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Consultation and Engagement Centre
Surface Transport Communications
Transport for London

11th Floor, Zone G2, Palestra
197 Blackfriars Road
London SE1 8NJ

STEngagement@tfl.gov.uk

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Dear Stakeholder

Routes 29, N29, 41, N41, 121, 141, 329 and 616

We wrote to you in February 2009 regarding bus services that we would be reviewing. We have now reviewed routes 29, N29, 41, N41, 121, 329 and 616 and would like to hear your views on our proposals.

Our review took account of passenger usage, reliability issues, timetables, vehicle type, area served and passenger and stakeholder feedback. As with all reviews, this was done in a network context, including consideration of parallel services. We are grateful to those who have already responded with comments. These have been carefully considered and this letter includes our analysis of the main points raised.

The contracts for all of the above routes will be extended by two years from January and February 2011 except for route 616 which has been re-awarded to First London East.

This is your opportunity to comment on and influence the proposals outlined below. A summary of each route review is given below, together with our response to comments and requests made at the first stage of our consultation process.

Route 29 (Trafalgar Square – Wood Green) Route N29 (Trafalgar Square – Enfield Town)

Routes 29 and N29 are currently operated by articulated (bendy) buses. Double deck buses will be introduced on these routes, serving the same points but with revised frequencies.

The standard arrangements for boarding and alighting would apply on both routes, with all passengers boarding at the front door and alighting through the centre door.

Route 29 (Trafalgar Square – Wood Green)

Current service levels

Buses currently operate as follows between Trafalgar Square and Wood Green:

- Every 5 to 6 minutes during weekday peaks rising to every 4 to 5 minutes towards Trafalgar Square in the morning peaks
- Every 5 to 6 minutes on weekdays between peak periods
- Every 5 to 6 minutes during Saturday shopping hours
- Every 6 minutes during Sunday shopping hours
- Every 7 to 8 minutes in the evenings

Proposed service levels

It is proposed that double deck buses would operate as follows between Trafalgar Square and Wood Green:

- Every 4 minutes during weekday peaks with four additional journeys towards Trafalgar Square at the busiest times in the morning peak
- Every 5 minutes during weekdays between peaks, rising to every 4 minutes after about 14:30 (northbound) and 15:00 (southbound)
- Every 5 minutes during Saturday shopping hours
- Every 5 minutes during Sunday shopping hours
- Every 6 minutes during the evenings

These frequencies provide sufficient capacity over the whole length of the route. This takes account of capacity on parallel services.

Summary of proposed changes to service levels and capacity

The following tables summarise our proposals, showing the number of buses per hour in each direction and the peak capacity provided. For the morning peak the data is displayed by direction.

Table 1: Frequencies (buses per hour)

	Weekday Peak	Weekday Daytime	Saturday daytime	Sunday daytime	Evenings
Present	14 (am s/b) 11 (am n/b) 11 (pm)	11	11	10	8
Proposed	19 (am s/b) 15 (am n/b) 15 (pm)	12	12	12	10

s/b = southbound towards Trafalgar Square

n/b = northbound towards Wood Green

Table 2: Peak capacity

	Weekday Peak
Present	1680 (am s/b) 1320 (am n/b) 1320 (pm)
Proposed	1615 (am s/b) 1275 (am n/b) 1275 (pm)

s/b = southbound towards Trafalgar Square

n/b = northbound towards Wood Green

Route N29 (Trafalgar Square – Enfield Town)

Current service levels

Bendy buses currently operate as follows between Trafalgar Square and Enfield Town:

- Every 12 minutes on all nights over the full length of the route
- Additionally every 12 minutes on Friday and Saturday nights between Trafalgar Square and Wood Green. This gives a combined service of every 6 minutes between Trafalgar Square and Wood Green

Proposed service levels

It is proposed that double deck buses would operate as follows between Trafalgar Square and Enfield Town:

- Every 7 to 8 minutes on Sunday to Thursday nights over the full length of the route
- Every 10 minutes on Friday and Saturday nights over the full length of the route
- Additionally every 5 minutes on Friday and Saturday nights between Trafalgar Square and Wood Green giving a combined service of every 3 to 4 minutes over this section

Table 3: Frequencies (buses per hour)

		Sunday to Thursday Nights	Friday and Saturday Nights
Present	Combined service between Trafalgar Square and Wood Green	5	10
	Between Wood Green and Enfield Town	5	5
Proposed	Combined service between Trafalgar Square and Wood Green	8	18
	Between Wood Green and Enfield Town	8	6

Table 4: Weekend hourly capacity

	Friday and Saturday Nights
Present	1200
Proposed	1530

The proposed Friday and Saturday night frequencies provide significant additional capacity.

Stakeholder Comments

A number of stakeholders suggested splitting route 29 with one leg starting at Camden to provide additional capacity there. We investigated this, with one section running between Camden Town and Wood Green and one section running between Trafalgar Square and Wood Green. However, this reduces capacity south of Camden, where nearly 20,000 passengers per weekday use this section. In order to ensure enough capacity is provided a high frequency service is required. We therefore considered that this would not be the most cost effective use of resources.

As part of our review of night services in the Camden area, we also considered route 253. From 5 June 2010 we increased the frequency on route 253 so that buses run every 5 minutes at peak times. With the revised frequencies of routes 29 and 253 there will be 27 buses per hour running between Euston and Manor House.

On route N29 we also investigated alternative structures. This included a split service with one leg running between Camden and Palmers Green, running every 20 minutes, with a corresponding reduction in frequency between

Trafalgar Square and Enfield. We also looked at splitting the southern terminals between Trafalgar Square and Tottenham Court Road. However both of these options offered lower benefits to passengers and a higher cost than the proposal for full conversion at the frequencies shown above.

Route 41 (Archway – Tottenham Hale)

The contract will be extended for a further two years from February 2011. We are not proposing any changes to the current structure of the route or to the frequency.

Haringey Council requested that this route should be extended into Ferry Lane Estate, from Tottenham Hale, to give additional links. We investigated this and found that the likely number of additional passengers that would use this extension would not be enough to justify the cost of an additional bus, which would be required if frequencies are to be maintained. Route W4 already links the estate with Turnpike Lane and the Wood Green area with a bus every 12 minutes during the day.

Route N41 (Trafalgar Square – Archway - Tottenham Hale)

The contract will be extended for a further two years from February 2011. We are not proposing any changes to the current structure of the route.

We are proposing to increase the frequency on Friday and Saturday nights so that buses run every 20 minutes, instead of every 30 minutes as now.

Route 121 (Turnpike Lane – Enfield Island Village)

The contract will be extended for a further two years from February 2011. We are not proposing any changes to the current structure of this route.

Enfield Council suggested splitting the route to counter the effect on reliability of the busy level crossing at Enfield Lock. We investigated whether splitting the route to run in two sections, Enfield Island Village – Enfield Town Centre and Ponders End – Turnpike Lane, would be a worthwhile proposal. However this option offered lower benefits to passengers as it would mean that over 1,000 passengers would now need to change buses to complete their journey and higher costs.

Route 141 (London Bridge – Palmers Green)

The contract will be extended for a further two years from January 2011. We are not proposing any changes to the current structure of this route. The route will continue to be operated by a mixture of diesel and hybrid (diesel/electric) buses.

Islington Council suggested that the frequency should be increased. This route is busiest south of Newington Green. Route 21 was extended in 2006 and

parallels route 141 between Newington Green and London Bridge providing additional capacity. In January 2009 we also added an additional southbound morning peak journey on route 141. Alongside this we also increased the frequency of route 21, so that buses run every 6 to 7 minutes.

Hackney Council suggested the route could become a 24 hour operation. However the demand would not justify the additional costs. Night services on routes N29, 43 and 341 provide many of the links that a night service on route 141 would give.

Route 329 (Turnpike Lane – Enfield Town)

The contract will be extended for a further two years from January 2011. We are not proposing any changes to the current structure of the route or to the frequency.

Route 616 (Winchmore Hill – Edmonton Green Station)

The contract has been re-awarded to First London East and will commence from February 2011. We are not proposing any changes.

Please let us know if you would like any further information about any aspect of this consultation, including more feedback about observations you made at the previous stage of consultation. We are also happy to meet to discuss any of the issues raised.

This letter is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.

Comments and suggestions regarding these proposals should be received by **Friday 13 August 2010.**

Yours sincerely

Peter Bradley
Head of Consultation and Engagement Centre
STEngagement@tfl.gov.uk
Surface Transport
Transport for London