

Subject: 84 Bus (Case Ref: TV136709)

Dear Helen and Dave

Further to your suggestions about different options with regard to bus route 84, the response below has been received from TfL. As you will see, Liam Clements addresses all the suggestions that were made about by local residents on your local Next Door site.

Unfortunately, it seems that TfL will not consider the suggestions made for the reasons given. However, I am not giving up and will continue to campaign for the return of the 84 bus route in Barnet.

I hope you are both keeping well.

Regards  
Theresa

Office of the Rt Hon Theresa Villiers MP | Member of Parliament for Chipping Barnet | House of Commons London SW1A 0AA | 020 8449 7345 | [theresa@theresavilliers.co.uk](mailto:theresa@theresavilliers.co.uk) | [www.theresavilliers.co.uk](http://www.theresavilliers.co.uk)

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Reference when replying TV/CC

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From: Members Correspondence  
Sent: 5 December 2022 16:16  
To: CHAPMAN, Claire  
Cc: Members Correspondence  
Subject: RE: 84 Bus (Case Ref: TV136709)

Dear Claire,

Thank you for sharing the concerns of Theresa's constituent and I hope the response below addresses the points they raise.

Whilst appreciating the concerns raised, there are a number of transport options to and from Potters Bar that run at a higher frequency than route 84 did and offer sufficient capacity to accommodate those displaced from the former route 84. We run routes 298, 313 and school route 626 between Potters Bar and Cockfosters, Chase Farm Hospital and Enfield. We also run route 399 between Monday to Saturday inter-peaks around Hadley Wood.

Passengers from Potters Bar can access Barnet on the bus network by using route 298 and changing at Cat Hill roundabout in Cockfosters to route 307. This is covered by the Hopper Fare. There is also a direct rail service between New Barnet, Hadley Wood and Potters Bar stations.

It is also important that we ensure value for money and the best use of our resources by only running the level of capacity that is needed on the bus network. We regularly review capacity on our routes and make adjustments to service levels to make sure that is the case.

To address some of the specific points made directly:

Making the 626 school route a regular service

Running the 626 service as a regular all day service would be at the same cost as if route 84 were to be re-instated between Barnet and Potters Bar, and given the demand we would expect there is no business case for this, in the same way there is no business case for re-introducing route 84.

Extending the 263 bus to Potters Bar

There are numerous practical and financial reasons for not extending route 263 to Potters Bar. The 263 operates very frequently at a bus every 10 minutes, and runs all the way from Barnet to Highbury. Extending it to Potters Bar would be very expensive, create a large amount of unnecessary capacity and lead to a very long route which increases the likelihood of the route becoming unreliable for passengers.

Extend the 34 bus to Potters Bar

The same reasons for not extending route 263 apply here. In terms of a night service, we do not believe that a night service on this route would generate sufficient patronage to justify the costs of running it, particularly as it would be outside Greater London where we would receive no financial support to cover costs.

Many buses run from Barnet to Potters Bar to provide crew changeovers. Could these changeovers be changed to in a service?

Changing such journeys to in service journeys would mean that we would be liable for the costs of these journeys, rather than the bus operators. Furthermore, we would then also be responsible for ensuring they run every day to a timetable.

Reinstating a smaller "Hopper" bus

Running a smaller bus would not be significantly cheaper given the staff costs, but our passenger analysis still shows that such a service would not be a financially prudent decision.

We appreciate the concern and welcome the questions and suggestions from Theresa's constituent, however, I hope the above information provides the reasoning behind our position.

Best wishes,

Liam

Liam Clements | Government Relations  
Transport for London  
My working hours are generally 8am-4pm, Monday-Friday