

MAYOR OF LONDON

Caroline Pidgeon MBE AM

City Hall
The Queen's Walk
More London
London SE1 2AA

Our ref: MGLA120318-6366

Date: 24 APR 2018

Dear Caroline,

Thank you for the petition presented to the London Assembly (Plenary) Meeting on 8 March about the RV1 bus route. I am sorry for the delay in replying.

Transport for London (TfL) keeps the bus network under constant review to reflect the changing ways that Londoners travel. With the arrival of the Elizabeth line from the end of this year, the proposed transformation of Oxford Street, and new cycling routes across London, it is only right that TfL reviews the network to ensure services match customer demand. By strategically reconfiguring the bus network, services can be run more efficiently, more capacity can be provided where it is needed and excess capacity removed where passenger numbers have dropped. This approach can enable ridership to grow more quickly in areas with growing demand, while improving reliability and reducing congestion where demand is falling.

Passenger demand for the RV1 has been falling for a number of years, halving since mid-2015. It is very lightly used for a central area route, with occupancy about half that of the network as a whole. There is therefore a significant amount of spare capacity, with just over two buses per hour required at its busiest point at Aldwych, in the afternoon towards Covent Garden. It is one of only four bus routes that operate wholly within central London, which is where our strategy is to reduce excess services if there is falling demand.

There are alternative routes to the RV1. It is paralleled by route 381 between Waterloo and City Hall, the 78 and 42 between City Hall and Tower Gateway, and by many routes between Waterloo and Aldwych. It is also paralleled by the Jubilee line and National Rail services between Waterloo, Waterloo East and London Bridge.

Reducing the frequency from six buses to three buses per hour was carefully evaluated to ensure this change was worthwhile. This change will save over £340,000 per year which represents a significant saving that can be reinvested across the wider bus network.

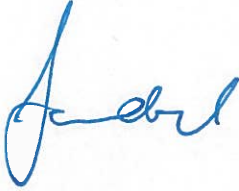
The change to the RV1 will bring environmental benefits as the route will change from being operated by a mix of diesel and hydrogen buses to being operated by hydrogen buses only.

MAYOR OF LONDON

The route will be kept under review to check if and how demand is changing to ensure capacity is able to match future changes in passenger demand.

Please be assured that this decision wasn't taken lightly. However, it is vital that a cleaner, more efficient and more cost-effective bus service is operated across London.

Yours sincerely,



Sadiq Khan
Mayor of London