City of Westminster

Licensing Committee Report

Meeting:	*Licensing Committee*
Date:	*Wednesday 21st September 2016*
Classification:	*For General Release*
Title:	*Night Tube – Impact Monitoring*
Wards Affected:	*All*
Financial Summary:	*N/A*
Report of:	*Director of Policy, Performance and Communications* *Dominic Baker, Business Intelligence Team*

1. Executive Summary

1.1 This report summarises how data is being used to monitor the impact of the Night Tube in Westminster.

1.1.1 The Victoria and Central lines started running a Night Tube service on 19 August. The Jubilee line service commences on 7 October and the Northern and Piccadilly lines will operate a service by the end of the year.

1.1.2 This work has been prompted from concerns that local residents and Council resources might be adversely impacted by the running of night tubes – and this work is a basis for providing a clear evaluation of those impacts.

1.1.3 The Council has identified and collected data that can be used to measure the impact of the Night Tube service. This includes footfall sensor data, service data (including noise complaints, Fixed Penalty Notices, abandoned waste, graffiti) and crime data released by the Metropolitan Police.

1.1.4 It is only 5 weeks since the beginning of the night tube which is not a long enough period from which to draw any firm conclusions about the impact of the service.

1.1.5 At this stage the principle message is that data is being collected and outputs are being developed that enable officers to monitor changes across the borough and at a local scale.

2. Recommendation

2.1 That the Committee validate the approach, the data being used, the areas likely to be affected and the style of the outputs. The Committee should also define future analysis requirements and make suggestions for any alternative approaches.

3. Background

3.1 The Central and Victoria lines started running on 19 August 2016. The Jubilee line will commence on 7 October and the Northern and Piccadilly lines will follow in the autumn. This will affect a total of 18 stations (see *appendix 1*). Transport for London plan to expand the service to parts of the Metropolitan, Circle, District and Hammersmith & City Lines in the future.

3.2 Data from a range of sources has been gathered with the aim of measuring the impact of the Night Tube service and enabling evidence based decision making. A hybrid approach has been taken with a combination of open, commercial and service data being incorporated into the solution to give as complete a picture as possible.

4. Initial Analysis

4.1 Before the Night Tube went live a piece of analysis was run to try to identify areas that would be most impacted by the service.

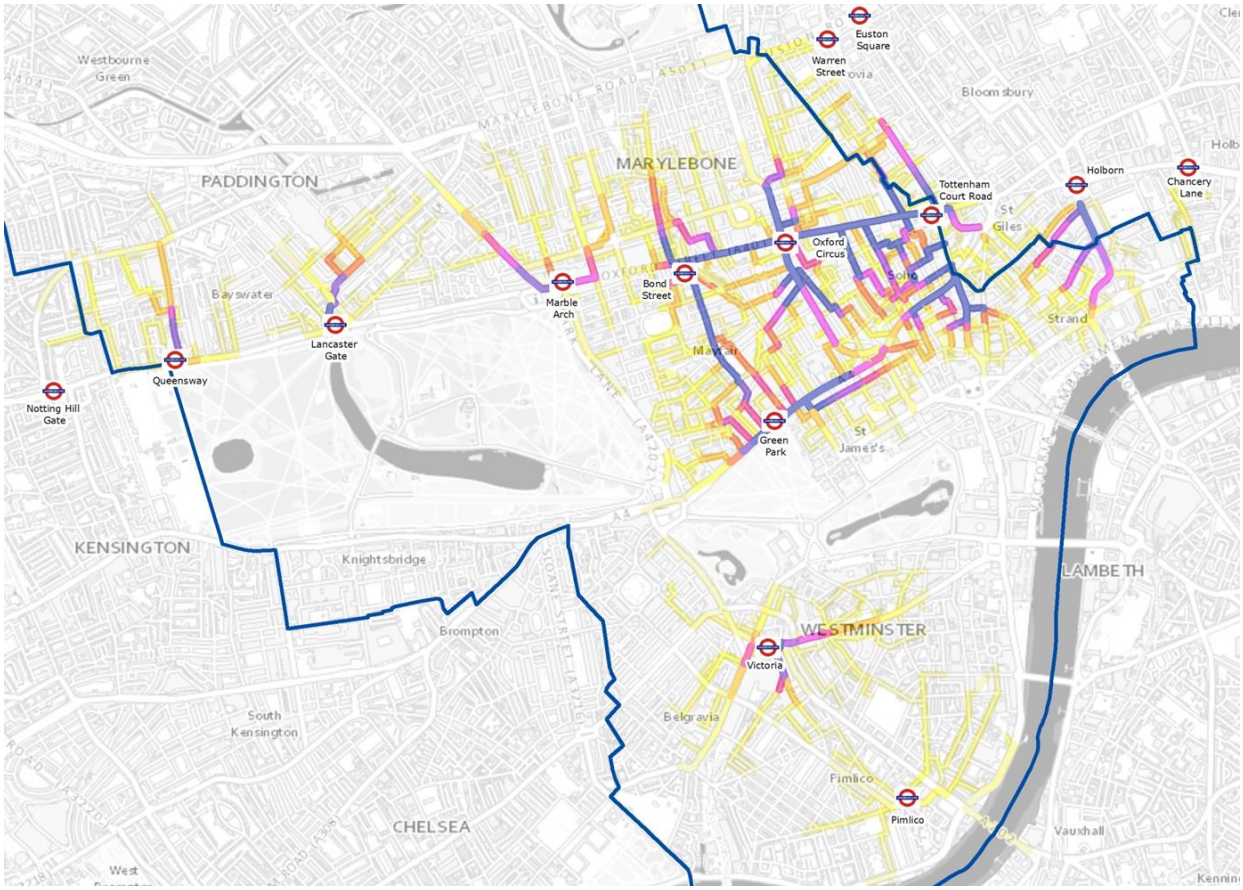
Figure 1 summarises the results of the network analysis. The map shows the most direct route from late night licensed premises to a tube station on the Central or Victoria line. The map illustrates how many of these routes overlap (i.e. lie on the same road/path).

These findings can be validated by the various datasets (discussed in section 5) that will be used to monitor the impact.

Details:
Starting Point – A licensed premise open past 1am
End Point – A tube station on the Central or Victoria line

If this analysis is validated it will be used to predict the impact of the next phases of the planned expansion of the Night Tube Network

Figure 1. Predicting where the impact of Night Tube will be greatest.



5. Measuring the impact of Night Tube

5.1 The following datasets were chosen because they are from trusted sources, are updated on a regularly and can be analysed to small geographical areas. Historic data has been captured where it is available. There is scope to include additional datasets.

5.1.1 **Footfall data** - The Business Improvement Districts (BIDs) have granted the Council access to detailed footfall data from sensors that are distributed at retail sites across the borough (*see figure 2*). The sensors provide hourly counts of the number of people passing by and run continuously. Below are the sensor start dates for each BID.

- New West End Company – data since 27/07/2015
- Heart of London – data since 01/04/2016
- Marble Arch – data since 30/05/2016
- Northbank - data since 18/12/2015

Footfall data is likely to be the best dataset to empirically measure the impact of Night Tube on the streets of Westminster.

Figure 2. Footfall sensor locations.

5.1.2 **Service data** - Fixed Penalty Notices (FPNs), Street Cleansing Incidents, Noise Complaints, Abandoned Waste etc. This data benefits from having detailed time data so can be easily filtered to Night Tube operation times.

5.1.3 **Crime data** - The Police release crime data at street level in monthly batches. Currently the most recent extract available is for June 2016.

6. Outputs

6.1 Outputs will be interactive dashboards that present the data clearly and allow users to spot trends and make recommendations around service response.

Figure 3. Example of dashboard output – Noise complaints.

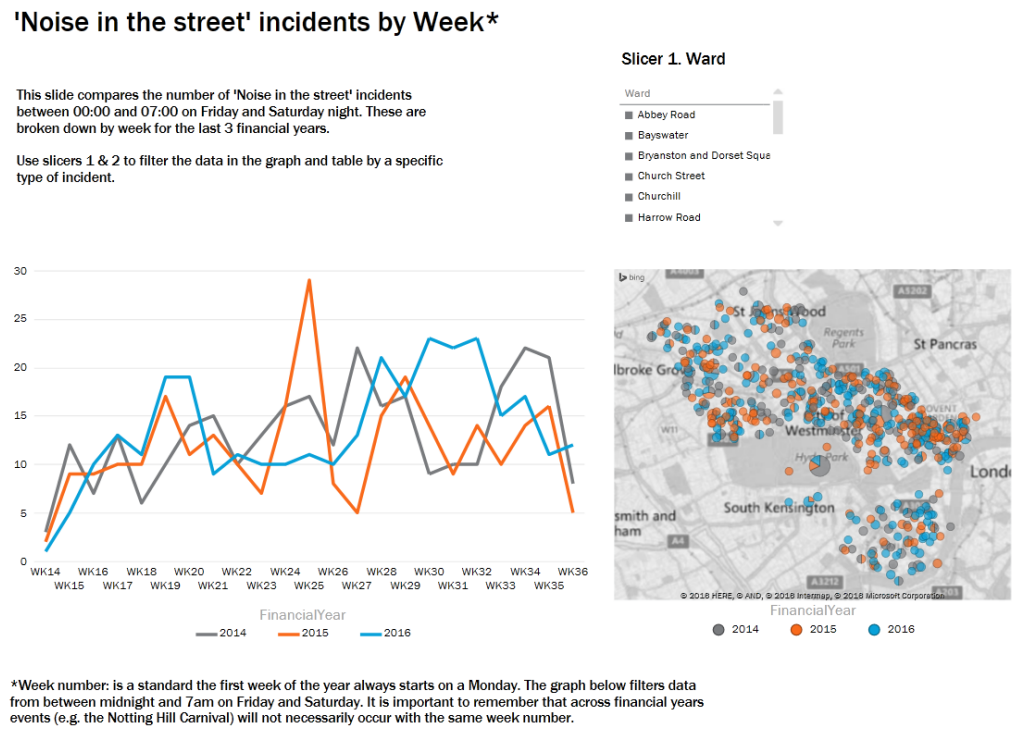
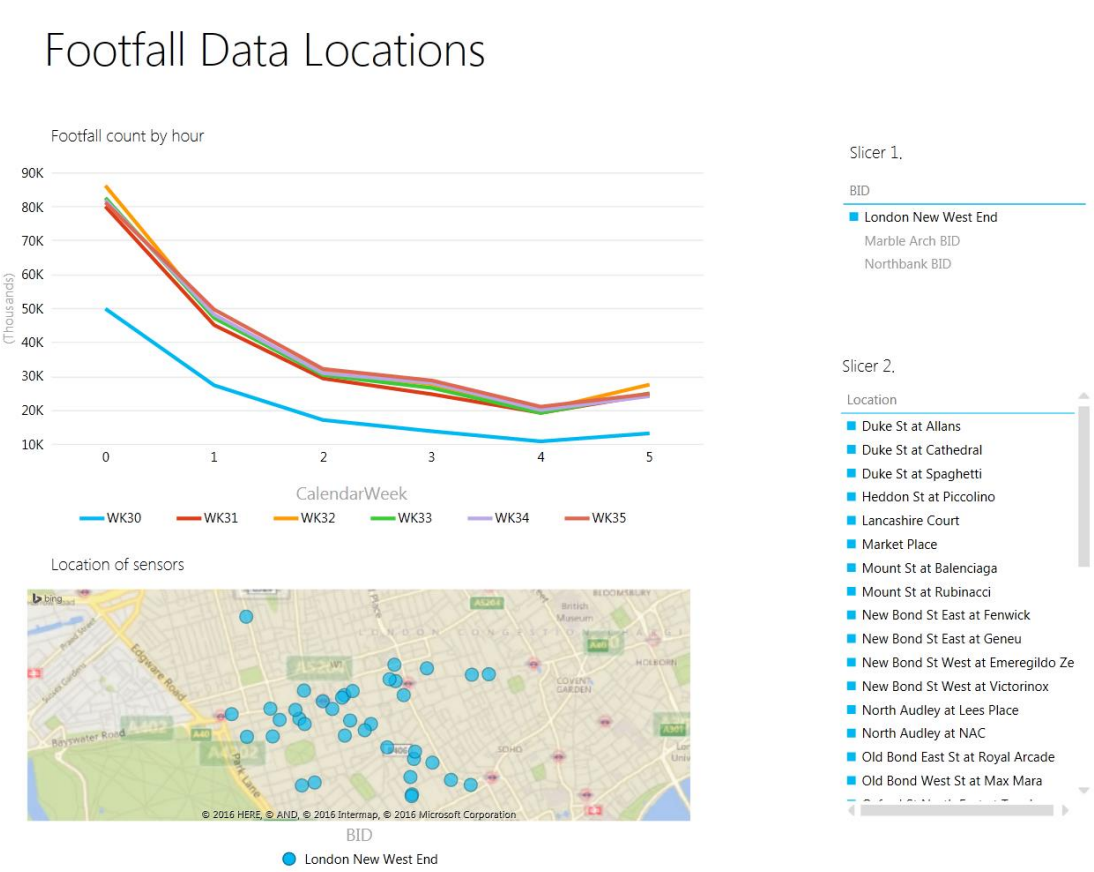


Figure 4. Example of dashboard output – Footfall data.



7. Analysis of data since Night Tube Service commenced

Table 2 takes a total count of people passing all sensors and is broken down by BID area. At this stage it is difficult to see a clear trend, though there are some indication that footfall counts have increased in the NWEC and Marble Arch BID areas.

Appendix 2 breaks this data by each sensor and indicates that some areas are more likely to have seen higher volumes of footfall data than others, notably sensors in the Marble Arch BID.

Figure 5 shows no increase in service requests since the start of Night Tube.

Figure 6 focuses on Noise in the Street complaints received by the Council, and so far it is difficult to discern a clear pattern.

Table 2.Total number counted by sensors Friday and Saturday night (between 00:00 and 7am)

CalendarWeek	London New West End	Marble Arch BID	Northbank BID	**Total**
WK33	53329	18942	6260	**78531**
WK34	55804	12565	4941	**73310**
WK35	59911	4824	6287	**71022**
WK36	59417	33347	5440	**98204**
Total	**228461**	**69678**	**22928**	**321067**

Figure 5. Combined service data between midnight and 7am on Friday and Saturday by week number.

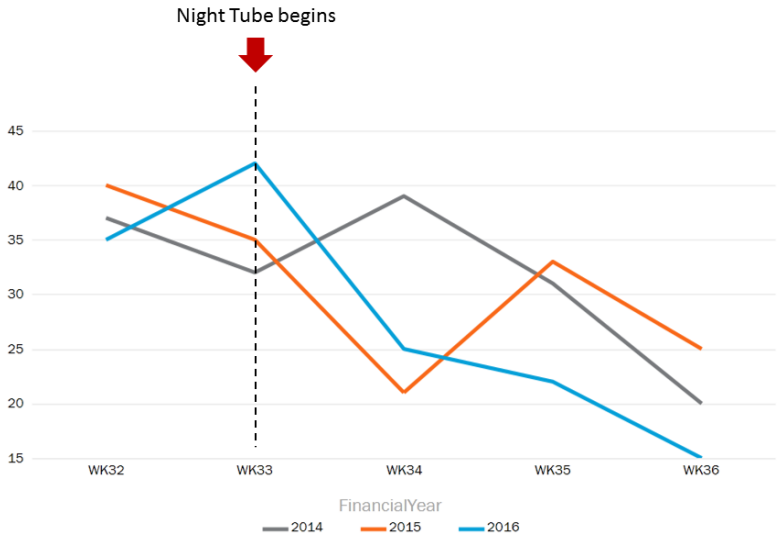
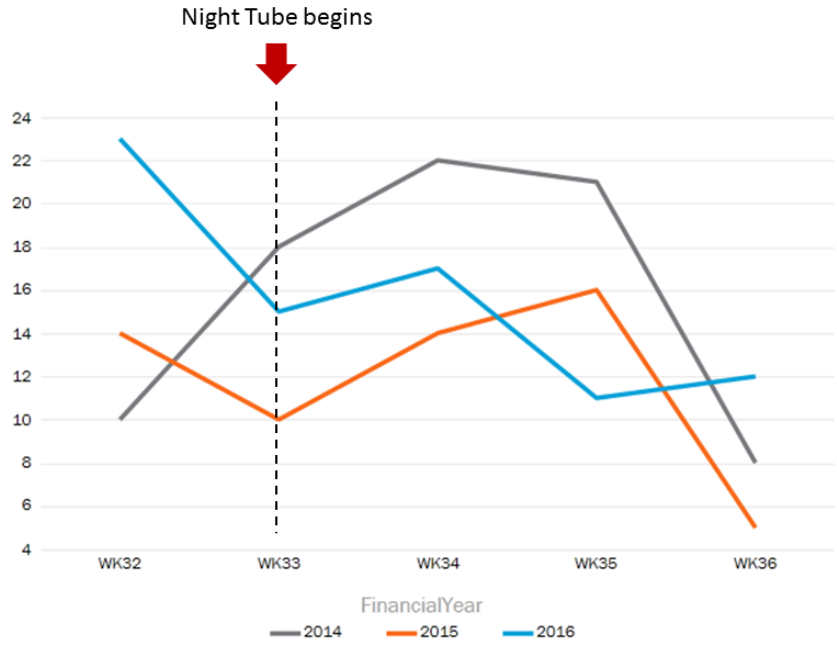


Figure 6. 'Noise in the Street complaints' between midnight and 7am on Friday and Saturday by week number.



8. Next steps

8.1 The outputs will be made available to Heads of Service and Team Leaders in City Management.

8.2 Look for emerging trends and measure impact as additional lines go live.

8.3 Assess other potential datasets – e.g. TfL entry and exit data.

8.4 Present more detailed findings to the Licensing Committee, propose that this takes place in Dec 2016

9. Financial Implications

9.1 There are no financial implications as a result of this report.

10. Legal Implications

10.1 There are no legal implications as a result of this report.

11. Staffing Implications

11.1 There are no staffing implications as a result of this report.

12. Reason for Decision

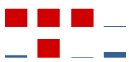
12.1 The report is provided for information purposes only. It sets out the proposals on how the Council can use data to monitor the impact of Night Tube.

If you have any queries about this report or wish to inspect one of the background papers please contact Dominic Baker on 020 7641 6046 or via email dbaker@westminster.gov.uk.

Appendix 1. WCC underground stations due to operate a Night Tube service in 2016

Station Name	Night Tube line/s
Baker Street	Jubilee
Bond Street	Central, Jubilee
Charing Cross	Northern
Covent Garden	Piccadilly
Embankment	Northern, Victoria, Jubilee
Green Park	Piccadilly
Hyde Park Corner	Piccadilly
Lancaster Gate	Central
Leicester Square	Piccadilly, Northern
Marble Arch	Central
Oxford Circus	Central, Victoria
Piccadilly Circus	Piccadilly
Pimlico	Victoria
Queensway	Central
St. John's Wood	Jubilee
Tottenham Court Road	Central, Northern
Victoria	Victoria
Westminster	Jubilee

Appendix 2. Illustrative table – showing number of people counted by sensors for the first four weeks of night tube. A red column indicates the week with the highest number of people passing a sensor (the Night Tube service commenced in Week 33).

BID	Sensor Location	Wk 33-36
London New West End	Duke St at Allans	
London New West End	Duke St at Cathedral	
London New West End	Duke St at Spaghetti	
London New West End	Heddon St at Piccolino	
London New West End	Lancashire Court	
London New West End	Market Place	
London New West End	Mount St at Balenciaga	
London New West End	Mount St at Rubinacci	
London New West End	New Bond St East at Fenwick	
London New West End	New Bond St East at Geneu	
London New West End	New Bond St West at Emeregildo Zegna	
London New West End	New Bond St West at Victorinox	
London New West End	North Audley at Lees Place	
London New West End	North Audley at NAC	
London New West End	Old Bond East St at Royal Arcade	
London New West End	Old Bond West St at Max Mara	
London New West End	Oxford St North East at Topshop	
London New West End	Oxford St North West at FCUK	
London New West End	Oxford St North West at House of Fraser	
London New West End	Oxford St North West at Wardour Street	
London New West End	Oxford St South East at Barratt House	
London New West End	Oxford St South East at Harmony	
London New West End	Oxford St South East at New Look	
London New West End	Oxford St South East at West London College	
London New West End	Oxford St South West at Carphone Warehouse	
London New West End	Oxford Street North West at M&S	
London New West End	Regent St Mid East at Guess	
London New West End	Regent St Mid West at Godiva	
London New West End	Regent St North East at Cafe Royal	
London New West End	Regent St North East at Boots	
London New West End	Regent St North West at All Bar One	
London New West End	Regent St North West at FCUK	
London New West End	Regent St South East at Omega	
London New West End	Regent St South West at Vilebrequin	
London New West End	Savile Row at Gieves & Hawkes	
London New West End	South Molton St at Closed Starbucks	
London New West End	St. Christopher's Place	
Marble Arch BID	108-110 Edgware Road, London, W2 2EA (Costa)	
Marble Arch BID	13 New Quebec Street, London, W1H 7RR (Nigel Rayment)	
Marble Arch BID	140-141 Park Lane, London, W1K 7AA (Marble Arch Park)	
Marble Arch BID	15 Great Cumberland Place, London, W1H 7AS (Patisserie Valerie)	
Marble Arch BID	156-158 Edgware Road, London, W2 2DS (Games At The Vic)	
Marble Arch BID	16 Seymour Place, London, W1H 7NQ (iBrows etc)	
Marble Arch BID	21 Edgware Road, London, W2 2JE (Maroush)	
Marble Arch BID	225 Edgware Road, London, W2 1JU (Hilton)	
Marble Arch BID	256 Edgware Road, London, W2 1DS (Patisserie Valerie)	
Marble Arch BID	258 Edgware Road, London, W2 1DU (Marks & Spencer)	
Marble Arch BID	36-40 Edgware Road, London, W2 2EH (As Nature Intended)	
Marble Arch BID	45-47 Edgware Road, London, W2 2EG (Maroush Bakehouse)	
Marble Arch BID	55-57 Connaught Street, London, W2 2BB (Abasto)	
Marble Arch BID	95 Edgware Road, London, W2 2HX (William Hill)	
Northbank BID	Arundel Street	
Northbank BID	Kingsway East	
Northbank BID	Kingsway West	
Northbank BID	Strand	
Northbank BID	Wellington Street	