



# **TRANSPORT FOR LONDON**

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**EVERY JOURNEY MATTERS**

# **Colindale Bus Network**

**TfL Surface Transport – Buses Directorate**

# Overview

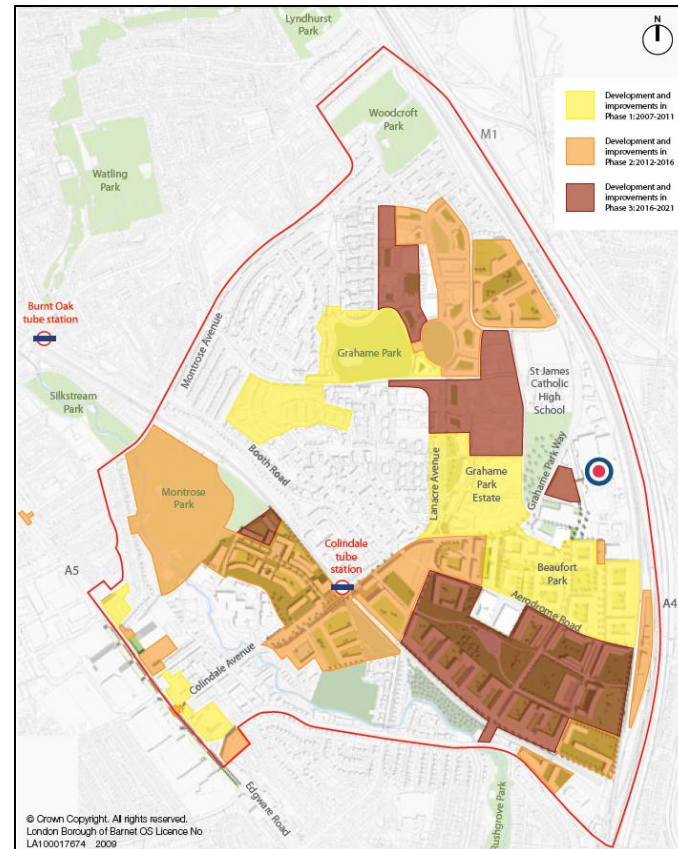
## Key milestones met:

- **Presentation and discussion with LB Barnet on 3 March 2015 and LB Brent on 15 September 2015.**
- **Further information obtained on Colindale redevelopment progress.**
- **Four options developed further.**
- **Final list of schemes for analysis agreed with LB Barnet on 21 September 2015.**



# Colindale Area Action Plan (AAP)

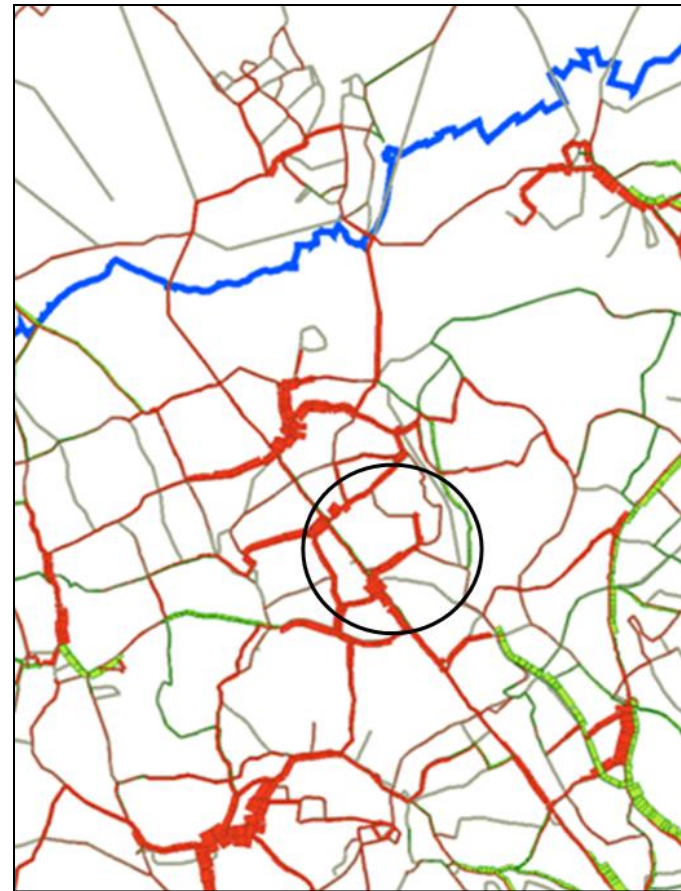
- CAAP half way towards delivery.
- 13,000 new homes and thousands of new jobs – more than originally planned. Will double the population of Colindale to 70,000 residents.
- LB Barnet offices will be moving to Lanacre Avenue from North London Business Park along with Barnet & Southgate College.
- Beaufort Park, British Newspaper Library, former Colindale Hospital site, Edgware Road and Grahame Park developments under construction.
- Peel Centre and adjacent Middlesex University site to start construction in 2016 along with Grahame Park.



# Expected Impacts – NW London

Railplan 2011-2021 reference case predicted changes are shown to the right. Red denotes increases, green decreases in bus usage with circle showing Colindale.

- Generally, usage is expected to increase across outer North-West London.
- Railplan data likely underestimates impact as proposed density has increased since the original reference case was developed.
- Some reductions occur on routes that parallel upgraded rail lines such as the Jubilee and Northern Lines.
- Usage increases on feeder routes into upgraded rail lines and in large areas of development.
- Usage is expected to grow within Colindale between Grahame Park and Kingsbury Station.
- Additional bus priority needs to be considered on A5 Edgware Road especially northbound around Burnt Oak.



# Infrastructure



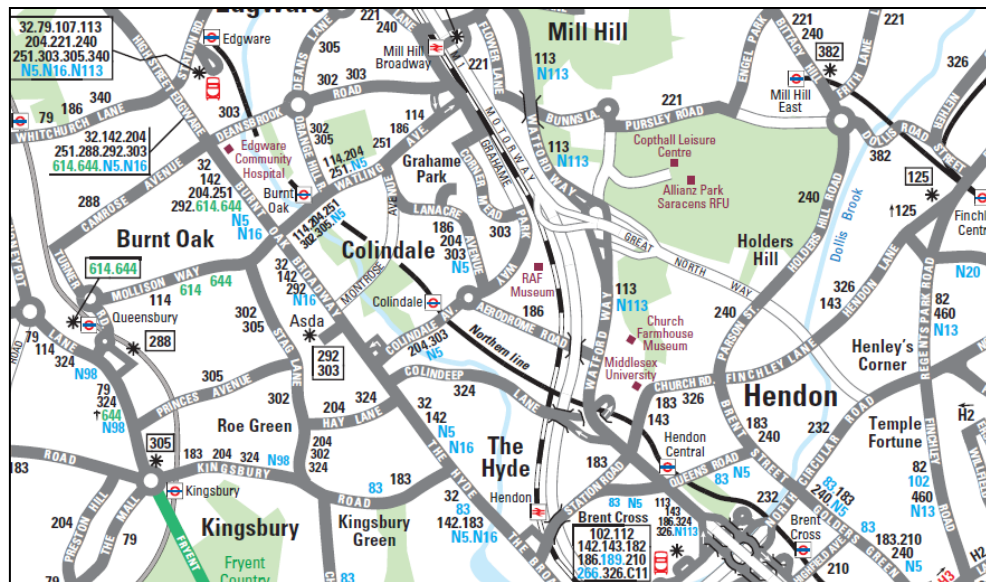
- **Bus stand and turnaround has been built next to Colindale Tube station.**
- **New stops have been installed on Aerodrome Road.**
- **LB Barnet are working with TfL to develop new highway network through redeveloped Grahame Park Estate.**
- **Rebuild of Colindale Avenue junction with Edgware Road is planned.**
- **Greyhound Hill requires some highway works in order for double-deck vehicles to be accommodated.**
- **Section 106 funds are being collected for service enhancements.**



# Focus for Improving Services

Proposed scope for study covering Colindale:

1. Bus network changes that need to occur due to highway changes.
2. Ensuring capacity is aligned with demand.
3. Improving local links within Colindale AAP (both missing and overly duplicated).
4. Improving links to local attractors and other key areas in North London particularly to the east.



# Summary of Options Considered for Further Development

Options agreed for further development:

1. Match capacity to demand as growth on the Edgware Road corridor is realised.
2. Routes 186, 204 and 303 alignments at Quakers Course/Grahame Park due to redevelopment and consequent highway network changes.
3. New service via Greyhound Hill to improve East-West borough links:
  - Extension of route 125 between Finchley Central and Colindale Station
- 4a. Merge routes 303 and 305 as both routes, particularly the latter are relatively lightly used and duplicate high frequency routes 186, 204 and 302.
- 4b. Reroute of 303 via Bunns Lane, Flower Lane and Mill Hill Broadway to reduce journey times to Mill Hill East (only if idea 4a is not progressed).





# Summary of Options Considered for Further Development

## 1. Edgware Road corridor – Potential frequency enhancements

- Due to development at Colindale and Brent Cross Cricklewood, usage and traffic is expected to increase on A5 Edgware Road corridor.
- Reliability could worsen without further intervention. Therefore, this corridor between Edgware and Cricklewood is being reviewed for bus priority improvements.
- Route 32 is expected to require further frequency enhancements. This route will continue to be monitored as development in Colindale occurs. Other routes (e.g. 142) will be monitored through our regular review programme.



# Summary of Options Considered for Further Development

## 2. Quakers Course / Grahame Park redevelopment.

- **Quakers Course – located in the middle of Grahame Park. Highways would change as part of redevelopment. Quakers course bus stop and loop would no longer exist. The following changes are being considered.**
- **Route 204 to follow existing routeing minus Quakers Course loop.**
- **Route 186 to be considered further nearer completion for either:**
  - **Leaving it unchanged.**
  - **Reroute through a new north-south road through the new development. This would make the route more direct but would break links on western half of Lanacre Avenue and Watling Avenue.**
- **Route 303 running via a new north-south road and Lanacre Avenue only. No longer serves Grahame Park Way.**
  - **LB Barnet note the benefits of a concentrated corridor of bus services.**
  - **Majority of sites east of Lanacre Avenue would be within 400 metres of bus stops with no location more than 500 metres away. Grahame Park redevelopment would improve pedestrian permeability to areas to the east.**



# Summary of Options Considered for Further Development

## 3. Extend route 125 between Finchley Ctl and Colindale via Greyhound Hill

### Benefits

- **Worthwhile according to our business case criteria**
- **New direct links between:**
  - **Colindale to Hendon, The Burroughs, Finchley, Whetstone and Southgate.**
  - **Colindale station/town centre and Aerodrome Road.**
  - **Hendon/Finchley Lane to Ballards Lane/North Finchley.**
  - **Middlesex University main campus and student accommodation at Colindale.**
  - **Proposed LB Barnet offices and east of the borough .**
- **No broken links.**
- **Extra capacity:**
  - **On busy sections of route 143 and 326 at Hendon Lane.**
  - **Aerodrome Road where route 186 may struggle on its own in future due to planned additional 5,700 flats, primary school and 1,500 bedroom halls of residence.**

### Drawbacks:

- **Increases peak cycle time: 160 minutes to the station. This could impact reliability on the route unless bus priority is introduced to improve journey times and resilience. Extending to Colindale ASDA and Edgware Road may make the route too long. Therefore, extending to ASDA can only be extended if Colindale Station extension shows no issues.**
- **Expensive.**

### Next Steps:

- **Route test of Greyhound Hill has been undertaken. 3 x new stops required on Greyhound Hill along with removal of some parking and tree pruning.**



# Summary of Options Considered for Further Development

## 4a. Merge routes 303 and 305.

### Benefits:

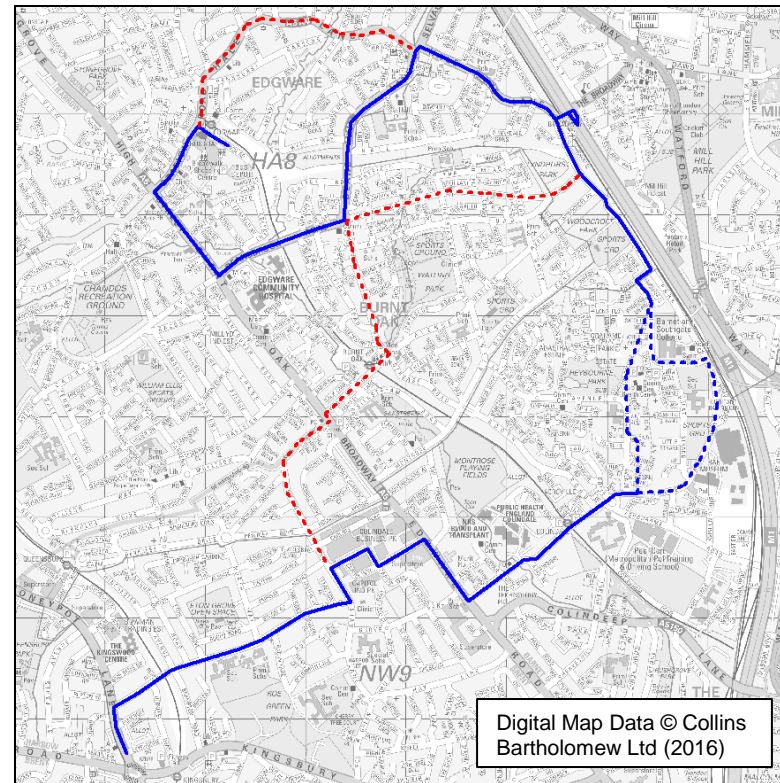
- New links from Kingsbury/Princes Ave to Capitol Way/ASDA, Colindale, Mill Hill Bdy.
- Saves 2 PVR that can be used to contribute towards route 125.
- Reduces duplication with high frequency routes 302, 221, 240 and 292.
- Removes double-run between Lyndhurst Ave and Mill Hill Broadway.
- Retains all links to stations on Northern Line and adds new link to Mill Hill Bdy.
- Reduces standing requirement at Capitol Way and Edgware Bus Station.

### Infrastructure requirements in LB Brent:

- Bus gate through Capitol Way width restriction.
- New pair of stops for interchange between routes 302 and 303 at Stag Lane.

### Drawbacks:

280 trips per weekday would have a 100-400 metres additional walk to complete their journey. 320 would have over 400 metres. Increased journey time for 130 trips per weekday and reduced frequency for 480 trips per weekday.

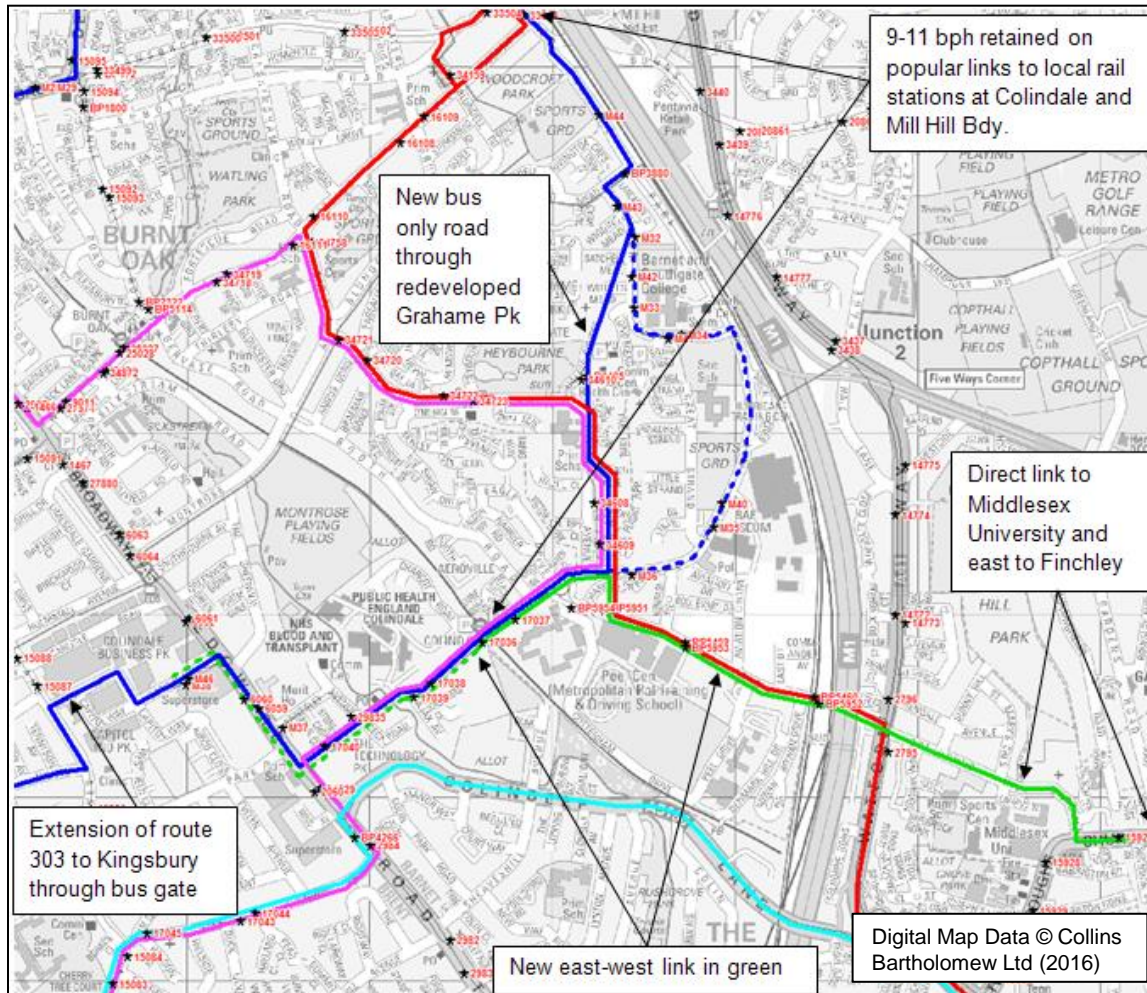


# Next Steps

- Appraisals show that ideas 2 (route 125 extension) and 3 (merge routes 303 and 305) meet our current criteria.
- Idea 1 requires final confirmation of internal road network. Current thinking is merged route 303/305 would run through the new north-south road. Routes 186 and 204 would continue via existing routeing minus Quakers Course loop.
- Idea 2 requires some minor infrastructure changes to be made on Greyhound Hill that the borough need to agree to. LB Barnet move to council offices on Lanacre Avenue in mid-2017 would form the target date.
- Idea 3 requires a bus gate on Capitol Way that LB Brent support in principle. Implementing route change before Quakers Course double run is removed (circa 2019) is less worthwhile.
- A5 Edgware Road bus services will continue to be monitored and frequencies adjusted where required.



# Indicative Future Network for Colindale



- **Reliability:** TfL to undertake a study to look at improving bus priority in the area.
- **Frequency:** Higher frequency corridors and stronger routes that are more likely to justify higher frequency in future.
- **Connectivity:** Improve direct passenger links to and from Colindale



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