

Foreword by the Mayor of London



Buses play a vital role in the provision of public transport for London. They provide access to jobs, schools and town centres, and also act as a vital link to Underground and National Rail services.

The London bus network is one of the largest and most comprehensive systems in the world, with 6,000 buses running on more than 700 different routes. The number of bus passengers has risen six per cent in the last year, and the demand for bus services continues to grow.

My first priority as Mayor is to create a world class transport system which enhances business efficiency, ensures a wider spread of the fruits of economic prosperity and improves the quality of life of every Londoner.

Buses have a major part to play in achieving this.

I have already been able to make substantial improvements. There is a higher volume of bus service on London's roads than at any time since 1965, and patronage is rising at its fastest rate for over 50 years. I am committed to accelerating these trends between now and the introduction of my congestion charging scheme in 2003.

London Buses has developed proposals for further major improvements to bus services in inner London, to be introduced between now and early 2003. These are explained in this document. They represent the next stage in my vision of creating a transport system which maximises the city's economic efficiency, and enhances the quality of life of all its citizens.

A handwritten signature in black ink that reads "Ken Livingstone".

Ken Livingstone
Mayor of London

Introduction by Peter Hendy



Demand for London's bus services is at its highest level since the 1970s, with 4.5 million passenger trips made each weekday in Greater London. Passenger numbers continue to grow, and to accommodate this we have already increased service levels on many routes. We have also simplified and reduced fares, and introduced many new accessible buses.

The Mayor has now confirmed that a congestion charging scheme will be introduced in central London. It is forecast to increase the number of people travelling by bus into the charging zone in the busiest hour by around 7000.

We can accommodate the increasing demand. The proposals described in this document include large increases in capacity on many routes, provided by more frequent or bigger buses. There will also be new and extended services, further increasing capacity while creating many useful new links.

The proposed capacity improvements go beyond what is required to complement the congestion charging scheme, with significant extra enhancements in the peaks and at other times. They provide over 10,000 extra spaces during the busiest hour, which is considerably more than the forecast extra demand. In introducing the improved services, priority will be given to those which directly support the congestion charging scheme.

Other routes will benefit from extra resources to improve reliability, and we will further improve and simplify the night bus network as London continues to transform into a 24 hour city. The improvements described here are only part of the picture: across London the network will be enhanced, with new links, better passenger information, and improved security and reliability.

The *BusPlus* initiative will give buses increased priority over other traffic on 70 key routes in London which currently carry around half of all passengers. Better enforcement of bus lanes and the new Transport Policing Initiative will also help to reduce delays.

The implementation of these substantial improvements will be challenging, but it is achievable. Our proposals are explained in detail in this document. Please read it and let us know your views.

A handwritten signature in black ink, appearing to be 'Peter Hendy', written in a cursive style.

Peter Hendy
Managing Director for Surface Transport
Transport *for* London

About this document

This document describes the improvements London Buses proposes to make to bus services in inner London between now and early 2003. It is being circulated to MPs, Greater London Authority Members, London Borough Councils, the Police, health trusts, bus companies, The London Transport Users' Committee and many others.

London Buses wants to hear your views. Through our established planning process and the usual channels of communication we have tried to take into account the opinions of interested parties, but we are keen to hear what you have to say now that detailed proposals have been developed.

This document firstly gives an overview of the proposals and the planning process which has determined them. The improvements are then described in four sections for easy reference:

Section 1 describes the proposed new routes and those where major restructuring is intended.

Section 2 describes other routes with frequency or capacity increases. To make it easier to understand the details of all routes affecting a particular corridor, this section describes the changes geographically according to where routes enter Central London.

Section 3 shows detailed frequency tables for all routes where improvements are proposed.

Section 4 is a quick reference table summarising all the proposals.

By showing the same information in different formats we have tried to make it as clear as possible.

Details of changes to routes 40, 42, 205, 501, 507, 521, 900, C2 and RV1 are also included. Consultation about these has already been undertaken and the revised services are either in place or are about to be introduced.

How to respond

We would welcome your views in writing by 24 May 2002.

If responding by post, please address your letter to:

Customer Services (ref 02006)
London Buses
172 Buckingham Palace Road
London SW1W 9TN

If e-mailing, please use the reference 02006 in your title, and address it to

customerservices@tfl-buses.co.uk

All round improvements to bus services

- **More buses, larger buses, new routes**

The extra capacity proposed in this document will be provided in three ways: frequency increases, use of larger buses, and the creation of new routes and links. The improvements will include the use of high capacity articulated buses.

The new routes will provide direct bus links for a range of journeys where these have not existed before, as well as providing extra capacity along existing corridors. They will also improve the opportunities to make orbital trips.

- **Improved reliability**

Our programme to improve bus service reliability will continue. More resources will be injected so that services are better able to withstand the unpredictable effects of traffic delays, and there will also be further improvements to the supervision of services. New 'Quality Incentive Contracts' with the bus operators will continue to be introduced. These place a greater emphasis on quality and reliability, in addition to mileage covered.

- **London-wide enhancements**

The improvements for passengers will not be confined to the services described in this document. We will continue to develop the network throughout Greater London in line with the Mayor's Transport Strategy. This will provide better integration between bus and rail, increased frequencies, more capacity, new vehicles, later last buses, and more 24 hour services. Improvements in suburban areas last year included routes in Romford, Orpington and Sutton. Further enhancements are planned for Ilford, Kingston, Ealing and other suburban areas in 2002

- **Better facilities**

We have an ambitious programme of other measures to improve the passenger environment, including improved bus stations, stops and shelters, easy access to better information, and further new environmentally friendly fully accessible buses.

- **Simpler, cheaper fares**

We are making bus travel more affordable for everyone and are continually looking to simplify and improve ticket options. The prices of all-zone bus passes have been drastically reduced. Adult night bus fares have been cut to daytime levels and there's a new peak travelcard which can be used before 9.30am. Any travelcard is now valid across all zones for bus travel, and our increasingly popular saver tickets mean that no-one need pay more than 65p for any London bus trip.

- **Bus priority measures**

TfL will continue to work closely with the London Boroughs and the Police over bus priority issues, including the progress of the *BusPlus* initiative which will help improve the service on 70 key bus routes across London. TfL will also be working with the London Boroughs to prepare for the higher capacities which will be needed at terminals.

- **How were the changes to bus services planned?**

The new and restructured services have been designed within the context of the Mayor's Transport Strategy, which seeks to transform people's experience of travelling by bus. The aim is to make buses reliable, quick, convenient, accessible, comfortable, clean, easy and safe to use, and affordable.

To help facilitate this we continuously monitor the use of our services, carrying out on-bus surveys and extensive customer research. We also liaise closely with the London Boroughs, London Transport Users Committee and others, to help us to keep fully up to date with the needs of our customers.

The proposed capacity increases described in this document have also been informed by forecasts of increased morning peak hour demand from TfL's Street Management Congestion Charging Team. This shows that buses need to carry around 7,000 extra passengers in the busiest hour into the charging zone.

To encourage further growth in bus usage, the proposed changes provide over 10,000 extra spaces during the busiest hour. Midday, evening and weekend frequencies have been reviewed at the same time as the peaks, and in many cases will also be enhanced. Priority in introducing these changes will be given to enhancements which complement the congestion charging scheme.

The increases have been planned on the basis that buses would carry passenger loads of 70-80% of their capacity. This creates flexibility to allow for some variation from the forecast demand.

- **When will the changes happen?**

The majority of the changes would be introduced during 2002 and early 2003. The proposed date for each change is shown in section 4, but the programme will be reviewed as it progresses. Priority will be given to enhancements complementary to congestion charging.

Section 1: New and restructured routes

This section gives details of proposals for new and restructured routes.

Frequencies are described in terms of 'buses per hour' (bph). For example 6 bph is 6 buses per hour in each direction, or a bus every 10 minutes. 5 bph would be a bus every 12 minutes in each direction and so on. The changes to new and restructured routes are described in numerical order.

Current route 2

Crystal Palace/West Norwood – Vauxhall – Baker St – Marylebone

Proposed route 2

West Norwood – Vauxhall – Baker St – Marylebone

New route 332

Crystal Palace – Brixton

Route 2 runs in two overlapping sections at most times. One section runs between Norwood Garage and Marylebone at 7.5 bph in the peaks and at 6 bph during the day and on Saturdays. The other section runs between Brixton and Crystal Palace at the same frequencies. The route runs end-to-end between Crystal Palace and Marylebone at 6 bph on Sundays and at 5 bph in the evening daily.

It is proposed to restructure route 2 to run between Marylebone and Norwood at all times, as the main section of the route does at present. Frequencies would be increased to 9 bph Monday to Friday peaks and 8 bph between the peaks and during the daytime on Saturdays. The Sunday service would be 6 bph.

The present southern section of route 2 between Brixton and Crystal Palace would be renumbered 332. Frequencies would be as at present, with evening and Sunday frequencies of 4 bph.

Current route 10

Hammersmith – Kensington – King's Cross – Archway

Proposed route 10

Hammersmith – Kensington – King's Cross

New route 390

Marble Arch – King's Cross – Archway

It is proposed to restructure route 10 to run between Hammersmith and King's Cross only. Peak frequencies would be enhanced. New route 390 would be introduced between Marble Arch and Archway. It would run at slightly enhanced peak frequencies. The restructuring of route 10 into two separate routes would improve reliability and provide extra capacity over the busy section between Marble Arch and King's Cross.

Current route 36

Lewisham – Vauxhall – Paddington – Queens Park

Proposed route 36

New Cross – Vauxhall – Paddington – Queens Park

New route 436

Lewisham – Vauxhall – Paddington

Route 36 currently runs in three overlapping sections on weekdays. These are Lewisham to Victoria, Lewisham to Paddington and New Cross Gate to Queens Park. Each section runs at a peak frequency of 6 bph, although extra peak journeys are provided so that a frequency of 21 bph is scheduled northbound through Vauxhall in the morning peak hour.

In order to provide extra capacity it is proposed to restructure route 36 into two overlapping routes. Route 36 would retain crew operation with the existing Routemaster vehicles, and would run between New Cross and Queens Park. New route 436 would run between Lewisham and Paddington. The use of high capacity articulated buses is being investigated.

Current route 53**Plumstead Common – Old Kent Road – Oxford Circus****Proposed route 53****Plumstead Garage – Old Kent Road – Trafalgar Square****New route 453****Deptford Broadway – Old Kent Road – Marylebone Station**

It is proposed to restructure route 53 into two separate routes, to improve reliability, increase capacity where required, and to provide new links.

Route 53 would be revised to run between Plumstead Garage and Trafalgar Square. Peak frequencies would be reduced on some parts of the route. Midday frequencies would be as now and evening and Sunday frequencies would be reduced from 7.5 bph to 6 bph. All journeys on route 53 would run on from Plumstead Common to Plumstead Garage, where route 53 has only a limited service at present.

New route 453 would be introduced between Deptford Broadway and Marylebone. 10 bph would run during the daytime on Mondays to Fridays. The 453 would follow the 53 route to Oxford Circus, then follow route C2 to Great Portland Street, then run via Marylebone Road to Marylebone Station. The use of high capacity articulated buses is being investigated.

The new structure of routes 53 and 453 would provide extra capacity along the Old and New Kent Roads and through Westminster. Midday and evening frequencies would also be significantly increased over the Trafalgar Square to Deptford section. The 453 service to Marylebone would provide a number of new links. The restructuring of route 53, with all journeys scheduled to run from end to end, would improve reliability.

Current route 63**Crystal Palace – Old Kent Road – King’s Cross****Proposed route 63****Honor Oak – Old Kent Road – King’s Cross****New route 363****Crystal Palace – Old Kent Road – Elephant & Castle**

It is proposed to restructure route 63 into two separate services, to help to improve reliability and increase capacity where required.

Route 63 would run between Honor Oak and King’s Cross at 10 bph in the peaks. Daytime, evening and Sunday frequencies would also be increased. New route 363 would run between Crystal Palace and Elephant & Castle at 6 bph in the daytime and 4 bph in the evenings. Both routes would use double deck buses.

Current route 74**Roehampton – Hyde Park Corner – Baker Street****Proposed route 74****Putney – Hyde Park Corner – Baker Street****New route 385****Roehampton – West Brompton**

It is proposed to restructure route 74 into two separate services to help improve reliability. Route 74 would run between Putney High Street and Baker Street Station, with new route 385 running between Roehampton, Danebury Avenue and West Brompton. The Monday to Saturday peak and daytime frequency on route 74 would be 9 bph, whilst evening and Sunday frequencies would be 6 bph. Route 385 would run at 7.5 bph during the day on Mondays to Saturdays, and 6 bph during the day on Sundays. There would be 5 bph during the evenings.

Current route 76**Northumberland Park – Old Street – Waterloo****Proposed route 76****Tottenham Green – Old Street – Waterloo****New route 476****Northumberland Park – Euston**

It is proposed to restructure route 76 into two separate services. Route 76 would be shortened to run between Tottenham Green and Waterloo at 7.5 bph. New route 476 would run at 7.5 bph between Northumberland Park and Euston, following the same routing as the 73 between Tottenham and Euston.

This proposal would have a number of benefits for passengers. The shorter routes would help to improve reliability, and an all day service would be provided for links across Stoke Newington, which route 73 currently provides only at certain times of day. There would be new links from north of Tottenham Green to Church Street, Albion Road, and destinations south of Angel. Extra capacity would be provided in Essex Road.

Current route 133**Tooting – Elephant & Castle – Liverpool Street Station****Proposed route 133****Streatham – Elephant & Castle – Liverpool Street Station****New route 333****Tooting – Elephant & Castle**

To help improve reliability it is proposed to restructure route 133 into two shorter routes. Route 133 would run between Streatham, St. Leonard's Church and Liverpool Street Bus Station. An extra northbound journey would run to provide 11 bph in the busiest hour of the morning peak. New route 333 would run between Tooting and Elephant & Castle.

New route 148**Camberwell – Elephant – Bayswater Rd – Shepherd's Bush**

It is proposed to introduce new route 148 between Camberwell and Shepherd's Bush Green. It would run via route 12 to Westminster Bridge, then along Victoria Street to Victoria, then via route 16 to Marble Arch and then route 94 to Shepherd's Bush Green. Double-deck vehicles would be used at a frequency of 6 bph.

Route 148 would provide extra capacity on two major radial corridors, give many new links in the Central Area, and provide a faster link between Westminster, Bayswater Road and Shepherd's Bush.

New route 205**Paddington – Aldgate – Whitechapel**

It is proposed to introduce a new route between Paddington Station and the Royal London Hospital, Whitechapel. This would replace the northern section of limited stop Stationlink routes SL1 and SL2, but it would be a normal stopping service. It would run from Paddington Station via route 27 to Marylebone Road, then route 18 to Euston, diverting by way of Marylebone Station, then following route 30 to Angel. It would then follow route 214 to Liverpool Street, then via Aldgate and Whitechapel Road to the Royal London Hospital.

Route 205 would provide new direct links from the London Hospital at Whitechapel, better links to Marylebone Station, additional capacity along Marylebone Road, Euston Road, Pentonville Road and City Road, and a high frequency accessible service between mainline stations at Paddington, Marylebone, Euston, St Pancras, King's Cross, and Liverpool Street. Fully accessible buses would be used.

New route 360

Elephant & Castle – Vauxhall – South Kensington

It is proposed to introduce a new route numbered 360 between Elephant and South Kensington. It would run via Lambeth Road, Kennington Road, Black Prince Road, Vauxhall Bridge, Lupus Street, Chelsea Embankment, Sloane Square, Sloane Avenue and South Kensington. Single deck buses would be used.

The route would give a direct link between the residential areas in Pimlico and the nearby shopping areas at Sloane Square and Kings Road. It would serve the transport interchanges at Vauxhall and Elephant and provide new links into the high-density housing area at Black Prince Road.

New route 388

South Hackney – Bishopsgate – Mansion House Station

It is proposed to introduce new route 388 between the South Hackney area and Mansion House Station via Victoria Park Road, Cambridge Heath Road, Bethnal Green Road and Liverpool Street. It would operate at 6 bph with double deck buses. As well as relieving route 8, route 388 would be expected to carry a proportion of passenger trips from Hackney to the City therefore also relieving the demand on routes on Hackney Road. It would provide a service to the Victoria Park Road area and create new links for Bethnal Green Road.

New route 414

Fulham – Hyde Park Corner – Edgware Road – Maida Vale

It is proposed to introduce new route 414 between Fulham Road/Fulham High Street and Maida Vale Station. It would follow existing route 14 as far as Hyde Park Corner, then route 16 to Maida Vale. It would provide many new direct links in the central area, for example Edgware Road to Knightsbridge, as well as extra capacity. Double deck buses would be used.

Route 501

Waterloo – London Bridge

Route 507

Waterloo – Victoria

Route 521

Waterloo – London Bridge

Fully accessible articulated buses, the first of their type to run in Central London, are to be introduced on Red Arrow routes 507 and 521. The new buses can carry nearly 150 passengers, of which about 50 would be seated. The Red Arrows provide short fast links to major railway stations and therefore have high numbers of passengers boarding and alighting in the peak periods. To speed up the journey, the articulated buses will have three doors and an open boarding system, allowing passengers to board quickly through all doors without on-bus cash transactions. The vast majority of Red Arrow passengers have passes, but those paying cash will be able to buy tickets from machines at all bus stops. There will be extra ticket checking by inspectors. As the new articulated buses can carry more passengers and will be easier and quicker to board, peak period frequencies will be slightly reduced.

Red Arrow routes 501 and 521 currently run between Waterloo and London Bridge Stations, the 501 via Cheapside, and the 521 via Cannon Street. The 501 and 521 will be combined into one route, using the routing and number of the 521, in view of the peak use made of the 521 at Cannon Street Station. Extra capacity will be provided on route 521 across Waterloo Bridge and route 141 (Wood Green – Moorgate) will be extended from Moorgate to London Bridge.

Routes 501 and 521 both run at 10 bph during the morning peaks and 8 bph in the evening peaks. Route 501 also runs at 6 bph between the peak periods. The new 521 service will provide 18 bph between Waterloo and Holborn Circus in the morning peak, with alternate buses running through to London Bridge Station at a frequency of

9 bph. In the evening peaks, 16 bph will run as far as Holborn Circus with 8 bph continuing to London Bridge Station. Between the peaks, a 6 bph service will run between Waterloo and London Bridge. Route 521 will continue to run on Mondays to Fridays only.

Red Arrow route 507 runs between Waterloo and Victoria Stations via Horseferry Road. The existing structure will be retained. The current 15 bph peak frequency will be reduced to 12 bph, but there will be no change to the 10 bph off-peak and 6 bph early evening service on Mondays to Fridays. There will be no service on route 507 at weekends, as now.

**New route 900
Paddington Station –
Liverpool Street Station**

The southern section of Stationlink services SL1 and SL2 is to be replaced with a new service numbered 900, running between Paddington Station and Liverpool Street Station. The existing Stationlink routeing will be followed, except for minor alterations that will not involve missing out any stops. The service will continue to be 'limited stop', with an extra stop at St Thomas's Hospital. The frequency will be increased from 1 to 2 bph. There will be no early morning or late evening service. Route 900 will use new accessible dual-door low floor buses.

**New route RV1
Covent Garden – Tower Gateway**

New 'Riverside' route RV1 will start in Spring 2002 and will link several areas near the Thames not currently served by buses. It has been developed jointly by London Buses and the Cross River Partnership, a group including all the relevant local authorities and some major employers.

Route RV1 will run from Covent Garden, Catherine Street to Tower Gateway, Minories, by way of Aldwych, Waterloo Bridge, York Road, Upper Ground, Stamford Street, Southwark Street, Sumner Street, Southwark Street, Borough High Street, Duke Street Hill, Tooley Street and Tower Bridge. Fully accessible, single deck buses will run at a frequency of 6 bph.

Section 2: Routes with frequency and capacity increases, and routes which are unchanged

This section gives details of services where frequency and capacity increases are proposed but with no major change to the routeing, and of other routes crossing the boundary where no changes are planned.

The proposed changes to services are described geographically according to where routes enter central London, starting with the London Borough of Camden and continuing clockwise.

Frequencies are described in terms of 'buses per hour' (bph). For example 6 bph is 6 buses per hour in each direction, or a bus every 10 minutes. 5 bph would be a bus every 12 minutes in each direction and so on.

Great Portland Street Station

Route C2

Parliament Hill Fields – Great Portland Street – Oxford Circus

This route is being converted to double deck buses.

Warren Street Station

Route 14

Putney Heath – Hyde Park Corner – Warren Street

See Victoria/Hyde Park Corner section for details.

Route 24

Hampstead Heath – Warren Street – Victoria – Pimlico

It is proposed to increase the frequency of route 24 during the daytime on Mondays to Saturdays. An extra morning journey from Hampstead Heath would be provided in the busiest hour. On Saturdays, it is proposed to withdraw the Hampstead Heath to Tottenham Court Road journeys and operate

12 bph over the full length of the route during the daytime. The Sunday evening frequency would be increased to 6 bph, and the early morning frequency would be enhanced to 4 bph on all days.

Route 27

Chalk Farm – Warren Street – Paddington – Turnham Green

No change to this service is proposed.

Route 29

Palmers Green – Warren Street – Trafalgar Square

This route runs in two sections, which overlap between Wood Green and Camden Town.

It is proposed to increase the frequency of the southern part, which runs between Wood Green and Trafalgar Square, to 9 bph during the peaks and on Mondays to Saturdays during the day. An extra journey would also be provided in the busiest hour with each peak flow.

Route 88

Camden Town – Warren Street – Vauxhall – Clapham Common

It is proposed to increase the frequency to 8 bph during Monday to Saturday daytime periods and 5 bph during the evenings and on Sundays. Two extra peak-direction journeys would run, to give 10 bph at Vauxhall during the busiest hour with each peak flow.

Route 134

North Finchley – Warren Street – Tottenham Court Road Station

It is proposed to increase the peak frequency of route 134 to 10 bph. Two extra journeys would run in the busiest hour in the peak direction, to give 12 bph with each peak flow.

Euston

Route 168

Hampstead Heath – Euston – Elephant & Castle

It is proposed to enhance the frequency of route 168 at all times. The Monday to Saturday daytime frequency would increase to 7.5 bph with 5 bph at other times.

Route 253

Aldgate – Finsbury Park – Euston

No change to this service is proposed.

King's Cross

Current route 10

Hammersmith – Kensington – King's Cross – Archway

Proposed route 10

Hammersmith – Kensington – King's Cross

New route 390

Marble Arch – King's Cross – Archway

See section 1 for details.

Route 17

Archway – King's Cross – London Bridge

Route 17 runs between Archway and London Bridge on Mondays to Fridays. On Saturdays and Sundays it runs between Archway and King's Cross only. It is proposed to increase the frequency to 7.5 bph during the peaks and Monday to Friday daytime. The Saturday frequency would also be increased from 5 to 6 bph.

Route 46

Warwick Avenue – King's Cross – Farringdon Street

It is proposed to increase the frequency of route 46 to 6 bph during Monday to Saturday daytime periods and 4 bph in the evenings and Sundays.

Route 91

Crouch End – King's Cross – Trafalgar Square

It is proposed to increase route 91 from 6 to 8 bph in the peaks and during the daytime on Mondays to Saturdays. The frequency would be further increased in the peak hour, peak direction to give 9 bph. The Sunday and evening service would be increased from 5 to 6 bph.

Route 214

Highgate Village – King's Cross – Liverpool Street Station

It is proposed to provide an increased frequency of 8 bph during Monday to Friday peak and off-peak periods and Saturday during the day, and 5 bph in the evenings and Sundays. The use of double deck buses is also being investigated.

Route 259

Edmonton – King's Cross

Frequencies would be increased from 4 to 5 bph during the day on Sundays.

Angel

Route 4

Archway – Angel – Waterloo

It is proposed to increase the Monday to Saturday peak and shopping hour frequency from 5 to 6 bph and the evening and Sunday frequency from 3 to 4 bph. The route would be extended from Angel to Waterloo on Sundays.

Route 19

Finsbury Park – Angel – Hyde Park Corner – Battersea Bridge

It is proposed to increase the frequency on route 19 to 10 bph in the Monday to Friday morning peak, 9 bph in the evening peak and 8 bph between the peaks on Mondays to Fridays and during Saturday shopping hours. Evening and Sunday frequencies would be increased to 6 bph.

Route 30**Hackney Wick – Angel – Marble Arch**

It is proposed to increase the Monday to Saturday peak and shopping hour frequency from 6 to 7.5 bph.

Route 38**Clapton – Angel – Victoria**

Route 38 provides 21 bph during the morning peak, 20 bph during the evening peak and 12 bph between the peaks. An extra 6 bph run between Clapton and Tottenham Court Road during Saturday shopping hours, supplementing a 6 bph service on the full route. 8 bph run at all other times.

It is proposed to increase the peak frequency to 26 bph in the busiest part of the morning peak and 23 bph in the busiest part of the evening peak. The service on Mondays to Saturdays during the day would be enhanced to run at 15 bph throughout the route. Evening and Sunday services would also be enhanced to operate at 10 bph.

Route 43**Friern Barnet – Angel – London Bridge Station**

No change to this service is proposed.

Route 56**Whipps Cross – Angel – Smithfield**

It is proposed to increase the Monday to Saturday daytime frequency to 8 bph. Off-peak frequencies would also be enhanced.

Route 73**Tottenham/Stoke Newington – Angel – Victoria**

No change to this service is proposed.

Route 153**Finsbury Park – Angel – Liverpool Street**

No change to this service is proposed.

Route 274**Angel – Camden – Marble Arch**

No change to this service is proposed.

Route 341**Northumberland Park – Angel – Waterloo**

No change to this service is proposed.

New route 476**Northumberland Park – Angel – Euston**

See section 1 for details.

Old Street Station**Current route 76****Northumberland Park – Old Street – Waterloo****Proposed route 76****Tottenham Green – Old Street – Waterloo****New route 476****Northumberland Park – Euston**

See section 1 for details.

Route 141**Wood Green – Old Street – Moorgate/Liverpool Street/ London Bridge**

It has already been agreed that route 141 will provide new links from north of Old Street into the City from May 2002. In connection with changes to the Red Arrow network, it will be extended daily from Moorgate to London Bridge Station via Prince's Street, Bank, King William Street and London Bridge. The Sunday service, which currently runs to Liverpool Street Station, will also be diverted over the weekday routeing to London Bridge Station to provide a standard daily link.

It is now proposed that at the same time the frequency of the service will be increased. Buses would run between Wood Green and London Bridge Station at 10 bph during the daytime on Mondays to Fridays. During shopping hours on Saturdays, an 8 bph service would run, with 5 bph at all other times.

Route 271

Highgate Village – Old Street – Moorgate/Liverpool Street

No change to this service is proposed.

Shoreditch

Route 26

Hackney Wick – Shoreditch – Waterloo

This route has a frequency of 8 bph in the peaks. The frequency during the daytime on Mondays to Saturdays would be increased to 8 bph.

Route 48

Walthamstow – Shoreditch – London Bridge

It is proposed to increase the frequency from 6 to 8 bph during the daytime and peaks on Mondays to Fridays, and from 5 to 8 bph during Saturday shopping hours. The frequency would be increased from 4 to 5 bph every evening, early on Saturdays and during the day on Sundays.

Route 55

Leyton Green – Shoreditch – Oxford Circus

It is proposed to increase the frequency from 6 to 8 bph during the daytime and peaks on Mondays to Fridays, and from 5 to 8 bph during Saturday shopping hours. The frequency would be increased from 4 to 5 bph every evening and during the day on Sundays.

Route 67

Wood Green – Shoreditch – Aldgate

No change to this service is proposed.

Route 149

Ponders End – Shoreditch – London Bridge Station

No change to this service is proposed.

Route 242

Homerton Hospital – Shoreditch – Tottenham Court Road

It is proposed to increase the frequency of route 242 to 10 bph during the peaks and daytime on Mondays to Fridays, and during the day on Saturdays. Frequencies at other times will be increased from 5 bph to 6 bph.

Route 243

Wood Green – Shoreditch – Old Street Station/Waterloo

It is proposed to increase the frequency of route 243 to 9 bph during the daytime on Mondays to Fridays and 5 bph during the evenings. The existing frequency would be retained during Saturday and Sunday shopping periods. The route would be extended to Waterloo on Saturdays and Sundays.

Bishopsgate, Bethnal Green Road

Route 8

Bow – Bishopsgate – Victoria

No change to this service is proposed.

New route 388

South Hackney – Bishopsgate – Mansion House Station

See section 1 for details.

Aldgate

Route 15

Paddington – Aldgate – Blackwall/ East Ham

It is proposed to run two extra journeys in the busiest hour of each Monday to Friday peak.

Route 25

Ilford – Aldgate – Oxford Circus

It is proposed to increase the frequency of route 25 to 10 bph during the daytime on Mondays to Fridays, with an additional two journeys during each peak period. The Saturday frequency would also be increased from 8 to 10 bph.

Route 115

Aldgate – East Ham

It is proposed to increase Monday to Friday peak frequencies from 7.5 bph to 9 bph.

New route 205

Whitechapel – Aldgate – Paddington

See section 1 for details.

Route 253

Aldgate – Finsbury Park – Camden – Euston

No change to this service is proposed.

Tower Hill

Route 42

Denmark Hill – Tower Hill – Liverpool Street Station

The frequency of route 42 has recently been increased to 6 bph during Monday to Saturday daytime, and 3 bph during evenings and Sundays.

Route 78

Nunhead – Tower Hill – Shoreditch

It is proposed to increase the frequency of route 78 to 7 bph during the peak hours. The off-peak frequency would be increased to 6 bph on Mondays to Saturdays, and 4 bph during evenings and Sundays.

Route 100

Shadwell – Tower Hill – Elephant & Castle

It is proposed to increase frequencies at all times. The Monday to Saturday daytime frequency would be increased from 6 to 8 bph, and the extra journeys in the morning peak would be retained. Evening and Sunday frequencies would be increased from 4 to 5 bph.

Bermondsey, Jamaica Road

Route 47

Catford – Bermondsey – Shoreditch

No change to this service is proposed.

Route 188

North Greenwich – Bermondsey – Russell Square

It is proposed to increase the frequency of route 188 to 8 bph during the peaks and Monday to Friday daytime. The Saturday frequency would be increased from 6 to 8 bph, and evening and Sunday frequencies from 4 to 5 bph.

Route 381

Peckham – Bermondsey – Waterloo

No change to this service is proposed.

Bermondsey, Grange Road

Route 1

Canada Water – Bermondsey – Tottenham Court Road Station

It is proposed to increase the frequency of route 1 to 8 bph during the peaks and Monday to Friday daytimes, and retain the two extra journeys in the morning peak towards central London and the evening peak towards Canada Water. The Saturday frequency would be increased from 6 to 8 bph, and evening and Sunday frequencies from 4 to 5 bph.

Old Kent Road, Bricklayers Arms

Route 21

**Lewisham – Old Kent Road –
London Bridge/Moorgate**

It is proposed to extend the route at weekends to Moorgate, Finsbury Square. Increases in frequency are proposed to all times, with Monday to Saturday daytime frequency increasing to 7.5 bph, evenings and Sundays increasing to 5 bph.

Current route 53

**Plumstead Common – Old Kent Road –
Oxford Circus**

Proposed route 53

**Plumstead Garage – Old Kent Road –
Trafalgar Square**

New route 453

**Deptford Broadway – Old Kent Road –
Marylebone Station**

See section 1 for details.

Current route 63

**Crystal Palace – Old Kent Road –
King's Cross**

Proposed route 63

**Honor Oak – Old Kent Road –
King's Cross**

New route 363

**Crystal Palace – Old Kent Road –
Elephant & Castle**

See section 1 for details.

Route 172

**Brockley Rise – Old Kent Road –
St Paul's Station**

No change to this service is proposed.

Elephant & Castle, Walworth Road

Route 12

**Dulwich – Elephant & Castle –
Bayswater Road – Notting Hill Gate**

No change to this service is proposed.

Route 35

**Clapham Junction – Elephant & Castle –
Shoreditch**

No change to this service is proposed.

Route 40

Dulwich – Elephant & Castle – Aldgate

The weekday peak and daytime frequency will be increased to 7.5 bph. Evening frequencies will be increased to 4 bph, Saturday daytimes to 5 bph and Sunday daytimes to 4 bph.

Route 45

**Streatham Hill – Elephant & Castle –
King's Cross**

No change to this service is proposed.

Routes 68/X68

**West Croydon/West Norwood –
Elephant & Castle – Euston**

No changes to these services are proposed.

New route 148

**Camberwell – Elephant – Bayswater Rd –
Shepherd's Bush**

See section 1 for details.

Route 171

**Catford – Elephant & Castle –
Holborn Station**

No change to this service is proposed.

Route 176

**Penge – Elephant & Castle –
Oxford Circus**

It is proposed to run two extra journeys in each Monday to Friday peak on this service.

Route 343

New Cross Gate – Elephant & Castle – London Bridge

It is proposed to increase the frequency of route 343 to 9 bph during Monday to Saturday daytime periods, and 6 bph during evenings and Sundays. It is also proposed to re-route the 343 so that instead of serving London Bridge Bus Station it will run via Duke Street Hill and Tooley Street to Tower Bridge Road.

Route 468

South Croydon – Elephant & Castle

No change to this service is proposed.

Route P5

Stockwell – Elephant & Castle

No change to this service is proposed.

Elephant & Castle, Kennington Park Road

Current route 133

Tooting – Elephant & Castle – Liverpool Street

Proposed route 133

Streatham – Elephant & Castle – Liverpool Street

New route 333

Tooting – Elephant & Castle

See section 1 for details.

Route 155

Tooting – Elephant & Castle

It is proposed to increase the frequency of route 155 to 7.5 bph during Monday to Saturday daytime periods, and 4 bph during evenings and Sundays.

Lambeth, Kennington Road

Route 3

Crystal Palace – Lambeth – Oxford Circus

No change to this service is proposed.

Route 59

Streatham Hill – Lambeth – Euston

It is proposed to increase the frequency of route 59 to 7.5 bph during the day on Mondays to Saturdays, with 5 bph evenings and Sundays. An extra morning journey arriving at Euston in the busiest hour would also be provided.

Route 159

Streatham – Lambeth – Marble Arch

It is proposed to increase the peak frequency of route 159 to 12 bph in the mornings and 10 bph in the afternoons and evenings.

Vauxhall

Current route 2

Crystal Palace/West Norwood – Vauxhall – Baker Street – Marylebone

Proposed route 2

West Norwood – Vauxhall – Baker Street – Marylebone

New route 332

Crystal Palace – Brixton

See section 1 for details.

Current route 36

Lewisham – Vauxhall – Paddington – Queens Park

Proposed route 36

New Cross – Vauxhall – Paddington – Queens Park

New route 436

Lewisham – Vauxhall – Paddington

See section 1 for details.

Route 44

Tooting – Vauxhall

No change to this service is proposed.

Route 77

Tooting – Vauxhall – Waterloo

Extra capacity would be provided on route 77 by running 2 extra journeys in each Monday to Friday peak period.

Route 77A**Wandsworth – Vauxhall – Aldwych**

No change to this service is proposed.

Route 88**Camden Town – Warren Street –
Vauxhall – Clapham Common**

See Warren Street Station section for details.

Route 156**Wimbledon – Clapham Junction –
Vauxhall**

This route would be extended from Clapham Junction to Vauxhall via Queenstown Road using double-deck vehicles instead of the current single-deckers. This extension would provide new links for Queenstown Road. Discussions are in progress regarding early introduction of this extension with single-deck buses.

Route 185**Lewisham – Vauxhall – Victoria**

No change to this service is proposed.

Route 322**Crystal Palace – Vauxhall –
Elephant & Castle**

No change to this service is proposed.

Route 344**Clapham Junction – Vauxhall –
Liverpool Street Station**

It is proposed to convert route 344 from single deck to double deck buses at existing frequencies.

New route 360**Elephant & Castle – Vauxhall –
South Kensington**

See section 1 for details.

Victoria/Hyde Park Corner**Route 9****Hammersmith – Hyde Park Corner –
Aldwych**

It is proposed to increase the frequency of route 9 to 12 bph throughout the morning peak and during the busiest hour, peak direction of the evening peak. The frequency would be 10 bph during the remainder of the evening peak and during the daytime on Mondays to Saturdays. During evenings and Sundays the frequency would be increased from 5 to 7.5 bph.

Route 10**Hammersmith – Hyde Park Corner –
King’s Cross – Archway**

See King’s Cross, York Way section of this paper for details.

Route 11**Fulham Broadway – Victoria –
Liverpool Street**

No change to this service is proposed.

Route 14**Putney Heath – Hyde Park Corner –
Warren Street**

It is proposed to extend route 14 to run on from Tottenham Court Road to Warren Street Station. There would be no change to frequencies, however it is proposed to introduce new route 414 to provide extra capacity on the Fulham to Hyde Park Corner part of route 14. See section 1 for details of route 414.

Route 19**Battersea Bridge – Hyde Park Corner –
Angel – Finsbury Park**

See Angel section for details.

Route 22**Putney Common – Hyde Park Corner – Piccadilly Circus**

There would be three extra journeys during the morning and afternoon peak periods on Mondays to Fridays. There would also be an increase in the frequency between Monday to Friday peak hours from 6 bph to 7.5 bph.

Route 24**Pimlico – Victoria – Camden – Hampstead Heath**

See Warren Street Station section for details.

Route 52**Willesden – Hyde Park Corner – Victoria**

It is proposed to increase the frequency to 12 bph in the evening peak and during Monday to Saturday daytime, with 15 bph provided at the busiest times in the morning peak. The evening and Sunday frequencies would be increased to 7.5 bph.

Current route 74**Roehampton – Hyde Park Corner – Baker Street****Proposed route 74****Putney – Hyde Park Corner – Baker Street****New route 385****Roehampton – West Brompton**

See section 1 for details.

Route 137**Streatham Hill – Hyde Park Corner – Oxford Circus**

It is proposed to introduce two extra journeys in both the morning and afternoon peak hours on Mondays to Fridays.

Route 211**Hammersmith – Victoria – Waterloo**

It is proposed to convert route 211 from single deck to double deck bus operation, with no change to the frequency. A revised route serving the Chelsea & Westminster Hospital, Fulham Road and Sydney Street in both directions is being investigated.

Route 239**Clapham Junction – Victoria**

The frequency of route 239 would be increased to 6 bph during Monday to Saturday daytime periods. Evening and Sunday daytime frequencies would be increased to 4 bph.

New route 414**Fulham – Hyde Park Corner – Edgware Road – Maida Vale**

See section 1 for details.

Route C1**Kensington High Street – Victoria**

No change to this service is proposed.

Route C10**Elephant & Castle – Victoria**

No change to this service is proposed at present. An extension to London Bridge is being investigated.

Bayswater Road**Route 12****Notting Hill Gate – Bayswater Road – Elephant & Castle – Dulwich**

No change to this service is proposed.

Route 94**Acton Green – Bayswater Road – Piccadilly Circus**

No change to this service is proposed.

New route 148**Shepherd's Bush – Bayswater Road – Elephant – Camberwell**

See section 1 for details.

Paddington

Route 7

East Acton – Paddington – Russell Square

It is proposed to increase the peak frequency of route 7 to 9 bph during Monday to Saturday daytime periods. The service would also be extended from East Acton Station to East Acton Brunel Road seven days a week.

Route 15

Paddington – Aldgate – Blackwall/East Ham

See the Aldgate section for details.

Route 23

Westbourne Park/Ladbroke Grove – Paddington – Aldwych/Liverpool Street

The evening frequency on route 23 would be increased to 5 bph, providing 10 bph together with route 7 from the Ladbroke Grove area into the West End.

Route 27

Chalk Farm – Camden – Paddington – Turnham Green

No change to this service is proposed.

Route 36

Queens Park – Paddington – Vauxhall – Lewisham

See section 1 for details.

New route 205

Paddington – Aldgate – Whitechapel

See section 1 for details.

Harrow Road

Route 18

Sudbury – Paddington – Euston

It is proposed to increase the frequency to 12 bph during the daytime on Mondays to Saturdays, with 6 bph in the evenings and 7.5 bph during the daytime on Sundays. A further three journeys in the busiest hour in the peak direction would also be provided.

Edgware Road

Route 6

Kensal Rise – Edgware Road – Aldwych

It is proposed to increase the frequency of route 6. The peak frequency would be 12 bph, with two additional peak direction journeys in the morning. The Monday to Saturday shopping hours frequency would be 10 bph and the evening frequency would be increased to 6 bph.

Route 16

Cricklewood – Edgware Road – Victoria

No changes are proposed for this service. However it is proposed to introduce new route 414 to provide extra capacity on the Maida Vale to Hyde Park Corner part of route 16. See section 1 for details.

Route 98

Willesden – Edgware Road – Holborn

It is proposed to increase the frequency on route 98 to 12 bph in the morning peak, with 10 bph at other times. Two additional peak direction journeys would run in the evening peak. The evening frequency would be increased to 6 bph.

New route 414

Fulham – Hyde Park Corner – Edgware Road – Maida Vale

See section 1 for details.

Route 13

Golders Green – Baker Street – Aldwych

It is proposed to increase the evening peak and daytime frequencies from 7 bph to 8 bph. In the morning peak it is proposed to run two more journeys in addition to the extra journey that is currently scheduled. The afternoon peak extra journey would also be retained.

Route 82

North Finchley – Baker Street – Victoria

It is proposed to run three additional journeys on route 82 in both morning and afternoon peaks.

Route 113

Edgware – Baker Street – Oxford Circus

It is proposed to run an additional journey in the busiest hour with each peak flow.

Route 139

West Hampstead – Baker Street – Trafalgar Square

It is proposed to retain the current frequency of route 139 and convert it to double deck operation. The route would also be extended from Trafalgar Square to Waterloo via the Strand, Aldwych and Waterloo Bridge, once stand space becomes available at Waterloo. This would provide new links in the West End and enhance the frequency of some links currently provided by route 176.

Route 189

Brent Cross – Baker Street – Oxford Circus

It is proposed to convert route 189 to double deck operation with no change to the frequency.

Route 274

Angel – Camden – Marble Arch

No change to this service is proposed.

Section 3: Guide to proposed frequencies

Section 3 is a table showing the present and proposed frequencies for routes where changes are proposed, in numerical order.

The table shows the number of buses per hour scheduled in each direction. For example:

‘6’ is 6 buses per hour in each direction, or a bus every 10 minutes

‘5’ is 5 buses per hour in each direction, or a bus every 12 minutes

‘-’ means no service is scheduled

‘6/5’ means a bus every 10 minutes for the first part of the period, with a bus every 12 minutes for the rest of the period.

Some routes operate higher or lower frequencies for part of the period shown.

Some routes operate in sections and the frequency shown in the tables is that which is scheduled on each section. Where the sections overlap, the total service is the sum of the frequencies on each of the overlapping sections.

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
1	Canada Water – Tottenham Court Road	6 (+ jnys am)	6	4	8 (+ jnys am)	8	5
2	Crystal Palace – Marylebone	–	–	5 (6 Sun daytime)	–	–	–
	Crystal Palace – Brixton	7.5	6	–	–	–	–
	Norwood Garage – Marylebone	7.5	6	–	9	8	5 (6 Sun daytime)
4	Archway – Waterloo	5	5 (4 Sat)	3 (Mon-Sat)	6	6	4
	Archway – Angel	–	–	3 (Sun)	–	–	–
6	Kensal Rise Station – Aldwych	12 (am) 10 (pm)	8 (9.5 Sat)	5 (6 Sun daytime)	12 (+ jnys am)	10	6
7	East Acton – Russell Square	6	6	5	9	9	5
9	Hammersmith – Aldwych	7.5	7.5	6/5 (5 Sun)	12 (am) 10 (+ jnys pm)	10	7.5
10	Hammersmith – Archway	7.5	7.5	6/5 (5 Sun)	–	–	–
	Hammersmith – King’s Cross	–	–	–	10 (am) 8 (+ jnys pm)	8	6/5 (5 Sun)

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
13	Golders Green – Aldwych	8 (+ jnys am) 7 (+ jnys pm)	7	5	8 (+ jnys)	8 (7 Sat)	5
15	Paddington – Blackwall Paddington – East Ham	7.5 –	6 (7.5 Sat) –	– (7 Sun daytime) 6	7.5 (+ jnys) –	6 (7.5 Sat) –	– (7 Sun daytime) 6
17	Archway – London Bridge Archway – King’s Cross	6 –	5 (not Sat) 5 (Sat)	4 (Mon-Fri) 4 (Sat-Sun)	7.5 –	7.5 (not Sat) 6 (Sat)	4 (Mon-Fri) 4 (Sat-Sun)
18	Sudbury Swan – Euston Bus Station	10	9	5 (6 Sun daytime)	12 (+jnys)	12	6 (7.5 Sun daytime)
19	Battersea – Finsbury Park	8 (am) 7 (pm)	6	5	10 (am) 9 (pm)	8	6
21	Lewisham – Moorgate, Finsbury Square Lewisham – London Bridge	6 –	5 (Mon-Fri) 5 (Sat)	4 (Mon-Fri) 4 (Sat-Sun)	7.5 –	7.5 –	5 –
22	Putney Common – Piccadilly Circus	9 (am) 8 (pm)	6	5	9 (+ jnys am) 8 (+ jnys pm)	7.5 (6 Sat)	5
23	Ladbroke Grove – Liverpool Street Trafalgar Square – Liverpool Street Projection: Ladbroke Grove – Westbourne Park Garage Ladbroke Grove – Aldwych	12 (am) 10 (pm) 3 (pm) 3 –	8.5 (Mon-Fri) – 3 (4 Sat) 8 (Sat)	4 (Mon-Fri) – 2 (Mon-Sat) 4 (6 Sun daytime)	12 (am) 10 (pm) 3 (pm) 3 –	8.5 (Mon-Fri) – 3 (4 Sat) 8 (Sat)	5 (Mon-Fri) – 2 (Mon-Sat) 5 (6 Sun daytime)
24	Hampstead Heath – Pimlico Hampstead Heath – Tottenham Court Road	12 –	11 (8 Sat) 2 (Sat pm)	6 (5 Sun; 8 Sun daytime) –	12 (+jny) –	12 –	6 (8 Sun daytime) –
25	Ilford – Oxford Circus	8	8	5 (6 Sun daytime)	10 (+ jnys)	10	5 (6 Sun daytime)

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
26	Hackney Wick – Waterloo	8 (+ jny am)	6	5	8 (+ jny am)	8	5
29	Palmers Green – Camden Town Wood Green – Trafalgar Square	6 7.5	6 7.5	5 eves 6 day 5 eves 6 day	6 9 (+ jnys)	6 9	5 eves 6 day 5 eves 6 day
30	Hackney Wick – Marble Arch	6	6	5	7.5	7.5	5
36	Lewisham – Paddington Lewisham – Victoria New Cross Gate – Queen’s Park Lewisham – Queen’s Park	6 6 6 – (+ jnys am)	5 (not Sat) 5 (6 Sat) 5 (not Sat) 6 (Sat)	– 5 (not Sat) 5 (Sat) 5 (Sat)	– – 8 –	– – 8 –	– – 5 –
38	Victoria – Clapton Pond Tottenham Court Rd – Clapton Pond	21 (am) 20 (pm) –	12 (6 Sat) 6 (Sat)	8 –	26 (am) 23 (pm) –	15 –	10 –
40	Dulwich – Aldgate	6	4	3	7.5	7.5 (5 Sat)	4
42	Denmark Hill – Liverpool Street	5	5	3	6	6	3
46	Warwick Avenue – Farringdon Street Warwick Avenue – King’s Cross	5 –	5 –	3 (Sun daytime) 3 (eves only)	6 –	6 –	4 (Sun daytime) 4 (eves only)
48	Walthamstow Central – London Bridge	6	6 (5 Sat)	4	8	8	5
52	Willesden – Victoria	15/10 (am) 10 (pm)	10	6	15/12 (am) 12 (pm)	12	7.5
53	Plumstead Common – Oxford Circus Plumstead Common – Trafalgar Square Woolwich – Oxford Circus Woolwich – Trafalgar Square Projection: Plumstead Common – Plumstead Garage Plumstead Garage – Trafalgar Square	10 (am) 8/13 (pm) – 2 (am) 5/10 (am) 5/3 (pm) – –	5 (8 Sat) 5 (not Sat) – – – Jnys –	7.5 – – – – Jnys –	– – – – – – 10 (+ jnys)	– – – – – – 10 (8 Sat)	– – – – – – 6

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
55	Leyton Green – Oxford Circus	6	6 (5 Sat)	4	8	8	5
56	Whipps Cross Roundabout – Smithfield, St Barts	6	6 (5 Sat)	3 (4 Sun daytime)	8	8	6
59	Streatham Hill – Euston Station	6 (am) 5 (pm)	5	4	7.5 (+ jny am)	7.5	5
63	Crystal Palace – King’s Cross	4	4 (5 Sat)	4 (3 Sun)	–	–	–
	Honor Oak – King’s Cross	4	4 (not Sat)	–	10 (+ jny)	8	5
	Honor Oak – Elephant & Castle	8	5 (Sat)	–	–	–	–
74	Roehampton – Baker Street Station	7.5	7.5	6 (5 Sun)	–	–	–
	Putney – Baker Street Station	–	–	–	9	9	6
76	Northumberland Park – Waterloo	5	5 (4 Sat)	3	–	–	–
	Tottenham Green – Waterloo	–	–	–	7.5	7.5	5
77	Tooting Station – Waterloo	6	6	5/4 (5 Sun daytime)	6 (+ jnys)	6	5/4 (5 Sun daytime)
78	Nunhead – Shoreditch Church	6	5	3 (4 Sun daytime)	7	6	4
82	North Finchley – Victoria	7.5	7.5	5	7.5 (+ jnys)	7.5	5
88	Clapham Common – Camden Town	6	6	4	8 (+ jnys)	8	5
91	Crouch End – Trafalgar Square	6	6	5	8 (+ jnys)	8	6
98	Willesden Garage – Bloomsbury	10 (am) 9 (pm)	9 (10 Sat)	5 (6 Sun daytime)	12 (am) 10 (pm) (+ jnys pm)	10	6
100	Shadwell Station – Elephant & Castle	6 (+ jnys am)	6	4	8 (+ jnys am)	8	5
113	Edgware – Oxford Circus	6	6	3	6 (+ jnys)	6	3
115	Aldgate – East Ham	7.5	6	– (5 Sun daytime)	9	6	– (5 Sun daytime)

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
133	Tooting – Liverpool Street Streatham St Leonard’s – Liverpool Street	11 (am) 10 (pm)	7 (7.5 Sat)	5 –	– 10 (+ jny)	– 9	– 5
134	North Finchley – Tottenham Court Rd	9	9	8/6 (9 Sun daytime)	10 (+ jnys)	9	8/6 (9 Sun daytime)
137	Streatham Hill – Oxford Circus Clapham Common – Oxford Circus	15/6 (am) 6/12 (pm)	5 (9 Sat)	5 –	15/6 (am) (+ jnys) 6/12 (pm) (+ jnys)	5 (9 Sat) 5	5 –
139	West Hampstead – Trafalgar Square West Hampstead – Waterloo	7.5 –	7.5 –	5 –	– 7.5	– 7.5	– 5
141	Wood Green – London Bridge	8 (+ jnys)	6 (8 Sat)	4 (3 Sun)	10 (+ jnys)	10 (8 Sat)	5
148	Camberwell – Shepherd’s Bush Green	–	–	–	6	6	5
155	Tooting, St George’s Hospital – Elephant & Castle	6	6	3	7.5	7.5	4
159	Streatham Garage – Marble Arch	10 (am) 8 (pm)	8 (9 Sat)	5	12 (am) 10 (pm)	10 (9 Sat)	5
168	Hampstead Heath – Elephant & Castle	5	5	3 (4 Sun daytime)	7.5	7.5	5
176	Penge – Oxford Circus	6/7.5	5 (6 Sat)	4	6/7.5 (+jnys)	5 (6 Sat)	4
188	North Greenwich – Russell Square	6	6	4	8	8	5
205	Paddington – Whitechapel	–	–	–	6	6	5
214	Highgate Village, South Grove – Liverpool Street Bus Station	7.5	6	4 (5 Sun daytime)	8	8	5
239	Clapham Junction – Victoria	5	5	3	6	6	4
242	Homerton Hospital – Tottenham Court Road Station	8	8	5	10	10	6

Rte	Present and proposed terminals	Present buses per hour			Proposed buses per hour		
		Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays	Weekday peak hours	Weekday off peak; Saturday daytime	Evenings and Sundays
243	Wood Green – Waterloo Wood Green – Old Street Station	7.5 –	6 (Mon-Fri) 7.5 (Sat) 6 (Sun daytime)	5/4 (Mon-Fri) 5/4 (Sat) 4 (Sun) 6 (Sun daytime)	9 –	9 (7.5 Sat) –	5/4 eves 4 Suns –
259	Edmonton – King's Cross	5	5	4	5	5	4 eves 5 Suns
332	Crystal Palace – Brixton	–	–	–	7.5	6	4
333	Tooting – Elephant & Castle	–	–	–	7.5	7.5	5
343	New Cross – London Bridge New Cross – Tower Bridge	7 –	7 (7.5 Sat) –	6/5 (5 Sat–Sun) –	– 9	– 9	– 6
360	Elephant & Castle – South Kensington	–	–	–	5	5	3 eves 4 day
363	Crystal Palace – Elephant & Castle	–	–	–	6	6	4
385	Roehampton – West Brompton	–	–	–	7.5	7.5	5 eves 6 Suns
388	South Hackney – Mansion House	–	–	–	6	6	5
390	Marble Arch – Archway	–	–	–	8 (+ jnys)	7.5	5
414	Fulham – Maida Vale	–	–	–	7.5	7.5	5
436	Lewisham – Paddington	–	–	–	10	8	5
453	Deptford Bdwy – Marylebone Station	–	–	–	10	10 (8 Sat)	6
476	Northumberland Park – Euston	–	–	–	7.5	7.5	5
501	Waterloo – London Bridge	10 (am) 8 (pm)	6 (not Sat)	–	–	–	–
507	Victoria – Waterloo	15	10 (not Sat)	6/– (Mon–Fri)	12	10 (not Sat)	6/– (Mon–Fri)
521	Waterloo – London Bridge Waterloo – Holborn Circus	10 (am) 8 (pm) –	– –	– –	9 (am) 8 (pm) 9 (am) 8 (pm)	6 (not Sat) –	– –
900	Paddington – Liverpool Street Station	–/1 (am) 1 (pm)	1	1 (Sun daytime)	–/2 (am) 2 (pm)	2	2/– (2 Sun daytime)
RV1	Covent Garden – Tower Gateway	–	–	–	6	6	6

Section 4: Summary of changes by route

Route	Terminals	More buses	Bigger buses	New route	Restructured/extended	Proposed date
1	Canada Water - Tottenham Court Road	•				Oct-02
2/332	Crystal Palace/West Norwood - Marylebone	•			•	Jan-03
3	Crystal Palace - Oxford Circus					no change
4	Archway - Waterloo	•				Jan-03
6	Kensal Rise - Aldwych	•				Oct-02
7	East Acton - Russell Square	•				Sep-02
8	Bow - Victoria					no change
9	Hammersmith - Aldwych	•				Jan-03
10/390	Hammersmith - Archway	•			•	Nov-02
11	Fulham Broadway - Liverpool Street					no change
12	Notting Hill Gate - Dulwich					no change
13	Golders Green - Aldwych	•				Nov-02
14	Putney Heath - Warren Street				•	Sep-02
15	Paddington - Blackwall/East Ham	•				Nov-02
16	Cricklewood - Victoria					no change
17	Archway - London Bridge	•				Oct-02
18	Sudbury - Euston	•				Jan-03
19	Battersea Bridge - Finsbury Park	•				Sep-02
21	Lewisham - London Bridge/Moorgate	•				Oct-02
22	Putney Common - Piccadilly Circus	•				Nov-02
23	Ladbroke Grove - Liverpool Street					Dec-02
24	Hampstead Heath - Pimlico	•				Nov-02
25	Ilford - Oxford Circus	•				Oct-02
26	Hackney Wick - Waterloo	•				Jan-03
27	Chalk Farm - Turnham Green					no change
29	Palmers Green - Trafalgar Square	•				Jan-03
30	Hackney Wick - Marble Arch	•				Jan-03
35	Clapham Junction - Shoreditch					no change
36/436	Lewisham - Queens Park	•	•		•	Jan-03

Summary of changes by route (continued)

Route	Terminals	More buses	Bigger buses	New route	Restructured/extended	Proposed date
38	Clapton - Victoria	•				Jul-02
40	Dulwich - Aldgate	•				Apr-02
42	Denmark Hill - Liverpool Street	•				Apr-02
43	Friern Barnet - London Bridge					no change
44	Tooting - Vauxhall					no change
45	Streatham Hill - King's Cross					no change
46	Warwick Avenue - Farringdon Street	•				Sep-02
47	Catford - Shoreditch					no change
48	Walthamstow - London Bridge	•				Jan-03
52	Willesden - Victoria	•				Jan-03
53/453	Plumstead Common - Oxford Circus		•		•	Jan-03
55	Leyton Green - Oxford Circus	•				Jan-03
56	Whipps Cross - Smithfield	•				Jan-03
59	Streatham Hill - Euston	•				Jan-03
63/363	Crystal Palace - King's Cross	•			•	Nov-02
67	Wood Green - Aldgate					no change
68/X68	West Croydon/West Norwood - Euston					no change
73	Tottenham/Stoke Newington - Victoria					no change
74/385	Roehampton - Baker Street				•	Sep-02
76/476	Northumberland Park - Waterloo	•		•	•	Jan-03
77	Tooting - Waterloo	•				Jan-03
77A	Wandsworth - Aldwych					no change
78	Nunhead - Shoreditch	•				Sep-02
82	North Finchley - Victoria	•				Nov-02
88	Camden Town - Clapham Common	•				Jan-03
91	Crouch End - Trafalgar Square	•				Oct-02
94	Acton Green - Piccadilly Circus					no change
98	Willesden - Victoria	•				Oct-02
100	Shadwell - Elephant & Castle	•				Dec-02

Summary of changes by route (continued)

Route	Terminals	<i>More buses</i>	<i>Bigger buses</i>	<i>New route</i>	<i>Restructured/extended</i>	<i>Proposed date</i>
113	Edgware - Oxford Circus	•				Nov-02
115	Aldgate - East Ham	•				Nov-02
133/333	Tooting - Liverpool Street				•	Jan-03
134	North Finchley - Tottenham Court Road	•				Nov-02
137	Streatham Hill - Oxford Circus	•				Nov-02
139	West Hampstead - Trafalgar Square		•			Dec-02
141	Wood Green - Moorgate/Liverpool Street	•			•	May-02
148	Camberwell - Shepherd's Bush			•		Jan-03
149	Ponders End - London Bridge					no change
153	Finsbury Park - Liverpool Street					no change
155	Tooting - Elephant & Castle	•				Dec-02
156	Wimbledon - Vauxhall		•		•	Sep-02
159	Streatham - Marble Arch	•				Oct-02
168	Hampstead Heath - Elephant & Castle	•				Sep-02
171	Catford - Holborn					no change
172	Brockley Rise - St Paul's Station					no change
176	Penge - Oxford Circus	•				Jan-03
185	Lewisham - Victoria					no change
188	North Greenwich - Russell Square	•				Oct-02
189	Brent Cross - Oxford Circus		•			Dec-02
205	Whitechapel - Paddington			•		Sep-02
211	Hammersmith - Waterloo		•			Sep-02
214	Highgate Village - Liverpool Street	•				Sep-02
239	Clapham Junction - Victoria	•				Sep-02
242	Homerton Hospital - Tottenham Court Road	•				Jan-03
243	Wood Green - Old Street Station/Waterloo	•				Nov-02
253	Aldgate - Euston					no change
259	Edmonton - King's Cross					no change
271	Highgate Village - Moorgate/Liverpool Street					no change

Summary of changes by route (continued)

Route	Terminals	<i>More buses</i>	<i>Bigger buses</i>	<i>New route</i>	<i>Restructured/extended</i>	<i>Proposed date</i>
274	Angel - Marble Arch					no change
322	Crystal Palace - Elephant & Castle					no change
332	Crystal Palace - Brixton	see route 2				Jan-03
333	Tooting - Elephant & Castle	see route 133				Jan-03
341	Northumberland Park - Waterloo					no change
343	New Cross Gate - London Bridge	•			•	Sep-02
344	Clapham Junction - Liverpool Street		•			Sep-02
360	Elephant & Castle - South Kensington			•		Nov-02
363	Crystal Palace - Elephant & Castle	see route 63				Nov-02
381	Peckham - Waterloo					no change
385	Roehampton - Hyde Park Corner	see route 74				Sep-02
388	Hackney - Mansion House Station			•		Jan-03
390	Marble Arch - Archway	see route 10				Nov-02
414	Fulham - Maida Vale			•		Dec-02
436	Lewisham - Paddington	see route 36				Jan-03
453	Deptford Broadway - Marylebone Station	see route 53				Jan-03
468	South Croydon - Elephant & Castle					no change
476	Northumberland Park - Euston	see route 76				Jan-03
507	Waterloo - Victoria		•			May-02
501/521	Waterloo - London Bridge		•		•	May-02
900	Paddington Station - Liverpool Street				•	Sep-02
C1	Kensington High Street - Victoria					no change
C2	Parliament Hill Fields - Oxford Circus		•			Mar-02
C10	Elephant & Castle - Victoria				•	Oct-02
P5	Stockwell - Elephant & Castle					no change
RV1	Covent Garden - Tower Gateway			•		Apr-02