

**TRANSPORT FOR LONDON**

**SURFACE TRANSPORT PANEL**

**SUBJECT: UPDATE ON BUS SERVICE CHANGES IN OXFORD STREET**

**DATE: 9 NOVEMBER 2010**

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**1 PURPOSE**

1.1 This paper updates the Panel regarding bus service changes on routes running along Oxford Street.

**2 BACKGROUND**

2.1 TfL is delivering changes which reduce bus flows on Oxford Street by 10 per cent in each of 2009 and 2010 while minimising disbenefits for the 1.4 million bus journeys per week to or from the area.

2.2 This complements work with the City of Westminster and the New West End Company to enhance the area through traffic management and urban realm initiatives.

2.3 Utility works associated with Crossrail and London Underground station upgrades are taking place. They require restrictions on road network capacity in the area. TfL and the boroughs are working together to mitigate these impacts. This includes continued provision of effective bus services during the disruption. Bus route diversions in eastern Oxford Street have been needed during 2010 and will be needed in the Bond Street area in 2011.

**3 BUS SERVICE CHANGES**

3.1 Appendix 1 lists the service changes already in place and those planned for the rest of 2010. The schemes for routes 8 and 55 depend on highway works (route 25 will also be affected by these works on conversion to double-deck operation in 2011). Plans for these works are being agreed with the City of Westminster. Appendix 2 shows the alterations in bus flows which result.

3.2 Bus routes serving Oxford Street are a key part of the wider public transport network for central and inner London. All the changes in Oxford Street have been planned as part of the usual bus network review process. This ensures that all the relevant factors for the routes in question are taken into account when devising schemes.

3.3 The effects of the changes are kept under review as is normal for the bus network. However, settled impacts will not become apparent in the short term

due to the effects of the road alterations and bus diversions required during the works at Tottenham Court Road in 2010 and Bond Street in 2011.

#### **4 OTHER MEASURES**

- 4.1 The reductions in bus flows have assisted with delivery of the diagonal crossing and better crossings generally along Oxford Street. Footway space on Oxford Street increased by 18 per cent between 2007 and 2009. Other improvements include the installation of Legible London signs throughout the area and replacement of the pedestrian underpasses at Marble Arch with surface crossings.

#### **5 RECOMMENDATION**

- 5.1 The Panel is asked to NOTE the paper.

#### **6 CONTACT**

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**Bus service changes in 2009 and 2010**

**2009**

Route 176 previously ran between Penge and Oxford Circus. It now runs between Penge and Tottenham Court Road. Introduced 3 January 2009.

Route 23's peak frequencies were reduced from 12 to 10 buses per hour from 24 January 2009.

Route 8 previously ran between Bow Church and Victoria via Oxford Street and Berkeley Square. It now runs between Bow Church and Oxford Circus. Route C2 was extended from Regent Street to Victoria via Berkeley Square. (See below for further change to route 8 proposed for 2010). Introduced 27 June 2009.

Route 113 previously ran between Edgware and Oxford Circus and now runs between Edgware and Marble Arch. Introduced 7 November 2009.

**2010**

Route 15 previously ran between Blackwall and Paddington Basin and now runs between Blackwall and Regent Street. Route 159 was extended from Marble Arch to Paddington Basin in part replacement. Introduced 28 August 2010.

Route 94 had its additional journeys in the peak hour removed from October 2010.

Route 6 will have its peak frequency reduced from 12 to 10 bph in December 2010.

Routes 8, 25 and 55 currently terminate at Oxford Circus and come into service on Vere Street and then run via Oxford Street west. It is proposed to divert them so they no longer serve the Oxford Street west of Oxford Circus but instead run via Cavendish Square, Mortimer Street and Great Portland Street back to Oxford Street east. It is hoped to introduce this before the end of the year for routes 8 and 55, subject to consultation. Route 25 would also be diverted, on conversion to double-deck operation in 2011.

## APPENDIX 2

The tables below show the flow on Oxford Street West between Vere Street and Oxford Circus and the overall change during 2009 and during 2009-2010 combined.

The average figure is for one way flow.

### Bus flows, start of 2009 (combined directions)

Both directions				
route	AM peak	Interpeak	PM peak	Evening
6	24	20	24	12
8	20	18	20	12
7	18	16	16	10
10	20	16	20	10
13	16	16	16	10
15	15	15	15	12
23	24	20	24	12
25	12	12	12	7.5
55	8	8	8	5
73	34	24	30	16
94	30	24	30	15
98	24	20	20	12
113	16	12	16	6
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	7.5	7.5	7.5	5
189	15	15	15	10
390	16	15	15	10
<b>total</b>	<b>362.5</b>	<b>313.5</b>	<b>345.5</b>	<b>196.5</b>
<b>average</b>	<b>181.3</b>	<b>156.8</b>	<b>172.8</b>	<b>98.3</b>

### Bus flows, end of 2009 (combined directions) and change during 2009

With changes to 8, 23, 113, 176 (and C2)

Both directions

route	AM peak	Interpeak	PM peak	Evening
6	24	20	24	12
8	10	9	10	6
7	18	16	16	10
10	20	16	20	10
13	16	16	16	10
15	15	15	15	12
23	20	20	20	12
25	12	12	12	7.5
55	8	8	8	5
73	34	24	30	16
94	30	24	30	15
98	24	20	20	12
113	0	0	0	0
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	0	0	0	0
189	15	15	15	10
390	16	15	15	10
<b>total</b>	<b>325</b>	<b>285</b>	<b>308</b>	<b>179.5</b>
<b>average</b>	<b>162.5</b>	<b>142.5</b>	<b>154.0</b>	<b>89.8</b>

Change

Both directions

route	AM peak	Interpeak	PM peak	Evening
6	0	0	0	0
8	-10	-9	-10	-6
7	0	0	0	0
10	0	0	0	0
13	0	0	0	0
15	0	0	0	0
23	-4	0	-4	0
25	0	0	0	0
55	0	0	0	0
73	0	0	0	0
94	0	0	0	0
98	0	0	0	0
113	-16	-12	-16	-6
137	0	0	0	0
139	0	0	0	0
159	0	0	0	0
176	-7.5	-7.5	-7.5	-5
189	0	0	0	0
390	0	0	0	0
<b>total</b>	<b>-37.5</b>	<b>-28.5</b>	<b>-37.5</b>	<b>-17</b>
<b>average</b>	<b>-18.8</b>	<b>-14.3</b>	<b>-18.8</b>	<b>-8.5</b>
<b>%</b>	<b>-10.3%</b>	<b>-9.1%</b>	<b>-10.9%</b>	<b>-8.7%</b>

## Bus flows, end of 2010 (combined directions) and change during 2009-2010 combined

End of 2010

With changes to 8, 23, 113, 176 (and C2)

and changes to 15/159 and 8/55 and 6, 23, 94 in 2010

Both directions

route	AM peak	Interpeak	PM peak	Evening
6	20	20	20	12
7	18	16	16	10
8	0	0	0	0
10	20	16	20	10
13	16	16	16	10
15	0	0	0	0
23	18	18	18	12
25	12	12	12	7.5
55	0	0	0	5
73	34	24	30	16
94	28	24	28	15
98	24	20	20	12
113	0	0	0	0
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	0	0	0	0
189	15	15	15	10
390	16	15	15	10
<b>total</b>	<b>284</b>	<b>251</b>	<b>267</b>	<b>161.5</b>
<b>average</b>	<b>142.0</b>	<b>125.5</b>	<b>133.5</b>	<b>80.8</b>

Change: end of 2010 compared to start of 2009

Both directions

route	AM peak	Interpeak	PM peak	Evening
6	-4	0	-4	0
7	0	0	0	0
8	-20	-18	-20	-12
10	0	0	0	0
13	0	0	0	0
15	-15	-15	-15	-12
23	-6	-2	-6	0
25	0	0	0	0
55	-8	-8	-8	0
73	0	0	0	0
94	-2	0	-2	0
98	0	0	0	0
113	-16	-12	-16	-6
137	0	0	0	0
139	0	0	0	0
159	0	0	0	0
176	-7.5	-7.5	-7.5	-5
189	0	0	0	0
390	0	0	0	0
<b>total</b>	<b>-78.5</b>	<b>-62.5</b>	<b>-78.5</b>	<b>-35</b>
<b>average</b>	<b>-39.3</b>	<b>-31.3</b>	<b>-39.3</b>	<b>-17.5</b>
<b>%</b>	<b>-21.7%</b>	<b>-19.9%</b>	<b>-22.7%</b>	<b>-17.8%</b>

Note: changes to routes 8 and 55 are subject to consultation and works