

Central London bus review

# North London at night

Routes in scope:

**6**  
24hr

**23**  
24hr

**24**  
24hr

**88**  
24hr

**189**  
24hr

**214**  
24hr

**N16**

**N31**

**N98**

**N205**

New route:

**N32**  
24hr

## Our proposals in detail:

[Click here](#) to read about route 6

[Click here](#) to read about route 23

[Click here](#) to read about route 24

[Click here](#) to read about route 88

[Click here](#) to read about route 189

[Click here](#) to read about route 214

[Click here](#) to read about route N16

[Click here](#) to read about route N31

[Click here](#) to read about route N32

[Click here](#) to read about route N98

[Click here](#) to read about route N205

## To leave this page:

- [Click here](#) to return to our consultation website. The 'Documents' section contains consultation maps showing current and proposed bus routes
- [Click here](#) to complete the survey and have your say

## What we would like you to know

- Where route numbers are followed by (N) this indicates a 24hr route
- Access to a number of destinations would be changed by these proposals. This includes various night-time venues in the West End such as Park Lane, Soho, and Chinatown; and hospitals including Chelsea and Westminster and St Mary's which both have 24-hour Accident and Emergency departments
- Although we propose to withdraw some night-time routes where there is surplus capacity, we will restructure other services to ensure that links to key destinations are still available
- The Hopper fare applies at night and allows customers to board a second bus without being charged again if the second bus is boarded within an hour of the first

Current route	Proposed route	Why we propose change	
<b>6</b> 24hr	<p>Between Aldwych and Willesden bus garage via Piccadilly, Marble Arch, Warwick Avenue, Queen's Park</p>	<p>We propose to change the route between Marble Arch and Aldwych by rerouting the 6(N) to run via Oxford Street to terminate at Holborn, Red Lion Square</p> <p>We propose to maintain key journey links by re-routing the 23(N) to run from Hyde Park Corner to Aldwych</p>	<p>This proposal aims to maintain a simpler bus network and would bring the night-time route 6 into line with proposals for its daytime equivalent</p>

[Click here](#) to return to page one

View the current 6(N) bus route in full on our website here: [tfl.gov.uk/bus/route/6](http://tfl.gov.uk/bus/route/6)

### **Customers who use route 6 (N) should note the following**

#### **How these proposals may change your current journey**

- Customers who wish to travel to or from stops between Marble Arch and Aldwych, would need to change buses to the re-routed 23(N) to complete their journeys if the proposals go ahead

#### **Interchange options under this proposal:**

- Heading into central London route 6(N) customers wanting to travel to stops between Edgware Road and Aldwych could change to route 23(N) at the same stop at three stops on the Edgware Road
- To assist customers waiting to change bus, all three stops have a shelter with seating. Two of the three stops have a Countdown sign fitted to provide real-time bus arrival information. These are George Street/Stop EH on Edgware Road and Marble Arch Station/Edgware Road/Stop H on Edgware Road
- Travelling away from central London, same-stop interchange would be available at two stops on the Edgware Road. Both stops have a shelter with seating and both stops have a Countdown sign fitted to provide real-time bus arrival information, these are, Marble Arch Station/Edgware Road/Stop E on Edgware Road and George Street/Stop EJ on Edgware Road

Current route	Proposed route	Why we propose change
<b>23</b> 24hr	<p>Between Westbourne Park and Hammersmith via Kensington High Street, Knightsbridge, Paddington, Ladbroke Grove</p> <p>We propose to withdraw route 23(N) between Hyde Park Corner and Hammersmith and instead run it to Aldwych via Piccadilly and Trafalgar Square</p> <p>This would partially replace stops no longer served by the 6 (N) if it were to be rerouted</p>	<p>Fewer people are using night buses in this area and route restructure would enable us to simplify the network and bring the night-time route 23 into line with its proposed daytime equivalent</p> <p>This proposal would also allow us to maintain key journey links on the night-time network</p>

[Click here](#) to return to page one

View the current 23(N) bus route in full on our website here: [tfl.gov.uk/bus/route/23](http://tfl.gov.uk/bus/route/23)

### Customers who use route 23 (N) should note the following

#### How these proposals may change your current journey

- Customers who currently use route 23(N) may need to change buses to complete their journey if it were to be rerouted

#### Interchange options under this proposal:

- For southbound journeys customers would need to change to route N9. They could alight the 23(N) at Green Park/Stop J on Piccadilly and board the N9 at Green Park/Stop H
- These stops are 110 metres apart and people would have to cross Piccadilly at the controlled crossing near Berkeley Street. There is no bus shelter at Stop H, however there is a canopy with seating outside of Green Park Underground station adjacent to the Stop H
- For northbound journeys, customers would alight route N9 at Hyde Park Corner/Stop T and board the 23(N) at London Hilton Hotel/Stop Y on Park Lane. Stop T is 375 metres from stop Y. To assist customers waiting to change bus, Stop Y has a shelter and seating. However, there is not currently a Countdown sign displaying real-time bus arrival information

Current route	Proposed route	Why we propose change
<b>24</b> 24hr	<p>Between Grosvenor Road, Pimlico and the Royal Free Hospital, Hampstead</p> <p>Via Victoria, Westminster, Soho, Camden</p>	<p><b>Route 24 would no longer run</b></p> <p>We propose to maintain key links by rerouting parts of route 88(N) and 214(N)</p>

[Click here](#) to return to page one

View the current 24(N) bus route in full on our website here: [tfl.gov.uk/bus/route/24](http://tfl.gov.uk/bus/route/24)

### **Customers who use route 24 (N) should note the following**

#### **How your journey may change under our proposals:**

- Some customers who currently use the 24(N) would need to change buses to complete their journey if the 24 no longer ran
- Our night-time proposals for routes 88(N) and 214(N) would replace parts of route 24(N)

[Click here](#) to read about proposals for 88 (N)

[Click here](#) to read about proposals for 214(N)

#### **Interchange available under these proposals:**

- For journeys towards Pimlico, same-stop interchange would be available between route 88(N) and route 214(N) at Camden Gardens/Stop D on Camden Street
- To assist customers waiting to board, a shelter with lighting, seating and a Countdown sign with real-time bus arrival information is available at Stop D
- Southbound interchange would also available between routes 88(N) and 214(N) at the three stops on Whitehall
- For journeys towards Hampstead, same-stop interchange would be available between routes 214(N) and 88(N) at the Horse Guards Parade bus stop on Whitehall. Please note this stop does not have a shelter, seating, or a Countdown sign with real-time bus arrival information

Current route	Proposed route	Why we propose change	
<b>88</b> 24hr	<p>Between Parliament Hill Fields and Clapham</p> <p>Via Kentish Town, Camden, Oxford Circus, Westminster, Vauxhall</p>	<p>We propose to re-route the 88(N) between Trafalgar Square and Hampstead Heath to run via Charing Cross Road, Camden Town, and Hampstead Road</p> <p>This would partially replace stops served by route 24 during the night, if it were to no longer run</p> <p>We propose to maintain journey links with destinations from Clapham and between Trafalgar Square and Parliament Hill with proposals to re-routing the 214(N) service</p>	<p>This proposal is intended to ensure bus capacity along this bus route corridor is better matched to customer demand</p>

[Click here](#) to return to page one

View the current 88(N) bus route in full on our website here: [tfl.gov.uk/bus/route/88](http://tfl.gov.uk/bus/route/88)

### Customers who use route 88 (N) should note the following

#### How these proposals may change your current journey

- The restructured 88(N) would retain all existing journey links between Clapham Common and Trafalgar Square. Re-routing the 214(N) would retain links currently provided by route 88(N) between Parliament Square and Parliament Hill Fields

#### Interchange options under this proposal:

- For southbound journeys, same-stop interchange would be available between route 88(N) and route 214(N) at Stop D "Camden Gardens" on Camden Street. To assist customers, a shelter with lighting, seating and a Countdown sign with real-time bus arrival information is available at Stop D
- Southbound interchange would also be available between routes 88(N) and 214(N) at the following three stops on Whitehall - N "Whitehall / Trafalgar Square", "Horse Guards Parade" and F "Westminster Station / Parliament Square". A shelter with lighting and seating is available at Stop N
- For northbound journeys, same-stop interchange would be available between routes 214(N) and 88(N) at the Horse Guards Parade bus stop on Whitehall. Please note this stop does not have a shelter, seating, or Countdown sign

Current route	Proposed change	Why we propose change
<b>189</b> 24hr	<p>Between Brent Cross and Marble Arch</p> <p>via Cricklewood, Kilburn, Brondesbury, St John's Wood, Baker Street</p>	<p>A minor adjustment to rename the night-time element of route 189 to the N189</p> <p>The day-time element of route 189 is proposed to change, but the night-time service is not</p>

[Click here](#) to return to page one

View the current 189 (N) bus route in full on our website here: [tfl.gov.uk/bus/route/189](http://tfl.gov.uk/bus/route/189)

### **Customers who use route 189 (N) should note the following**

#### **How these proposals may change your current journey**

- There would be no change to the night-time 189 service
- We proposed to renumber this from 189(N) to the N189

Current route	Proposed route	Why we propose change	
<b>214</b> 24hr	<p>Between Highgate and Finsbury Square</p> <p>Via Kentish Town, Kings Cross, Angel, Old Street</p>	<p>We propose to re-route the 214(N) between Camden Town and Finsbury Square to run via Albany Street, Regent Street, Trafalgar Square and Victoria to terminate at Pimlico</p> <p>This proposal would partially replace route 24 during the night if it were to no longer run</p>	<p>This proposal is intended to simplify the night bus network and better match bus capacity with customer demand</p>

[Click here](#) to return to page one

View the current 88(N) bus route in full on our website here: [tfl.gov.uk/bus/route/214](http://tfl.gov.uk/bus/route/214)

### **Customers who use route 214 (N) should note the following**

#### **How these proposals may change your current journey**

- Customers currently using route 214(N) for journeys to Finsbury Square or Highgate would need to change bus in order to complete their journey

#### **Interchange options under this proposal:**

- For journeys towards Finsbury Square, same stop interchange would be available between routes 214(N) and the re-routed N205 at 13 stops between Highgate Road and Bayham Street
- For customers seeking to travel to Angel and Moorgate this could be achieved using route N43 where there would be same stop interchange available at five stops on City Road. The N43 does not directly serve the same Finsbury Square stop as the 214(N) currently does but it does serve stop K (Finsbury Square/Moorgate) which is approximately 180 metres away
- For journeys towards Highgate, same stop interchange would be available between routes 214(N) and route N205 at 11 stops on Kentish Town Road and Highgate Road
- For customers seeking to change from the N43 to the N205 same stop interchange would be available at five stops on City Road

Current route	Proposed route	Why we propose change
<b>N16</b>  Between Victoria and Edgware  Via Marble Arch, Maida Vale, Kilburn, Cricklewood, West Hendon	<b>Route N16 would no longer run</b>  To maintain key journey links, we propose to create a new route numbered N32 which would run between Edgware and Oxford Circus, partially replace links currently served by the N16	Fewer people are using night buses in this area and withdrawing the N16 would allow us to reinvest resources where they are needed more

[Click here](#) to return to page one

View the current N16 bus route in full on our website here: [tfl.gov.uk/bus/route/n16](http://tfl.gov.uk/bus/route/n16)

### Customers who use route N16 should note the following

#### How these proposals may change your current journey

- Some customers who currently use route N16 would need to change between route N98 and route N32 to make the same journey
- A new route N32 is proposed to partially replace the N16 between Edgware and Oxford Circus

[Click here](#) to read about proposed new route N32

#### Interchange available under these proposals:

- For journeys heading towards central London, this could be done with a same stop interchange at Quex Road/Stop N in Kilburn High Road. To assist customers waiting to change bus, this stop has a shelter with lighting and seating and a Countdown sign with real-time bus arrival information
- For journeys away from central London, this could be done with a same stop interchange at Kilburn High Road/Stop P. This stop has a shelter and seating but no Countdown sign with real-time bus arrival information is available at Stop L

	<b>Current route</b>	<b>Proposed route</b>	<b>Why we propose change</b>
<b>N31</b>	<p>Between Clapham Junction and Camden Town</p> <p>Via Battersea, Earls Court, Kensington, Notting Hill, Hampstead, Kilburn</p>	<b>Route N31 would no longer run</b>	<p>This simplifies the night bus network and more closely matches demand with capacity</p> <p>Many of the journey links provided by route N31 are also provided by existing route N28</p>

[Click here](#) to return to page one

View the current N31 bus route in full on our website here: [tfl.gov.uk/bus/route/n31](http://tfl.gov.uk/bus/route/n31)

### **Customers who use route N31 should note the following**

#### **How these proposals may change your current journey**

- Customers who currently use route N31 to travel between Chalk Farm -Westbourne Park and Kensington High Street – Kings Road and Clapham Junction would need to change between route N28 and proposed route 27(N) to make their journey
- Customers who currently use route N31 to travel between Chalk Farm – Kings Road and Battersea would need to change between proposed route 27(N) and N19 to continue to make their journey

#### **Alternative travel options under these proposals:**

- A same stop interchange would be available at Phillimore Gardens/Stop T in Kensington High Street for journeys towards Clapham Junction between routes N28 and 27(N). To assist customers a shelter with lighting and seating is available. However, there is not currently a Countdown sign with real-time bus arrival
- For journeys towards Camden, same stop interchange would also be available between routes N28 and 27(N) at Phillimore Gardens/Stop U in Kensington High Street. A shelter with lighting and seating is available to assist customers, however there is not currently a Countdown sign with real-time bus arrival information
- For journeys towards Battersea customers would alight proposed route 27(N) at Clapham Junction Station/Stop D and board route N19 at Clapham Junction Station/Stop C. These stops are 120 metres apart. Please note Stop C does not have a shelter, seating, or a Countdown sign with real-time bus arrival information
- For journeys towards Camden customers would alight route N19 at Clapham Junction Station/Stop M and board proposed route 27(N) at Clapham Junction Station/Stop L. These stops are 70 metres apart. To assist customers, Stop L has a shelter with lighting and seating and a Countdown sign with real-time bus arrival information

	<b>Current route</b>	<b>Proposed route</b>	<b>Why we propose change</b>
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<b>N32</b>	<b>New route</b> Between Edgware and Oxford Circus	We propose a new route to be number N32 which would partially replace the withdrawn route N16	This proposal is intended to retain direct journey opportunities from parts of Kilburn - Edgware Road and Oxford Street
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[Click here](#) to return to page one

View the current N32 bus route in full on our website here: [tfl.gov.uk/bus/route/n32](http://tfl.gov.uk/bus/route/n32)

### **Potential customers of new route N32 should note the following**

#### **How these proposals may change your current journey**

- We propose a new route to be number N32 which would partially replace the withdrawn route N16

#### **Interchange options under this proposal:**

- For journeys towards central London, customers in the Kilburn area could interchange onto route N32 at Quex Road/Stop N in Kilburn High Road. To assist customers waiting to board, Stop N has a shelter with lighting and seating and a Countdown sign with real-time bus arrival information
- For journeys away from central London, interchange could take place at the same stop at Kilburn High Road/Stop P. This stop has a shelter and seating, however there is not currently a Countdown sign with real-time bus arrival information is available

Current route	Proposed route	Why we propose change
<b>N98</b>  Between Stanmore Station and Holborn, Red Lion Square  Via Queensbury, Kingsbury, Neasden, Willesden Green, Kilburn, Edgware Road, Marble Arch, Oxford Circus	We propose to re-route the N98 between Marble Arch and Oxford Circus to run via Park Lane and Grosvenor Place to terminate at Victoria rather than Holborn  This would partially replace the withdrawn of route N16 should the proposals go ahead	This proposal is intended to simplify the night bus network and better match bus capacity with customer demand

[Click here](#) to return to page one

View the current N98 bus route in full on our website here: [tfl.gov.uk/bus/route/n98](http://tfl.gov.uk/bus/route/n98)

### Customers who use route N98 should note the following

#### How these proposals may change your current journey

- Customers currently using route N98 for stops between Marble Arch and Oxford Circus and Holborn would need to change to bus route 6(N) to complete their journey

#### Interchange available under these proposals:

- A same-stop interchange would be available between route N98 and the rerouted route 6(N) at six stops on the Edgware Road. To assist customers waiting to board, all six stops have a shelter and seating, and Countdown sign fitted to provide real-time bus arrival information
- To complete a journey towards Stanmore, customers may also need to change bus
- There would be step free interchange between route 6(N) and N98 at seven stops along the Edgware Road. Except for Stop EM/Edgware Road Station, all these stops have a shelter and seating

	<b>Current route</b>	<b>Proposed route</b>	<b>Why we propose change</b>
<b>N205</b>	<p>Between Cleveland Terrace, Paddington and Drapers Field, Leyton</p> <p>Via Marylebone, Euston, Kings Cross, Angel, Shoreditch, Mile End</p>	<p>We propose to re-route N205 between Kings Cross and Paddington to run via Pancras Road and Kentish Town Road to terminate at Parliament Hill Fields</p> <p>This would partially replace a re-routed section of route 214(N) should the proposals go ahead</p>	<p>This proposal is intended to simplify the night bus network and better match bus capacity with customer demand</p>

[Click here](#) to return to page one

View the current N205 bus route in full on our website here: [tfl.gov.uk/bus/route/n205](http://tfl.gov.uk/bus/route/n205)

### **Customers who use route N205 should note the following**

#### **How these proposals may change your current journey**

- Route 27(N) would continue to provide links between Paddington and Hampstead Road
- There would not be a direct link between Hampstead Road and St Pancras, however route 205 would retain all current links between St Pancras and Leyton
- Some customers may need to change bus in future to complete their journey. Customers traveling between Leyton - Old Street and Baker Street - Paddington, would require two changes of bus, between routes N205, N73 and 27(N)

#### **Alternative bus travel under this proposal:**

- To complete a journey towards Paddington customers travelling between Leyton - Islington and St Pancras – Euston Road would be able to change between routes N205 and N73 at Kings Cross. They would have same stop interchange at Kings Cross Station/Stop R. To assist customers, both stops have a shelter and seating and Stop E has a Countdown sign displaying real-time bus arrival times
- Customers travelling between Angel - Euston Square and Marylebone Road – Paddington would be able to interchange between route N73 and proposed route 27(N). They would alight the N73 at University College Hospital Warren Street Station/Stop W. They would board at Warren Street Station/Stop V. These stops are 180 metres apart and customers would have to cross Tottenham Court Road on a controlled crossing. Stop V has a shelter, seating, and Countdown sign

- For those finishing their journey at Paddington the last westbound stop for route N205 would be Cleveland Terrace/Stop L. Stop L is not served by route 27; however, the 27(N) serves Paddington Station / Eastbourne Terrace/Stop D on Eastbourne Terrace which is approximately 95 metres from stop L. No roads would need to be crossed between the two stops
- For those travelling towards Leyton and starting their journey at Paddington the first eastbound stop for route N205 is Cleveland Terrace/Stop L. Stop L is not served by route 27(N); however, the 27 serves Paddington Station / Eastbourne Terrace/Stop E. Stop E is approximately 185 metres from stop L via a pedestrian crossing on Eastbourne Terrace. A canopy at Stop E provides some protection from inclement weather, and a bench provides seating for waiting passengers
- Customers travelling between Paddington – Marylebone Road and Euston Square – Angel would be able to interchange between route 27(N) and route N73. They would alight at Warren Street Station/Stop KA and board at Euston Square Station/Stop Q. These stops are 180 metres apart and customers would have to cross Hampstead Road on a controlled crossing. Stop Q has a shelter, seating, and Countdown sign
- Customers travelling between Euston Road – St Pancras and Islington – Leyton would be able to change between routes N73 and N205 at Kings Cross. There is same stop interchange at Kings Cross Station/Stop E