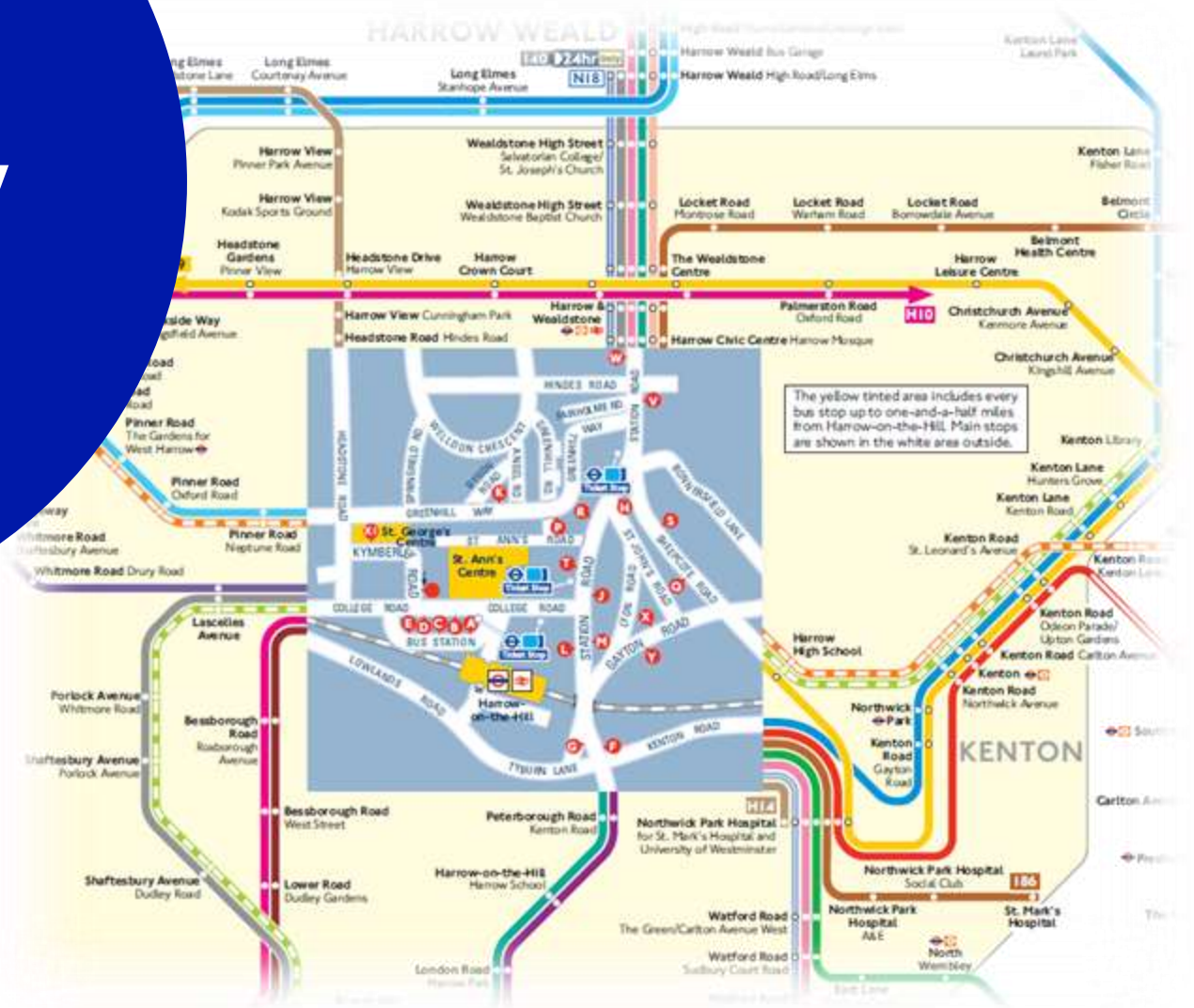


# Harrow Bus Study

January 2020



EVERY JOURNEY MATTERS

# Disclaimer

This review examines the bus network in and around Harrow town and how it may change in the future both in response to changing travel patterns and to improve bus connections and journey times.

The interventions considered are ideas and not proposals and are therefore subject to change.

Any proposal will require a detailed cost benefit appraisal and would be subject to available funding.

Public consultation is always undertaken on service changes which significantly alter a bus route.



# Contents

- Introduction
- Background / Context
- High Level Summary of Ideas
- Ideas, in detail
- Present Status



# Introduction

A full review of the bus network in Harrow has been undertaken with the following aims:

- Improve services for passengers
- Create new bus connections where none currently exist
- Increase capacity where it is needed and reduce capacity where there is excess
- 'Rationalise' the bus network in Harrow town centre to reduce bus movements whilst minimising the impact on bus service users



# Background / Context

The following is a list of changes to the Harrow bus network that have been introduced in recent years:

- **483** – New route introduced, connecting Harrow with Wembley, Alperton and Ealing. (Sept 2016)
- **186** – Early morning frequency increase, from 3 to 5 bph. (July 2017)
- **H14** – Route converted to a Double-Deck service. (Sept 2018)
- **H18/H19** – Additional capacity during AM and PM peaks and larger single-deck buses providing more capacity at all times. (Sept 2018)
- **H12** – Additional afternoon capacity at Hatch End High School. (June 2019)
- **140** – Route shortened to terminate at Hayes & Harlington; frequency reduced to 7.5 bph Monday to Saturdays and 5 bph Sundays & Evenings. (Dec 2019)
- **X140** – New limited stops service created between Harrow Bus Station and Heathrow Airport, provided faster journeys. Operates at 5 bph Monday to Saturdays and 4 bph Sundays and Evenings. (Dec 2019)

The combination of route 140 & X140 now provides more capacity where it's needed most, between Harrow and Hayes & Harlington.



# High Level Summary of Ideas

## Idea 1

### Part 1

- Route 258 is withdrawn between Watford Junction and Bushey Heath, St Peter's Church

### Part 2

- Route 258 is withdrawn between South Harrow and Harrow-on-the-Hill village (London Road), and extended from London Road to Wembley Central following the same alignment as the H17
- Route H17 is withdrawn
- The frequency on restructured route 258 is increased to 3 bph on Sundays and all evenings, to match existing H17 service levels at these times
- Route 395 is rerouted between South Harrow and Harrow Bus Station following the existing 258 alignment via Roxeth Hill and Harrow-on-the-Hill village

## Idea 2

- The terminus of circular routes H9 and H10 is moved from Harrow Bus Station to Northwick Park Hospital
- Route 186 is withdrawn between Harrow Bus Station and Northwick Park Hospital
- Route H14 is extended from Northwick Park Hospital main entrance to terminate at St Mark's Hospital, following the existing alignment of route 186



# Harrow Bus Network Review – Idea 1, Part 1

## Route 258

### Proposed Change

Withdraw route 258 between Watford Junction and Bushey Heath High Road (St Peter's Church)

### Rationale for Change

- Bus route 142 also serves the section of route 258 between Bushey Heath and Watford Junction
- The combination of routes 142 and 258 provides 9 buses per hour (every 6½ minutes) between Bushey Heath and Watford. Data analysis shows that only 4½ buses are required to meet passenger demand
- Of the two routes, the 258 has the most common destinations with the London Overground rail line which links Harrow & Wealdstone station with Bushey, Watford High Street and Watford Junction stations. Route 142 provides more unique journeys for our customers which cannot be made using other forms of public transport
- This change would better match customer demand and improve reliability, as it will shorten the total length of route 258 (even with the southern extension described below in part 2)

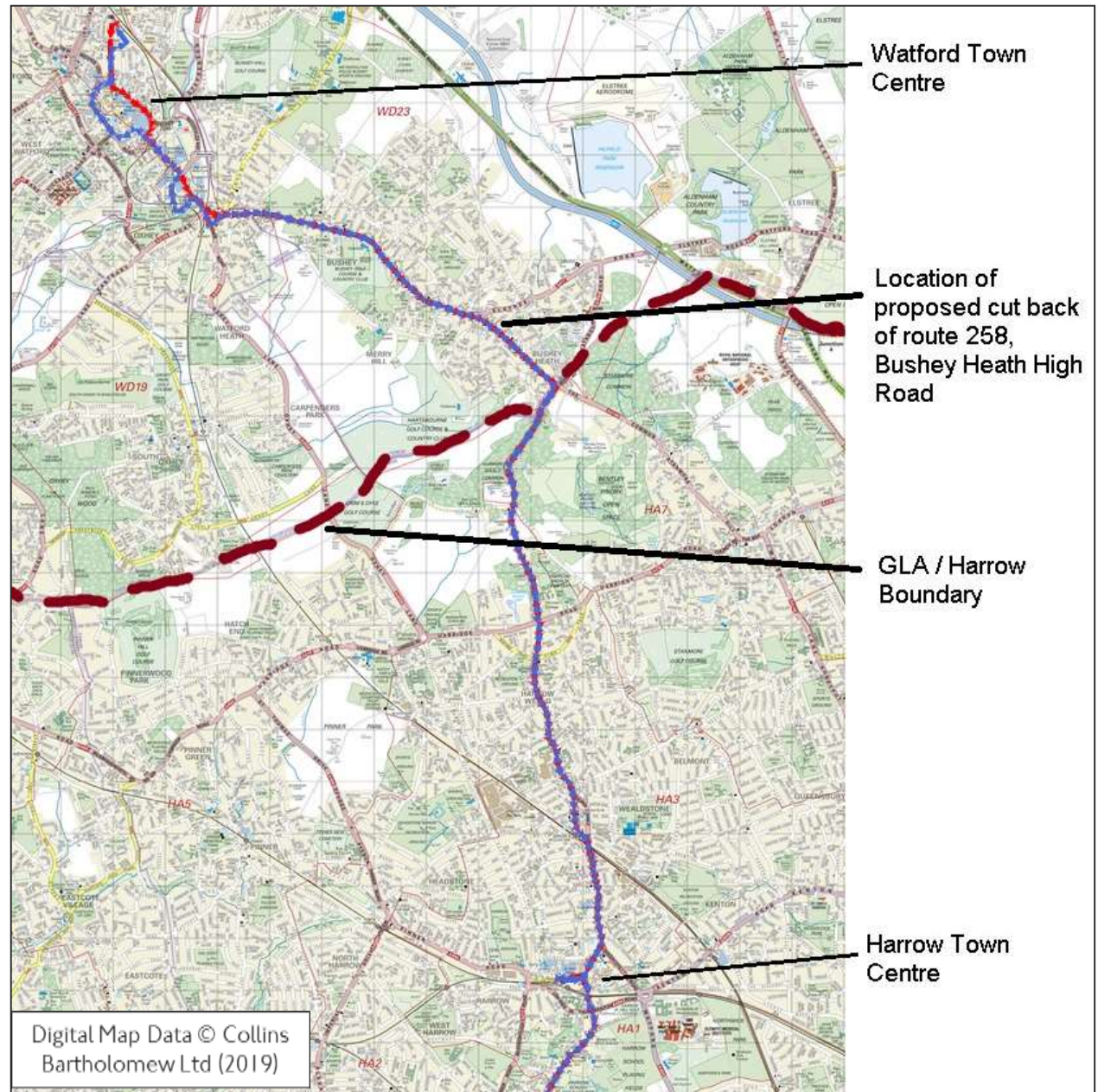
### Status

- Pre-Engagement with local borough officers and key stakeholders undertaken in 2018
- **Proposal On Hold**



## Map of current route 258

North of Bushey Heath, the average peak hour load on route 258 is 17 passengers per double deck bus. This equates to just one bus per hour required to meet passenger demand. Route 142 has sufficient excess capacity to absorb passengers from route 258 wishing to travel onwards to Bushey and Watford. Some passengers will switch to using London Overground.





# Harrow Bus Network Review – Idea 1, Part 2

## Routes 258, 395 & H17

### Proposed Changes

- Withdraw route 258 from South Harrow and Roxeth Hill and extend from Harrow-on-the-Hill village (London Road) to Wembley Central following the same alignment as existing route H17
- Withdraw route H17 entirely
- Redirect route 395 between South Harrow and Harrow Bus Station to serve Roxeth Hill and Harrow-on-the-Hill village instead of Bessborough Road
- Increase frequency on route 258 to 3 bph on Sundays and all evenings to replicate withdrawn H17

### Rationale for Change

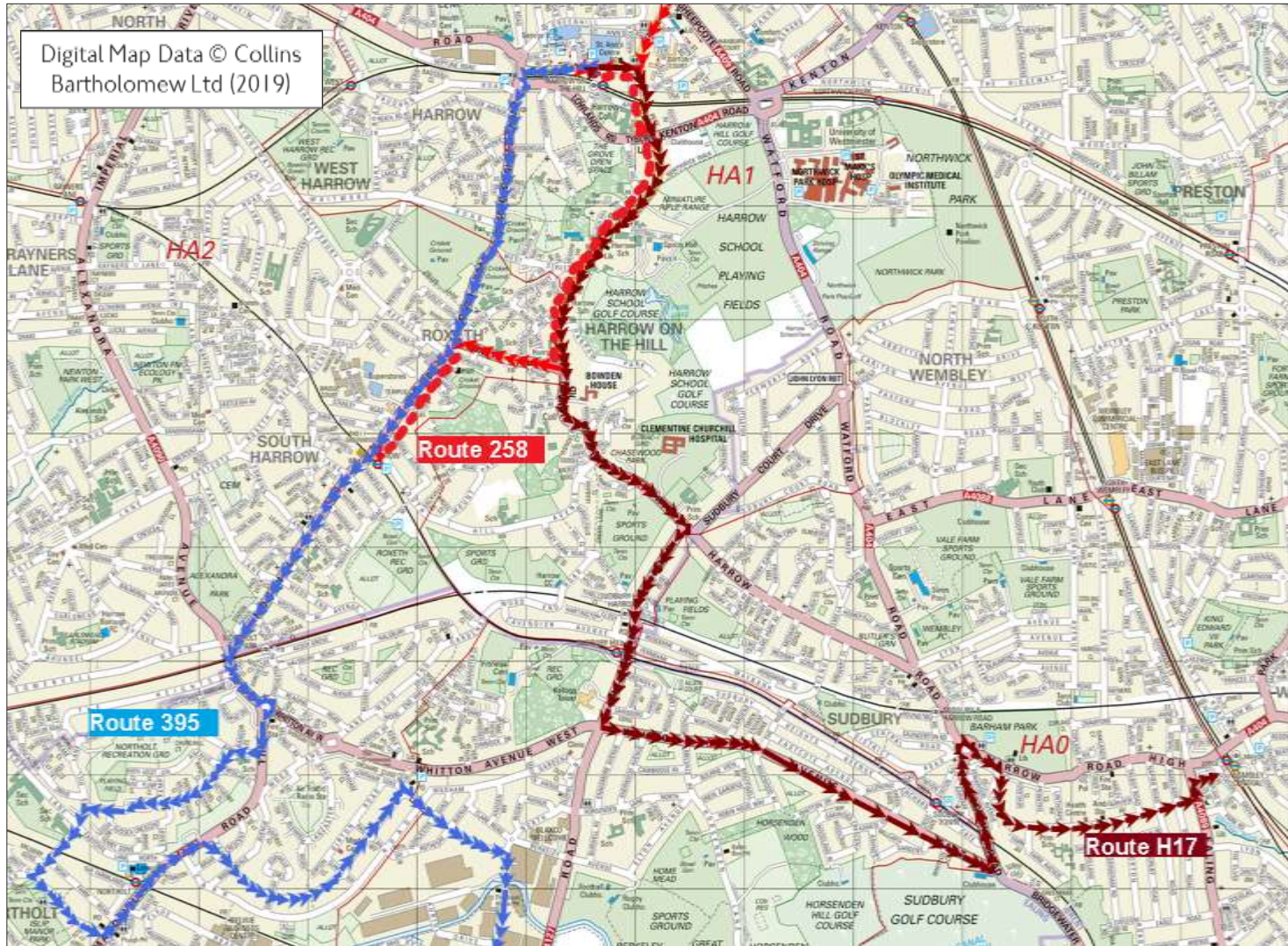
- Provide new connections between areas north and south of Harrow town centre
- Provide more capacity on Sudbury Hill and Greenford Road where H17 experiences crowding
- Provide new connections between Harrow-on-the-Hill village and areas around Northolt and Greenford
- Better match capacity with demand on Bessborough Road and London Road
- Unlock stand space in Harrow Bus Station – improving operational resilience

### Status

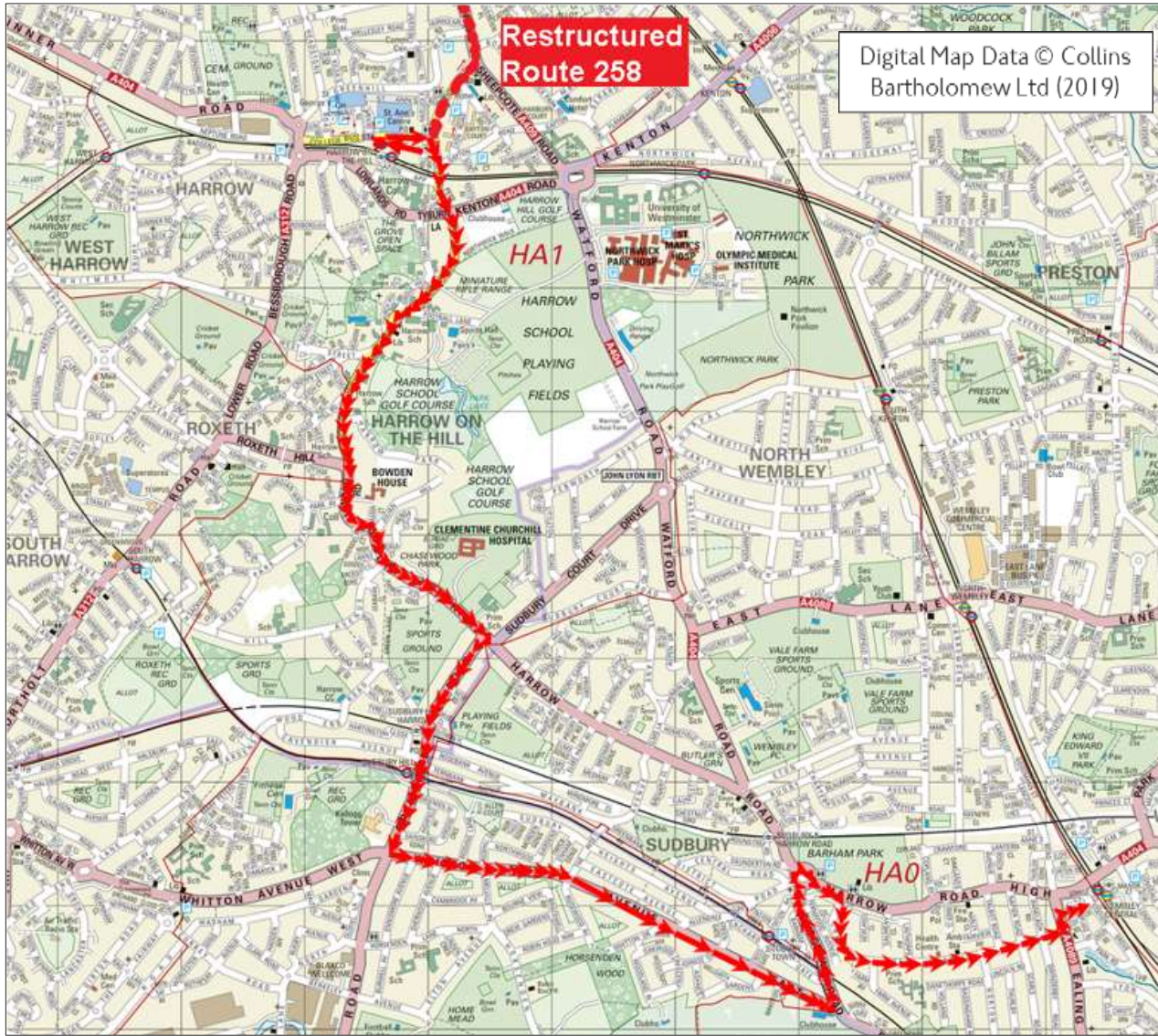
- Pre-Engagement with local borough officers and key stakeholders undertaken in 2018
- **Proposal On Hold**



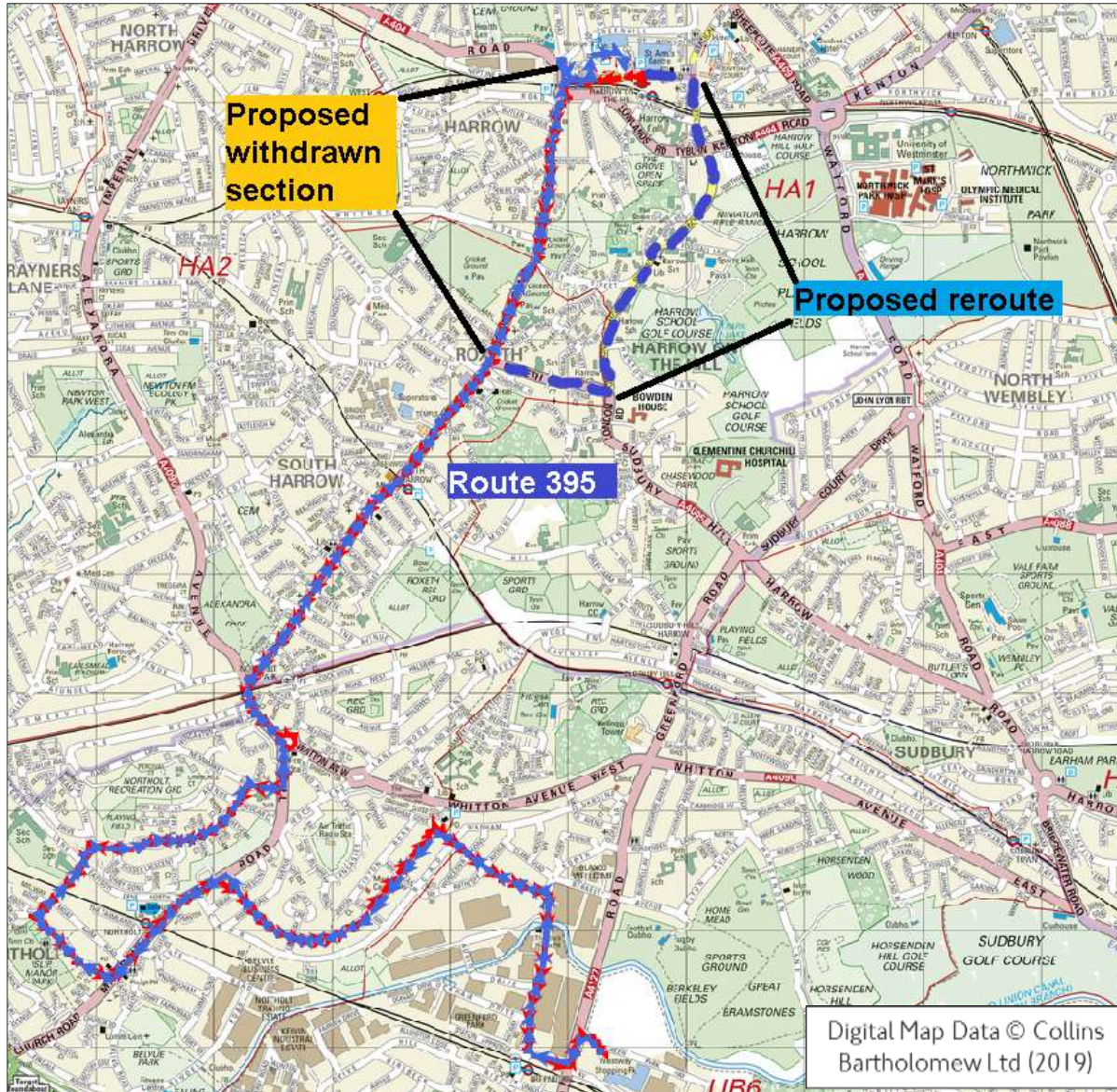
# Map : Current routes 258, 395 & H17 south of Harrow



# Map : Proposed route 258 south of Harrow



# Map : Proposed route 395 south of Harrow



# Harrow Bus Network Review – Idea 2

## Routes 186, H9, H10 & H14

### Proposed Changes

- Move terminus of routes H9/H10 from Harrow Bus Station to Northwick Park Hospital
- Withdraw route 186 between Harrow Bus Station and Northwick Park Hospital complex
- Extend route H14 from Northwick Park Hospital main entrance to St Mark's Hospital, replacing withdrawn route 186

### Rationale for Change

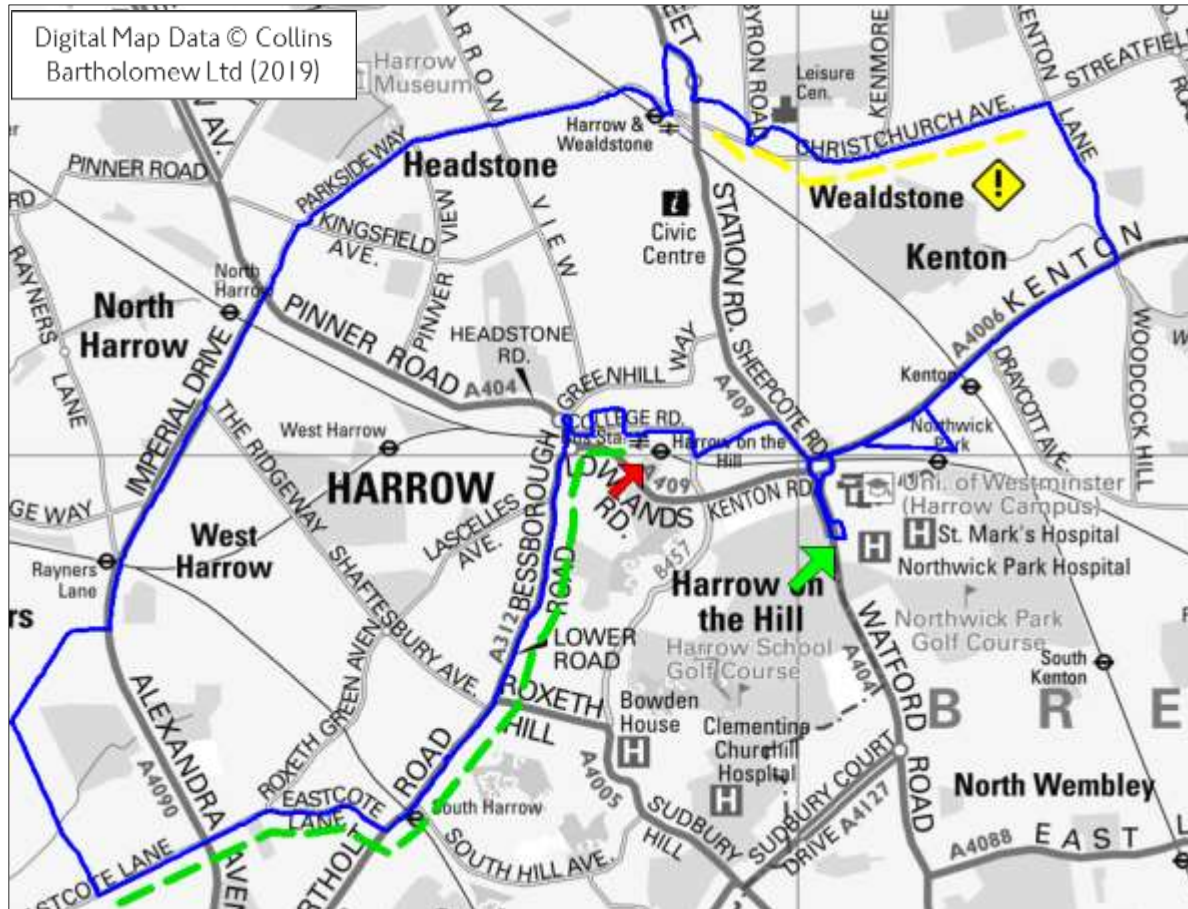
- Provide new direct connections between South Harrow/Rayners Lane and Northwick Park Hospital
- Increase frequency of service to St Mark's Hospital and A&E department (from 5 to 7 bph)
- Remove some of the excess capacity between Harrow town centre and Northwick Park Hospital – from 34.5 buses per hour at present, to 29.5 bph (peak times)
- Route 186 is a long route which can struggle with reliability. The proposals would improve reliability of route 186 by shortening the route and increasing the recovery time
- Reduce the volume of bus movements through Harrow town centre, particularly along College Road, whilst minimising the impact on bus passengers. This would reduce emissions, improve bus service reliability and improve the town centre environment in line with the Mayor's 'Healthy Streets' policy

### Status

- Pre-Engagement with local borough officers and key stakeholders completed 2018
- Public consultation completed summer 2019
- **Revised scheme implemented December 2019**



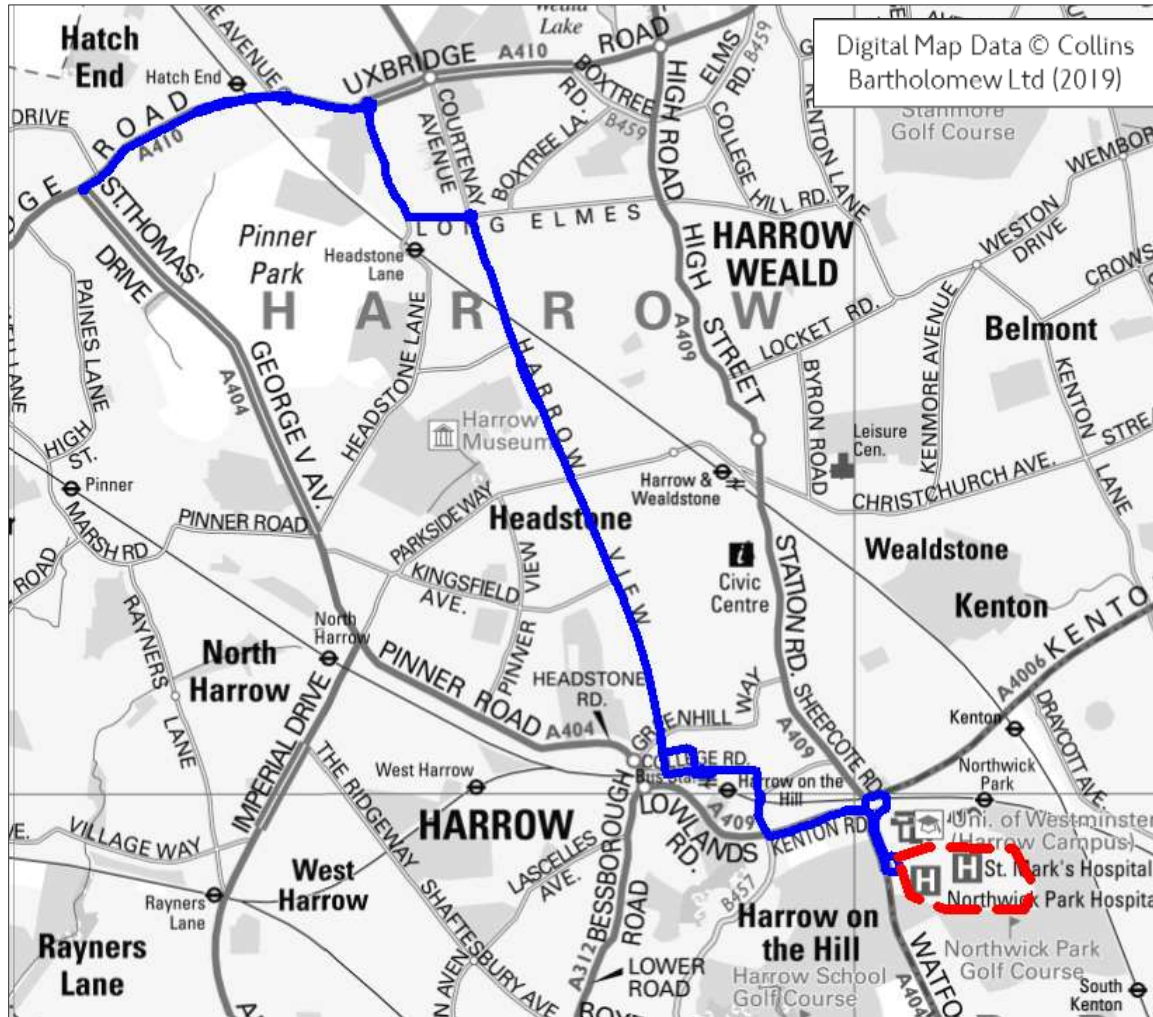
# Map : Proposed route H9/H10



- Red Arrow: Existing terminus at Harrow Bus Station
- Green Arrow: Proposed terminus at Northwick Park Hospital
- Dotted Green: New direct links to Northwick Park Hospital if terminus moved
- Dotted Yellow: Broken direct links to Harrow town centre if terminus moved



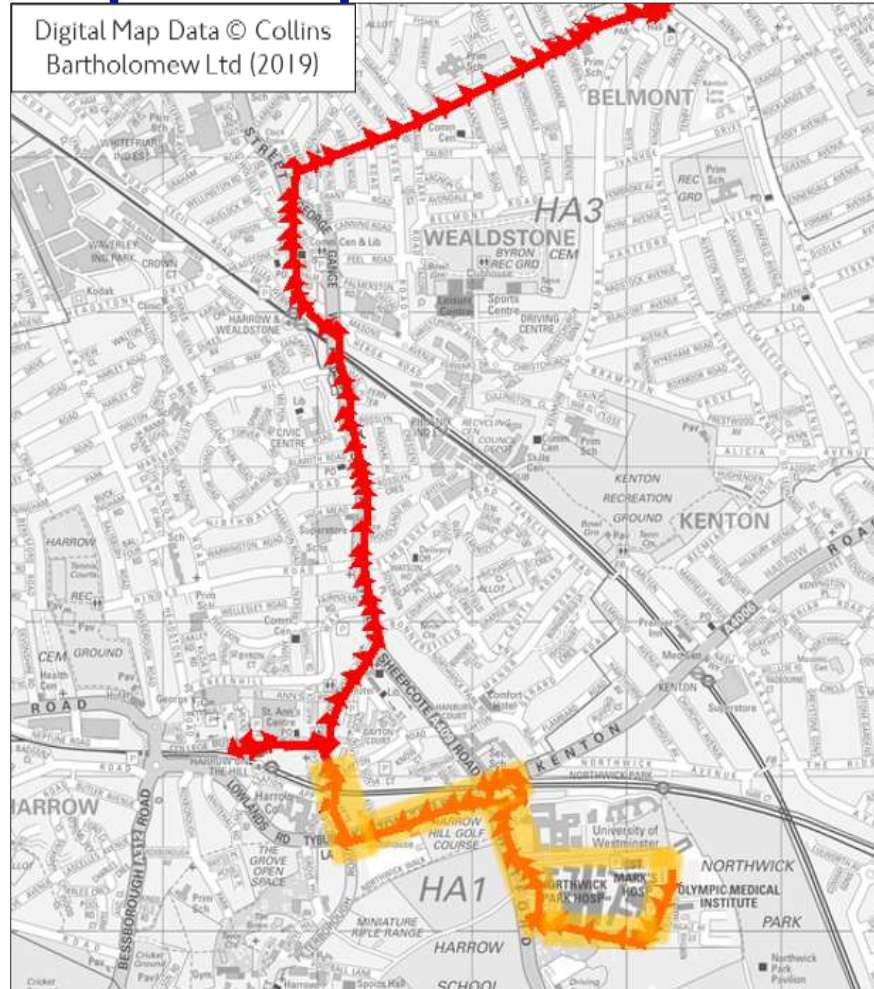
# Map : Proposed route H14



Blue Line: Existing Alignment  
 Red Dotted Line: Proposed Extension



# Map : Proposed route 186



Red Line: Route 186 - Existing Alignment

Yellow Highlight: Proposed withdrawn section of Route 186

If route 186 were curtailed to terminate at Harrow Bus Station, this would break approximately **400** direct links per day





# Present Status

## Idea 1, parts 1 & 2

- Proposals for routes 258, H17 and 395 have been placed on hold pending further analysis

## Idea 2

- Following a public consultation in 2019 and consideration of the comments received, a revised set of bus network changes were implemented in December 2019

