

Background Paper 1

Developing the Network

1 Introduction

1.1 Bus use has increased by over two-thirds since 1999, driven by sustained increases in the size and quality of the network, fares policy and underlying changes in London's economy. The bus network is constantly evolving as London develops and the needs and aspirations of passengers and other stakeholders change. Enhancements take place not only to the service pattern but across all aspects of the service.

- **Capacity.** The level of bus-km run has increased by around 40 per cent over the same period. Network capacity has increased by a faster rate, by around 55 per cent, with increases in average vehicle size. Additionally, much improved reliability means that more of the scheduled capacity is delivered to passengers.
- **Reliability.** Effective bus contract management, in particular the introduction of Quality Incentive Contracts, has driven a transformation of reliability. This has been supported by bus priority and by the effects of the central London congestion charging scheme. Service control has been made more efficient and effective by iBus, TfL's automatic vehicle location system.

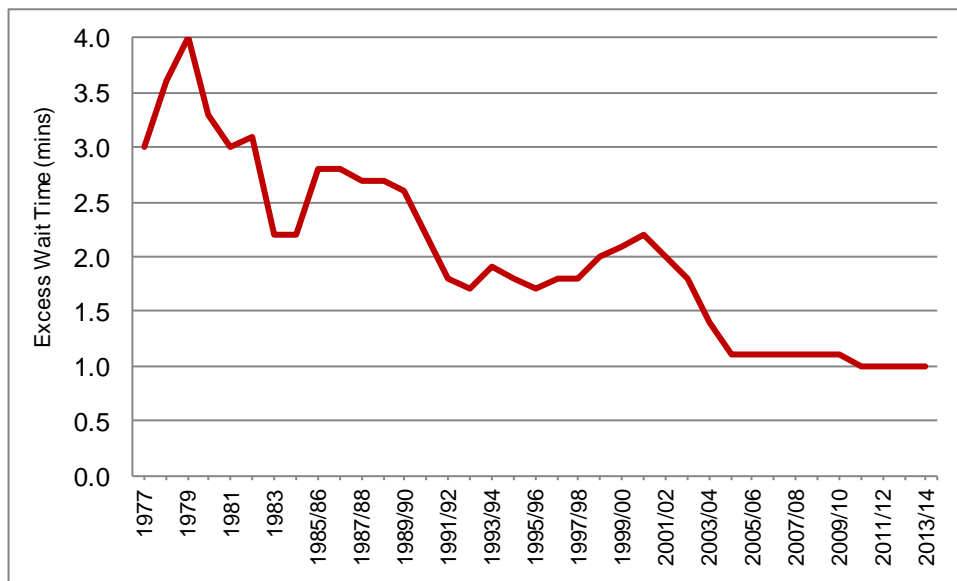


Figure 1: Excess Waiting Time on high-frequency routes – since 1977

- **Customer service.** All bus drivers must achieve BTEC-certification in customer service and other relevant areas. Passenger comfort has been enhanced with, for example, upper-deck air-cooling now standard on new double-deck buses. The average age of buses is around six years, down from nine years in 2001. Simplified publicity at stops, real time bus arrival

information and on-board next stop announcements have transformed passengers' access to information.

- **Bus stop infrastructure.** 75 per cent of bus stops meet the three accessibility criteria defined jointly by TfL and the boroughs, including protection from parking/loading obstructions. Major new or replacement bus stations have opened at White City, Beckton and Hammersmith (lower level) with new significant new facilities also provided at Stratford City, at the Central Middlesex Hospital, Queen's Hospital in Romford, Elmers End, Heathrow Terminal Five and Dalston Junction.
- **Environmental performance.** Continuing improvements in environmental performance are needed to meet statutory targets and to contribute to the improvement of environmentally-sensitive areas including town centres. There have been significant reductions in emissions of particulates from buses. There are 600 diesel-electric hybrid buses in service, rising to 1700 by 2016.

1.2 This transformation has resulted in a reversal of the long-term decline in bus use in London. Levels of usage are back to those of more than fifty years ago.

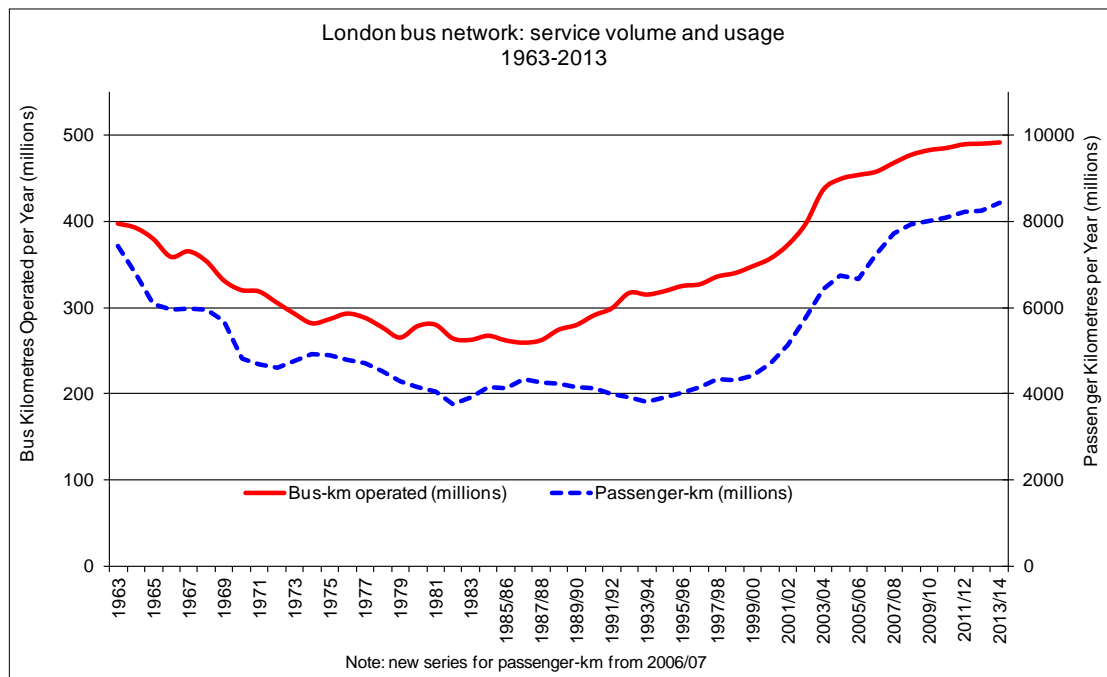


Figure 2: Passenger-km and bus-km, since 1963

1.3 Customer satisfaction is at its highest-ever level.

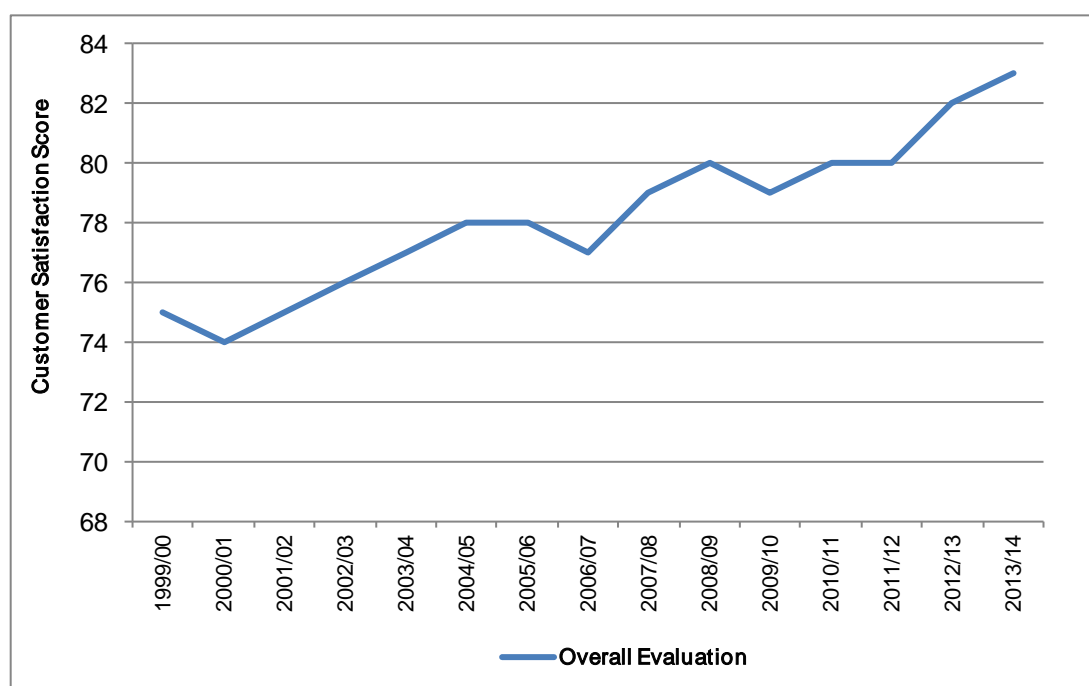


Figure 3: Overall Customer Satisfaction (score /100) – since 1999/00

2 The planning process

- 2.1 The network planning process is directed towards the strategic goals of the Mayor's Transport Strategy, operating within the financial boundaries set by the TfL Business Plan. It is a continuous activity reflecting constant change in travel demand. The scope of work required includes: short-term changes such as a school changing its finishing times, or local roadworks affecting reliability/capacity; long-term and larger-scale change, for example, Crossrail, large development sites such as Barking Riverside; or responses to developing policy, such as the work in response to the Mayor's Roads Task Force, or wider changes in healthcare or education provision.
- 2.2 The programme of work therefore includes planning for longer-term change as well as 'healthchecks' of capacity and reliability, working systematically across the network.
- 2.3 Detailed review of the bus network's structure and capacity is based on strategic passenger priorities, taking account of information on the future distribution of population and employment. What passengers value in their bus service is studied from various perspectives including market research, surveys and consideration of the wider travel market. Service Planning Guidelines based on passenger priorities are used to assist in preparing detailed service options.

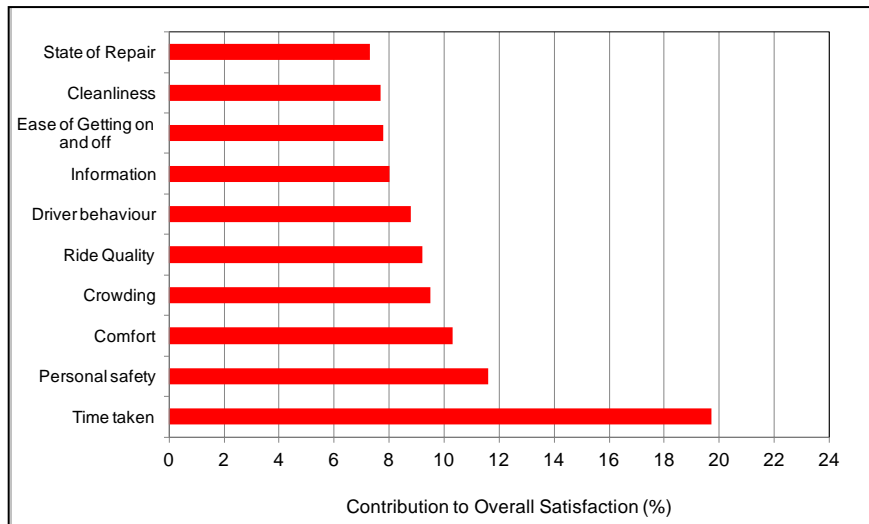


Figure 4: Bus Users Priorities (% contribution to overall satisfaction)
Source: Derived from Customer Satisfaction Surveys

Monitoring and research

- 2.4 Monitoring of usage is carried out to understand trip patterns, loadings and customer satisfaction. Each year over 2,500 route-level usage surveys are carried out, and around 13,000 customers are asked to provide feedback on their satisfaction. The quality of operational delivery is closely observed. TfL also researches the forces shaping bus demand, working with councils, other public service providers, developers, etc.
- 2.5 The borough / GLA development control system is a major source of information on future demand. All planning applications referred to the Mayor are reviewed.
- 2.6 Work is taking place with the NHS and others on the major healthcare reconfigurations. Each healthcare review is unique. TfL seeks early involvement in each case. Good information on how emerging plans may affect travel requirements is essential. This includes not only distances / times but also estimates of daily trip volumes as these are essential in appraisals of potential network changes.
- 2.7 TfL will continue to improve and expand its sources of knowledge, including, for example, use of Oyster data to better-understand passengers' complete journeys. Data from the iBus system is being used to monitor service quality and operating speeds. See Appendix 1 for additional detail on TfL's demand monitoring approach.

Scheme development, appraisal and consultation

- 2.8 Proposals for changes to the network are developed in response to strategic challenges, aspirations and suggestions from passengers and stakeholders. Service options are designed to deliver a network which has comprehensive coverage, with frequent, reliable, uncomplicated and cost-effective services. Appraisal (in TfL's standard business case framework) is used to help ensure that funds are spent on the best-available schemes and in an equitable way across the city.

- 2.9 The framework includes a cost/benefit test. The current threshold for schemes which increase subsidy is 2.0 to 1, i.e., if an option produces benefits worth at least twice its cost it can be considered further if funding is available. Apart from travel time, other factors which can be quantified include comfort, interchange and effects on waiting time. Costs are assessed at a detailed level, for example taking account of the fact that they are highest in the weekday peak hours.
- 2.10 While quantification is critical, the framework requires non-quantifiable benefit to be considered. For example, some bus services running in very low-density areas which would otherwise be remote from public transport have poor benefit/cost ratios but it is recognised that they help fulfil the goals of the Mayor's Transport Strategy, provided they can be provided at limited net cost.

Consultation

- 2.11 All proposals of any significance are subject to the outcome of consultation with boroughs, London TravelWatch and others. This has always exceeded the statutory minimum required of TfL and has been expanded to include direct opportunities for any interested party to comment on individual proposals via TfL's website. Over 100 significant consultations have been run over the last two years.

Outputs

- 2.12 Since May 2008 there have been around 375 permanent service changes on the network, see Appendix 5 for a list of changes. Over 50 schemes to increase capacity were introduced in 2013 alone. Changes range in scale from schedule alterations to major network alterations. Examples include new route 324 (Stanmore-Brent Cross), extension of route 255 from Streatham to Balham and new links to hospitals, shopping centres and housing developments across London. Numerous schemes to increase capacity for school and college students have been put in place.

3 Catering for growth

- 3.1 As London continues to grow, capacity pressures need to be anticipated wherever possible and dealt with cost-effectively. TfL expect usage to grow by around 7 per cent between now and 2020/21, broadly in line with population growth, while bus-kilometres will increase by around 3 per cent. The detailed numbers from the current TfL Business Plan are set out in Appendix 2.
- 3.2 Beyond 2021 (the end of the current TfL Business Plan period), the latest predictions indicate that London's population is likely to grow by around 5 per cent from 9.1 million in 2021 to 9.7 million in 2031. Bus demand levels beyond 2021 will be driven by population increase, fares changes, service levels and quality, and the cross-effects of improvements to rail and other modes.
- 3.3 The map below indicates the general distribution of the highest passenger flows on the network currently.

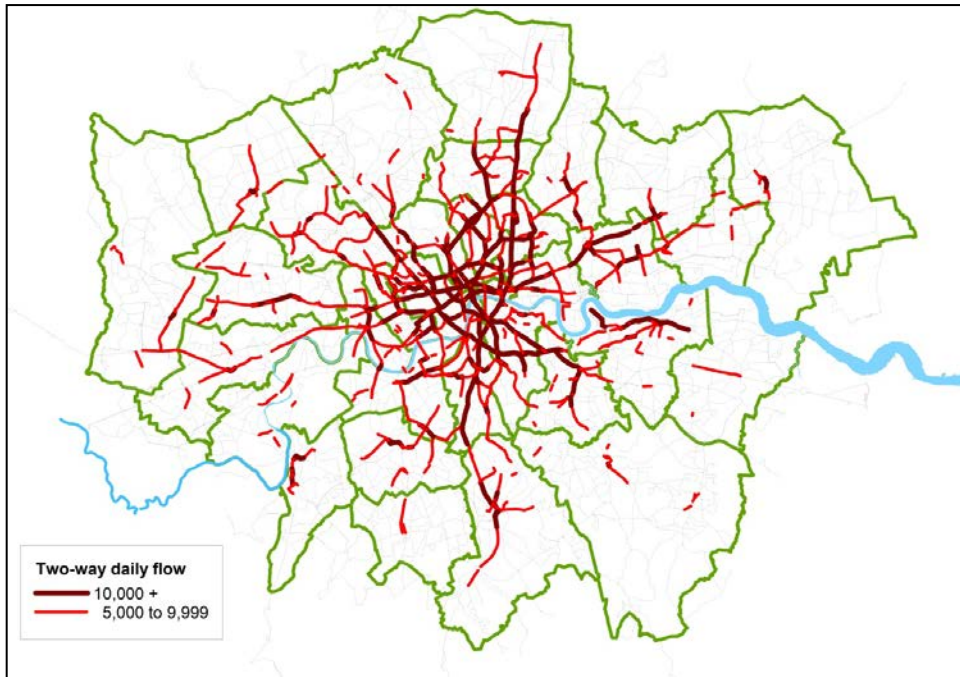


Figure 5: Bus network: two-way flows of 5000 passengers per day, or greater

- 3.4 The current network is at capacity in certain locations in the peak direction at peak times. New trips at other times or places, or against peak flow can be accommodated within current capacity. Some further new demand can also be met within overall existing resources, by service or network adjustments or by funding extra service through financial efficiencies. The development of new rail services will mean that reductions are possible in some parts of the network and these resources will be recycled to areas where more bus capacity is needed. If none of the above applies then the most cost-effective option may be to use bigger vehicles, if feasible. Should extra bus-kilometres prove to be the best way to deal with an issue, this would need to be resourced either through further reallocation from parts of the network where reductions can be made, or from quieter off peak periods. Beyond this if additional resource were needed further funding would be required.

Bus priority and enforcement

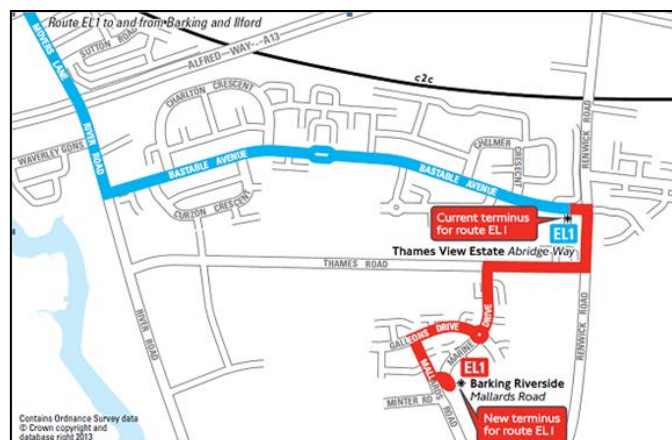
- 3.5 Pressures on capacity can be created by poor reliability. Continued action by TfL and the operators to provide schedules which match traffic conditions and to manage their operation will remain important. Highway authorities can also contribute to capacity by maximising opportunities for bus priority, and by efficient enforcement of traffic regulations, including parking and loading. Some roadworks are a significant cause of delays to buses, and specific mitigation of these should always be considered as part of the approval process for works.

4 Outlook

- 4.1 Growth will take place across London. Pan-London themes include travel demand changes driven by policy on the location of healthcare and education facilities, and serving residential development with particular emphasis on understanding requirements for medium and smaller-scale sites which can have locally-significant impacts on bus demand.
- 4.2 All locations require continued attention to maintaining and improving bus journey speeds. In particular the major town centres are the principal hubs of the bus network: retaining or improving the extent to which buses can drop off and pick-up near passengers' objectives, without the need for slow or circuitous routes to reach them.
- 4.3 This section provides examples of potential network change related to 'growth areas' across London. This is to illustrate the breadth and depth of the work underway or required. It is not intended as an exhaustive list. Requirements for all of the sites listed will continue to change from the position summarised here.
- 4.4 In the **East London** sub-region
 - Bus service enhancements to support the Olympic Legacy are already underway and will need further development.
 - In parts of the sub-region where substantial new development is planned, opportunities for more extensive bus priority are available. For example the Barking Riverside area has already seen access improved by East London Transit (ELT) and other services. If there is a rail extension from Barking, the importance of the east-west linkages provided by buses will be reinforced and should be supported by bus priority.

Barking Riverside – progressive implementation of new links

East London Transit route EL1 was extended further into new residential areas at Barking Riverside in summer 2013, with support from a S106 Planning Agreement

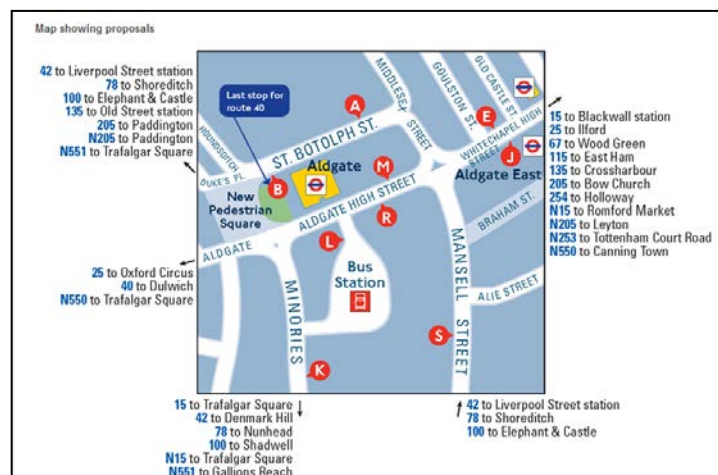


- Similarly, in the Bexley and Greenwich Riversides, significant development is already underway in North Greenwich and more is expected. Substantial growth will also occur in nearby Kidbrooke. There is also potential for more residential development in areas such as Erith, Belvedere, Thamesmead, Woolwich and Charlton, in some cases subject to changes in land-use allocations.
- Crossrail stations at Abbey Wood and Woolwich, will give large increases in rail capacity. New links to Crossrail stations are being considered as well as ensuring that sufficient capacity is provided at Woolwich.

4.5 In the **Central London** sub-region:

- There will be big increases in rail capacity, leading to some relative reductions in bus usage, particularly in parts of the West End and City. The response is likely to involve a mix of frequency reductions and network reconfiguration. The aim will be to retain attractive frequencies on each individual service. It is expected that all roads currently served will need to retain services.
- Detailed planning will support the many schemes to improve local streets for pedestrians and cyclists. The changes to Oxford Circus bus terminals in 2009 and 2010 assisted the introduction of the diagonal pedestrian crossing; alterations to bus routes at Holborn in 2010 complemented footway widening outside Holborn Station.

Aldgate: Changes in support of streetscape improvements by City of London



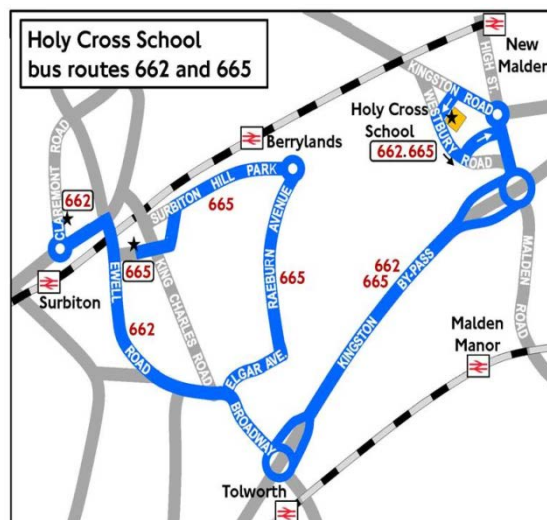
- Proposals for two-way bus operation on Tottenham Court Road will improve bus service accessibility for most people in that area and permit reductions in the numbers of buses on New Oxford Street. The challenges are to ensure effective journey times through the new junctions and to ensure that sufficient bus stopping and standing space is provided.
- Areas within the central sub-region but outside the central London area will continue to see heavy bus usage, including corridors such as Peckham-Camberwell and Dalston-Islington.

4.6 In the **South London** sub-region:

- Substantial intensification of existing usage is taking place. Maintenance of good bus access to the town centres will be required, especially in major centres such as Richmond, Croydon, Bromley and Kingston.
- Major growth will occur in the Vauxhall-Nine Elms-Battersea area. Indicative bus service plans and bus priority have been developed, to increase capacity and give new links, complementing the proposed Northern Line extension.
- Consideration of further improvements in bus access at out-of-centre developments will remain necessary, as for example has been happening in the Wandle Valley.

Catering for changing patterns of travel to school – new route 662

This new double-deck service in Tolworth, implemented in January 2014, responds to local increases in demand for school travel.



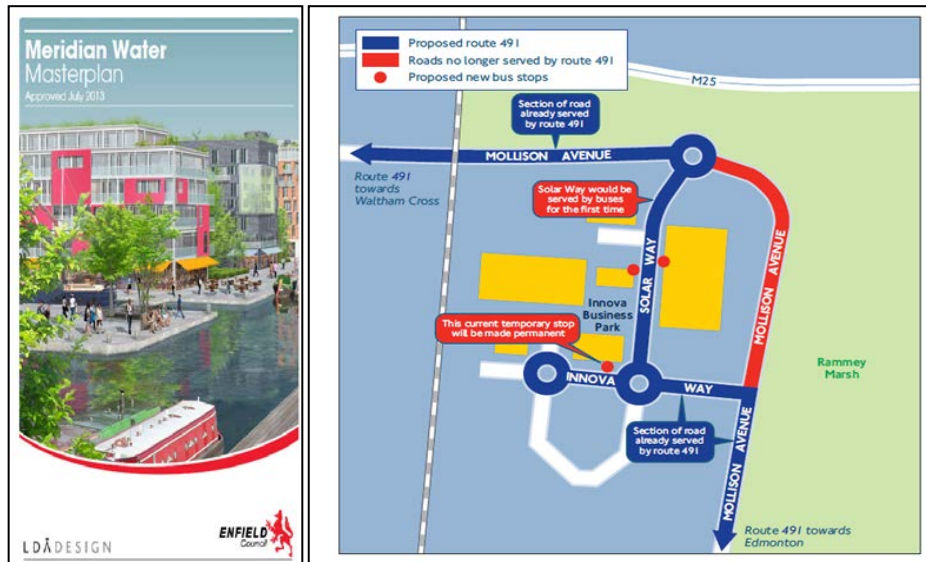
4.7 The **North London** sub-region has some significant growth areas.

- Indicative bus network revisions have been drawn up as part of the process of assisting the local planning authorities in respect of the Brent Cross/Cricklewood developments. Expansion of Brent Cross bus station is anticipated. A limited degree of new bus priority is envisaged.
- Bus capacity and link enhancements at Colindale/Grahame Park have already been introduced in conjunction with the new housing developments in the area. Further changes may be required in the medium term.
- Major road network changes have been introduced at Tottenham and a new bus station is being provided at Tottenham Hale. Bus services are being altered to take advantage of the new two-way road network. Some new bus capacity may be needed in conjunction with the housing growth in the area. Further north, major development is planned at the Meridian Water site in Edmonton and discussions about bus access are underway.

Other challenges in the Upper Lea Valley include progressive improvement of services to industrial areas as they intensify, further overcoming the severance effect of the local railway and waterways.

Lea Valley development: Meridian Water and Innova Park

Bus infrastructure and services for the large Meridian Water development site in the Lea Valley near Edmonton are under discussion with Enfield Council. A service at Innova Park, further north in the Lea Valley has been progressively developed to support continued growth of this business park.



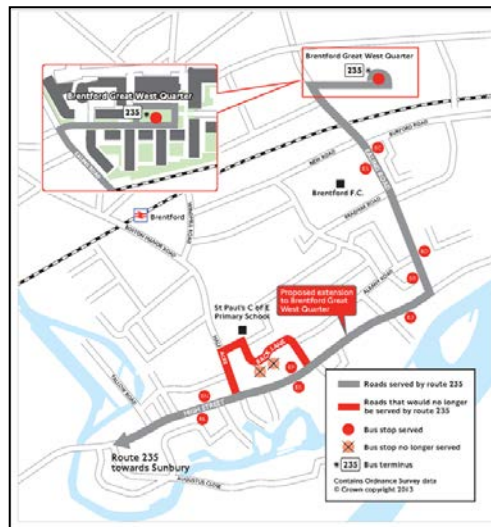
4.8 The **West London** sub-region will benefit from Crossrail. It also contains substantial development and opportunity areas including Park Royal, Earl's Court, Southall and Wembley. Heathrow will continue to be a major trip attractor as well as a concentration of employment opportunities. Specific growth-area examples include:

- The Southall 'gasworks' site which is expected to accommodate significant new housing. Opportunities exist to integrate service planning for this site with the likely need for increased bus services to Crossrail stations at Southall and Hayes, potentially including using new bus-only links for faster journeys. It will also be highly desirable to tackle chronically slow bus journey times in the area.
- Work to consider new bus links / capacity for the retail and residential development at Wembley, has been taking place, with some improvements already implemented. Additional bus terminating space will be needed.
- At Park Royal the main issue will remain continued provision of an effective set of bus connections to the surrounding areas. The road network on the borders of the area is complex, particularly at North Acton and Hanger Lane. Opportunities may arise for greater levels of bus priority in these areas in the context of enhanced links to, for example, Crossrail at Acton Main Line.

- 4.9 Housing development will continue to take place across the sub-region. Wherever possible, bus access will be a consideration at the earliest stages of planning, as with the North Brentford Quarter in the London Borough of Hounslow.

Route 235 – extension to the ‘North Brentford Quarter’

Service to a new housing development. Implemented in 2013, working with Hounslow Council.



- 4.10 In the **longer-term** (post 2021), challenges will remain similar across all parts of London. By this time it may have become possible for bus services to exploit some of the opportunities for faster, more direct links created by selective additions to the road network, for example at the Silvertown Crossing, or new road links in Barking Riverside, or at Old Oak Common. The overall level of bus service which will be needed in the longer term depends on the actual rate of growth in population and the extent to which bus demand is affected by rail capacity and service improvements. Whatever the resulting size of the network, its cost will depend on the operating speeds which can be achieved.
- 4.11 All service types will continue to be included in scheme development. Appendix 3 has some details of orbital and express services.

5 Conclusion

- 5.1 Bus network development in London is a continuous review process using information from stakeholder engagement and evidence on users' priorities to develop and appraise schemes. The aim is to secure maximum passenger benefit from available funds, distributing resources equitably across the network.
- 5.2 The network development process has played a key part in supporting bus usage in London rising back to the levels last seen more than fifty years ago. Further growth is expected. The network will remain under close review in consultation with stakeholders, driven by needs of passengers, current and future.

Appendix 1 – Demand monitoring: summary of review

Available data

Surveys

TfL undertakes a detailed programme of surveys across the network to inform the service planning process. There are around 2,500 route-level surveys each year, including roadside counts at busy places and on-board surveys of journey patterns.

The survey programme is large-scale, but its manual nature imposes limits on the currency and quantity of the dataset. Combining the results of the surveys for a measure of 'busyness' would not be possible.

Correspondence

Complaints are a valuable source of information. Correspondence is coded to allow identification of themes and trends. Those about crowding are a small minority of the total (under 2 per cent in 2013). Complaints can be logged via the TfL website.

Oyster records

The trend in boardings on each route is available from the card-readers. (Drivers manually record use of paper tickets).

Occupancy rates

Since passengers are not required to 'tap out', Oystercard data cannot be used directly to measure loadings and occupancy. Instead a survey is used to estimate lengths of journeys. This allows overall figures for occupancy to be calculated and they are published in the 'Travel in London' reports. However the sample size does not readily permit use at sub-network level.

International comparators

The majority of the bus organisations contacted for information on their demand monitoring processes use surveying techniques similar to London. However few are as comprehensive as those employed in London. One operator has a tap-on and tap-off system for smartcards. They need this because there is a highly-graduated fares scale. London essentially has a flat fare for buses and so does not require this. Automatic Passenger Counters (APCs) are used in some organisations. Due to fitment costs this tends to be restricted to at most 10-15 per cent of fleets. These buses must be rotated around the network to achieve a sample. This is not straightforward to organise, and London's network is much larger than any of those using APCs.

Social media

TfL feeds service information and important updates into the public domain through social media in real time. Twenty Twitter feeds are operated, including @TfLOfficial, @TfLAccess and @TfLBusAlerts and for each Underground line.

Summary reports of incoming tweets are prepared on a sample basis, and circulated to managers for information. There is potentially a significant resource required to

provide additional activity based on Tweets, particularly if 'data mining' techniques are needed (this has been used for occasional or one-off analysis).

New opportunities

Potential opportunities include:

- CCTV methods of counting passengers boarding and alighting
- Weighing axle-loadings and using set parameters to infer the approximate load
- Inferring destinations for Oyster users

The reliability, accuracy and costs of CCTV and weighing methods when applied in a very large, complex and multi-operator network like London are unknown. Potential investigation as part of the 'Year of the Bus' is being considered.

Techniques to infer Oyster users' alighting points are in development – this would be useful for service planning generally. The technique depends on identifying patterns such as interchange or reverse trip-making. Further work is needed to determine the robustness of the data. Inferral rates can be much lower than average on routes in areas with lower levels of interchange or travel at times of day when there is less interchange. Furthermore, large-scale data processing is needed and robust software to deliver this is being developed.

Appendix 2 - TfL Business Plan, December 2013

The tables below show the financial and performance forecasts published in the current Business Plan. They are based on planning assumptions at the time the Plan was prepared and subject to review.

£m		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Network costs	a	-1873	-1981	-2063	-2167	-2257	-2365	-2461	-2557
Fares income	b	1500	1555	1640	1733	1813	1908	2007	2099
Network subsidy	c=a+b	-373	-426	-423	-434	-444	-457	-454	-458
Other bus costs	e	-94	-91	-92	-94	-95	-99	-103	-106
Other bus income	f	26	26	25	21	22	22	23	24
Capital expenditure	g	-79	-110	-71	-22	-25	-25	-48	-32
Net bus expenditure	h=c+e+f+g	-521	-601	-562	-528	-543	-558	-581	-572

Table 1: Bus costs

Network costs are contract payments covering the operators' costs in providing the services including staff, fuel, maintenance and parts.

Fares income includes fares paid by passengers and payments made by boroughs on behalf of Freedom Pass users.

Other bus costs cover areas of operational expenditure in TfL related to the bus network, such as the management and maintenance of the iBus and Countdown systems, safety and security and maintenance of the TfL-owned bus garages, stations, stops and stands. Other bus income includes shelter advertising payments.

Capital expenditure covers TfL spending in areas such as infrastructure.

		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Customer Satisfaction	score/100	82	82	82	82	82	82	82	82
CO ₂ emissions	g/pssgr jny	67.1	64.5	62.2	57.9	56.6	53.5	51.7	49.3
NO _x emissions	tonnes	5133	4091	3308	3290	3279	3145	2927	2709
Passenger Journeys	millions	2386	2415	2450	2489	2495	2524	2551	2560
Bus-km operated	millions	492	492	493	497	500	502	505	507
Excess Wait Time	minutes	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Table 2: Bus performance

The table below shows an alternative presentation of TfL's bus costs and income for 2013/14, taking account of the following:

- The estimated element of bus contract expenditure by TfL which covers capital expenditure for bus operators, for example buses and premises
- The revenue foregone in respect of concessions funded by TfL directly, such as free travel for children under 16
- In this table spending is shown as a negative number, income as a positive number

Bus Subsidy as per the 2013 Business Plan		£m
<i>Capital Cost</i>		
Bus contracts - estimated capital element		-274
Other bus capital expenditure		-79
Total capital costs	A	-353
<i>Operating Cost</i>		
Bus contracts - estimated operating element		-1599
Other bus operating expenditure		-94
Total operating costs	B	-1693
Total cost	C=A+B	-2046
Bus fares income - including payments for Freedom Pass		1500
Other bus income		26
Total income	D	1525
Subsidy as per the 2013 Business Plan	E=C+D	-521
Alternative presentation		
Estimated revenue foregone for TfL concessions	F	195
Income plus estimated revenue foregone	G=D+F	1720
Estimated operating cost	B	-1693
Adjusted Income less Adjusted Cost	H=G+B	27

Table 3: Bus costs – alternative presentation for 2013/14

The alternative presentation shows an estimated operating cost of £1,693m and income plus revenue forgone of £1,720m.

Appendix 3 – Orbital and express bus services in London

Orbital services

The London bus network provides an extensive set of ‘orbital’ links, allowing people to travel to and between local town centres and beyond without changing bus. The map below shows a selection of these orbital routes.

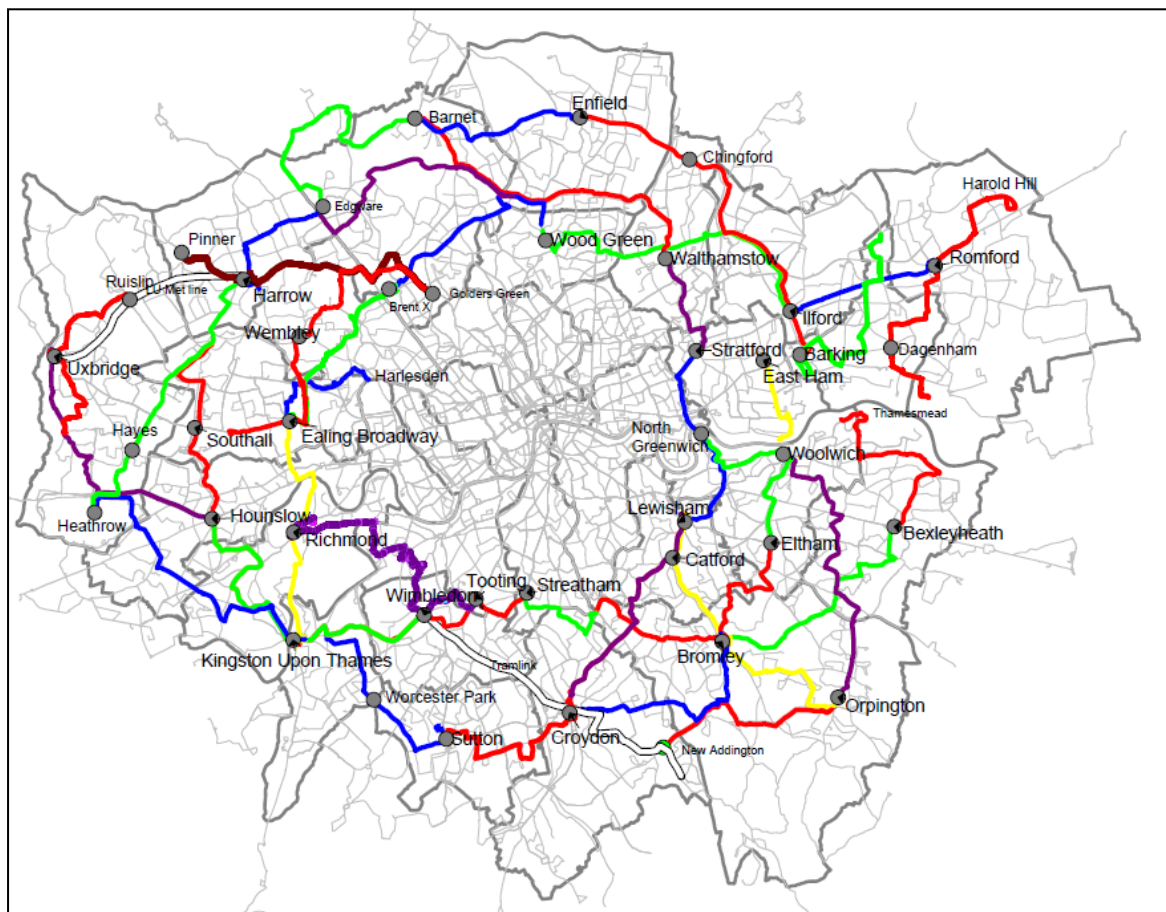


Figure 5: Selected orbital bus services in outer London
Note: selected rail / tram links are also shown

A number of orbital links have been augmented as part of the review process. For example route P13 (Streatham – East Dulwich – Peckham) was increased in frequency in spring 2014. Similar strengthening of the two routes covering the western/northern sectors of the North Circular Road (routes 112 and 232) is planned for later in 2014.

There are aspirations for additional orbital links. These are reviewed as part of the continuous network development process. Where it is not possible to justify a new link this may be due to relatively weak demand, or because the new link would duplicate other services over substantial sections.

Express Services

Express services can be successful in a variety of settings. They work best where the highway infrastructure permits faster running and where there are particular

demands for travel over longer-than-average distances. In deciding whether to offer a limited-stop service a balance is needed between the 'gainers' and 'losers' on a corridor, the latter being those needing to use an intermediate stop. For example:

Route 607 (Uxbridge - Ealing - Acton - White City)

- Limited-stop (about every 3 – 4 stops). Paralleled by very-high-frequency routes 207 and 427 serving all stops. Links into the tube from high-demand areas in Southall where radial rail links are currently relatively poor. Runs on dual-carriageway between Uxbridge and Southall, with many opportunities for buses to overtake those on the slower routes. .

Route X26 (Heathrow - Kingston - Sutton - West Croydon)

- Long distance express, stopping only in main centres, about 1 – 2 miles apart. Comparatively little bus priority or stretches of road with fast running so most of the journey time advantages are gained by having very few stops. It has parallel routes along most sections providing high-frequency local services.

Route X68 (West Croydon - Russell Square)

- Weekday peak service giving faster links between Upper Norwood and the Waterloo / Holborn area. Buses serve all stops at the extremities of the route, and run express between West Norwood and Waterloo. Parallel routes provide a local service at all stops.

Route A10 (Uxbridge - Stockley Park - Heathrow)

- Express section between Stockley Park (a business park) and Heathrow using high-speed roads.

Appendix 4 – Details on the 10 routes most-cited in the Committee’s survey

Route	Frequency	Current Position	Next Steps
38	20 bph	Generally adequate capacity	Review again in September after conversion to New Routemaster
96	7.5 bph	Busiest time / place: Plumstead High Street during the AM peak	Loadings check in autumn school term
162	3 bph	School time loadings	Bus size restricted by roads. Review options
172	6 bph	Busiest time / place: Old Kent Road during the AM peak	Develop Old Kent Road options
176	7.5 bph	Busiest time / place: Denmark Hill during both peak periods	Additional journeys under investigation
185	6 bph	Busiest time / place: Denmark Hill during both peak periods	Additional journeys under investigation
208	5 bph	Generally adequate capacity	Monitor reliability
336	3 bph	School time loadings	Bus size restricted by roads. Review options
358	5 bph	Busiest time / place: Bromley Common during PM school peak	Reliability scheme to be implemented in May. Monitor output. Additional information - bus size restricted by low bridge
484	6 bph	Generally adequate capacity	Monitor reliability

Appendix 5 – Summary of service changes since May 2008

The table below lists the significant service changes made on the London bus network since May 2008. In addition to the changes listed a large number of other schemes have been introduced, including measures to improve reliability, responses to temporary disruption due to roadworks, and the introduction of new buses.

Route	Termini	Date	Description of service change
55	Oxford Circus - Leyton	May-08	Monday to Friday peak and midday frequencies increased from 8 bph to 9 bph Sunday shopping period and evening frequencies on all days increased from 5 bph to 6 bph.
56	Whipps Cross - St Bartholomew's Hospital	May-08	Monday to Saturday daytime frequencies increased to 9 bph. Sunday shopping hours and evening frequencies on all days increased to 7.5 bph.
108	Stratford - Lewisham	May-08	Evening and Sunday enhancement from 3 bph to 4bph.
135	Old Street - Crossharbour	May-08	New route between Old Street and Isle of Dogs via Stepney, Aldgate and Liverpool Street.
168	Hampstead Heath - Old Kent Road	May-08	Mondays to Saturdays daytimes frequencies increased from 7.5 bph to 9 bph Evening and Sunday shopping period increased from 5 bph to 6 bph
177	Peckham - Thamesmead	May-08	Evening frequencies increased from 4 to 5 bph on all nights.
491	Waltham Cross - North Middlesex Hospital	May-08	Frequencies increased as follows: Mon-Fri am peak, interpeak and pm peak from 2 bph to 4 bph and Mon-Fri evenings from 2 bph to 3 bph, Sat daytime from 2 bph to 4 bph.
D8	Stratford - Crossharbour	May-08	Mondays to Fridays interpeak and Saturday shopping periods frequencies are increased to every 12 minutes.
U1	Hillingdon Hospital - Ruislip	May-08	Extended to West Drayton Station.
5	Romford - Canning Town	Jun-08	Revision to the current Monday to Friday additional peak journeys that operate between Romford and Canning Town (am peak) and Canning Town and Romford (pm peak).
182	Harrow Weald - Brent Cross Shopping Centre	Jun-08	Frequencies increased during Sunday daytime shopping hours and all evenings from 4bph to 5 bph.
245	Golders Green - Alperton	Jun-08	Monday to Friday interpeak and Saturday shopping period frequencies increased from 6 bph to 7.5 bph. Evenings and Sunday shopping period frequencies increased from 4 bph to 5 bph.
254	Holloway - Aldgate	Jun-08	New schedule with one additional morning peak flow journey towards Aldgate.
297	Willesden - Ealing	Jun-08	24-hour service introduced.
N11	Liverpool Street - Ealing Broadway	Jun-08	Diverted to Ealing Broadway Station.
276	Newham General Hospital - Stoke Newington	Jul-08	Permanently re-routed between Stratford High Street and Hepscoot Road in both directions.
375	Romford - Passingford Bridge	Jul-08	New Route.

Route	Termini	Date	Description of service change
425	Clapton - Stratford	Jul-08	New Route.
488	Clapton - Bromley-By-Bow	Jul-08	New Route.
S2	Stratford - Clapton	Jul-08	Route Withdrawn replaced by routes 425 and 488.
50	Croydon - Streatham Hill	Aug-08	Extended from Streatham Hill to Stockwell replacing route 255 between these points.
116	Hounslow - Ashford Hospital	Aug-08	Mondays to Saturdays daytime frequencies increased from 4 bph to 5 bph.
249	Crystal Palace - Balham	Aug-08	Extended from Balham to Clapham Common.
255	Pollards Hill - Streatham Hill	Aug-08	Withdrawn Streatham Hill - Stockwell (see route 50).
388	Temple - Hackney Wick	Aug-08	Extended to Temple.
N13	Aldwych - North Finchley	Aug-08	Week night frequencies increased from 3 bph to 4 bph. Weekend night frequencies increased from 5 bph to 6 bph.
N50	Trafalgar Square - Beckton	Aug-08	Route Withdrawn replaced by routes N550 and N551.
N550	Trafalgar Square - Canning Town	Aug-08	New Route replacing N50.
N551	Trafalgar Square - Gallions Reach	Aug-08	New Route replacing N50.
31	Camden Town - White City	Nov-08	Extended to White City Station.
49	Clapham Junction - White City	Nov-08	Extended to White City Station.
148	Camberwell Green - White City	Nov-08	Extended to White City Station.
207	White City - Hayes	Nov-08	Extended to White City Station.
237	Shepherd's Bush Green - White City	Nov-08	Extended to White City Station.
260	Golders Green - White City	Nov-08	Extended to White City Station.
274	Islington - Lancaster Gate	Nov-08	Frequencies increased during all days am peak, interpeak and pm peak from 7 bph to 8 bph.

Route	Termini	Date	Description of service change
316	White City - North Kensington	Nov-08	Extended to White City Station.
388	Temple - Hackney Wick	Nov-08	Extended to Embankment Station.
607	White City - Uxbridge Station	Nov-08	Extended to White City Station.
C1	Victoria - White City	Nov-08	Extended to White City Station.
X26	Croydon - Heathrow Airport	Nov-08	Frequencies doubled to 2 bph.
N155	Morden Station - Aldwych	Dec-08	Weekend night frequencies increased.
96	Woolwich - Bluewater	Jan-09	Increased morning peak frequency from 7.5bph to 8bph . Evenings increased to 4bph.
99	Woolwich - Bexleyheath	Jan-09	Extended to Bexleyheath Shopping Centre.
132	Bexleyheath - North Greenwich	Jan-09	Route extended from Eltham to North Greenwich Station
140	Heathrow Airport - Harrow Weald Garage	Jan-09	All evening and Sunday shopping period frequencies are increased from 4 to 5bph.
159	Marble Arch - Streatham	Jan-09	Increased from every 6 minutes to every 5 minutes Monday-Friday morning peaks, and from every 7-8 minutes to every 6 minutes Monday-Friday midday and evening peaks.
176	Penge - Oxford Circus	Jan-09	Withdrawn Tottenham Court Road - Oxford Circus.
228	Maida Hill - Central Middlesex Hospital	Jan-09	New route giving new links to White City, Central Middlesex Hospital and Ladbroke Grove.
229	Thamesmead - Sidcup	Jan-09	Frequencies are increased during the Evenings to 4bph.
244	Woolwich Common - Abbey Wood	Jan-09	New public timetable introduced with revised frequencies. Increased to 6bph Mondays to Saturdays daytimes and 4bph Evenings and Sundays.
244	Woolwich Common - Abbey Wood	Jan-09	New public timetable introduced with revised frequencies. Increased to 4bph Evenings and Sundays.
401	Bexleyheath - Thamesmead	Jan-09	New public timetable introduced with increased Mon to Sat daytime frequencies from 3bph to 4bph.
469	Q/E Hospital Woolwich - Erith	Jan-09	Withdrawn Erith-Bexleyheath.
B12	Joyden's Wood - Erith	Jan-09	Extended from Bexleyheath and Joydens Wood.

Route	Termini	Date	Description of service change
B15	Bexleyheath - Eltham Horn Park	Jan-09	Extended from Eltham Station to Eltham Horn Park. Withdrawn Bexlyheath-Joydens Wood (see B12).
U2	Uxbridge - Hillingdon Hospital	Jan-09	Route extended from Hillingdon Hospital to Brunel University.
91	Trafalgar Square - Crouch End	Feb-09	On Mondays to Fridays, one additional journey in each peak. Diverted to turn direct into Upper Woburn Place southbound.
263	Holloway - Barnet	Feb-09	Route Extended to Holloway Nags Head.
283	East Acton - Barnes Pond / Wetlands Centre	Feb-09	Evenings and Sunday shopping period frequencies are increased from every 15 minutes to every 12 minutes.
N91	Trafalgar Square - Cockfosters	Feb-09	Re-routed at all times in the southbound direction towards Trafalgar Square to operate between Euston Road and Upper Woburn Place direct instead of via Euston Road, Churchway, Grafton Place, Euston Bus Station, Euston Square and Upper Woburn place.
270	Mitcham - Putney Bridge	Mar-09	Diverted to start from Mitcham Commonside West.
355	Mitcham - Brixton	Mar-09	Diverted to start from Mitcham Commonside West.
H10	Harrow - Harrow Circular	Mar-09	New public timetable incorporating frequency increases from 5 bph to 6 bph on Monday to Saturday daytimes and 2 bph to 3 bph on Sunday daytimes.
H11	Harrow - Mount Vernon Hospital	Mar-09	New public timetable incorporating frequency increase on Sunday daytime and evening from 2 bph to 3 bph.
H32	Hounslow - Southall	Mar-09	Frequency reduced following introduction of new parallel route 482.
H9	Harrow - Harrow Circular	Mar-09	New public timetable incorporating frequency increases from 5 bph to 6 bph on Monday to Saturday daytimes and 2 bph to 3 bph on Sunday daytimes.
424	Putney Heath - Fulham	Apr-09	Extended from Putney Heath to Putney Heath Green Man.
88	Camden Town - Clapham Common	May-09	Frequencies of night service on Friday and Saturday nights increased from 2bph to 3bph.
463	Coulsdon - Eastfields	May-09	New Sunday Service introduced.
E2	Greenford – Brentford	May-09	Converted from single to double-deck and frequency reduced from 10 to 8bph.
E3	Greenford, Red Lion – Chiswick	May-09	Converted from single to double-deck and frequency reduced from 10 to 9bph.
8	Victoria – Bow Church	Jun-09	Withdrawn between Victoria And Oxford Circus, replaced by extension of route C2.
490	Richmond – Heathrow	Jun-09	Rerouted from Richmond Circus via Twickenham Road to “Pools on the Park” instead of Richmond, Lower Mortlake Road.

Route	Termini	Date	Description of service change
507	Waterloo - Victoria	Jun-09	Mondays to Fridays AM & PM peak frequencies are increased from 12 to 18 bph. Unchanged at other times. Saturday and Sunday services introduced with a frequency of 5 buses per hour throughout the day (4 buses per hour during the early morning).
C2	Victoria Station - Parliament Hill Fields	Jun-09	Extended from Oxford Circus to Victoria via Withdrawn section of route 8 / N8.
.H37	Hounslow - Richmond	Jun-09	Route extended to Richmond Lower Mortlake Road.
57	Kingston - Clapham Park	Jul-09	Daily early morning frequencies are increased from 2 bph to 3 bph.
65	Ealing Broadway - Kingston / Chessington (Nights)	Jul-09	Night Section Extended to Chessington via route 71.
265	Putney Bridge - Tolworth	Jul-09	Saturday early morning frequencies increased from 2 bph to 3 bph.
281	Hounslow - Tolworth	Jul-09	Enhanced evenings and Sundays frequencies from 4 bph to 5 bph.
B15	Bexleyheath - Eltham Horn Park	Jul-09	The route will now serve Upper Wickham Lane and Bellgrove Road, as it does towards Bexleyheath.
N213	Kingston - Sutton Garage	Jul-09	Route withdrawn no replacement between Sutton and West Croydon every night.
U7	Uxbridge - Hayes	Jul-09	Re-routed at Hayes End via Hewens Road to Charville Lane and extended to Hayes Sainsbury's via Kingshill Avenue, Lansbury Drive and Uxbridge Road.
205	Paddington - Whitechapel	Aug-09	Extended to Bow Church.
S3	Sutton - Malden Manor	Aug-09	Extended to Malden Manor Station.
66	Romford - Leytonstone Station	Sep-09	Re-routed via Wanstead High Street, New Wanstead, Green Man Roundabout to Leytonstone bus station.
72	East Acton - Roehampton, Bessborough Road	Sep-09	Increased frequencies Mon – Fri.
114	Mill Hill Broadway - Ruislip Station	Sep-09	Increased frequencies Sunday and evenings.
156	Wimbledon - Vauxhall Station	Sep-09	School day afternoon journey extended from Clapham junction Station to Vauxhall station.
183	Golders Green Station - Pinner, Love Lane	Sep-09	Increased frequencies Mon - Sat daytimes.
340	Edgware Station - Harrow bus Station	Sep-09	Increased frequencies Mon - Fri interpeak and Sat shopping hours.
395	Harrow - Greenford	Sep-09	New route running between Greenford and Harrow.

Route	Termini	Date	Description of service change
398	Ruislip Station - Wood End	Sep-09	Re-structured to run between Ruislip Station and Wood End. New route 395 introduced to run between Harrow and Greenford.
521	Waterloo Station - London Bridge Station	Sep-09	Articulated buses replaced by single decks and increased frequencies on all days.
672	Woolwich Polytechnic - Woolwich, Beresford Street	Sep-09	Re-routed to serve Plumstead Bridge.
D3	Bethnal Green - Crossharbour	Sep-09	Increased frequencies during Sunday shopping hours.
N253	Aldgate bus station - Tottenham Court Road	Sep-09	Increased frequencies Fri and Sat night towards Aldgate.
W3	Northumberland Park Station - Finsbury Park Station	Sep-09	Increased frequencies Mon – Fri.
21	Lewisham - Newington Green	Oct-09	Frequencies increased Mon - Fri peak and interpeak times and Saturday shopping hours.
81	Slough bus station - Hounslow bus station	Oct-09	Single deck buses replaced by double deck buses.
284	Lewisham bus station - Grove Park Cemetery	Oct-09	Increased frequencies during Mon - Fri peak times.
321	New Cross Gate - Fooks Cray, Tesco	Oct-09	Introduction of 24 hour service, replaces part of the N21 between Eltham and Fooks Cray.
407	Sutton, Marshalls Road - Caterham station	Oct-09	Increased frequencies Sunday shopping hours and evenings.
N21	Trafalgar Square - Bexleyheath	Oct-09	Route restructured from Eltham to serve Bexleyheath. Route 321 replaced the section of route between Eltham and Fooks Cray.
P13	Streatham - New Cross Gate	Oct-09	Re-routed away from Asylum Road and Old Kent Road to serve Queen's Road.
14	Putney Heath - University College Hospital	Nov-09	Re-routed in South Kensington as part of the Exhibition Road pedestrianisation scheme (also included routes 49, 70, 74, 345, 345, 360, 414, 430, C1, N74 and N97).
38	Clapton, Kennington Hall Road - Victoria	Nov-09	Articulated buses replaced by single decks and increased frequencies on all days.
43	Frien Barnet, Library - London Bridge bus station	Nov-09	Increased frequencies at night.
63	Honor Oak - Kings Cross Station	Nov-09	Increased frequencies during the evenings and Sunday.
113	Edgware - Marble Arch	Nov-09	Route withdrawn between Selfridges and Oxford Circus.
186	Northwick Park Hospital - Brent Cross	Nov-09	Re-routed in the Aerodrome Road area. No longer running between Watford Way and Fiveways Corners.

Route	Termini	Date	Description of service change
N38	Victoria - Walthamstow	Nov-09	increased frequencies on week nights.
N63	Crystal Palace bus station - Kings Cross station	Nov-09	Increased frequencies on Friday and Saturday nights.
U7	Uxbridge Station - Hayes, Sainsburys	Nov-09	Increased frequencies during evenings and Sunday.
455	Old Lodge Lane - Wallington Station	Dec-09	Re-routed at Therapria Road via Coomber Way and Beddington Lane (in conjunction with route 463).
463	Coulsdon South Station - Pollards Hill	Dec-09	Route extended from Coulsdon Red Lion to Coulsdon South Station via Brighton Road and extended to Pollards Hill.
10	Hammersmith - Kings Cross	Jan-10	24 Hour Service Introduced.
33	Fulwell - Hammersmith	Jan-10	Night service introduced.
59	Streatham Hill - Kings Cross Station	Jan-10	Increased frequencies Monday - Friday peak times.
440	Gunnersbury- Stonebridge Park Station	Jan-10	Route extended from Chiswick High Road to Gunnersbury, Power Road.
H91	Hounslow West - Hammersmith	Jan-10	Re-routed between Chiswick roundabout and Turnham Green Church.
N10	Kings Cross - Richmond	Jan-10	Route withdrawn - replaced by 24-hour route on routes 10 and night service on route 33.
N133	Mitcham, Fair Green - Liverpool Street bus station	Jan-10	Increased frequencies during nights.
51	Woolwich - Orpington	Feb-10	Permanently re-routed in Woolwich Town Centre due to improvement works (also included routes 53, 54, 96, 99, 122, 161, 178, 180, 244, 291, 380, 386, 422, 658, and N1).
179	Chingford Station - Ilford	Feb-10	Route withdrawn between Ilford and Barking. Replaced by new routes EL1 and EL2.
276	Newham General Hospital - Stoke Newington	Feb-10	Extended in Hospital.
369	Ilford High Road - Thames View Estate	Feb-10	Route withdrawn. Replaced by routes EL1 and EL2.
EL1	Ilford Broadway - Thames View Estate	Feb-10	New route running between Ilford Broadway and Thames View Estate (replaces part of 179 and 369).
EL2	Ilford Broadway - Dagenham Dock Station	Feb-10	New route running between Ilford Broadway and Dagenham Dock Station (replaces part of 179 and 369).
58	East Ham - Walthamstow, Central Station	Mar-10	Increased frequencies during Monday - Saturday daytimes.

Route	Termini	Date	Description of service change
243	Wood Green Station - Waterloo	Mar-10	increased frequencies Monday - Friday peak times.
325	East Beckton, Sainsburys - Prince Regent Station	Mar-10	Increased frequencies during Monday- Saturday daytimes.
931	Crystal Palace - Lewisham	Mar-10	Re-routed to serve Kingswood Estate in both directions.
R7	Orpington, Walnuts Centre - Bickley	Mar-10	Route extended to Bickley, Aquila.
217	Waltham Cross - Turnpike Lane Station	Apr-10	Increased frequencies during Monday - Friday peak and interpeak times .
427	Uxbridge - Acton	Apr-10	Reduced on Sunday (see 607).
488	Bromley-by-Bow, Tesco - Dalston Junction	Apr-10	Bromley-by-Bow terminus altered to Tesco instead of Twelvetreets Crescent for better overall accessibility.
607	Uxbridge Station - White City bus station	Apr-10	Increased frequencies Monday- Friday and introduction of a Sunday service.
S3	Sutton Hospital - Worcester Park Station	Apr-10	Two additional evening journeys introduced.
111	Kingston, Cromwell Road - Heathrow Airport	May-10	Increased frequencies during Monday - Friday peak times
G1	Streatham High Road - Battersea, Shaftesbury Estate	May-10	Increased frequencies during Sunday shopping hours and evenings. Re-routed at Bolingbroke Hospital and St George's Hospital
U1	Ruislip Station - West Drayton Station	May-10	Additional late journeys introduced.
253	Hackney Central Station - Euston bus station	Jun-10	Increased frequencies during Monday to Friday peak journeys.
N253	Aldgate bus station - Tottenham Court Road	Jun-10	Increased frequencies during Friday and Saturday night.
15	Blackwall Tunnel - Regent Street	Aug-10	Route withdrawn between Regent Street and Paddington. Route 159 will be extended from Marble Arch to Paddington.
159	Streatham bus garage - Paddington Basin	Aug-10	24-hour route introduced and extended from Marble Arch to Paddington.
208	Lewisham bus station - Orpington, Perry Hall Road	Aug-10	Route revised to run through from Orpington to Lewisham at all times (instead of two overlapping sections). Changes to frequencies.
320	Biggin Hill Valley - Catford Thomas Lane	Aug-10	Route extended from Bromley North to Catford via route 208. Frequencies increased Monday to Saturday daytimes.
410	Crystal Palace bus station - Wallington Shotfield	Aug-10	Increased frequencies during peak periods.

Route	Termini	Date	Description of service change
N109	Croydon, Park Street - Oxford Circus	Aug-10	New night route running between Oxford Circus and Croydon.
N15	Romford Market - Regent Street	Aug-10	Route withdrawn between Regent Street and Paddington.
N159	New Addington - Marble Arch	Aug-10	Route withdrawn, partly replaced by 24 hour route on 159 and new routes N64 and N159.
N64	Thornton Heath Pond - New Addington, Homestead Way	Aug-10	New night route running between Thornton Heath Pond and New Addington.
120	Hounslow Bus Station - Northolt Station	Sep-10	Increased frequencies Monday - Friday peak times, Sunday Shopping hours and evenings.
136	Grove Park Station - Peckham bus station	Sep-10	Re-routed to no longer serve Besson Street as part of the Kender Street project (also included routes 171, 177, 436, N136, N171, N89, and P13).
158	Chingford Mount, Prince Albert - Stratford bus station	Sep-10	Increased frequencies Monday -Saturday daytimes, Sunday shopping hours and late evenings.
251	Arnos Grove Station - Edgware Station	Sep-10	Increased frequencies during Monday - Friday peak times.
H20	Hounslow, Civic Centre - Ivybridge, Twickenham Tesco	Sep-10	Increased frequencies on Sundays and evenings.
N89	Trafalgar Square - Erith	Sep-10	Increased frequencies on Friday and Saturday nights.
149	EdmontonGreen Station - London Bridge Station	Oct-10	Articulated buses replaced by single decks and increased frequencies Monday – Saturday.
324	Stanmore Station - Brent Cross, Tesco	Oct-10	New route running between Stanmore Station and Brent Cross Tesco.
349	Ponders End - Stamford Hill, Rookwood Road	Oct-10	Restructured to operate from Stamford Hill to Ponders End. Frequencies reduced on all days.
972	Neasden, Birch Grove - Colindale Asda	Oct-10	Withdrawn, replaced by new route 324.
18	Sudbury - Euston Station	Nov-10	Articulated buses replaced by double deck vehicles. Revised frequencies (increased).
23	Westbourne Park Station - Liverpool Street Station	Nov-10	Revised frequencies - reduced Monday to Saturday at peak times.
92	Ealing Hospital - St Raphael's North	Nov-10	Revised frequencies - reduced at night.
6	Willesden - Aldwych	Dec-10	Reduced frequencies Monday - Friday peak times.
8	Bow- Oxford Circus	Dec-10	Change to routeing at Oxford Circus.

Route	Termini	Date	Description of service change
54	Elmers End - Woolwich	Dec-10	Re-routed at Elmers End.
55	Oxford Circus - Leyton	Dec-10	Changes to routeing at Oxford Circus.
98	Willesden - Holborn	Dec-10	Reduced peak frequencies.
289	Elmers End Station - Purely Whytecliffe Road	Dec-10	Re-routed at Elmers End.
359	Selsdon Sainsbury's - Addington Village Interchange.	Jan-11	Frequency reduced to every 35 minutes.
427	Uxbridge - Acton	Jan-11	Extended in Acton to Old Town Hall.
343	London Bridge - New Cross	Feb-11	Increased frequencies during Monday to Friday peak journeys.
182	Harrow Weald , Oxhey Lane - Brent Cross Shopping Centre	Mar-11	No longer serving Station Road in Harrow Town Centre. Will serve Greenhill Way instead.
186	Northwick Park Hospital - Brent Cross	Mar-11	No longer serving Greenhill Way in Harrow Town Centre, instead will serve Station Road in both directions.
258	Watford Junction - South Harrow Station	Mar-11	No longer serving Greenhill Way in Harrow Town Centre, instead will serve Station Road in both directions.
N18	Harrow Weald - Trafalgar Square	Mar-11	No longer serving Greenhill Way in Harrow Town Centre, instead will serve Station Road in both directions.
52	Victoria Station - Willesden bus garage	Apr-11	Reduced by one journey in each direction following demand review
328	Golders Green Station - Chelsea, World's End	Apr-11	Reduction in frequency during peaks and interpeak times.
371	Kingston Hall Road - Richmond, Manor Road, Sainsbury's	Apr-11	Extended from Mortlake Road to Manor Circus Sainsbury's. Dee Road no longer served.
455	Old Lodge Lane - Wallington Station	Apr-11	Route restructured and extended to terminate at Wallington Station.
N171	Hither Green Station - Tottenham Court Road	Apr-11	Withdrawn between Catford Town Centre and Bellingham and extended from Catford Town Centre to Hither Green Station.
300	East Ham - Canning Town Station	May-11	Increased frequencies during Monday to Saturday daytimes.
N35	Tottenham Court Road - Clapham Junction	May-11	Increased frequencies weekends.
8	Bow- Oxford Circus	Jun-11	Due to changes at Oxford Circus, buses are re-routed at Holles Street.

Route	Termini	Date	Description of service change
25	Ilford High Road - Oxford Circus	Jun-11	Route converted from bendy buses to double deck vehicles. Frequencies are increased on all days.
26	Hackney Wick- Waterloo	Jun-11	Reduced by one journey in each peak.
76	Tottenham - Waterloo	Jun-11	Re-routed via Englefield Road to Kingsland Road in Dalston.
135	Old Street - Crossharbour	Jun-11	Extra capacity AM peak.
274	Islington, Angel - Lancaster Gate	Jun-11	Night service is withdrawn.
488	Bromley-by-Bow, Tesco - Dalston Junction	Jun-11	Route extended from Lower Clapton Road via Kenninghall Road, Downs Road, Shacklewell Lane and Kingsland High Street to Dalston Junction.
917	Park Hill Rise, Runnymede Court - Croydon	Jun-11	Route withdrawn.
E5	Southall, Toplocks Estate - Perivale, Tesco	Jun-11	Re-routed towards Perivale to run direct from Greenford Road into Ruislip Road East (instead of serving Otter Road).
N8	Oxford Circus - Hainault, The Lowe	Jun-11	Due to changes at Oxford Circus, buses are re-routed at Holles Street.
30	Marble Arch - Hackney Wick	Jul-11	Buses re-routed towards Hackney Wick to run via Amhurst Road (instead of Dalston Lane and Mare Street).
105	Greenford Station - Heathrow Airport, Central bus station	Jul-11	Route diverted between Heathrow Central and Bath Road to follow route 140.
953	Scrattons Farm Estate - Romford Brewery	Jul-11	Route withdrawn between Romford Market and Chase Cross and re-routed from St Edwards Way via Waterloo Road to terminate at Romford Brewery.
958	Woodford, Kings Avenue - Ilford, Hainault Street	Jul-11	Route withdrawn.
N8	Oxford Circus - Hainault, The Lowe	Jul-11	On Friday and Saturday nights, the Oxford Street - Wanstead leg was restructured to run to Stratford. Frequencies for both legs (including Oxford Circus - Hainault) increased to provide a joint 7 -8 minute frequency between Oxford Circus and Stratford.
69	Walthamstow Central - Canning Town Station	Sep-11	One journey in each peak removed. Associated with extension of route 97.
73	Victoria Station - Stoke Newington	Sep-11	Route converted from bendy buses to double deck vehicles. Frequencies are increased on all days. Route re-structured to run only between Victoria and Stoke Newington (instead of some journeys going to Seven Sisters) .
97	Chingford Station - Stratford City	Sep-11	Route extended from Leyton (Downsell Road) to Stratford City Bus Station.
241	Stratford City bus station - Prince Regent Station	Sep-11	Route extended from Stratford town centre to Stratford City Bus Station.
288	Queensbury, Morrisons - Broadfields Estate	Sep-11	Later last buses.

Route	Termini	Date	Description of service change
339	Stratford City bus station - Shadwell Station	Sep-11	Route extended from Fish Island to Stratford City Bus Station.
376	Beckton bus station - East Ham, Newham Town Hall	Sep-11	Routeing revised to serve the Winsor Park Estate in a clockwise direction (instead of an anti clockwise direction).
380	Belmarsh - Lewisham	Sep-11	Frequencies increased during the morning and afternoon peak from every 12 minutes to every 10 minutes.
453	Deptford Broadway - Marylebone Station	Sep-11	Route converted from bendy buses to double deck vehicles. Peak frequencies increased from every 5 minutes to every 4 minutes. Friday and Saturday night frequencies increased to every 12 minutes .
491	Waltham Cross - North Middlesex Hospital	Sep-11	Re-routed at North Middlesex Hospital. Buses no longer serve Bridport Road and hospital road.
686	St Edwards School- Romford	Sep-11	Reduced morning service.
689	Norwood bus garage - Earlsfield, Burntwood School	Sep-11	Route withdrawn between West Norwod and Clapham Common Station. The journeys between Clapham Common Station and Burntwood School are re-numbered 690.
690	Norwood - Earlsfield, Burntwood School	Sep-11	All journeys between Clapham Common and Burntwood School, previously operated as 689 are re-numbered 690.
D8	Stratford City bus station - Crossharbour, Asda	Sep-11	Re-routed at Stratford High Street to Stratford City Bus Station.
H10	Harrow Bus Station - Harrow Bus Station (via Rayners Lane and Wealdstone)	Sep-11	Re-routed via Sheepcote Road and Gayton Road. Evening frequencies increased from every 30 minutes to every 20 minutes on all days.
H17	Harrow Bus Station - Wembley Central	Sep-11	Monday to Friday peak frequencies increased from every 15 minutes to every 12 minutes.
H9	Harrow Bus Station - Harrow Bus Station (via Wealdstone and Rayners Lane)	Sep-11	Re-routed via Gayton Road and Sheepcote Road. Evening frequencies increased from every 30 minutes to every 20 minutes on all days.
N73	Walthamstow Central - Victoria Station	Sep-11	Frequencies increased on Friday and Saturday nights from every 15 minutes to every 12 minutes.
193	Romford, Queens Hospital - County Park Estate	Oct-11	Saturday frequency reduced from 7 to 6 bph. Sunday daytime frequencies increased from every 30 minutes to every 20 minutes.
206	Wembley, The Paddocks - Kilburn Park	Oct-11	Route withdrawn from St Raphael Estate and extended from Brentfield Road to Wembley Park, The Paddocks (previously served by route PR2).
223	Harrow Bus Station - Wembley Central	Oct-11	Re-routed in both directions between Bridge Road and Wembley Central via Empire Way (instead of Park Lane).
224	Wembley Stadium - St Raphael's, Pitfield Way	Oct-11	Withdrawn between Harlesden Station and Willesden Junction Station. Re-routed from Harlesden Station via Brentfield Road to terminate at St Raphael's Estate (along roads previously served by route 206).
450	West Croydon Bus Station - Lower Sydenham, Sainsbury's	Oct-11	Monday to Friday peak frequencies increased from every 12 minutes to every 10 minutes.

Route	Termini	Date	Description of service change
PR2	Wembley Park, The Paddocks - Willesden Junction	Oct-11	Route withdrawn and partially replaced by routes 206 and 224.
12	Oxford Circus - Dulwich, Library	Nov-11	Converted from bendy buses to double deck vehicles. Frequencies increased on all days.
29	Wood Green Station - Trafalgar Square	Nov-11	Route converted from bendy buses to double deck vehicles. Peak and all evening frequencies increased (including Saturday and Sunday shopping hours).
46	Lancaster Gate Station - Farringdon Street, Stonecutter Street	Nov-11	Buses towards Farringdon Street will be re-routed from Clifton Gardens via Clifton Road and Maida Vale to Hall Road (instead of Clifton Gardens, Randolph Avenue and Sutherland Avenue).
110	Twickenham Station - West Middlesex Hospital	Nov-11	Route extended to West Middlesex Hospital via London Road and Twickenham Road.
187	Park Royal, Central Middlesex Hospital - Finchley Road	Nov-11	Buses towards Farringdon Street will be re-routed from Clifton Gardens via Clifton Road and Maida Vale to Hall Road (instead of Clifton Gardens, Randolph Avenue and Sutherland Avenue).
436	Lewisham - Paddington	Nov-11	Route converted from bendy buses to double deck vehicles. Peak frequencies increased.
N29	Enfield Town - Trafalgar Square	Nov-11	Route converted from bendy buses to double deck vehicles. Frequencies increased on all nights.
207	Hayes-By-Pass - White City Bus Station	Dec-11	Route converted from bendy buses to double deck vehicles. Frequencies increased at Monday to Friday peak times and Saturday day times.
N207	Holborn, Red Lion - Uxbridge	Dec-11	Frequencies increased on Friday and Saturday nights.
R8	Orpington Station - Biggin Hill, Post Office	Dec-11	Headways changes from every 68 minutes to every 70 minutes. Last two evening journeys are withdrawn.
190	Richmond bus station - West Brompton, Empress State Building	Jan-12	Buses no longer pick up in Richmond bus station - pick up in George Street instead.
318	North Middlesex Hospital - Stamford Hill	Jan-12	Monday to Saturday daytime frequencies increased from every 20 minutes to every 15 minutes. And Sunday shopping hours increased from every 30 minutes to every 20 minutes.
325	East Beckton Sainsburys - Prince Regent	Jan-12	A new bus only link was created between Jenkins Lane and Fresh Wharf Estate Road.
366	Redbridge, Roding Lane South - Beckton Bus Station	Jan-12	A new bus only link was created between Jenkins Lane and Fresh Wharf Estate Road.
391	Richmond bus station - Sands End, Sainsbury's	Jan-12	Buses no longer pick up in Richmond bus station - pick up in George Street instead.
419	Richmond bus station - Hammersmith bus station	Jan-12	Buses no longer pick up in Richmond bus station - pick up in George Street instead.
9	Aldwych - Hammersmith bus station	Feb-12	Buses re-routed to serve Pall Mall and St. James Street in both directions.
276	Newham Hospital Gateway Surgical Centre - Stoke Newington Common	Feb-12	Buses towards Newham General Hospital rerouted in Hackney via Amhurst Road instead of turning left onto Dalston Lane.

Route	Termini	Date	Description of service change
491	Waltham Cross - North Middlesex Hospital	Feb-12	Buses re-routed along Innova Way via Solar Way in both directions. Two new bus stops located in Solar Way.
941	Bedfont Green - Hampton, Sainsbury's	Feb-12	Route withdrawn and replaced by regular booking on Dial-a-Ride.
N9	Aldwych - Heathrow Airport, T5	Feb-12	Buses re-routed to serve Pall Mall and St. James Street in both directions.
5	Romford Market - Canning Town Station	Mar-12	Additional am peak journey towards Canning Town on all days to improve reliability and capacity.
19	Finsbury Park Station - Battersea Bridge	Mar-12	Monday to Friday daytime frequency reduced from every 6 mins to every 7 mins with two additional journeys southbound in the am peak.
286	Greenwich, Cutty Sark - Sidcup, Queen Mary's Hospital	Mar-12	Additional journey departing Greenwich at 00:30 on all nights.
350	Hayes, Clarendon Road - Heathrow Airport T5	Mar-12	Route converted from single deck to double deck operation. Two existing double deck am short journeys from Hayes and Harlington to Stockley Park removed, and one pm double deck short journey from Stockley Park to Hayes and Harlington removed.
388	Hackney Wick, Chapman Road - Blackfriars Station	Mar-12	Withdrawal of temporary extension to Embankment Station during redevelopment of Blackfriars Station.
N19	Finsbury Park Station - Clapham Common, St. John's Hill	Mar-12	Friday and Saturday night frequency increased from every 30 mins to every 20 mins.
W13	Leytonstone Bus Station - Woodford Wells, Horse and Well	Mar-12	Frequency during Saturday shopping hours reduced from every 15 mins to every 20 mins.
W15	Cogan Avenue Estate - Hackney Central Station	Mar-12	As part of a scheme to improve reliability, frequencies reduced during Mon - Fri peaks from a bus every 8 mins to every 8 - 9 mins, and Saturday daytime from every 8 mins to every 10 mins.
81	Slough bus station - Hounslow bus station	Apr-12	Sunday frequencies increased from every 20 mins to every 15 mins.
186	Northwick Park Hospital - Brent Cross	Apr-12	Evening frequencies increased on all days from every 30 mins to every 20 mins.
214	Highgate Village, North Road - Liverpool Street Station	Apr-12	Friday and Saturday night frequencies increased from every 12 mins to every 10 mins.
X26	West Croydon Bus Station - Heathrow Airport Central Bus Station	Apr-12	Evening frequencies increased from every 60 mins to every 30 mins.
66	Romford Station - Leytenstone Bus Station	Jun-12	Buses towards Romford rerouted directly from Redbridge roundabout to Eastern Avenue and will no longer loop through Redbridge Station forecourt.
128	Romford Station - Claybury Broadway	Jun-12	Buses rerouted via Rom Valley Way to serve Queen's Hospital.
145	Dagenham, Asda - Leytenstone Bus Station	Jun-12	Buses towards Dagenham rerouted directly from Redbridge roundabout to Eastern Avenue and will no longer loop through Redbridge Station forecourt.
N113	Edgware Bus Station - Trafalgar Square	Jun-12	New night route to run every 30 mins on all nights.

Route	Termini	Date	Description of service change
N13	North Finchley - Aldwych	Jun-12	In association with the introduction of route N113, route N13 will reduce in frequency from every 15 mins to every 30 mins on Sunday to Thursday nights and from every 10 mins to every 15 mins on Friday and Saturday nights.
N35	Clapham Junction, Grant Road - Tottenham Court Road	Jun-12	Friday and Saturday night frequencies from every 15 mins to every 12 mins.
N8	Oxford Circus - Hainault, The Lowe	Jun-12	Buses towards Hainault rerouted directly from Redbridge roundabout to Eastern Avenue. Buses will no longer loop through Redbridge Station forecourt.
6	Willesden Bus Garage - Aldwych	Jul-12	Reduced frequencies during summer holidays.
N15	Romford Market - Regent Street	Jul-12	Frequency increased on Friday and Saturday nights from every 12 mins to every 10 mins.
S3	Sutton Hospital - Malden Manor station	Jul-12	Rerouted between Oldfields Road and Windsor Avenue to serve Kimpton Industrial Park.
60	Old Coulsdon, Tudor Rose - Streatham Station	Aug-12	Rerouted to serve the Streatham Station interchange.
159	Streatham Station - Paddington Basin	Aug-12	Rerouted to serve the Streatham Station interchange.
P13	Streatham Station - New Cross Gate	Aug-12	Rerouted to serve the Streatham Station interchange.
4	Archway Station - Waterloo Station	Sep-12	Saturday and Sunday shopping hours frequency increased from every 15 minutes to every 12 minutes.
103	Chase Cross - Rainham Station Interchange	Sep-12	Route extended from Rainham, War Memorial to Rainham Station Interchange.
176	Penge - Tottenham Court Road Station	Sep-12	Monday to Saturday daytime frequencies decreased from every 8 minutes to every 9 minutes. Additional Mon - Fri journey from Camberwell to Tottenham Court Road.
194	Lower Sydenham - West Croydon Bus Station	Sep-12	Monday to Saturday daytime frequencies decreased from every 12 minutes to every 14 minutes. During Sunday shopping period, additional bus provided to maintain reliability.
222	Uxbridge Station - Hounslow Bus Station	Sep-12	Converted from single-deck to double-deck. Frequencies reduced marginally as a result.
242	Homerton Hospital - Tottenham Court Road	Sep-12	Monday to Saturday daytime frequencies reduced from every 6 mins to every 7-8 mins. The additional Mon - Fri AM peak journey from Homerton Hospital will be retained.
267	Hammersmith Bus Station - Fulwell Bus Garage	Sep-12	Withdrawal of the summer Sunday extension to Hampton Court.
498	Romford Station - Brentwood	Sep-12	The route will be converted from single deck to double deck operation.
U4	Hayes, Prologis Park - Uxbridge Station	Sep-12	Route extended from Hayes, Bourne Avenue via Nine Acres Close to Hayes, Prologis Park Business Park. Increased frequencies on Sun from every 20 minutes to every 15 minutes.
220	Willesden Junction Station - Wandsworth	Oct-12	Monday to Friday peak frequency will increase from every 8 minutes to approximately 6 minutes.

Route	Termini	Date	Description of service change
236	Finsbury Park Station - Hackney Wick	Oct-12	Night service withdrawn.
499	Gallows Corner - Heath Park Estate	Oct-12	Monday to Saturday daytime frequencies increased from every 30 minutes to every 20 minutes.
27	Chiswick, Business Park - Chalk Farm, Morrisons	Nov-12	Route extended to Chiswick Business Park at all times.
114	Mill Hill Broadway Station - Ruislip Station	Nov-12	Buses towards Ruislip rerouted via Sheepcote Road and Station Road to College Road instead of via Grayton Road and Station Road.
183	Golders Green Station - Pinner, Love Lane	Nov-12	Buses towards Pinner rerouted via Sheepcote Road and Station Road to College Road.
224	Wembley Stadium Station - St Raphaels, Pitfield Way	Nov-12	Rerouted towards St Raphael's Estate via Brent Park Tesco. An additional stop introduced in Drury Way for buses towards Wembley.
225	Hither Green Station - Canada Water bus station	Nov-12	Introduction of new schedule which includes redistribution of running times to reflect traffic conditions. An additional bus will be introduced in the weekday afternoon peak, Saturday shopping hours and Sunday afternoon.
470	Colliers Wood Station - Epsom Clock Tower	Nov-12	Later last journeys on all days (Monday to Friday and Saturday); from Epsom at 20.25 and from Colliers Wood at 20.20.
642	West Hendon Broadway - Stanmore, London Academy	Nov-12	Revised morning times and changes to bus stops to better serve pupils of London Academy.
646	Noak Hill, Tees Drive - Cranham, Front Lane	Nov-12	Revised departure time for third morning journey from Noak Hill, now departing 5 minutes earlier at 07:43.
652	Rainham, Abbey Wood Lane - Upminster Station	Nov-12	Revised departure time, buses will depart 5 minutes earlier from Rainham, at 07:43 and 07:47.
679	Woodford Wells, Bancroft's School - Goodmayes, Lord Napier	Nov-12	Revised departure times for all afternoon journeys, and the 15:28 journey from Woodford Wells will instead pick up at Woodford High Road at 15:39.
953	Scrattons Farm Estate - Romford Brewery	Nov-12	Following consultation route withdrawn without replacement (although Dial-a-Ride and other local services available). Last day of operation Wednesday 7th November 2012.
52	Victoria Station, Wilton Road - Willesden Bus Garage	Dec-12	Introduction of 24hr service.
130	New Addington Tramlink, Parkway - Norwood Junction, Grosvenor Road	Dec-12	Revised daily schedules, providing additional daytime running time on Monday to Friday by bringing a bus into service earlier than the current schedule, departing Norwood Junction at 06:49.
132	North Greenwich Bus Station - Bexleyheath, Market Place	Dec-12	Route converted to double-deck vehicles.
202	Crystal Palace Bus Station - Blackheath Royal Standard	Dec-12	Additional late journey daily from Crystal Palace at 01:00 and from Blackheath, Royal Standard at 00:15.
381	Peckham Bus Station - Waterloo	Dec-12	Due to the redevelopment of London Bridge Station and the closure of St Thomas Street for 6 years, service permanently diverted to run via Borough High Street, Duke Street Hill and Tooley Street towards Peckham.
621	Lewisham - Avery Hill, Crown Woods School	Dec-12	Morning journey retimed to arrive at Crown Woods School 10 minutes earlier at 07:57 to better match the school start time of 08:10

Route	Termini	Date	Description of service change
N52	Victoria Station - Willesden bus garage	Dec-12	N52 withdrawn and replaced by a 24 hour service on route 52, with common routeing between Victoria and Willesden Garage.
44	Victoria Station - Tooting Station	Jan-13	New Mon - Fri and Sunday schedules due to the morning peak frequency increase towards Victoria. From Tooting, the frequency increases from every 10 minutes to every 8-9 minutes between 07:10 and 08:10.
77	Waterloo, Concert Hall Approach - Tooting Station	Jan-13	New Mon - Fri and Sunday schedules due to the morning peak frequency increase towards Waterloo. From Tooting, the frequency increases from every 10 minutes to every 8-9 minutes.
141	Palmer's Green, North Circular Road - London Bridge Station	Jan-13	Introduction of single journey towards London Bridge to arrive at Old Street between 0800 and 0900. This would mean a bus approximately every 5 mins in the busiest hour southbound.
291	Woolwich Common, Queen Elizabeth Hospital - Woodlands Estate	Jan-13	Long term diversion due to temporary closure of London Bridge Street (collapsed sewer).
329	Enfield, Little Park Gardens - Turnpike Lane Station	Jan-13	An additional journey will operate on Mondays to Fridays. It will depart from Enfield between 0731 and 0755 and depart from Turnpike Lane between 1650 and 1715.
488	Bromley-By-Bow Tesco - Dalston Junction Bus Station	Jan-13	New schedules on all days to improve reliability.
601	Thamesmead, Town Centre - Wilmington Schools	Jan-13	Introduction of one additional return journey, departing in the morning at 07:37 from Thamesmead Town Centre to Dartford Heath, and departing in the afternoon at 15:38 from Bexley Library to Thamesmead Town Centre.
N55	Woodford Wells, Horse & Well - Oxford Circus	Jan-13	Rerouted at the Green Man Roundabout towards Oxford Circus.
W14	Woodford Bridge - Leyton, Asda	Jan-13	New schedule to improve reliability.
25	Oxford Circus, Holles Street - Ilford High Road	Feb-13	Due to the permanent closure of Stonecutter Street to all traffic, the Holborn leg of the route is curtailed at City Thameslink Station. Buses will set down at stop HK on Holborn Viaduct. The destination blind on buses changes to 'City Thameslink'. Terminating buses no longer serve stop L on Holborn Viaduct.
38	Clapton, Kenninghall Road Roundabout - Victoria Bus Station	Feb-13	Introduction of revised schedule. Monday to Friday peak frequency reduced on both legs of service from every 5 minutes to every 6 minutes.
46	Lancaster Gate Station - St. Bartholomew's Hospital	Feb-13	Due to the permanent closure of Stonecutter Street, the route is rerouted between Holborn Circus and West Smithfield (St Bartholomew's Hospital) via Holborn Viaduct.
153	Finsbury Park Station - Liverpool Street Station	Feb-13	Sunday shopping hours frequency increased from every 15 minutes to every 12 minutes.
411	Kingston, Cromwell Road Bus Station - West Molesey	Feb-13	The last bus towards West Molesey departs Cromwell Road Bus station at 0010 instead of 0005.
664	Charles Darwin School, Jail Lane - New Addington, Homestead Way	Feb-13	Revised timetable introduced with no change to frequencies, to coincide better with school times.
N41	Trafalgar Square - Tottenham Hale	Feb-13	Frequency increased on Friday and Saturday nights from every 30 mins to every 20 mins
35	Clapham Junction Station, Grant Road - Shoreditch Church, High Street	Apr-13	Route extended in service from the current last stop outside Shoreditch Town Hall to set down on stand at stop Z2 in Shoreditch High Street.

Route	Termini	Date	Description of service change
106	Finsbury Park Station - Whitechapel, Cavell Street	Apr-13	Withdrawal of the additional weekday morning peak journey towards Whitechapel and reduced Mon - Sat daytime frequencies from every 7.5 minutes to every 8 minutes.
200	Raynes Park, Raynes Park Hotel - Mitcham, Fair Green	Apr-13	Double-deck buses operate on the 0750 and 0802 journeys departing Wimbledon station towards Raynes Park, and the 1528 and 1534 journeys departing Wimbledon station towards Mitcham.
216	Staines Bus station - Kingston, Cromwell Road Bus Station	Apr-13	Introduction of additional single deck school day-only journey between Ashford Town Centre and Hampton Station.
256	Noak Hill, Tees Drive - Hornchurch, St Georges Hospital	Apr-13	Additional school day only journey departing at 0800 from Noak Hill to Hornchurch.
287	Rainham, Abbey Wood Lane - Barking Station	Apr-13	Improved interworking with route 165 over the common section between Abbey Wood Lane and Cherry Tree Lane at weekends.
498	Brentwood, Sainsbury's - Romford, Queen's Hospital	Apr-13	Extended from Romford Station to Queen's Hospital via South Street, Oldchurch Road and Oldchurch Rise; frequencies increased. Buses will run every 20 minutes during Monday to Saturday daytime and every 30 minutes during the evening and on Sundays.
499	Gallows Corner, Tesco - Heath Park Estate	Apr-13	Rerouted to serve Queen's Hospital via Oldchurch Rise in both directions.
B12	Erith, Bexley Road - Joydens Wood Loop	Apr-13	Introduction of a Sunday service running every 30 minutes from 0700 to midnight.
631	Golders Green Station - Bigwood Road, Henrietta Barnet School	May-13	New route replacing the H1. The restructured, shorter route enables additional journeys to be provided.
H1	Golders Green Station - Bigwood Road, Henrietta Barnet School	May-13	Route withdrawn and replaced by new, restructured route 631.
R70	Hampton, The Avenue - Richmond, Manor Road	May-13	Service increased from every 20 mins to every 15 mins during Sunday shopping hours (between around 0930 and 1830).
191	Brimdson Station - Edmonton Green	Jun-13	Additional school day afternoon journey from Enfield Town towards Edmonton, providing a 7 to 8 minute service between 1443 and 1543 at Ponders End Station.
341	Northumberland Park, Angel Road superstores - Waterloo	Jun-13	Buses towards Waterloo rerouted to turn directly into Phillip Lane from Tottenham High Road and will no longer serve stops N and P further along the high road. This is in conjunction with the Tottenham Hale gyratory conversion to two-way operation.
430	Roehampton, Danebury Avenue - South Kensington	Jun-13	Stop R on Cromwell Gardens will be removed until December 2014 because of construction works at the V&A Museum. Buses in both directions will pick up and alight at stop H on Cromwell Road, opposite the Natural History Museum.
K3	Roehampton Vale, Asda - Esher High Street/Esher High School	Jun-13	Additional earlier first journey on all days towards Esher and additional afternoon schooldays journey towards Esher. Service increased from every 30 mins to every 20 mins during Sunday shopping hours.
W11	Walthamstow Central station - Chingford Hall Estate	Jun-13	Buses towards Chingford Hall Estate rerouted via George Road instead of Leonard Road, due to a new one-way system being introduced by the London Borough of Waltham Forest.
18	Sudbury & Harrow Road Station - Euston station	Jul-13	Introduction of two additional short working Monday to Fridays AM peak journeys between 0625 and 0655 between Harlesden, Manor Park Road and Euston Station, Euston Road.
63	Honor Oak, Forest Hill Tavern - King's Cross Station	Jul-13	Two additional journeys introduced in the morning peak towards King's Cross, providing a frequency of every 4 minutes between 0800 and 0900 on Old Kent Road at Bricklayer's Arms junction.

Route	Termini	Date	Description of service change
138	Bromley North station - Coney Hall	Jul-13	Due to the pedestrianisation of East Street, Bromley North, service re-routed southbound via Tweedy Road instead of East Street and Widmore Road. No change to northbound routeing.
178	Woolwich, Monk Street - Lewisham bus station	Jul-13	Due to the redevelopment of the former Ferrier Estate, the route will no longer serve Weigall Road, Moorehead Way and Tudway Road. Buses in both directions will instead be permanently rerouted via Kidbrooke Park Road.
269	Bexleyheath Shopping Centre - Bromley North Station	Jul-13	Due to the pedestrianisation of East Street, Bromley North, service re-routed southbound via Tweedy Road instead of East Street and Widmore Road. No change to northbound routeing.
336	Catford, Thomas Lane - Locksbottom, Pallant Way	Jul-13	Due to the pedestrianisation of East Street, Bromley North, service re-routed southbound via Tweedy Road instead of East Street and Widmore Road. No change to northbound routeing.
367	West Croydon bus station - Bromley North station	Jul-13	Due to the pedestrianisation of East Street, Bromley North, service re-routed southbound via Tweedy Road instead of East Street and Widmore Road. No change to northbound routeing.
B16	Bexleyheath Bus Garage - Kidbrooke station	Jul-13	Due to the redevelopment of the former Ferrier Estate, the route will no longer serve Tudway Road.
N20	Barnet Church - Trafalgar Square	Jul-13	The Friday night and Saturday night frequencies are increased from every 12 minutes to every 10 minutes.
W7	Muswell Hill Broadway - Finsbury Park station	Jul-13	Increase in morning and afternoon peak frequencies.
12	Oxford Circus - Dulwich, Library	Aug-13	The Monday to Friday peak frequency will reduce from every 4 minutes to every 5 minutes. An additional Monday to Friday AM journey will operate towards Oxford Circus, and an additional Monday to Friday PM journey towards Dulwich.
13	Golders Green Station - Aldwych	Aug-13	One morning peak journey towards Aldwych is removed.
40	Dulwich, Library - Aldgate station	Aug-13	Introduction of two Mon-Fri AM peak journeys from Dulwich to Aldgate, in association with a frequency reduction on route 12.
80	Belmont - Hackbridge	Aug-13	The Monday to Saturday daytime frequency will increase from every 12 minutes to every 10 minutes. Two additional early morning journeys from Belmont on Mondays to Saturdays will also be introduced. The late evening journeys are retimed to improve interworking with route 280.
86	Stratford bus station - Romford station	Aug-13	The Monday to Friday journey from Manor Park to Stratford will be retimed to depart at 0812 instead of 0830.
97	Chingford Station - Stratford City bus station	Aug-13	Rerouted via the Olympic Park in both directions. Introduction of an additional journey towards Stratford in the morning peak and towards Chingford in the evening peak.
152	Pollards Hill, South Lodge Avenue - New Malden, Fountain	Aug-13	Introduction of an additional AM peak journey towards New Malden on schooldays only.
205	Paddington station - Bow Church	Aug-13	The route ceases to be a designated 24hr service when the new night service N205 (extended from Bow Church to Leyton, Drapers Field) is introduced. The daytime service will continue to terminate at Bow Church.
245	Alperton, Sainsburys - Golders Green station	Aug-13	Conversion of service to double-deck operation.
249	Clapham Common, Old Town - Anerley Station	Aug-13	An additional schoolday AM peak journey will be introduced towards Anerley, providing a frequency of every 10 minutes between 0745 and 0845.
293	Morden Station - Epsom Hospital	Aug-13	Early evening frequency increased from every 30 minutes to every 20 minutes until 22:00 on Monday to Saturdays.

Route	Termini	Date	Description of service change
339	Leytonstone station - Shadwell station	Aug-13	Route extended from Stratford City bus station to Leytonstone station via Stratford East Village, Crownfield Road, Leytonstone High Road, Cathall Road and Grove Green Road.
343	London Bridge, City Hall - New Cross, Jerningham Road	Aug-13	Introduction of an additional morning peak journey towards London Bridge to address capacity issues.
350	Hayes, Clarendon Road - Heathrow Airport T5	Aug-13	The Saturday daytime frequency is permanently reduced from every 12 minutes to 20 minutes.
377	Ponders End, Enfield Bus Garage - Oakwood station	Aug-13	Introduction of an additional school day journey between Oakwood and Ponders End at 1525, which will serve World's End Lane at approximately 1535.
397	Crooked Billet, Sainsburys - Debden station	Aug-13	Introduction of additional school day journey from Crooked Billet to Debden Station at approximately 07.35
434	Coulsdon, Ridgemount Avenue - Whyteleaf South, Court Bushes Road	Aug-13	Introduction of a new Sunday service with buses running every 30 minutes. Evening short working journeys extended to operate the full length of the route to Whyteleafe South on all days.
634	Muswell Hill Broadway - Barnet Hospital	Aug-13	Buses rerouted away from Barnet Hospital to Barnet, Arkley Hotel. Buses will set down at stop E and pick up at stop K on Wood Street.
678	Stratford bus station - Beckton bus station, Upton Lane	Aug-13	The Monday to Friday afternoon school journey departing from St Bonaventure's school in Upton Lane, West Ham Park is re-timed to depart five minutes later, at 1530 instead of 1525 to better match the school finishing time
D7	Poplar, All Saints - Mile End station	Aug-13	On Sundays and all evenings the frequency will be increased from every 15 minutes to every 12 minutes. The early Sunday morning frequency will increase from every 20 minutes to every 15 minutes.
D8	Stratford City bus station - Crossharbour, Asda	Aug-13	Extended from Stratford City bus station via International Way to terminate at Stratford International bus station.
G1	Streatham High Road, Green Lane - Battersea, Shaftesbury Estate	Aug-13	Rerouted to serve Springfield Hospital at all times and all days of the week instead of only on weekdays between 0730 and 1800.
H18	Harrow bus station - Harrow bus station (via Pinner & Wealdstone)	Aug-13	Monday to Saturday daytime frequency increased from every 30 minutes to every 20 minutes.
H19	Harrow bus station - Harrow bus station (via Wealdstone & Pinner)	Aug-13	Monday to Saturday daytime frequency increased from every 30 minutes to every 20 minutes.
N205	Paddington Station - Leyton, Downsell Road (Drapers Field)	Aug-13	New night route (now that the 205 service is no longer a designated 24hr route) extended from Bow to Leyton, Drapers Field. Buses will run every 30 minutes. Please see the separate 205 entry.
W6	Southgate station - Edmonton Green station	Aug-13	Introduction of an additional school day journey which will pass Latymer School at approximately 1550.
165	Romford Brewery - Rainham, Abbey Wood Lane	Sep-13	The additional 1604 journey from Romford is withdrawn.
226	Ealing Broadway station - Golders Green station	Sep-13	Introduction of an additional Monday to Friday school day only journey.
381	Peckham bus station - Waterloo	Sep-13	Rerouted towards Waterloo due to the closure of St Thomas Street for 6 years. Buses will permanently operate via Tooley Street, Duke Street Hill and Borough High Street.
605	Edgware Bus Station - Mill Hill, Marsh Lane	Sep-13	Introduction of additional morning and afternoon journeys between Burnt Oak station and Totteridge Academy via the existing route to Highwood Hill before continuing along Totteridge Lane to Totteridge & Whetstone station. The current (1540) afternoon journey will continue to start from Mill Hill, Marsh

Route	Termini	Date	Description of service change
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617	Turnpike Lane Station - St. Ignatius College	Sep-13	Morning journeys retimed ten minutes earlier to better match school starting times at St Ignatius College. Buses will arrive at the college at 0819 and 0827 instead of 0829 and 0837.
629	Wood Green, Haringey Civic Centre - St. Ignatius College	Sep-13	Morning journeys retimed ten minutes earlier to better match school starting times at St Ignatius College. Buses will arrive at the college at 0815 and 0823 instead of 0825 and 0833.
EL1	Ilford Broadway, Ilford Hill - Thames View Estate	Sep-13	24hr service extended from Thames View Estate to Barking Riverside (Mallards Road) via Renwick Road, Thames Road, Marine Drive and Galleons Drive.
W19	Walthamstow, Argall Avenue - Ilford High Road, Hainault Street	Sep-13	Introduction of additional journey at 0750 Monday to Friday only from Ilford to Walthamstow Central.
66	Romford Station - Leytenstone Bus station	Oct-13	Additional morning and afternoon journeys introduced.
601	Thamesmead, Town Centre - Wilmington Schools	Oct-13	A number of afternoon journeys are retimed to better match school finishing times
10	Hammersmith Bus Station - King's Cross station	Nov-13	Monday to Saturday daytime frequency reduced from every 7.5 minutes to every 8 minutes
65	Chessington, World Of Adventures - Ealing Broadway station	Nov-13	Frequency increased to approximately every 6.5 minutes during morning and afternoon peak times with journeys departing from Kingston reduced from every 6.5 minutes to every 7.5 minutes at 0845.
66	Romford Station - Leytenstone Bus station	Nov-13	The frequency increases from every 30 minutes to every 20 minutes during the evenings and all day on Sundays. Three additional journeys introduced in the morning peak towards Leytonstone. Two additional journeys passing Newbury Park Station towards Romford at 1540 and 1615. Increased frequency passing Newbury Park Station towards Romford between 1755 and 1855 to every 6 minutes.
93	North Cheam, Priory Road - Putney Bridge station	Nov-13	Frequency increases to every 6 minutes during the Monday to Friday peak times. Introduction of a single journey towards Putney Bridge on all weekdays during the morning peak increasing the peak frequency to approximately every 5.5 minutes at Morden between 0730 and 0830.
154	West Croydon Bus Station - Morden station	Nov-13	The frequency increases from every 20 minutes to every 15 minutes during the evenings and all day on Sundays. Additional late night journeys introduced from Croydon to Sutton at 0100, 0130 and 0200.
261	Lewisham, Molesworth Street - Locksbottom, Pru Hospital	Nov-13	Frequency reduced from every 10 minutes to every 1 minutes during Saturday shopping hours
627	Worcester Park Station - Wallington High School	Nov-13	Introduction of an additional journey departing from Worcester Park station at 0738 and Wallington High School at 1502.
647	Romford Station - Harold Hill, Settle Road	Nov-13	The Monday to Thursday afternoon school journey from Harold Hill, Settle Road will be retimed to depart ten minutes later, at 1545 rather than 1535, to better match school finishing times
969	Whitton, Lincoln Avenue - Roehampton Vale, Asda	Nov-13	Service rerouted at Barnes Bridge, The Terrace to run direct along Barnes High Street and Church Road to Rocks Lane and the normal line of route.
X26	West Croydon Bus Station - Heathrow Airport Central Bus Station	Nov-13	Rerouted along Hampton Road, Uxbridge Road, and Park Road to mirror the service in the opposite direction.
26	Hackney Wick, Eastway - Waterloo station	Dec-13	Rerouted to terminate and stand at Hackney Wick Eastway in association with the rerouting of services through the Olympic Park

Route	Termini	Date	Description of service change
30	Marble Arch - Hackney Wick, Chapman Road	Dec-13	Rerouted to terminate and stand at Hackney Wick, Chapman Road in association with the rerouting of services through the Olympic Park
107	Edgware Station - New Barnet station	Dec-13	Re-timing of evening departures from New Barnet and Edgware to better suit train connections at Elstree & Borehamwood Station.
235	Sunbury Village, Three Fishes - North Brentford, Great West Quarter	Dec-13	Route extended from Brentford to North Brentford, Great West Quarter via Brentford High Street and Ealing Road.
267	Hammersmith Bus Station - Fulwell Bus Garage	Dec-13	The frequency increases from every 20 minutes to every 15 minutes on all evenings.
298	Arnos Grove Station = Potters Bar, Cranborne Road Industrial Estate	Dec-13	The first journey from Arnos Grove is retimed to depart 3 minutes earlier at 0609 to provide a better connection with the rail service from Potters Bar station.
388	Stratford City Bus Station - Blackfriars station	Dec-13	The route is extended from Hackney Wick to Stratford City bus station via Eastway, Lee Interchange, Waterden Road, Westfield Avenue and Montfichet Road.
965	Riverhill - Kingston, Sainsbury's	Dec-13	Rerouted at Tolworth Broadway to run directly along Ewell Road, Surbiton Hill Road and Penrhyn Road back to the normal line of route. The journey from Kingston Sainsbury's is retimed to depart at 13:00 instead of 14:00.
R10	Orpington Station - Knockholt / Orpington station	Dec-13	The frequency, along with route R5, is reduced from every 60 minutes to every 75 minutes to give buses more time to complete their journeys and to help the service be more reliable.
R5	Orpington Station - Orpington Station / Knockholt	Dec-13	The frequency, along with route R10, is reduced from every 60 minutes to every 75 minutes to give buses more time to complete their journeys and to help the service be more reliable.
114	Mill Hill Broadway Station - Ruislip Station	Jan-14	Buses will run later to meet the arrival of last trains at Burnt Oak, Queensbury and South Harrow stations. The late evening frequency will be reduced from every 12 minutes to every 15 minutes.
183	Golders Green Station - Pinner, Love Lane	Jan-14	The frequency increases on Monday to Friday and during Saturday shopping hours from every 10 minutes to every 8 minutes. The frequencies on Sundays during shopping hours and on all evenings increase from every 15 minutes to every 12 minutes. Buses will also run 30 minutes later on all evenings.
216	Kingston, Cromwell Road Bus Station - Staines bus station	Jan-14	The two additional AM journeys will be retimed. The first additional AM journey will be retimed 13 minutes earlier, to depart Ashfield Hospital at 0717 instead of 0730, and will be extended to run through to Kingston. The second additional journey will be retimed 10 minutes earlier to depart Staines Bus Station at 0727 instead of 0737.
308	Wanstead, Woodbine Place - Clapton, Kenninghall Road roundabout	Jan-14	Route restructured to serve the Olympic Park, and extended from Clapton Park to Kenninghall Road roundabout. The frequencies also increase to every 12 minutes on Mondays to Fridays and every 20 minutes on all evenings and on Sunday daytimes.
653	Muswell Hill Broadway – Kingsbury, JFS (school)	Jan-14	Introduction of additional morning and afternoon school day only journeys.
662	Surbiton Station - New Malden, Holy Cross School	Jan-14	Introduction of a new school-day only route. The morning journey will depart from Surbiton Station at 07:59 and run via St. Mark's Hill and Ewell Road to Tolworth Broadway before rejoining existing route 665 to New Malden, Holy Cross School, arriving at 08:23. The afternoon journey will depart Holy Cross School at 15:32 and arrive at Surbiton station at 15:56
665	Surbiton, Berrylands Road - New Malden, Holy Cross School	Jan-14	The route is withdrawn between Surbiton station and Berrylands Road. One journey is replaced by new route 662 (see entry above).
683	Friern Barnet, Town Hall Broadway – Kingsbury, JFS (school)	Jan-14	One morning and one afternoon school day only journeys are withdrawn.
90	Northolt station – Feltham, Leisure West	Feb-14	Revised bus stopping arrangements at Hatton Cross bus station (also included routes 285, 423, 482, 490, H25, H26, and X26).

Route	Termini	Date	Description of service change
161	Chislehurst, War Memorial - North Greenwich	Feb-14	Additional schoolday only journey in the morning peak towards Chislehurst providing additional capacity between 07:30 and 08:30 at Shooters Hill Police Station. Additional schoolday only journey towards North Greenwich in the afternoon peak between 15:00 and 16:00 at Eltham Church, Well Hall Road.
286	Greenwich, Cutty Sark - Sidcup, Queen Mary's Hospital	Feb-14	Following a trial safety scheme in Charlton Road introduced on 9 May 2013, buses permanently re-routed towards Sidcup.
386	Woolwich, Beresford Street - Blackheath, Royal Parade	Feb-14	Following a trial safety scheme in Charlton Road, buses permanently re-routed towards Woolwich.
5	Romford Market - Canning Town station	Mar-14	Introduction of additional return journey to the route.
18	Sudbury & Harrow Road Station - Euston station	Mar-14	Buses rerouted to serve a new stop (W) on the new westbound contra-flow bus lane on Euston Road. Buses will no longer travel along Gower Street or serve stop Z on Grafton Way. This is in relation to the Euston Circus junction improvement works.
30	Marble Arch - Hackney Wick, Chapman Road	Mar-14	Buses rerouted to serve a new stop (W) on the new westbound contra-flow bus lane on Euston Road. Buses will no longer travel along Gower Street or serve stop Z on Grafton Way. This is in relation to the Euston Circus junction improvement works.
59	Streatham Hill, Telford Avenue - King's Cross station	Mar-14	Increased service frequency especially at the height of the morning and evening peaks.
159	Streatham Station - Marble Arch	Mar-14	Route will run between Streatham and Marble Arch and no longer serve Edgware Road, Paddington Station and Paddington Basin. This change should significantly improve the reliability on other sections of this route.
205	Paddington station - Bow Church	Mar-14	Buses rerouted to serve a new stop (W) on the new westbound contra-flow bus lane on Euston Road. Buses will no longer travel along Gower Street or serve stop Z on Grafton Way. This is in relation to the Euston Circus junction improvement works.
255	Pollards Hill, South Lodge Avenue - Balham station	Mar-14	Route extended from Streatham Hill to Balham station. Buses will serve Sternhold Avenue, Thornton Avenue, Emmanuel Road, Radbourne Road, Weir Road, Old Devonshire Road and Balham High Road.
388	Stratford City Bus Station - Blackfriars station	Mar-14	Buses will be rerouted in both directions along a new link road between Eastway and Waterden Road, and serve new stops close to iCity (Digital Community).
601	Thamesmead, Town Centre - Wilmington Schools	Mar-14	Introduction of additional school day return journey.
N205	Paddington Station - Leyton, Downsell Road (Drapers Field)	Mar-14	Buses rerouted to serve a new stop (W) on the new westbound contra-flow bus lane on Euston Road. Buses will no longer travel along Gower Street or serve stop Z on Grafton Way. This is in relation to the Euston Circus junction improvement works.
P13	Streatham Station - New Cross Gate, Sainsbury's	Mar-14	The frequency increases from every 20 minutes to every 15 minutes during Monday to Saturday daytimes, and from every 30 minutes to every 20 minutes on all evenings and Sundays during shopping hours.