nature of the bus network means we can make further changes if required.

Our proposals are designed to ensure we still have a resilient and sustainable bus network which helps us realise the long-term vision set out in our [Bus Action Plan](#) of an attractive, green bus service for all Londoners. This in turn can help us meet the Mayor's targets for a zero carbon City by 2030 and 80 per cent of journeys by sustainable transport modes by 2041.