

BUS STRATEGY

1 Introduction

Every weekday more than 6 million trips are made across London's bus network, consisting of over 700 routes. A total of 39 bus routes serve Waltham Forest and the surrounding area including 2 twenty-four hour routes (58 & 69) and 5 night bus routes serving central London.

Waltham Forest has been a partner in the London Bus Priority Network, (North-East sector) since its inception in 1993 and is committed to delivering LPBN's co-ordinated strategy for bus priority to ensure a fully accessible local network of high quality and reliable bus services are established across Waltham Forest.

2 London Bus Priority Network

The London Bus Priority Network (LBPN) was originally an 865km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. From 2003, the LBPN now covers all borough roads that carry buses.

2.1 LBPN Policies

The strategic policies for the LBPN, pending review from the emerging Bus Priority Implementation Action Plan (2004-2011) Strategy, have remained broadly the same since its inception 1993. Key policies currently include the following:

1. All the routes in the network would be studied with the objective of introducing bus priority and/or other traffic management measures which seek to improve safety and to free bus operations from the impact of traffic congestion along and across the network of routes to achieve improved reliability and a reduction in overall bus journey times. The measures would need to be consistent with the Mayor's Transport Strategy, UDP policies and the Traffic Management and parking guidance, seeking to provide an appropriate balance between the needs of existing and potential bus passengers, businesses, frontages, pedestrians, cyclists and the related environment
2. Study of whole bus routes and the implementation of appropriate measures should be financed at no costs to the local authority. Bus priority measures can include the introduction of bus lanes, queue relocation, bus advanced areas (pre-signals), bus gates, bus boarders, Selective Vehicle Detection (SVD), signal control technologies, and traffic management measures such as parking and waiting and loading restrictions.

The LBPN partnership is well established and recognised by TfL and boroughs alike. The LBPN is now in its eleventh year and has been

preparing a consistently accepted annual bid on behalf of boroughs for bus priority.

2.2 Project Development

The cost for the implementation of bus priority schemes on the London Bus Priority Network should continue to be financed at no cost to the local authorities. Over the eleven years the project has been allocated a total of £146.65 million and the recent announcement of a further £19 million for expenditure in 2005/06 is testimony to the success of the LBP as a partnership delivering effective bus priority schemes across the Capital

Up to the end of March 2004 the LBP as a project has resulted in the boroughs implementing over 3,500 bus priority schemes.

2.3 Continuing support for the LBP Partnership

Waltham Forest Council is committed to the continued support for the LBP as a partnership that will:

- Allow a co-ordinated approach to bus priority and provide a London-wide strategy that all boroughs can follow.
- Ensure that the management structure remains in place to allow the boroughs to retain their independence but at the same time provide a co-ordinated approach and effective working on the project.
- Co-ordinate future year's package bids for funding through the appropriate bidding processes

3 Bus Priority within the MTS

The Mayor's Transport Strategy (MTS) sets out a package of policies and proposals related to public transport and the following relate specifically to bus priority;

MTS Policy Ref:	Summary
4F.2	Improve the performance and reliability of individual bus routes through more effective operational management and enforcement policies
4F. 3	Increase in the provision of bus stands and garage facilities at agreed locations in association with London buses

4F.6	Introduce bus priority programmes to effectively reduce bus delays and reduce journey time variability across the bus network.
4F.7	All bus routes will be effectively enforced, to protect against illegal stopping and other traffic offences, using cameras wherever possible.
4F.8	TfL and the boroughs will promote and implement a package of whole route enhanced, intensified and enforced bus priority measures on major bus corridors
4F.11	Programme to make all bus stops accessible

3.1 Performance Indicators / Targets

There are two Pls/ Targets that must be achieved by TfL and the boroughs. These are:

- Bus Excess Wait Time (EWT): TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.
- Bus Journey Times: Waltham Forest will reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes.

In addition, the Government's 10 year transport plan includes a target to increase bus use in England (passenger journeys) from 2000 levels by 10% by 2010, and improve journey time and service reliability.

At time of drafting this plan, TfL has not produced certain key strategic documents. These include the Framework for the Future document that will set out the direction that bus priority should take over the next five years. The Borough also awaits guidance from TfL regarding the bus key performance indicator targets, including a LIP target for bus journey time in accordance with MTS Target 4.

3.2 LIP Guidance for Bus Priority

In the absence of the final 'Framework for the Future' document TfL's Bus Priority team has issued an advice note to achieve a consistent approach for Bus Priority within the LIP across all Boroughs. This advice states:

- i. Individual bus priority programmes should be identified for schemes over £100,000 in value or for schemes with strategic significance.

- ii. For the remainder of the network in Waltham Forest, bus priority programmes should be identified under two broad categories:
 - Category One: Bus Priority measures which concentrate on scheme improvements on Busy Bus Routes
 - Category Two: The remainder of the network, subcategorised as within a town centre and the network outside town centres

For the purpose of costing potential bus priority schemes, TfL's advice note provides indicative cost estimates, with the following rates suggested for Outer London schemes (including Waltham Forest):

- Outer London schemes on busy bus routes = £100,000 per km
- Town Centre schemes = £400,000 per km
- Remainder of network = £100,000 per km

Within this LIP, bus priority schemes will be identified on a general basis, in accordance to TfL's LIP and BSP guidance. Further details of the type of bus priority schemes the Council will submit to TfL for funding between 2006-2010 are display in the 'Form One' section, **Chapter ?**, and further details are provided in sections 1.6 to 1.8 within this chapter.

4 Delivering Bus Priority in Waltham Forest

Waltham Forest Council will continue to work in partnership with TfL's Bus Priority Unit, senior route co-ordinators, designated consultants, neighbouring borough's, transport users groups and the bus route operators to introduce bus priority measures, which facilitate the operation of fast and reliable bus services throughout the borough.

The Council is committed to delivering bus priority schemes and implementing adequate enforcement measures to facilitate bus priority, which provides:

- i. Improved access to jobs, services and facilities for those who do have access to a car and provide an attractive and reliable alternative for those who do.
- ii. Clean, safe, reliable and integrated bus services, providing an attractive alternative to car travel, are imperative to reduce traffic congestion, car dependency and to meet traffic restraint targets.

- iii. Accurate real time bus service information for passengers and potential passengers both at bus stops, on buses and at other public transport information points and interchanges.
- iv. Adequate enforcement of bus lanes, bus stop clearways, parking, waiting and loading restriction and junctions served by bus routes and where necessary increase parking and loading restrictions and improve enforcement of existing regulations.
- v. Improved passenger accessibility on and off buses at bus stops.

In addition, the Council will seek to:

- Increase the network of bus services provided, with priority given to providing new bus services or extensions to existing routes to serve areas of new employment opportunities, regeneration initiatives and new developments
- Secure a fully integrated approach to the provision and operation of public transport services in Waltham Forest through increased co-operation between public transport providers (bus and rail) by co-ordinating their services activities and future maintenance operations.
- Liase with TfL London buses and service operators to improve ticket purchasing options for passengers, including the availability of travel cards at bus stations and key bus stops on busy bus routes.
- Secure funding opportunities for new bus service and bus priority schemes through Section 106 allocations from new development planning consents. Section 106 funding are being secured for bus serves serving Waltham Forest from the Stratford City development and further funding opportunities will be secured through developments within the Lower Lea Valley regeneration initiative.

5 Bus priority on Busy Bus Routes and 'A' roads:

TfL has defined busy bus routes as roads that are served by at least 15 buses per hour. These sections of the bus network have been identified as key locations for further bus priority due to the large percentage of the networks 6 million daily passengers being transported along these bus corridors each day. Within Waltham Forest, the key bus route corridors and A roads containing busy bus routes are shown on the map of the borough in **Appendix A** and below in **table 1**.

Table 1: Busy bus routes on A roads in Waltham Forest

Road	Bus routes
A104 (Lea Bridge Road)	20, 48, 55, 56, 230, 257, 357, W15, W16, W19
A503 (Forest Road)	123, 275, 230, N73
A112 (High Road Leyton)	58*, 69*, 97, 158, W16, N26
A112 (Hoe Street)	34, 69*, 97, 215, 275, 357, W15, W12, W19
A112 (Chingford Road to Old Church Road E4)	34, 97, 158, 215, 357, 397, N26
A11 (High Road Leytonstone)	257, 66, 69*, 58, 145, 257, W13, W14, W19, N8,

* 24 hour service

6 Bus Priority funding through the BSP process

Waltham Forest Council will continue to submit annual BSP bids for Bus Priority and Bus Stop accessibility schemes, as specified in the current (2006/07) TfL BSP guidance. Bus priority scheme submissions will be categorised in-accordance to the following criteria:

- **Incomplete & committed schemes:**
- **General bus priority schemes**
- **Review of existing schemes**
- **Town Centre schemes**
- **Feasibility study for busy bus route corridors**

All roads served by bus routes in Waltham Forest will be considered for potential bus priority and bus stop accessibility improvement schemes, with priority given to schemes at appropriate locations on A roads and busy bus routes.

The Council has a strong track record for identifying bus priority improvements and will continue to delivery the following types of bus priority schemes:

- 24 hour bus stop clearways
- Bus stop accessibility programme to improve passenger accessibility on and off buses at bus stops. Including programme of bus stop footways and kerb modification for the effective use of low floor buses.
- Bus boarders and partial bus lay-by in fill to facilitate buses serving and departing from bus stops on congested roads.
- Re design of key road junctions to incorporate bus priority measures.

- SVD signalling providing bus priority through traffic signals.
- Increase camera and parking attendant enforcement measures at bus stops, in bus lanes, and at junctions (including box junctions) serving bus routes to ensure these routes are kept free from illegally parked vehicles and related congestion that creates delays to bus services.
- Implementation of blanket Traffic Management Order to introduce double yellow lines at congested junctions where bus routes operate, and where restrictions do not already apply.
- Sympathetic traffic calming measures on busy bus routes, which are compatible with the operation of bus and emergency services.
- Reallocate road space away from car use, where feasible, principally towards the provision of bus lanes and bus gates and other measures that provide bus priority benefits.

7 Bus Priority Schemes in Waltham Forest during 2005-6

- i) Full signalisation of Green Man Roundabout Leytonstone
- ii) Re design of Whipps Cross Roundabout, incorporate Bus Priority benefits
- iii) Bus gate lea Bridge Road (delayed completion from 2003)
- iv) Palmerston Road traffic flow, parking restriction and congestion improvements to aid passage of W11 and W15 bus services.
- v) Whole route inspection for Route 58 (completed in April 2005)
- vi) Continuation of Bus Stop Accessibility Programme at bus stops

8 Potential Bus Priority schemes in Waltham Forest between 2006-2009

- i) Review of 4 key junctions along Hoe Street E17: Hoe Street / Selbourn Road, Queens Road/ Hoe Street, Church Hill/Hoe Street and Walthamstow bus station/ Selbourn Road Junction. Redesign for bus priority and synchronise signals using SVD.
- ii) The Council will seek funding to carry out whole route inspection studies for specific key routes, prioritising with routes on busy bus corridors, to identify bus priority and passenger accessibility schemes which can be funded as part of the Borough's annual Bus Priority BSP submissions. Possible routes to be studied will include:
 - Route 97: Leyton to Chingford Station
 - Route 158: Chingford Mount to Stratford Station
 - Route 179: Chingford Station to Barking
 - Route 257: Walthamstow Central Station to Stratford Station

Route 275: Walthamstow (St. James Street Station) to Barkingside.

iii) Feasibility study to identify possible route extensions to existing bus services, including an extension to the W19 bus route to serve Leyton Underground Station.

iv) Introduction of reliable 'countdown' real time bus service information for passengers at all major bus stop interchanges.

v) Continuation of 24 hour Bus stop clearways programme

vi) Continuation of Bus Stop Accessibility programme

Further details of the type of bus priority schemes the Council will submit to TfL for funding between 2006-2010 are display in the 'Form One' section.

9 Bus priority schemes delivered in Waltham Forest 1994-2005.

• Reconstruction of Walthamstow Central Bus Station:

Walthamstow bus station was redeveloped during 2004, providing radically increased bus-standing and state of the art passenger waiting and information facilities. A pedestrian subway is being constructed to provide access from the bus station directly into Walthamstow Central Underground Station on the Victoria Line.

• Bus Stop Clearways:

The Council is implementing an on-going programme of 24-hour bus stop clearways at over 300 individual bus stops along high passenger capacity LBPN routes across the borough.

24-hour red surfaced bus stop clearways are being introduced at various targeted sites around the Borough, to prevent parking or other obstruction of buses as they approach and leave stops. Sites have been programmed to tie in with bus priority and bus stop accessibility schemes or other road maintenance works to minimise disruption and make efficient use of resources.

• Bus Stop Accessibility:

The Council is implementing an on-going programme of bus stop accessibility improvements at busy bus stops on key routes across the borough.

• Bus lane enforcement:

Waltham Forest has introduced 14 bus lanes totalling a length of 6081 metres (3.8 miles), as detailed below in **Table 2**. A map showing the bus lanes with their times of operation is displayed in **Appendix B**.

Table 2 Bus lane location and length in Waltham Forest

Road name	From	To	Bus lane length
Chingford Road	Cazenove Road	Knebworth Avenue	485
High Road (Leyton)	Church Road	St Georges Road	620
Lea Bridge Road	River Lea	Connaught Close	560
Lea Bridge Road	Burwell Road	Hibbert Road	540
Lea Bridge Road	Grove Road	Whipps Cross Roundabout	430
Lea Bridge Road	Bickley Road		680
Lea Bridge Road	Markhouse Corner	Elm Park Road	618
Forest Road	Wickford Way	Blackhorse Lane	190
Hoe Street	Granville Road	Leamington Avenue	240
Church Road	Capworth Street	Lea Bridge Road	220
Forest Road	Blackhorse Road	London Borough Haringey	970
Lea Bridge Road	Albany Road	Russell Road	200
Lea Bridge Road	Rigg Approach	Burwell Road	120
Forest Road	Wolsey Avenue	Russell Road	208
Total			6081 metre
			3.8 miles

Bus lane enforcement is given a high priority by the Council's parking enforcement wardens and also 25 CCTV cameras (operating mainly 7 - 10am & 4 - 7pm Monday to Saturday).

- **Countdown**

Countdown facilities providing 'real time' bus timetable information have been introduced at selected bus stops in Waltham Forest under the instruction of TfL London Buses. The programme was temporally suspended in 2003 due to technology problems associated with the accuracy of the real time information displayed. Waltham Forest Council has since been informed that TfL London Buses will be

recommencing the installation of new real time countdown facilities at bus stops on busy bus routes and key bus routes interchanges across the borough within the next 18 months (from January 2005).

- **Winter Maintenance Programme**

Waltham Forest Council has a coordinated procedure for gritting or salting all the boroughs roads including all bus routes when there is a risk of snow and ice.

The aim of the Council's Winter Maintenance Service is to ensure, as far as is possible, for the safe movement of traffic, and keeps delays and accidents caused by adverse weather conditions to a minimum on roads within the London Borough of Waltham Forest.

All the borough's roads will be gritted and salted in order of priority. All bus routes on major roads and with hills will be treated first, followed by all borough roads and then all minor residential roads, cul-de-sacs and alleys.

The gritting route schedule will be reviewed each summer to include any changes or additions to bus routes, in consultation with TfL (London Buses).

9 Other major bus priority schemes introduced in Waltham Forest since 1995 include:

- The review and increase in the operating hours and enforcement of the bus lanes located on the Lea Bridge Road.
- Installation of bus gate and signalisation of Crooked Billet roundabout for bus priority.
- Extension of W19 bus route from Walthamstow Central into Argall Avenue Industrial Estate.
- Extension of W14 bus route into Asda, Leyton.
- Whole route inspections undertaken on the 55 and 34 bus routes, resulting in the implementation of specific bus priority schemes along each route.