

Tackling Poverty: One Bus Ride Away



A report by London Assembly Member Val Shawcross into Public Transport Accessibility Levels & the Effect on Deprivation

Foreword



In March 2014, I published a report on the cost of living crisis in London entitled, *Cost of Living: Fair Fares*, which found that 84% of Londoners think that public transport fares are too high. The report also highlighted how it is the poorest in our community who have been disproportionately hit by fare rises.

I therefore wanted to see what practical steps the Mayor of London could take to help the poorest Londoners and I struck upon the idea of looking at what level each of the 4,835 neighbourhoods in London had access to the transport public network.

I started by evaluating the Public Transport Accessibility Level (PTAL) scores for every neighbourhood in London. I then matched that to the index of deprivation to see if there was any link between how deprived a neighbourhood is and how much, or little, access it has to the public transport network.

There appears to be a strong link between highly dense neighbourhoods with a low access to the transport network and deprivation. In the following report, I ask what the Mayor is doing about this; what he should be doing about this; and I offer some suggested changes to the transport network to help reduce poverty in a number of neighbourhoods across London. In turn, this would allow lower income families easier access to jobs, educational opportunities and community services and resources.

I hope that this report will start a debate about how we can use the public transport network to tackle deprivation in our city.



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Introduction

Since Boris Johnson was elected in May 2008, it is clear that he has prioritised gimmicks and vanity schemes over the bread and butter transport improvements that would have allowed London to grow and, more importantly, help to reduce deprivation in the capital. The Mayor has spent £61 million on a cable car scheme that very few people use, £225 million on a bike hire scheme that was supposed to cost the taxpayer nothing, and an extra £30 million on procuring the “New Routemaster” when cheaper and environmentally friendly alternatives are available.

The bus network starved of investment

In conjunction with this profligate spending the Mayor has starved the bus network of desperately needed expansion. During the years 2000- 2012 (mostly under the stewardship of the previous Mayor), the number of bus ‘kilometres’ run by TfL increased by 38% to 490 million, to serve a rapidly growing population and increasing demand for bus services. By contrast for the period 2012-2020, under Boris Johnson’s plans Transport for London (TfL) only plans to increase services by 4%, although population in London is expected to grow by over 1.2 million – meaning a growth in demand for buses of around 1.3% per year. As the cross-party London Assembly Transport Committee’s report, *Bus services in London – October 2013*, found, “Demand for bus travel in London has been growing at a faster rate than supply and the gap is set to widen”.

The link between deprivation and lack of transport services

These facts will come as no surprise to bus users who have grown used to overcrowding under this Mayor but, even more importantly, this report shows that there is a link between deprivation in high density neighbourhoods and a lack of access to the transport network. In essence, your community is more likely to be deprived the further away you live from a bus route or a train/tube station.

We all know that it is far cheaper to run a brand new bus service than it is to build a new tube or rail line. So the fact that the Mayor is constraining the one service that can have a positive effect on the life chances of Londoners is a scandal. In preparing this report I asked TfL to show how they use the transport network to increase the public transport accessibility in London’s most deprived neighbourhoods and the simple answer is they do not.

Improving the life chances of Londoners

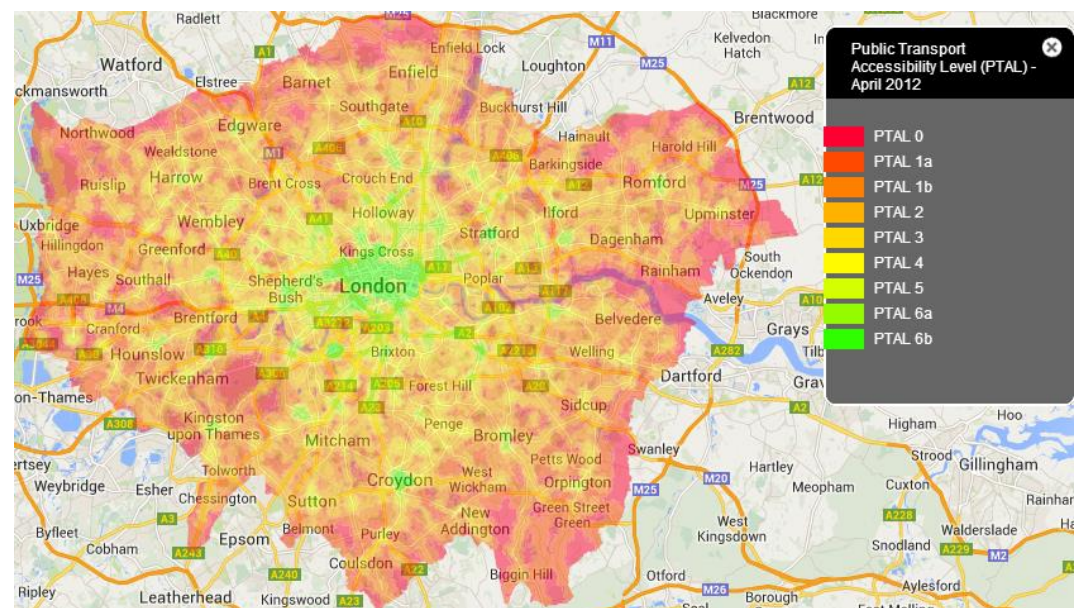
In my recommendations I challenge the Mayor to stop spending his time thinking up the next expensive transport gimmick and instead spend his last few months as a full time Mayor focussing on how he can use the transport network to increase the life chances of Londoners and reduce deprivation in our city.

What is a Public Transport Accessibility Level?

TfL describes Public Transport Accessibility Levels (PTALs) as “the most widely recognised form of measuring accessibility to the public transport network in London.”¹

It goes on to say that “PTALs give an indication of the relative density of the public transport network at specific locations. It effectively measures a combination of how close public transport services are from a given point and the frequency of services (i.e. walking times plus waiting times). PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.”²

The map below shows what the PTAL scores across London look like.



Source: www.maptube.org using TfL data.

You will see that low PTAL scores mainly seem to be in outer London, but that there are still pockets of low PTAL within central London.

¹ Pg. 46, Transport for London "Transport assessment best practice Guidance document April 2010"

² ibid

What is a Deprivation Level?

The Indices of Multiple Deprivation are published by Department for Communities and Local Government, and the data in this report is from the “Government Neighbourhood Statistics”

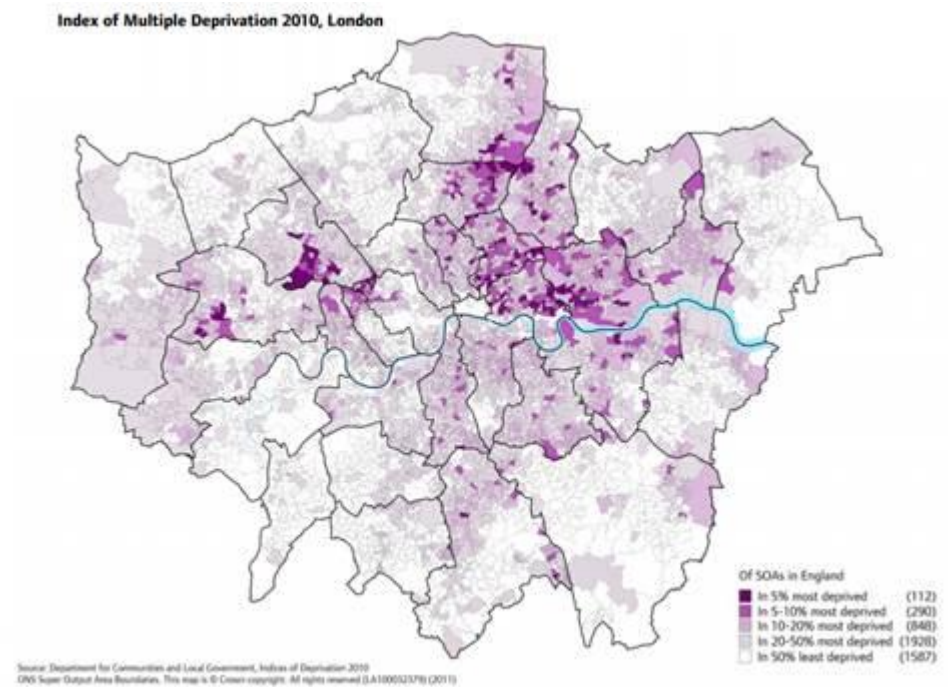
The Indices of Multiple Deprivation aims to study poverty levels by looking at seven different areas:

- Income
- Employment
- Health Deprivation and Disability
- Education, Skills and Training
- Barriers to Housing and Services
- Crime
- Living Environment

Index scores always rise as deprivation worsens. Therefore a low score represents low deprivation, and a higher score represents higher deprivation.

The figures used are simply the averages of the actual deprivation scores, taken out of the deprivation datasets from the Government’s Neighbourhood Statistics website. It is worth noting they are not percentages but scores (which are relative to one another).

Here are the highest and lowest in London:



Income

The lowest index value in London is recorded at 0.01, which applies to 23 neighbourhoods in the following Wards:

Bickley, LB Bromley
Shortlands, LB Bromley
Aldersgate, City of London
Cripplegate, City of London
Brompton, Kensington & Chelsea
Courtfield, RB Kensington & Chelsea
Holland, RB Kensington & Chelsea
Royal Hospital, RB Kensington & Chelsea
Wimbledon Park, LB Merton
East Sheen, LB Richmond-upon-Thames
Riverside, LB Southwark
Knightsbridge & Belgravia, City of Westminster
Marylebone High Street, City of Westminster
St. James's, City of Westminster

The highest value in London is 0.58, which applies to one neighbourhood – in St. Dunstan's and Stepney Green Ward in LB Tower Hamlets. For the income measure, four of the 10 worst deprived neighbourhoods in London are in Tower Hamlets.

We know that Hackney, Newham, Tower Hamlets, Islington, Waltham Forest and Barking and Dagenham are among the 10 most deprived local authorities in the country.

Investigation

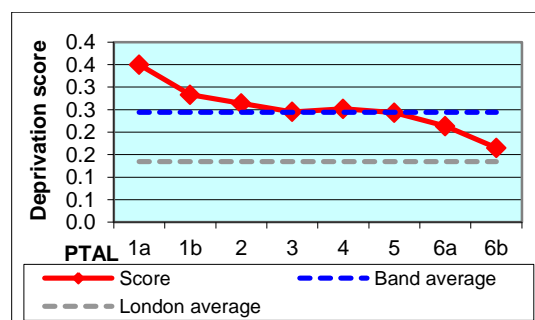
For statistical purposes, London is made up of 4,835 neighbourhoods. I broke them down into three more-or-less equal size groups, according to their population density – low, medium and high.

For the low density neighbourhoods, I looked at a range of deprivation indices to see if there was any relationship between public transport accessibility and deprivation. There was no relationship. The same was true of the medium density neighbourhoods.

However, when I looked at the high density neighbourhoods, the results were more interesting. These neighbourhoods have more than 110.8 people per hectare. Here, a relationship emerged between public transport accessibility and deprivation. Deprivation becomes progressively worse as public transport accessibility worsens. This is particularly noticeable for two indicators – income; and education, skills and training.

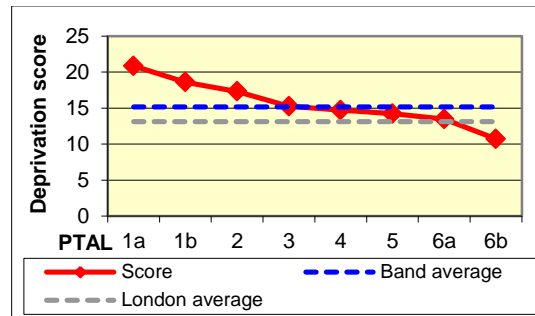
Looking first at income, the average deprivation score for the “top third”, i.e. the neighbourhoods with high population density, is 0.24. However, where the public transport accessibility is good, the average income deprivation is lower than this average. The average income deprivation score for high density neighbourhoods with PTAL rating of 6a is 0.21; but it drops to 0.17 for neighbourhoods with a PTAL rating of 6b. In other words, the lowest levels of deprivation correlate highly with good access to transport.

At the opposite end of the scale, where the PTAL rating is 1b, the average income deprivation score rises to 0.28; it increases to an average of 0.35 for the high density neighbourhoods with a PTAL rating of 1a.



For the education, skills and training score, the average deprivation level for all high density neighbourhoods is 15.2. However, within the high density neighbourhoods, the averages vary in line with the PTAL ratings. For the neighbourhoods with the best PTAL rating, the education, skills and training deprivation score is 10.7, but the score rises steadily as PTAL ratings worsen. In other words, the worst levels of deprivation correlate highly with a lack of education, skills and training.

By the time the PTAL rating has dropped to 2 (poor), the deprivation score has risen to 17.3, which is noticeably above the average for high density neighbourhoods. It climbs to 18.6 as PTAL deteriorates to 1b (very poor), and reaches 20.8 for the high density neighbourhoods where PTAL is 1a (extremely poor).



There may well be a relationship between property prices and distance from transport, particularly London Underground, London Overground and National Rail stations. So it may be that this disadvantages people on lower incomes, who end up trapped neighbourhoods where access to public transport is poor, making it more difficult for them to access education, training and employment. This will in turn make it more difficult for them to progress to better-paid work, thus creating a vicious circle.

How the Mayor is Failing our Most Deprived Communities

The Mayor's Transport Strategy (May 2010) makes reference to PTAL scores by saying:

"The implementation of rail schemes including Crossrail, Thameslink and the East London line extension will mean the percentage of Londoners with high levels of accessibility to the public transport network (PTAL 4 or above) will rise from 31 per cent in 2009 to 38 per cent in 2020. Improved accessibility will continue to be a consideration (Bus service planning guidelines are to provide services which are: comprehensive, frequent, simple, reliable, accessible and value for money) for the planning of the bus network, while there will be investment to encourage a step change in walking and cycling. This will improve accessibility at a local level, improve access to, and from, public transport services, increase levels of physical activity and improve access for people on lower incomes."³

It goes on to say that "The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to improve public transport accessibility and conditions for cycling and walking in areas of lower PTAL, where there is an identified need for improving accessibility; and to improve access to economic and social opportunities and services for all Londoners."

TfL told us that in terms of the bus network, "PTAL plays a small part in bus service planning". TfL tends to start with the existing network and assess whether it is performing as well as it could be. This would take account of factors such as:

- Capacity – is there enough/too much capacity to cater for the demand?
- Frequency – can frequency changes be justified? This would include looking at off-peak frequencies;
- Reliability – is the service meeting its minimum performance standards?
- Structure – could a service structure be altered? This may be to provide new direct links or serve an area previously remote from the network;
- Remoteness – are there areas more than 400m walk from the network?

The same situation existed in terms of planning for the other transport modes. While you are undoubtedly more constrained as to where you can build a new tube station or a tram stop, compared to putting up a bus stand,

³ Pg. 70 of the Mayor's transport Strategy

it appears that raising an area's PTAL score is not at the forefront of the minds of TfL's planners.

While TfL does seek to increase access to the network, there is no serious emphasis on planning at an early stage to identify those neighbourhoods with a low PTAL score and to see how it can increase those scores by improving the transport network.

I believe that it is perfectly possible to plan transport improvements in this way and in the following sections I list a number of example case studies to show what could be achieved by putting improved accessibility as the number one aim of TfL transport planners.

Case Studies

Recent research I commissioned has investigated whether there is link between access to public transport and deprivation. In neighbourhoods of London with low and medium population density, no obvious link was apparent. In neighbourhoods with high population density, however, a correlation was found between deprivation and access to public transport.

This paper contains some case studies to illustrate the link, and how access to public transport (measured using PTAL) might be improved.

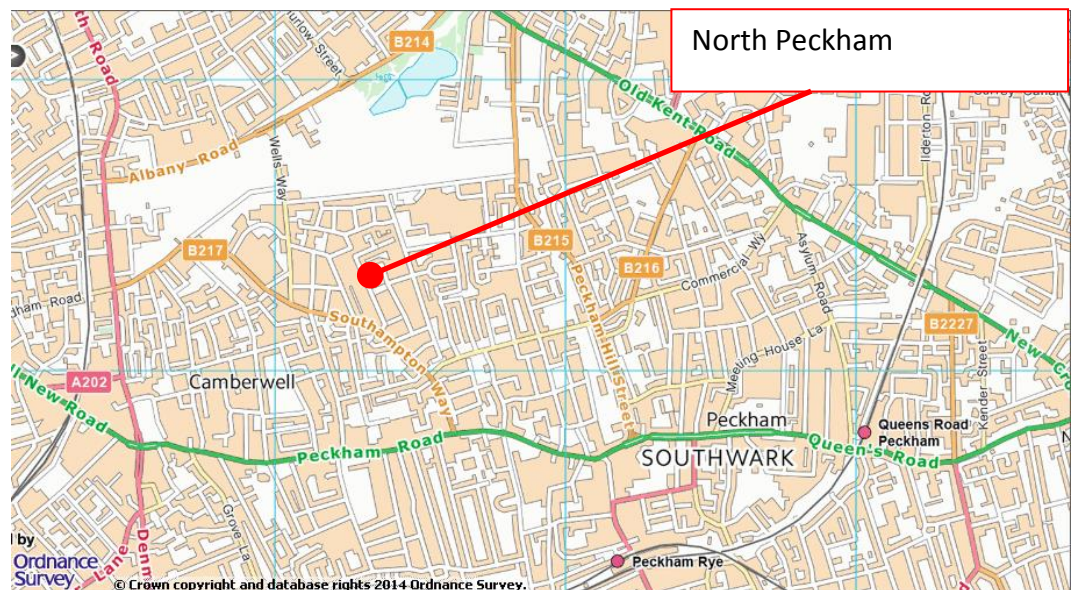
TfL's planning guidelines aim to provide bus stops within 400m of residential properties wherever this can be achieved. 400m translates to approximately five minutes' walk.

The PTAL measure considers access to bus services within 640m (eight minutes' walk) and rail services within 960m (12 minutes' walk).

As the case studies show, with a few simple interventions in the transport network, the Mayor could dramatically improve PTALs and the life chances of Londoners.

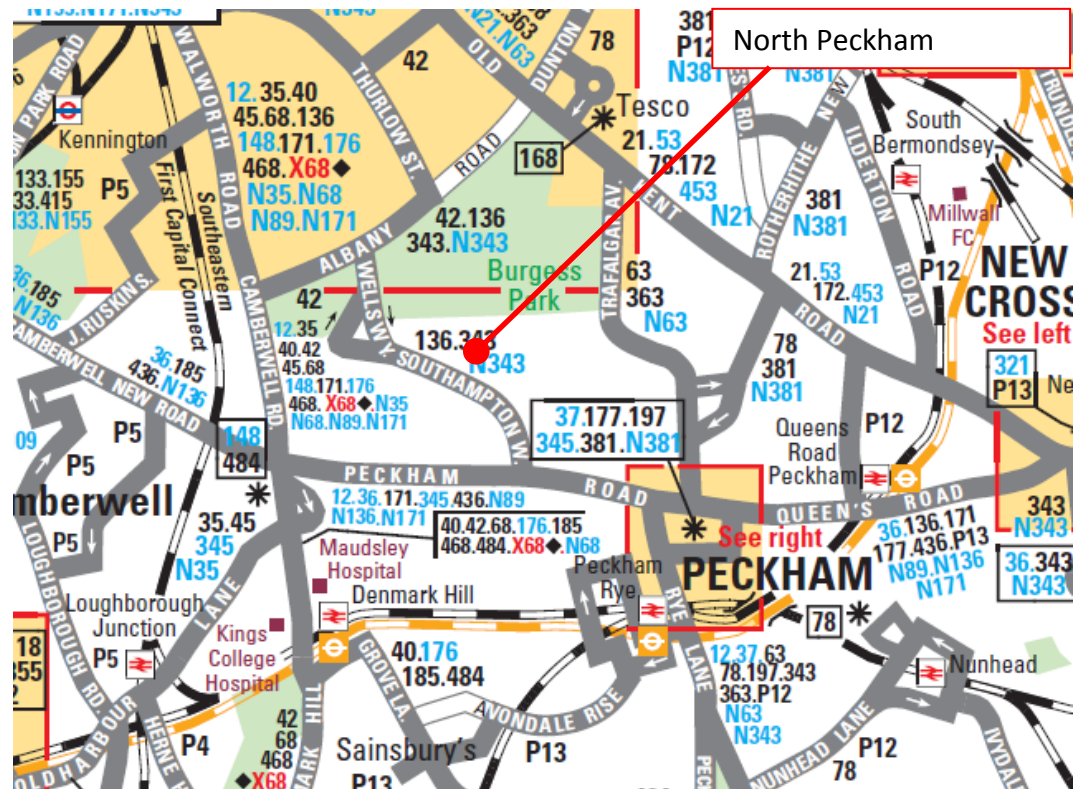
Case Studies: North Peckham

Borough:	Southwark
Ward:	Peckham
Neighbourhood:	North Peckham (Southwark 019C)
Population density:	177.8 people per hectare
Index of Multiple Deprivation:	44.3
Public Transport Accessibility Level:	1B (prior to May 2014)



Comments:

The North Peckham area has long been blighted by a lack of public transport. There is no access to any rail service within 1km. The proposed Cross River Tram scheme would have introduced a high-quality, direct link from North Peckham into Central London. This proposal, however, was scrapped by London's Mayor Boris Johnson shortly after he was elected in 2008. For many residents, bus route 343 continued to offer the sole public transport service to the neighbourhood. The 343 became notorious for being overcrowded and in May 2014, in response to long-running local pressure, TfL finally agreed to introduce a second bus route to this part of Peckham.



Previous PTAL calculation (prior to May 2014):

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	343	154	11

PTAL score: 4.5

PTAL rating: 1B

Effect on PTAL calculation from extending bus route 136:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	136	154	6
Bus	343	154	11

PTAL score: 6.2

PTAL rating: 2

It can be seen that introducing a second bus service to this part of North Peckham has improved public transport accessibility. Nevertheless, public transport accessibility is still relatively poor for a densely-populated inner city area.

There is currently a proposal to extend the Bakerloo Line southwards from Elephant and Castle. This presents an opportunity to further improve the public transport accessibility of North Peckham.

Effect on PTAL calculation from providing Bakerloo Line station within 750 metres:

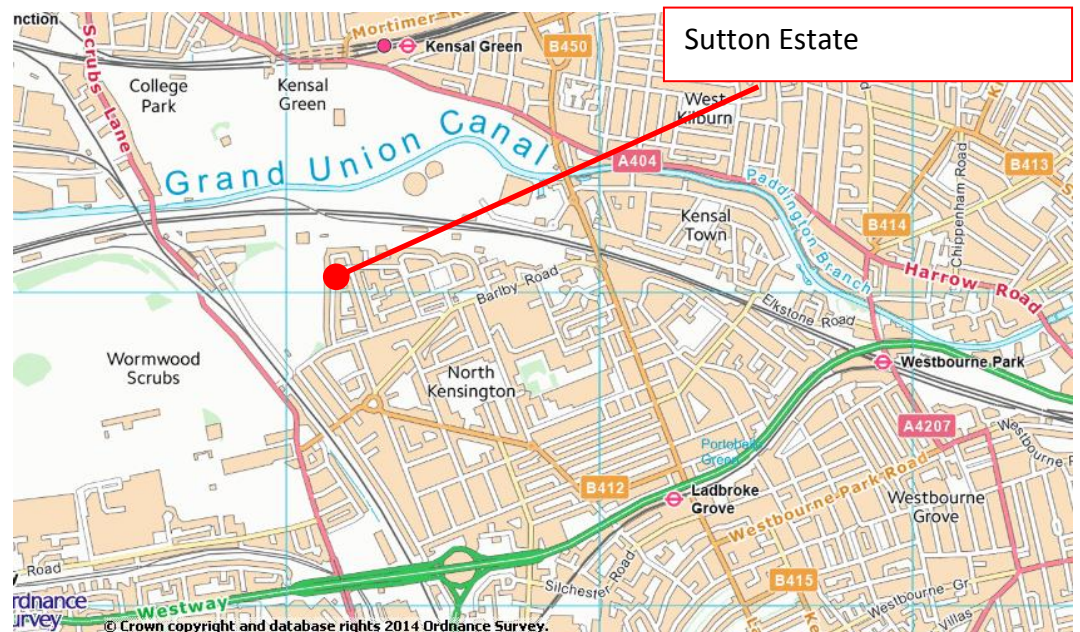
Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	136	154	6
Bus	343	154	11
Rail	Bakerloo	750	10.3
Rail	Bakerloo	750	5.7
Rail	Bakerloo	750	5.7

PTAL score: 10.3

PTAL rating: 3

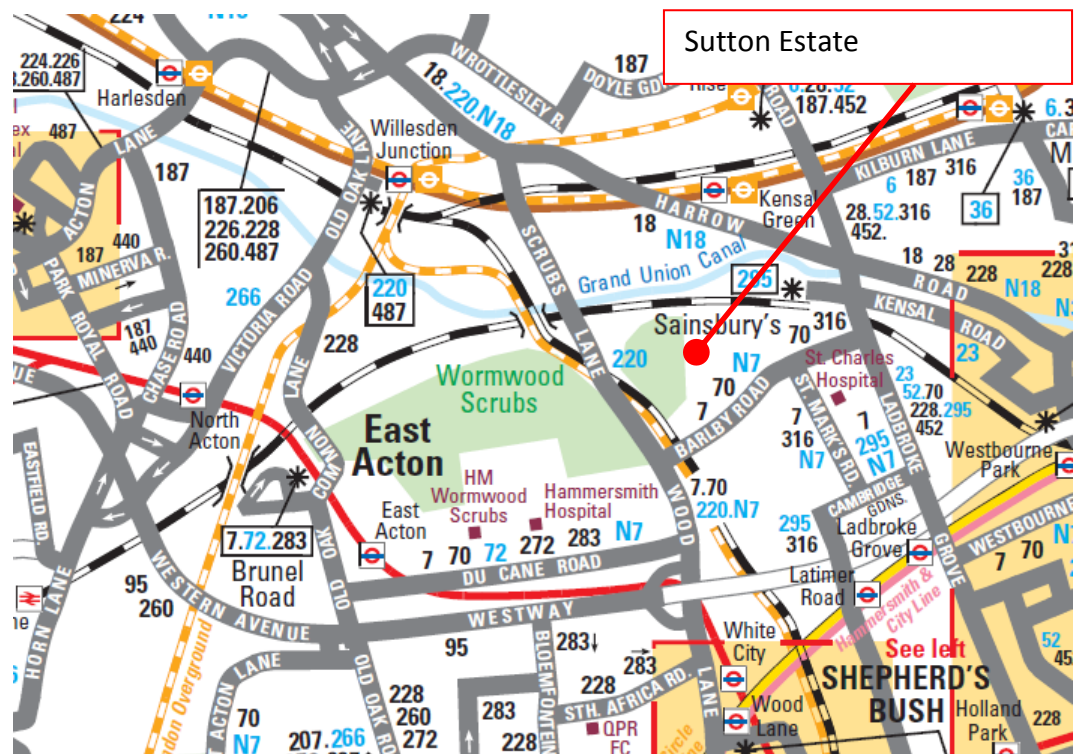
Case Studies: Sutton Estate

Borough:	Kensington and Chelsea
Ward:	St Charles
Neighbourhood:	Sutton Estate, North Kensington (K&C 002D)
Population density:	264.6 persons per hectare
Index of Multiple Deprivation:	40.5
Public Transport Accessibility Level:	1B



Comments:

The Sutton Estate is located in North Kensington. Although TfL has a policy of providing bus services within 400m of residential property, parts of the estate are more than 400m from any bus stop. Although both the main railway line from Paddington and the West London Line pass close to Sutton Estate, there are no rail or Underground stations nearby.



Current PTAL calculation:

Mode (hour)	Route/line	Distance (m)	Frequency (per
Bus	7	525	9
Bus	70	525	6
Bus	316	640	6½

PTAL score: 4.7

PTAL rating: 1B

Potential solutions

Altering one of the nearby bus routes to provide better penetration of Sutton Estate would provide some benefit to residents living there, although it would continue to have a low PTAL score.

More significantly, there is currently a proposal for a Crossrail and High Speed 2 station at Old Oak Common. Depending on the exact location of this station, it could deliver better transport accessibility to the Sutton Estate. For this benefit to be realised, the Old Oak Common station would need an entrance on Scrubs Lane, within 1km of the Sutton Estate. This would provide better access from the estate to opportunities and services.

Effect on PTAL calculation:

Diverting bus route 70 to provide better penetration of Sutton Estate

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	70	150	6
Bus	7	525	9
Bus	316	640	6½

PTAL score: 5.7

PTAL rating: 2

Old Oak Common Crossrail station entrance within 1km of Sutton Estate

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	7	525	9
Bus	70	525	6
Bus	316	640	6½
Rail	Crossrail	900	4
Rail	Crossrail	900	4
Rail	Crossrail	900	2

PTAL score: 7.5

PTAL rating: 2

Diverting bus route 70 and providing a station at Old Oak Common:

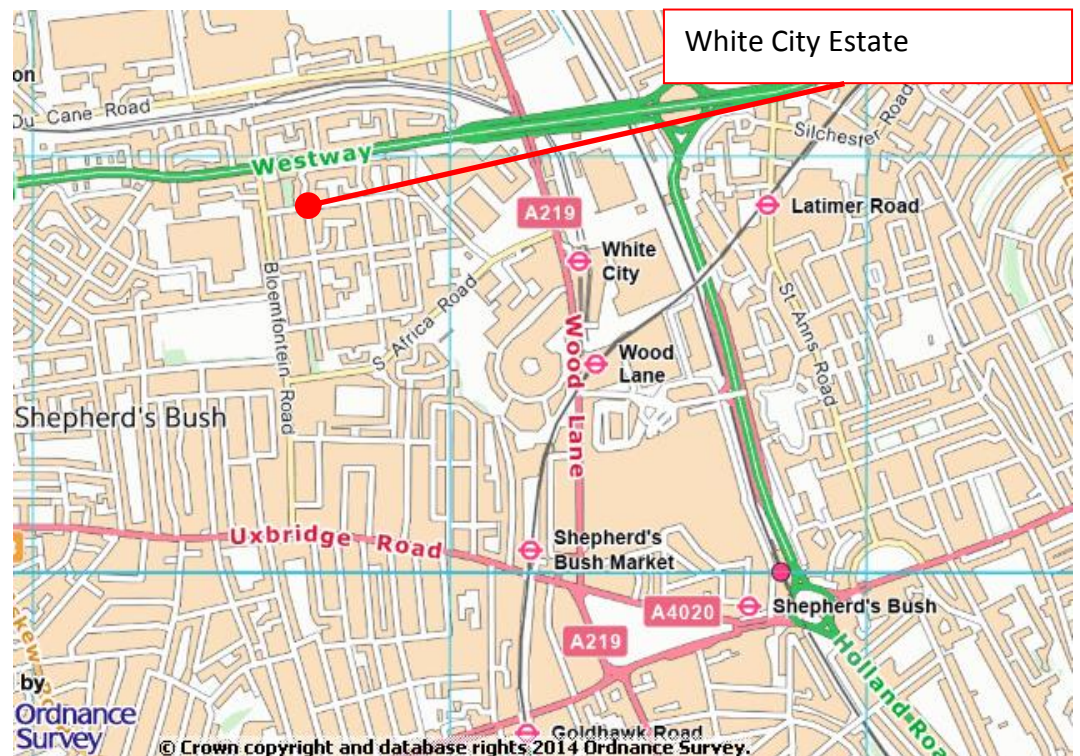
Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	70	150	6
Bus	7	525	9
Bus	316	640	6½
Rail	Crossrail	900	4
Rail	Crossrail	900	4
Rail	Crossrail	900	2

PTAL score: 8.5

PTAL rating: 2

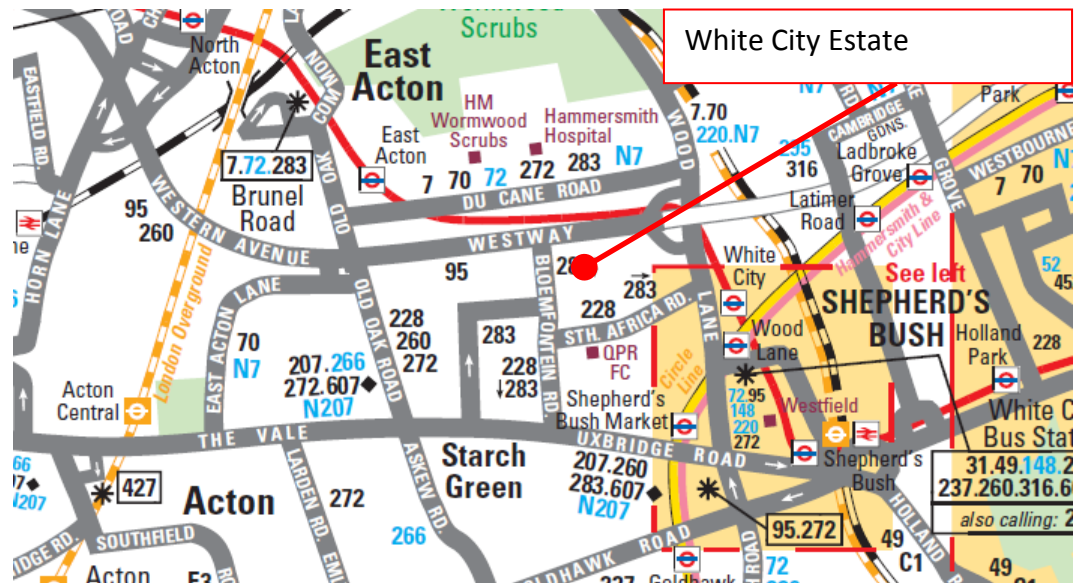
Case Studies: White City Estate

Borough:	Hammersmith and Fulham
Ward:	Wormholt and White City
Neighbourhood:	White City Estate (H&F 002C)
Population density:	368.1 people per hectare
Index of Multiple Deprivation:	49.1
Public Transport Accessibility Level:	2



Comments:

The White City Estate lies to the north-west of Shepherd's Bush. Although there are two London Underground stations (Wood Lane and White City) a little over a kilometre to the east, the estate has no access to rail services within a kilometre. To the north of the estate, the A40 trunk road acts as a barrier which presents some challenges to serving the estate effectively by bus. Bus route 283, which is the main bus service to this neighbourhood, operates in a loop around the estate. The 283 provides local links to Shepherd's Bush and Hammersmith. Bus route 95, running along the A40 trunk road, passes close to this part of White City Estate providing further links to Shepherd's Bush. There is, however, no link from White City Estate to Central London.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	283	180	7½
Bus	95	235	5

PTAL score: 5.04 PTAL rating: 2

The road layout, particularly the junction at the A40, makes it difficult to route buses through the estate. However, a number of bus routes terminate at the Westfield Shopping Centre. Extending one of these routes the short distance into the estate and providing a terminus there would improve public transport access for local residents. If, for example, route 148 were to be extended, this would provide direct links to parts of the West End. Although this would be a welcome improvement, the PTAL score would still remain relatively low for such a densely-populated neighbourhood.

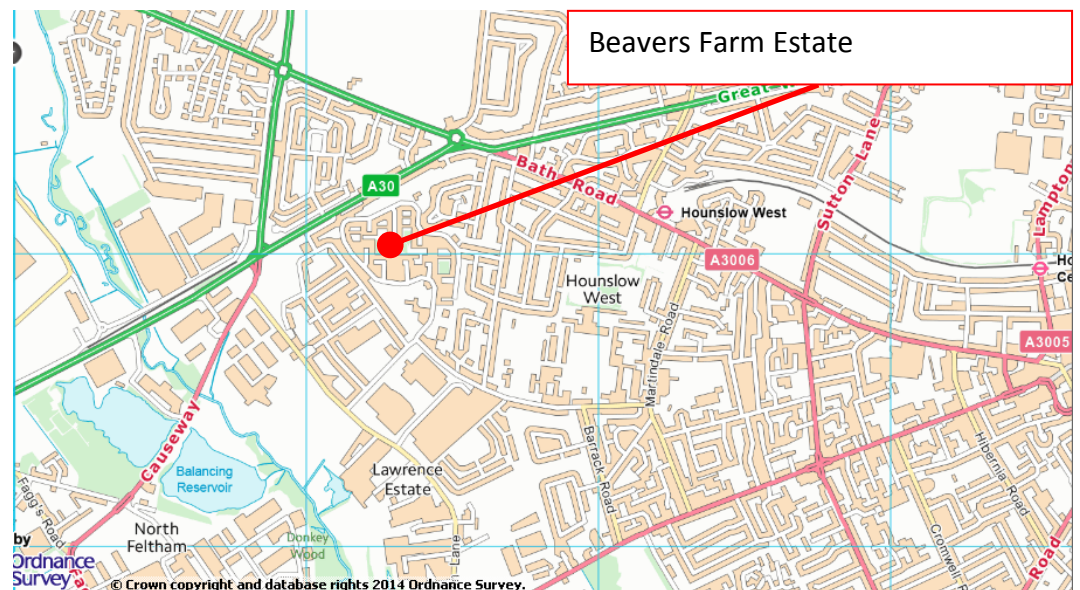
Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	148	180	8
Bus	283	180	7½
Bus	95	235	5

PTAL score: 6.9 PTAL rating: 2

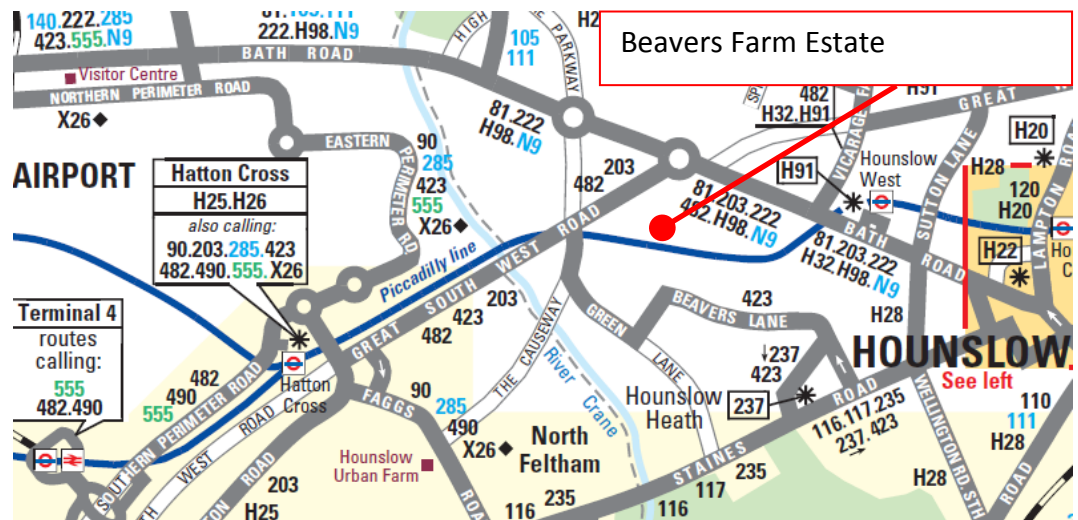
Case Studies: Beavers Farm

Borough:	Hounslow
Ward:	Cranford
Neighbourhood:	Beavers Farm North (Hounslow 016B)
Population density:	123.5 people per hectare
Index of Multiple Deprivation:	44.2
Public Transport Accessibility Level:	1A



Comments:

The northern part of Beavers Farm Estate, west of Hounslow, is extremely poorly served by public transport. There is no access to rail services within 1 kilometre, nor does any bus stop within 400m of this neighbourhood. The only bus service within eight minutes' walk is route H23, which operates once every 20 minutes. As a result, the neighbourhood has a PTAL rating of 1A, which is very poor.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	423	443	3

PTAL score: 1.7

PTAL rating: 1A

There is scope to improve public transport access to the northern part of Beavers Farm Estate. Improving the frequency of existing route H23, although welcome, would have limited impact as the route would still be more than 400 metres from part of this neighbourhood. Diverting the H23 to provide better penetration of the estate may also lengthen journeys for passengers making through journeys. A more effective solution would be to introduce a second bus service to the estate, terminating in the northern part of Beavers Farm thus providing residents with improved access to public transport. One way this could be achieved could be a short extension of bus route 237 from its Hounslow Heath terminus. This would lift the PTAL rating from 1A to 2.

Effect on PTAL calculation:

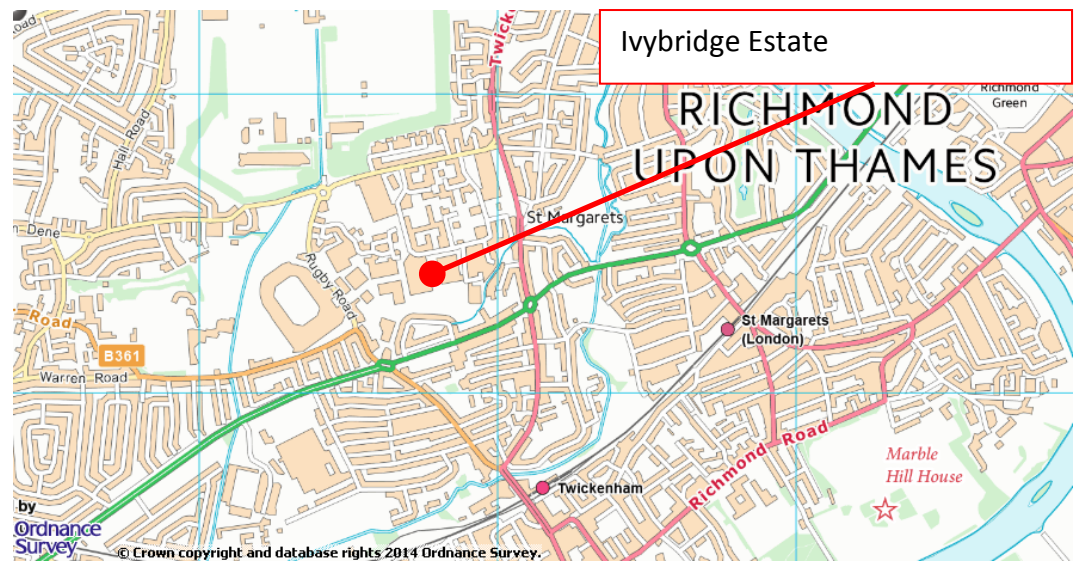
Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	237	100	8
Bus	423	443	3

PTAL score: 5.1

PTAL rating: 2

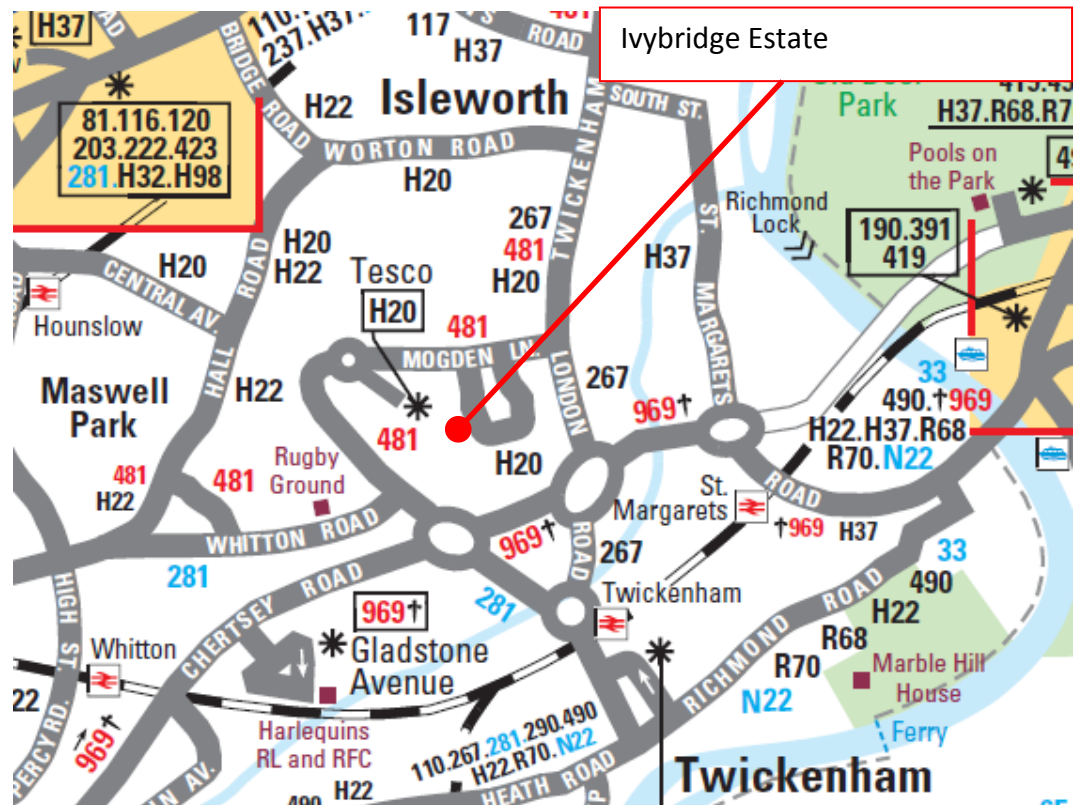
Case Studies: Ivybridge Estate

Borough:	Hounslow
Ward:	Isleworth
Neighbourhood:	Ivybridge Estate (Hounslow 020E)
Population density:	294.9 people per hectare
Index of Multiple Deprivation:	47.2
Public Transport Accessibility Level:	1B



Comments:

Ivybridge Estate, north of Twickenham, is very densely populated. It suffers high levels of deprivation and is poorly served by public transport. There is no access to rail services within one kilometre of the estate, which therefore relies entirely on buses as a means of public transport. Only one bus route, the H20, enters the estate itself. The H20 operates every 12 minutes providing local links to Hounslow. Two other routes pass nearby. Of these, route 481 operates just once per hour. The other service, route 267, operates every 10 minutes but is more than 600 metres away.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	H20	187	5
Bus	481	439	1
Bus	267	634	6

PTAL score: 4.3

PTAL rating: 1B

The local road layout presents some challenges to providing better bus services into the estate. It would be difficult, for example, to divert route 267 to run closer to the estate without adding extra time to existing passengers' journeys.

One alternative would be to divert route 481 into the estate, and to increase the frequencies of both the 481 and H20 by one bus an hour. These would provide some benefit, but would not lift the PTAL rating above its current level of 1B (very poor).

Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	H20	187	6

Bus	481	187	2
Bus	267	634	6

PTAL score: 5.0

PTAL rating: 1B

Another alternative would be to introduce a new bus service into the estate on a 10-minute frequency. This could enable new links to be created to nearby centres such as Twickenham and/or Richmond, which do not currently have convenient links from Ivybridge Estate. Adding a new service running six buses an hour would raise the PTAL rating to 2. While this would still be relatively low, it would be an improvement on the current level of access to public transport services.

Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	new	187	6
Bus	H20	187	5
Bus	481	439	1
Bus	267	634	6

PTAL score: 6.1

PTAL rating: 2

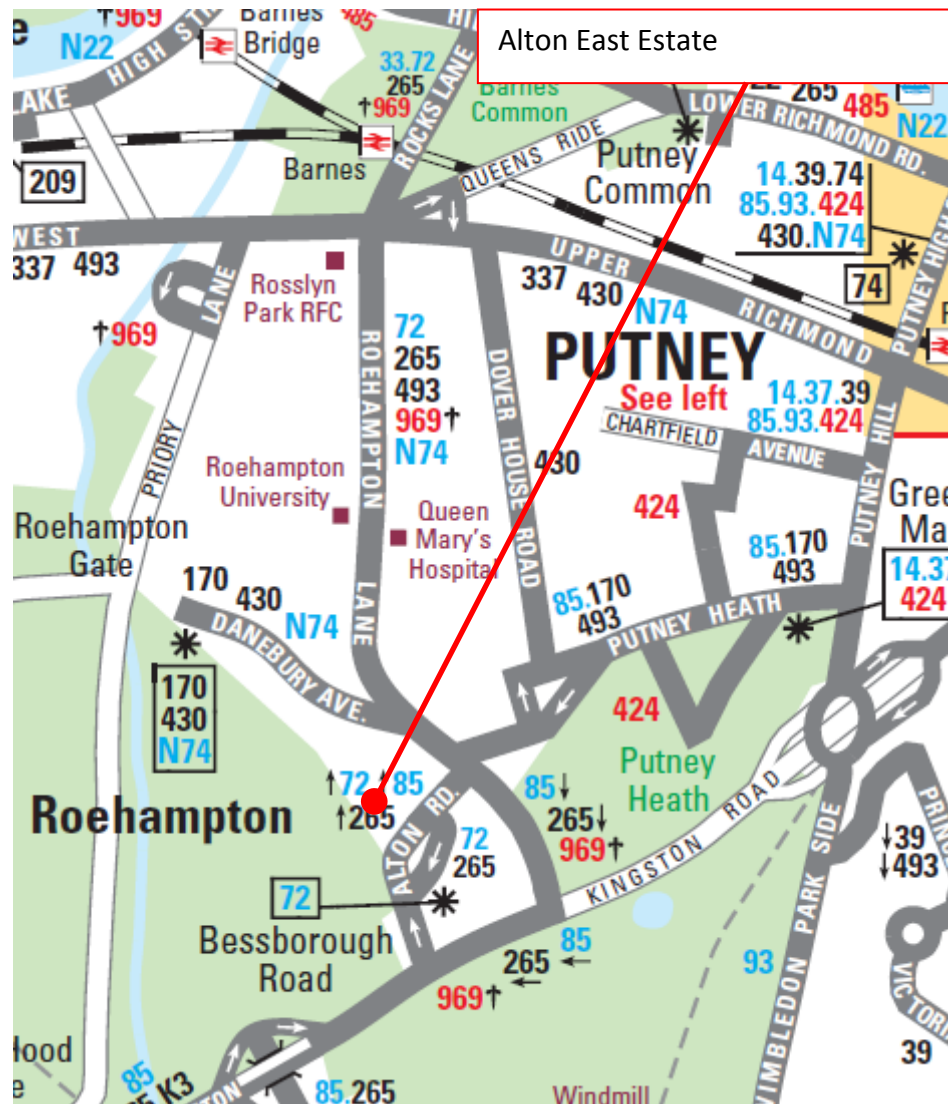
Case Studies: Alton East Estate

Borough:	Wandsworth
Ward:	Roehampton
Neighbourhood:	Alton East Estate, Roehampton (Wandsworth 023B)
Population density:	162 people per hectare
Index of Multiple Deprivation:	45.6
Public Transport Accessibility Level:	2



Comments:

Roehampton, in South West London, is distant from any access to the rail network. The nearest stations are at Barnes or Putney. Public transport to Roehampton is provided entirely by buses. Although a number of bus routes serve Roehampton, parts of the large Alton Estate are not well served. Three bus routes serve the Alton East Estate. Routes 72 and 85 both provide eight buses per hour while route 265 operates five buses per hour. Buses serving other parts of Roehampton are also within around six to eight minutes' walk. The PTAL rating is 2. What this doesn't show, however, is that route 85 only passes through Alton East in one direction, towards Putney. In the southbound direction, route 85 by-passes the estate as the road layout does not permit buses (or any other vehicles) to exit the estate from its southern end. Southbound buses on route 265 do serve the estate by way of a loop, although this adds additional time for passengers making through journeys.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	72	260	8
Bus	85	260	8
Bus	265	260	5
Bus	170	425	7½
Bus	430	425	7½
Bus	493	560	5

PTAL score: 9.9

PTAL rating: 2

One possible means to improve the public transport access to the Alton East Estate would be to increase the frequency of bus route 72. The route currently operates eight buses per hour. Increasing this to 12 buses per hour would provide a very frequent link to Barnes station improving connections

for train services towards Waterloo, and to Hammersmith for connections onto London Underground services. This would result in the PTAL rating being improved from 2 to 3, although the effect on the PTAL score would be fairly marginal.

Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	72	260	12
Bus	85	260	8
Bus	265	260	5
Bus	170	425	7½
Bus	430	425	7½
Bus	493	560	5

PTAL score: 10.5 PTAL rating: 3

More benefit could be delivered through an extension to bus route 22. The local community in Roehampton has been campaigning for such an extension, albeit to serve Alton West Estate rather than Alton East. Were the 22 to be extended to Alton East, it would have a more beneficial effect on the PTAL score than a frequency increase on route 72, and would also open up some new links from Roehampton into the West End.

Effect on PTAL calculation:

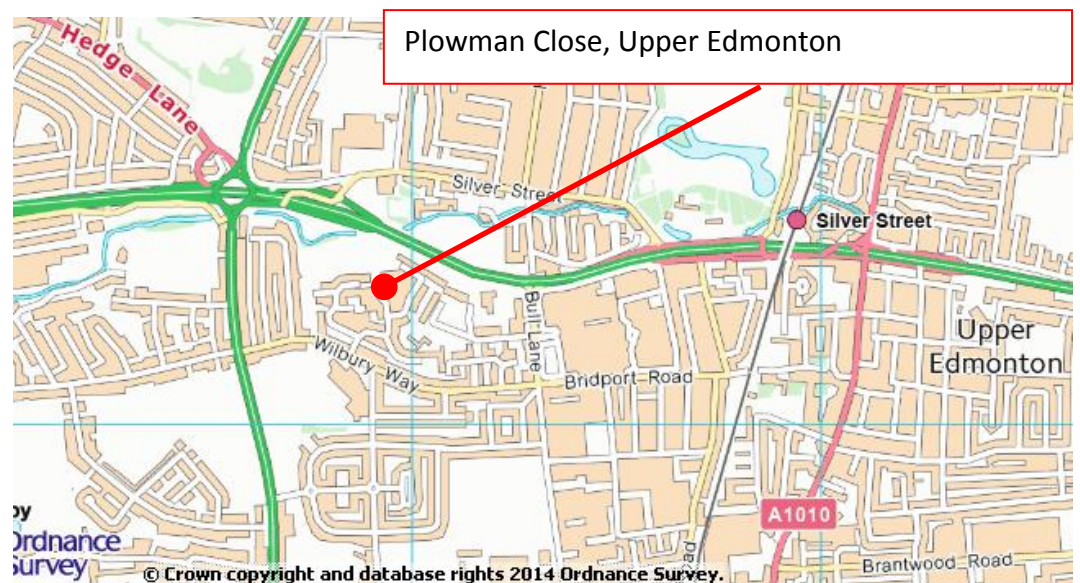
Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	22	260	10
Bus	72	260	8
Bus	85	260	8
Bus	265	260	5
Bus	170	425	7½
Bus	430	425	7½
Bus	493	560	5

PTAL score: 12.0 PTAL rating: 3

Further benefit to the Alton East Estate could be provided by remodelling the road junction at the south end of the estate onto the A3. Permitting buses to exit the estate onto the A3 towards Kingston would enable southbound buses on route 85 to serve the estate more effectively, while also enabling route 265 to follow a more direct routing. Although this would doubtlessly deliver public transport access benefits to Alton East Estate, it would not affect the PTAL ratings or scores.

Case Studies: Plowman Close, Upper Edmonton

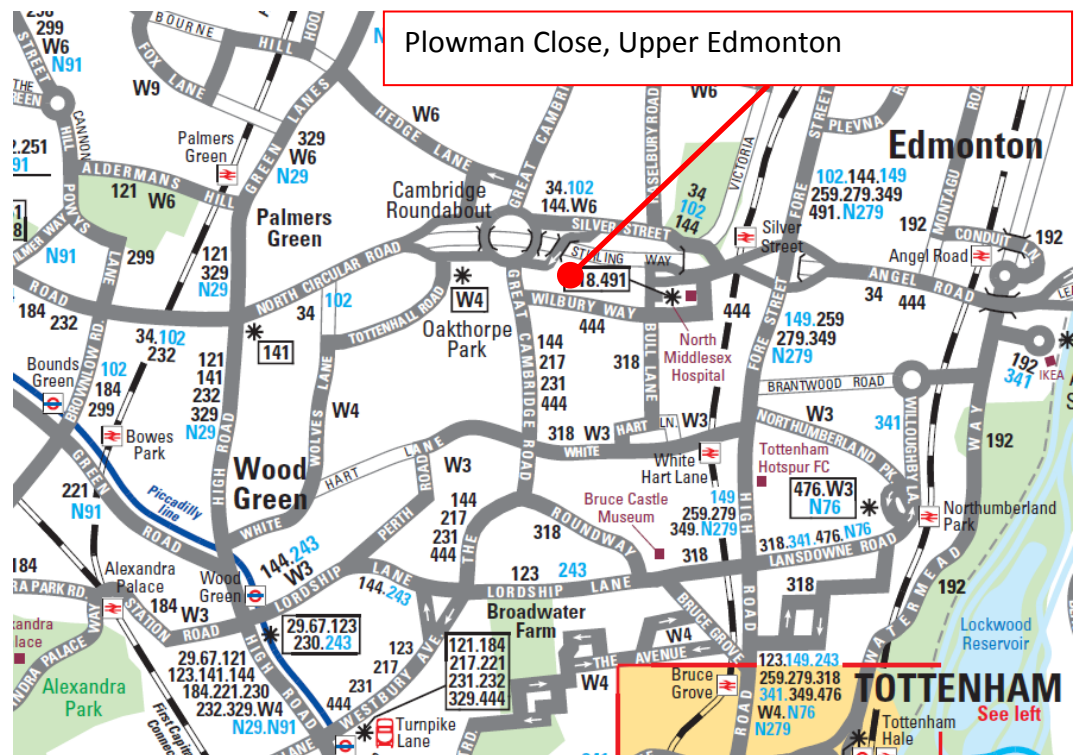
Borough:	Enfield
Ward:	Upper Edmonton
Neighbourhood:	Upper Edmonton (Enfield 037D)
Population density:	120.4 people per hectare
Index of Multiple Deprivation:	41.3
Public Transport Accessibility Level:	2



Comments:

Plowman Close forms part of a small housing development in Upper Edmonton. The development comprises several cul-de-sacs, bounded to north by the North Circular Road. The development is more than a kilometre away from the nearest rail station at Silver Street. Public transport access is provided by buses.

One bus route, the 444, operates along Wilbury Way which brings it within 400 metres of the Plowman Close housing development. Route 444 runs every 15 minutes. Further bus routes operate on Great Cambridge Road, although this is further away.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	444	178	4
Bus	144	473	8
Bus	217	473	5
Bus	231	473	4

PTAL score: 5.9

PTAL rating: 2

Two short extensions to existing bus routes could significantly improve the Plowman Close area's access to public transport.

Bus route W4 terminates at Oakthorpe Park, on the opposite side of the Great Cambridge Road. A short extension via the Great Cambridge Road roundabout and Wilbury Way to the North Middlesex Hospital would significantly improve the PTAL score for Plowman Close and surrounding streets. It would also improve access to the North Middlesex Hospital from areas currently served by the W4.

Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	W4	178	6
Bus	444	178	4

Bus	144	473	8
Bus	217	473	5
Bus	231	473	4

PTAL score: 7.9 PTAL rating: 2

An extension of route 491 along Wilbury Way, from its current terminus at North Middlesex Hospital, via Wilbury Way, would further improve the neighbourhood's access to public transport, also opening up new links to Edmonton Green.

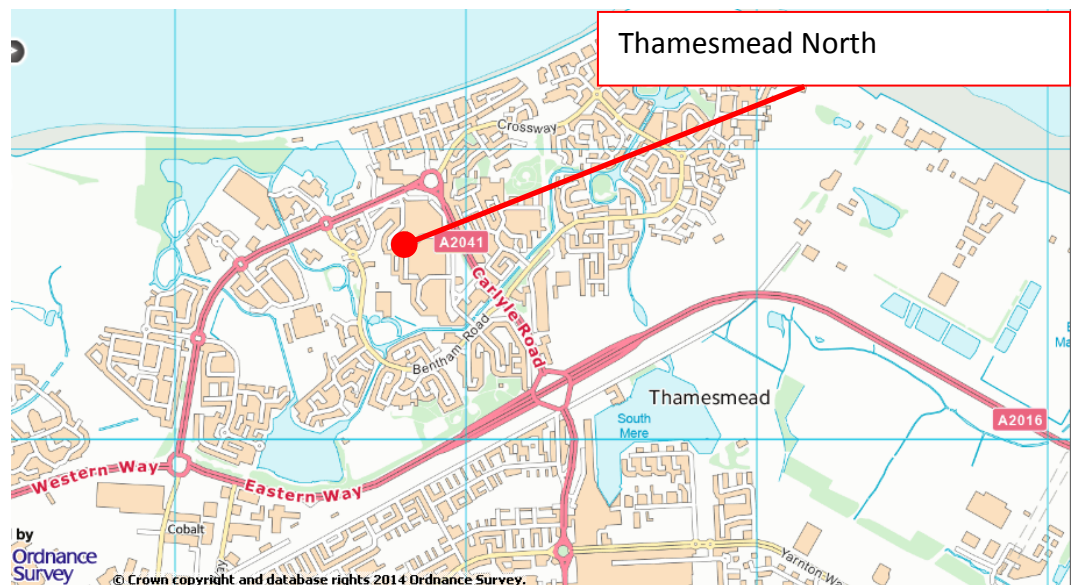
Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	W4	178	6
Bus	491	178	4
Bus	444	178	4
Bus	144	473	8
Bus	217	473	5
Bus	231	473	4

PTAL score: 9.1 PTAL rating: 2

Case Studies: Thamesmead

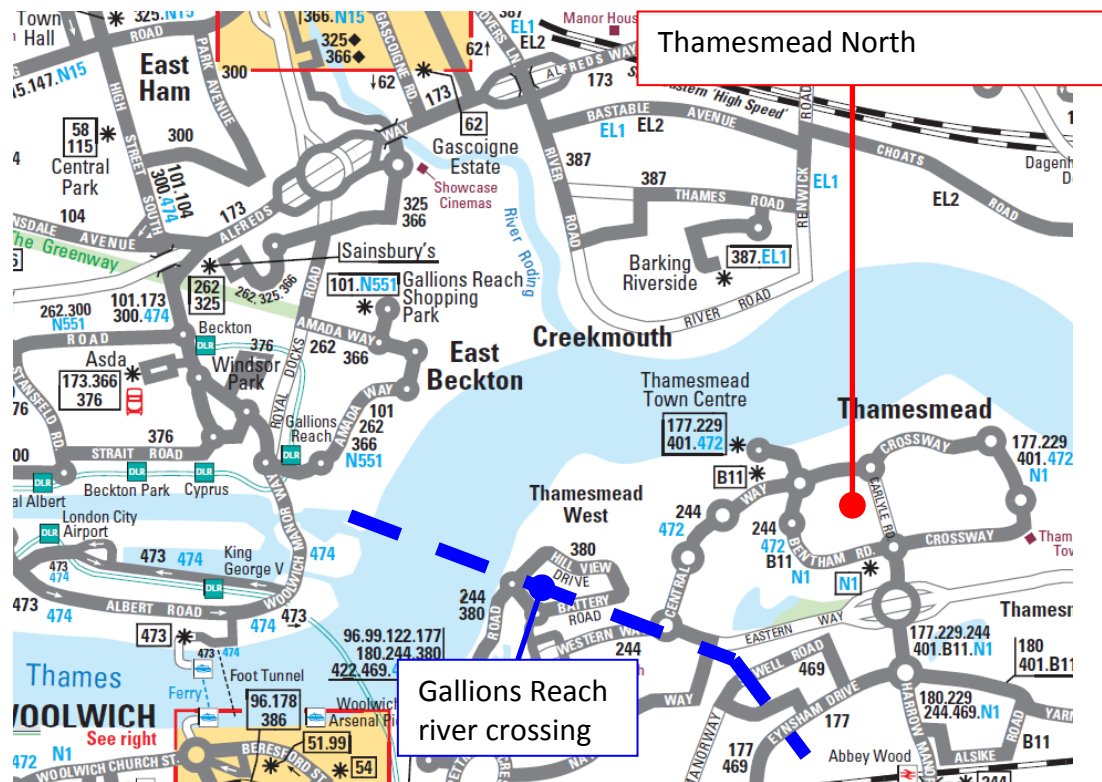
Borough:	Greenwich
Ward:	Thamesmead Moorings
Neighbourhood:	Thamesmead North (Greenwich 001B)
Population density:	187.2 people per hectare
Index of Multiple Deprivation:	41.2
Public Transport Accessibility Level:	1B



Comments:

Thamesmead is poorly served by public transport. In the 1970s when the town was being built, there were active proposals to extend the Jubilee Line to Thamesmead. These proposals were dropped, leaving the growing town dependent entirely on buses. Population density in Thamesmead North is high, particularly in the area to the west of Carlyle Road, yet access to public transport is poor. A proposed high-quality bus service, Greenwich Waterfront Transit, was proposed in the early years of the 21st Century but was later cancelled.

The nearest access to rail services is at Abbey Wood, which will be served by Crossrail from 2018 or 2019. While this will markedly improve access to Canary Wharf and Central London from the wider area, Abbey Wood station is more than a kilometre from Thamesmead North and will not in itself raise the PTAL for Thamesmead North. Currently, there are households which have no bus stop within 400 metres. Three bus routes stop around 500 metres away on Bentham Road.



Current PTAL calculation:

Mode	Route/line	Distance (m)	Frequency (per hour)
Bus	472	500	10
Bus	244	500	6
Bus	B11	500	4

PTAL score: 4.8

PTAL rating: 1B

Opportunities:

1. Crossrail:

The opening of Crossrail towards the end of the current decade presents an opportunity to improve bus services to Thamesmead North. Access to Crossrail services, and the new and improved links they will offer, will be possible using existing bus services. However, these may not be adequate to cope with demand. There is an opportunity to introduce a dedicated, high-frequency feeder bus service from Thamesmead to Abbey Wood station.

Effect on PTAL calculation – new Crossrail feeder bus service:

Mode	Route/line	Distance (m)	Frequency (per hour)
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Bus	472	500	10
Bus	244	500	6
Bus	B11	500	4
Bus	Crossrail feeder	500	12

PTAL score: 6.2 PTAL rating: 2

This calculation assumes a feeder bus would run every 5 minutes along Benthams Road. Further benefit could result from the feeder bus running via Carlyle Road, which is not currently served by bus, as bus stops could be provided closer to existing homes in Thamesmead North.

2. Gallions Reach River Crossing

Transport for London is currently consulting on proposals for new river crossings between east and south east London. One proposal is for a bridge at Gallions Reach. This proposal had been promoted by the previous Mayor but was cancelled by the current Mayor, Boris Johnson, in 2008. The newly-revived proposal presents some significant opportunities to improve access to public transport in Thamesmead.

At the very least, the bridge would facilitate new bus services linking Thamesmead with east London. If the routes are carefully designed, they could facilitate improved access to public transport from parts of Thamesmead North which are poorly served at present.

Effect on PTAL calculation – new bus route across Thames Gateway Bridge:

Mode	Route/line	Distance (m)	Frequency (per hour)
Bus	472	500	10
Bus	244	500	6
Bus	B11	500	4
Bus	Crossrail feeder	500	12
Bus	Gallions Reach bridge	500	6

PTAL score: 7.3 PTAL rating: 2

This calculation assumes a bus every 10 minutes from Benthams Road across the new bridge. It also reflects the Crossrail feeder service discussed above.

The proposed Gallions Reach Bridge also offers a golden opportunity to introduce rail services to Thamesmead, decades later than originally proposed. As well as road traffic, a bridge or tunnel could also be built to carry an extension of the Docklands Light Railway into Thamesmead. This would enable fast and frequent connections to be provided from Thamesmead to a proposed major development in the Royal Docks, as well as onwards towards Canary Wharf and the City. This would provide good

access to a significant number of new and existing jobs and opportunities. A DLR service could be complemented by bus services providing new cross-river links to points not served by the DLR.

The calculation below indicates the potential to transform public transport accessibility in Thamesmead North, by taking advantage of the opportunities offered both by Crossrail and by the proposed Gallions Reach Bridge.

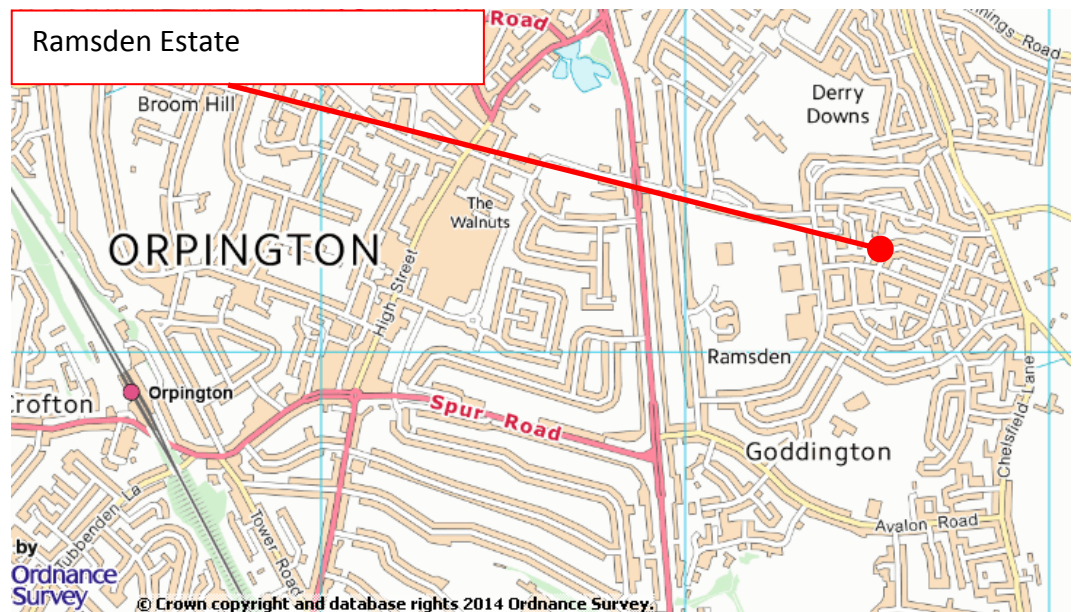
Effect on PTAL calculation – DLR extension across Thames Gateway Bridge:

Mode	Route/line	Distance (m)	Frequency (per hour)
Bus	472	500	10
Bus	244	500	6
Bus	B11	500	4
Bus	Crossrail feeder	500	12
Bus	Gallions Reach	500	6
Rail	DLR	750	7½

PTAL score: 10.1 PTAL rating: 3

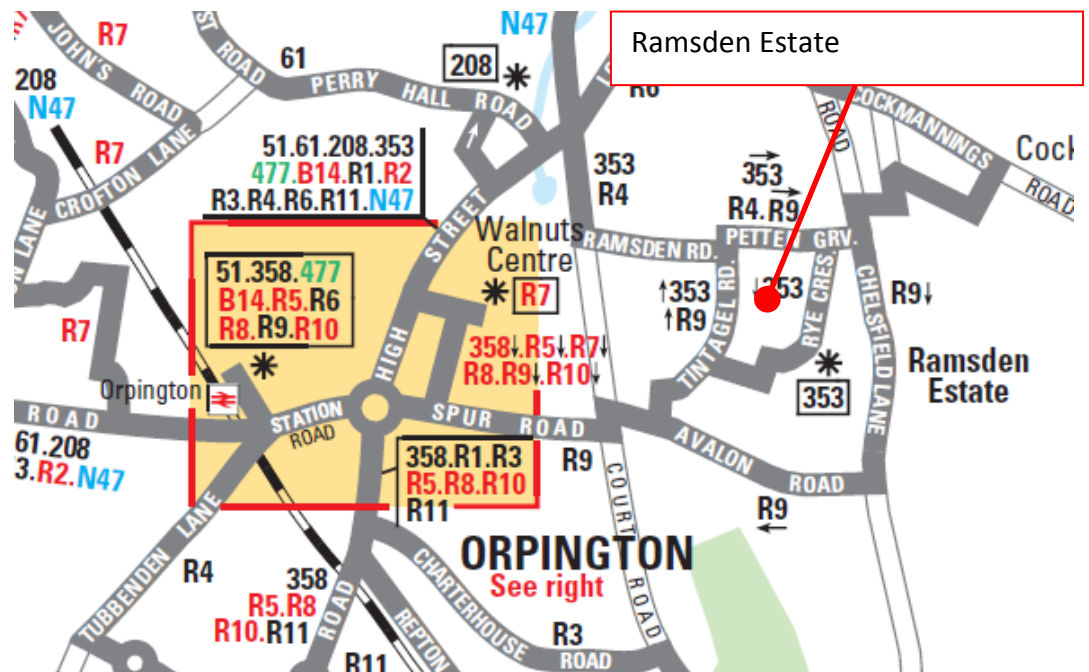
Case Studies: Ramsden Estate

Borough:	Bromley
Ward:	Orpington
Neighbourhood:	Ramsden Estate (Bromley 032B)
Population density:	125.5 people per hectare
Index of Multiple Deprivation:	48.4
Public Transport Accessibility Level:	2



Comments:

Ramsden Estate is a densely-populated housing estate in Orpington. The estate suffers high levels of deprivation. The nearest rail station is a bus ride away on the far side of Orpington. Three bus routes serve Ramsden Estate. The most frequent is route R9 which operates every 10 minutes, providing purely local links to Orpington town centre and railway station. Route R4 provides further links within Orpington and to Princess Royal University Hospital while route 353 links Ramsden Estate with Orpington, the PRU Hospital and Addington Village for connections onto Croydon Tramlink. Nevertheless, the PTAL score is only 5.1, with a rating of 2.



Current PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	R9	250	6
Bus	353	250	4
Bus	R4	290	3

PTAL score: 5.1

PTAL rating: 2

Ramsden Estate's location, on the edge of Orpington, does present some challenges in finding ways to improve public transport access which is cost-effective. Nevertheless, improvements could be delivered through a relatively short extension to bus route 208 from Orpington High Street. This would introduce a direct link from Ramsden to Bromley and onwards to Catford and Lewisham. The PTAL rating would remain at 2, although the score would rise to 6.5 from its current level of 5.1.

Effect on PTAL calculation:

Mode hour)	Route/line	Distance (m)	Frequency (per
Bus	R9	250	6
Bus	208	250	5
Bus	353	250	4
Bus	R4	290	3

PTAL score: 6.5

PTAL rating: 2

Recommendations

It is clear that there is a link between access to the transport network and deprivation. In the main, our case studies showed what would happen to a neighbourhood if it had better access to the bus network. In every case, there is an increase in the public transport accessibility level for the neighbourhood. We can therefore conclude that growth in the bus network is an important key to tackling deprivation.

In light of these findings, I make the following recommendations to the Mayor on how he can take this evidence and use it to improve the lives of Londoners in our most deprived communities:

Recommendation One: Make increasing PTALs a key part of bus network planning

Every time TfL produce a business case for introducing a new route, or amending an existing one, it needs to ensure that the effect on PTAL scores is uppermost in its minds. The business cases should include details of all the neighbourhoods along the new/amended route showing their current and proposed PTAL scores and justifying the choices planners have made.

Recommendation Two: Publish a long-term strategy for the development of the bus network

Piecemeal improvements to the network are not enough. We need a long-term strategy to show how the bus network will respond to the massive increase in population London will experience. Increases in a neighbourhood's population level will have a corresponding effect on the PTAL score. More people means more overcrowding on the existing bus routes. Without a plan to cope with this we could see more and more neighbourhoods start to suffer from increased deprivation levels.

Recommendation Three: Increase the amount of bus kilometres run

In the decade to 2011/12, London's population grew by 80,000 a year and the number of bus kilometres operated by 109 million, an increase of 38%. In the decade to 2021/22, London's population is forecast to grow by around 100,000 a year but bus kilometres operated by just 20 million, an increase of 4%.

It is clear that 4% is nowhere near enough and TfL need to be looking to expand the bus network further and adding new linkages.

Recommendation Four: Stop bleeding bus users dry

The TfL Business Plan 2011/12 – 2014/15 says, "Bus subsidy in 2014/15 is now planned to be more than 40% below the level which had been

projected in the 2008 Business Plan. Fares income is now planned to cover around four-fifths of the cost of providing the service, with overall network kilometres operated remaining broadly constant”.

While I strongly support financial efficiency, it is clear that this dramatic reduction in subsidy to the bus service has been at the expense of London’s poorest residents. These residents are now suffering from constrained and overcrowded services, and have been burdened with disproportionate fare increases.

Figures from TfL show that 51% of bus users earn less than £20,000 per year and 34% of bus users earn less than £15,000 per year. But under this Mayor, these people have been subjected to a 44% increase in their fares. In contrast to this, the statistics show that 70% of those that use the tube earn above £20,000 per year, and 20% of tube users earn above £30,000 per year. Under this Mayor, they have been subjected to a 33% increase in their fares.

The Mayor has enjoyed numerous photo opportunities with his new bus for London, but the day-to-day experience of bus passengers, especially from poorer communities, is a far less glamorous picture.

The Mayor should keep to his promises of “bearing down on fares” and offer hope to the poorest in our community who have been disproportionately hit by bus fare rises.

Acknowledgements:

Bus Maps - With thanks to TFL buses

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