

## 2025 Conventional Transit Service Plan Changes

### **Route Structure and Service Guidelines Review**

The following recommended changes were included for consideration as part of the 2025-2029 Conventional Transit Service Plan Framework.

#### **ROUTE 4**

##### **Proposed Service Changes:**

1. Weekday – Increase frequency from 80 minutes to 60 minutes on the A and B branches between 6 am and 8 am

##### **Issue/Rationale:**

As part of the minimum service standard set out in the 2025-2029 Conventional Transit Service Plan, routes are to have no more than a 60 minute headway along A/B branches. Increasing the frequency from 80 minutes to 60 minutes within the A and B branches of Route 4 would raise the level of service in the Jalna area to the minimum standard. Further, the combined frequency of Route 4 north of Southdale would be increased from 40 minutes to 30 minutes in the Weekday Early AM period. This is anticipated to help to alleviate crowding conditions experienced on weekday mornings.

Initially proposed in the 2025-2029 Five Year Service Plan Framework for implementation in 2026, there has been significant public feedback in recent months regarding ongoing crowding conditions on the route. As a result it was determined that moving ahead this change to be implemented in 2025 is warranted to help address the ongoing crowding concerns.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Peak Bus Requirements
Weekday – Increase frequency from 80 minutes to 60 minutes on the A and B branches between 6 am and 8 am	504	152	0

#### **ROUTE 10**

##### **Proposed Service Changes:**

1. All Operating Periods - Re-route service along Wonderland Road North and Fanshawe Park Road
2. Saturday- Increase Early AM and Late Evening frequency from 35 minutes to 30 minutes
3. Sunday- Increase Early AM Frequency from 55 minutes to 30 minutes

##### **Issue/Rationale:**

Outlined in the 2025-2029 Five Year Service Plan Framework, West London is currently primarily serviced by local circuitous routes. The plan suggests this area would benefit from structural changes to the network to align core routes such as Route 10 with existing arterial corridors and form a more direct grid structure. Route 10 was identified as the primary corridor service along Wonderland Road and the proposed routing change would create continuous service on the corridor between Southdale and Fanshawe Park Road and connect to Masonville Place during all operating periods. This change would enhance connections to the rest of the network and reduce walking distance to bus stops along Wonderland. Further, the assignment of routes to arterial corridors increases the ease of

navigation and prepares for densification along arterials such as Wonderland Road in the future.

See Figures I and II

**Impact:**

With Route 10 proposed to be realigned to no longer serve Sarnia Road and Western University, service is to be replaced by the more frequent new Route 127 to increase capacity along the corridor. While passengers on Route 10 travelling from further south than Oxford will have to transfer to continue to access Western, the high level of frequency proposed on Route 127 will result in minimal impacts to existing riders west of Western’s campus.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Peak Bus Requirements
All Operating Periods - Re-route service along Wonderland Road North and Fanshawe Park Road	5,262	1,596	0
Saturday- Increase Early AM and Late Evening frequency from 35 minutes to 30 minutes	208	64	0
Sunday- Increase Early AM Frequency from 55 minutes to 30 minutes	496	160	0

**ROUTE 127**

**Proposed Service Changes:**

1. Introduce Route 127, a short turn Route 27 operating between Oxford / Wonderland, and Natural Science. The new route is proposed to operate on frequencies of between 10 to 30 minutes during the University School year.

**Issue/Rationale:**

To counterbalance the removal of Route 10 from Sarnia Road, a critical corridor servicing the Western area, the introduction of Route 127 is proposed. The new service is planned to be more frequent than the current Route 10 service, and would further align each route in West London with existing corridors. Introducing a dedicated service along Sarnia, and re-routing Route 10, would isolate delays caused by congestion near the school and allow Route 10 to better maintain schedule adherence through all other portions of the route.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Peak Bus Requirements
Introduce new Route 127	10,927	4,760	5

**Proposals based on the Annual Service Planning Review Process**

The following recommendations are the result of public feedback and Operator input. The proposed changes are intended to address overcrowding concerns, improve schedule adherence and/or, increase frequency. While these recommendations were not directly proposed in the 2025-2029 Service Plan Framework, they are consistent with the strategic directions of the Service Plan Framework given changing ridership demand and network conditions.

## ROUTE 2

### **Proposed Service Changes:**

1. Sunday – Increase Round Trip time from 90 minutes to 100 minutes and increase frequency from 30 minutes to 25 minutes between 9 am and noon
2. Sunday – Increase Round Trip time from 90 minutes to 100 minutes and increase frequency from 30 minutes to 25 minutes between 5 pm and 10 pm

### **Issue/Rationale:**

In the years following the Covid-19 pandemic, travel patterns throughout the week have changed. The difference between Weekday and Weekend travel demand has diminished. This has made the road network more congested on Sundays than pre-2020 conditions. With increased congestion, the actual drive times on Route 2 have increased, resulting in schedule adherence issues and frustration from passengers and operators. Increasing the round trip time on Route 2 in the Sunday Base and Early Evening operating periods, would increase the reliability of the service.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Peak Bus Requirements
Sunday – Increase Round Trip time from 90 to 100 minutes and increase frequency from 30 minutes to 25 minutes between 9am and noon	186	60	0
Sunday – Increase Round Trip time from 90 minutes to 100 minutes and increase frequency from 30 minutes to 25 minutes between 5pm and 10pm	310	100	0

## ROUTE 4

### **Proposed Service Changes:**

1. Saturday – Increase Round Trip Time from 90 minutes to 100 minutes and increase frequency from 30 minutes to 25 minutes in Early Evening

### **Issue/Rationale:**

Schedule adherence concerns have been raised by both passengers and Operators on Sunday for Route 4. Round trip time on the route is less than during other operating periods and due to changing traffic patterns and ridership demands, the route is taking longer to complete. To improve the reliability on the route it is proposed that the round trip times on Saturday are increased during the Base and Early Evening periods to improve schedule adherence and provide a more reliable service to passengers.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Peak Bus Requirements
Saturday – Increase Round Trip Time from 90 to 100 minutes and increase frequency from 30 to 25 minutes between 6 pm and 9 pm	156	48	0

## ROUTE 17

### **Proposed Service Changes:**

1. Weekday – Increase frequency from 20 minutes to 18 minutes between 2 pm and 4 pm
2. Weekday – Increase frequency from 20 minutes to 18 minutes between 4 pm and 6 pm
3. Weekday – Increase frequency from 20 minutes to 18 minutes during between 6 pm and 9 pm

Note: Changes during each of the above times will add additional capacity along the route to help with crowding conditions.

### **Issue/Rationale:**

As a core route servicing the majority of the Oxford corridor, Route 17 experiences some of the most significant crowding conditions in the network. Although Route 17 is a high priority in the assignment of articulated buses, the availability is limited, and runs not assigned articulated buses frequently have to leave passengers at the stop due to full loads. While the proposed changes to frequency are minimal, these changes include an additional vehicle on the road during each of the identified periods, increasing capacity along the corridor.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Bus Requirements	Peak
Weekday – Increase frequency from 20 minutes to 18 minutes between 2 pm and 4 pm	504	152		0
Weekday – Increase frequency from 20 minutes to 18 minutes between 4 pm and 6 pm	504	152		1
Weekday – Increase frequency from 20 minutes to 18 minutes between 6 pm and 9pm	756	228		0

## ROUTE 28

### **Proposed Service Changes:**

1. Weekday- Increase round trip time from 40 minutes to 50 minutes and increase frequency from 40 minutes to 25 minutes between 2 pm and 7 pm

### **Issue/Rationale:**

The proposed increase to the Route 28 round trip time would serve to address ongoing schedule adherence and reliability concerns. Currently there is a single bus assigned to Route 28. The round trip time of 40 minutes is no longer attainable in the PM peak. Increased drive time along Bradley, predating construction on Wellington, has caused Route 28 to consistently fall short of passenger expectations due to the inability to maintain the scheduled headway. Adding the additional vehicle to the route, also provides the opportunity to increase the frequency to the industrial area along Exeter and White Oaks Road.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Bus Requirements	Peak
Weekday- Increase Round Trip Time from 40 minutes to 50 minutes and increase frequency from 40 minutes to 25 minutes between 2pm and 7pm	1,260	380		1

## ROUTE 90

### **Proposed Service Changes:**

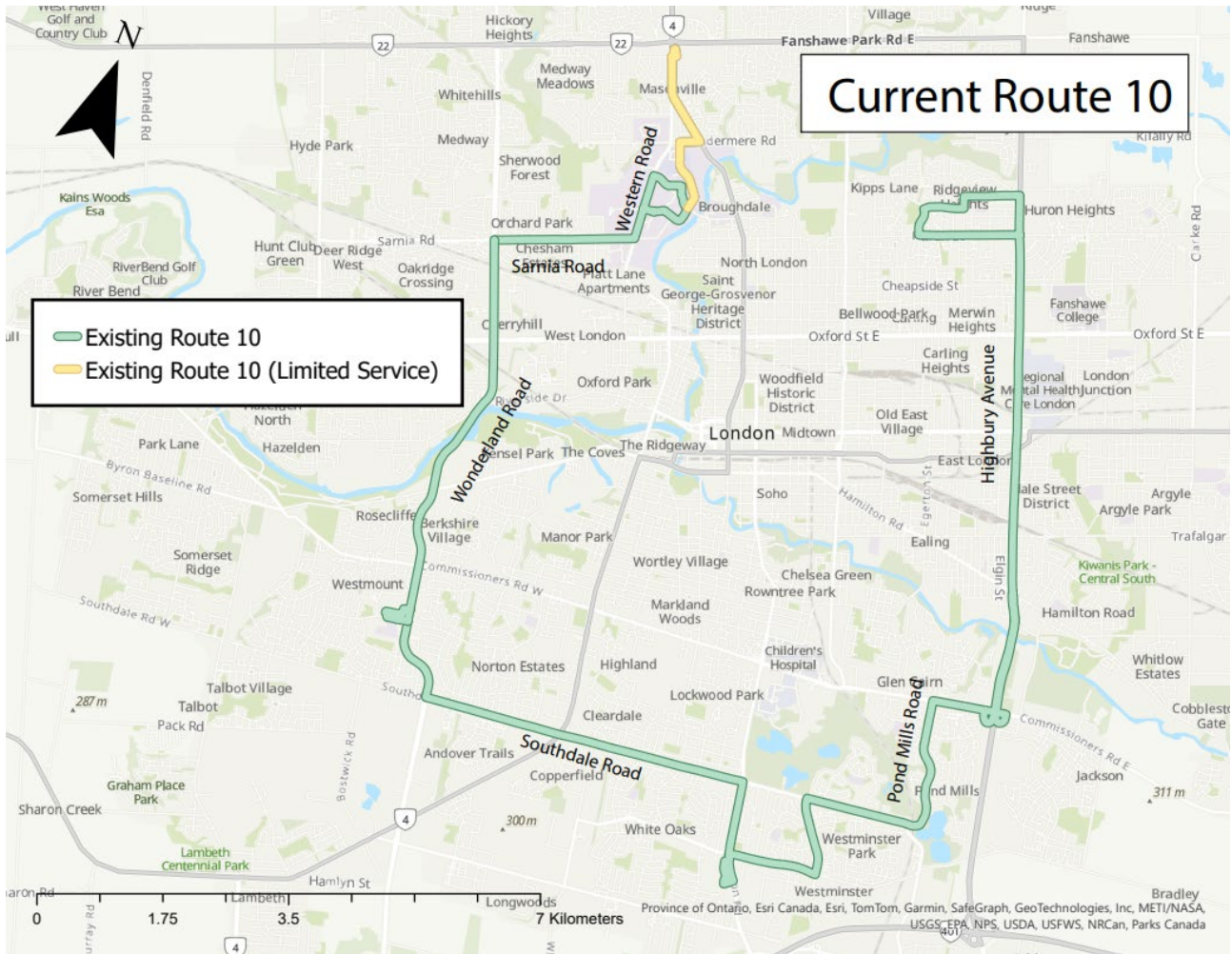
1. Sunday – Increase Frequency from 30 minutes to 20 minutes between 9 am and noon
2. Sunday – Increase Round Trip Time from 60 minutes to 64 minutes and frequency from 20 minutes to 16 minutes between noon and 5 pm
3. Sunday – Increase Round Trip Time from 60 minutes to 75 minutes and frequency from 30 minute to 25 minutes between 5 pm and 10 pm

### **Issue/Rationale:**

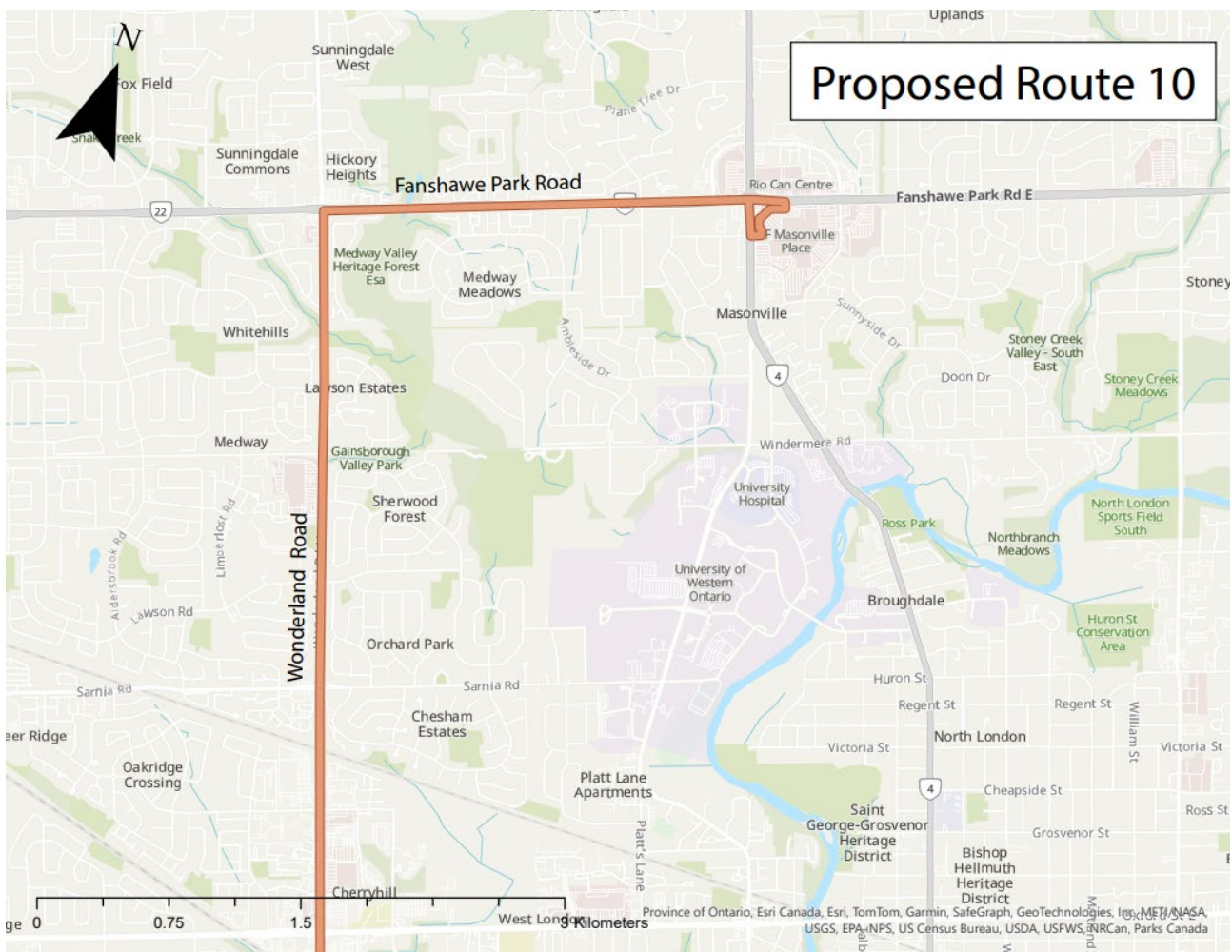
The proposed increases to the in round trip time to Route 90 on Sundays is anticipated to improve the reliability of the service. In the years following the Covid-19 pandemic, travel patterns throughout the week have changed. The difference between Weekday and Weekend travel demand has diminished. This has increased the volume of boarding's seen on Sundays. In addition there is an increase in traffic congestion on Sundays than pre-2020 conditions. With increased congestion, the actual drive times on Route 90 have increased, resulting in schedule adherence issues and frustration from passengers and operators.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2025)	PM Bus Requirements	Peak
Sunday – Increase Frequency from 30 minutes to 20 minutes between 9 am and noon	186	60		0
Sunday – Increase Round Trip Time from 60 minutes to 64 minutes and frequency from 20 minutes to 16 minutes between noon and 5pm	310	10		0
Sunday – Increase Round Trip Time from 60 minutes to 75 minutes and frequency from 30 minutes to 25 minutes between 5 pm and 10 pm	310	10		0

**Figure I**



**Figure II**





**Figure III**

