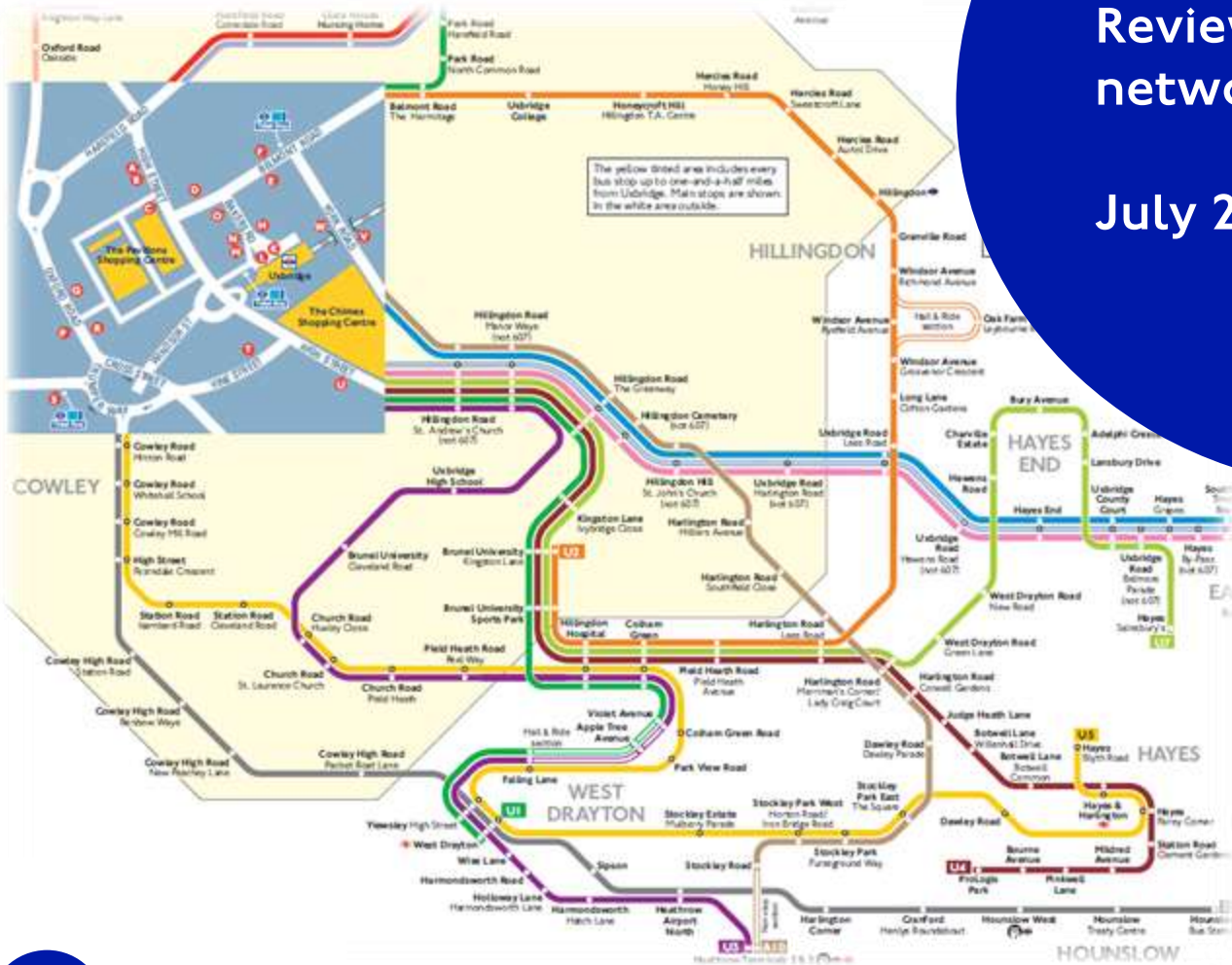


# Uxbridge Bus Study

## Review of Uxbridge bus network

July 2019



# Disclaimer

This review examines the bus network in and around Uxbridge 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

- Bus Strategy in Outer London
- Reason for Uxbridge Bus Study – Why now?
- Scope of Uxbridge Review
- Summary of Existing Bus Network
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# Bus Strategy in Outer London

The principles of the bus strategy in Outer London that deliver the Mayor's Transport Strategy (MTS) priorities are:

- Grow coverage, providing new links where people want to travel
- Maintain & enhance existing network coverage so that more households are within 5 minutes walk of a bus stop
- Provide faster connections by delivering more direct routes and bus priority measures to make bus usage more attractive
- Undertake periodic reviews of the network to identify opportunities to balance capacity with demand and work with boroughs to provide for future growth
- Deliver a good customer experience by improving interchange facilities and reviewing bus stop locations

The Uxbridge Bus Study presented here follows these principles where possible.



# Reason for Uxbridge Study – Why Now?

## 1. Contract renewal dates.

Many of the routes serving Uxbridge are due for a renewal of their operator contract in the early 2020's (see table on page 8). This allows time to explore possible changes to the network now, then conduct consultations and re-tender the contracts based on any agreed changes. This makes it easier to secure the best price for running the bus services.

## 2. Improvements to 'Orbital' bus links

The wider area around Uxbridge may provide opportunities for new/improved orbital bus links – one of the aims of the Mayor's Transport Strategy (MTS).

## 3. Limitations and challenges of the existing bus terminus in Uxbridge

Insufficient space within the bus terminus for same-stop interchange and insufficient on-highway bus stand allocation.

### Other considerations:

- Heathrow Expansion – highway changes from 2026 onwards & increasing passenger numbers.



# Scope of the Uxbridge bus review

## Aims

- Improve the efficiency of the bus network
- Increase passenger numbers through:
  - Reduced bus journey times to/from Uxbridge
  - Improvements in bus journey time reliability
  - Improved bus links to surrounding areas

## Actions

- Service change ideas
- Ideas for Express routes/sections of routes
- Review bus stands in Uxbridge
- Review bus route alignments through Uxbridge town centre

## Long Term Aspirations

- Overcome the longstanding challenges to the bus network in Uxbridge



# Existing Bus Network



## Summary of bus routes serving Uxbridge

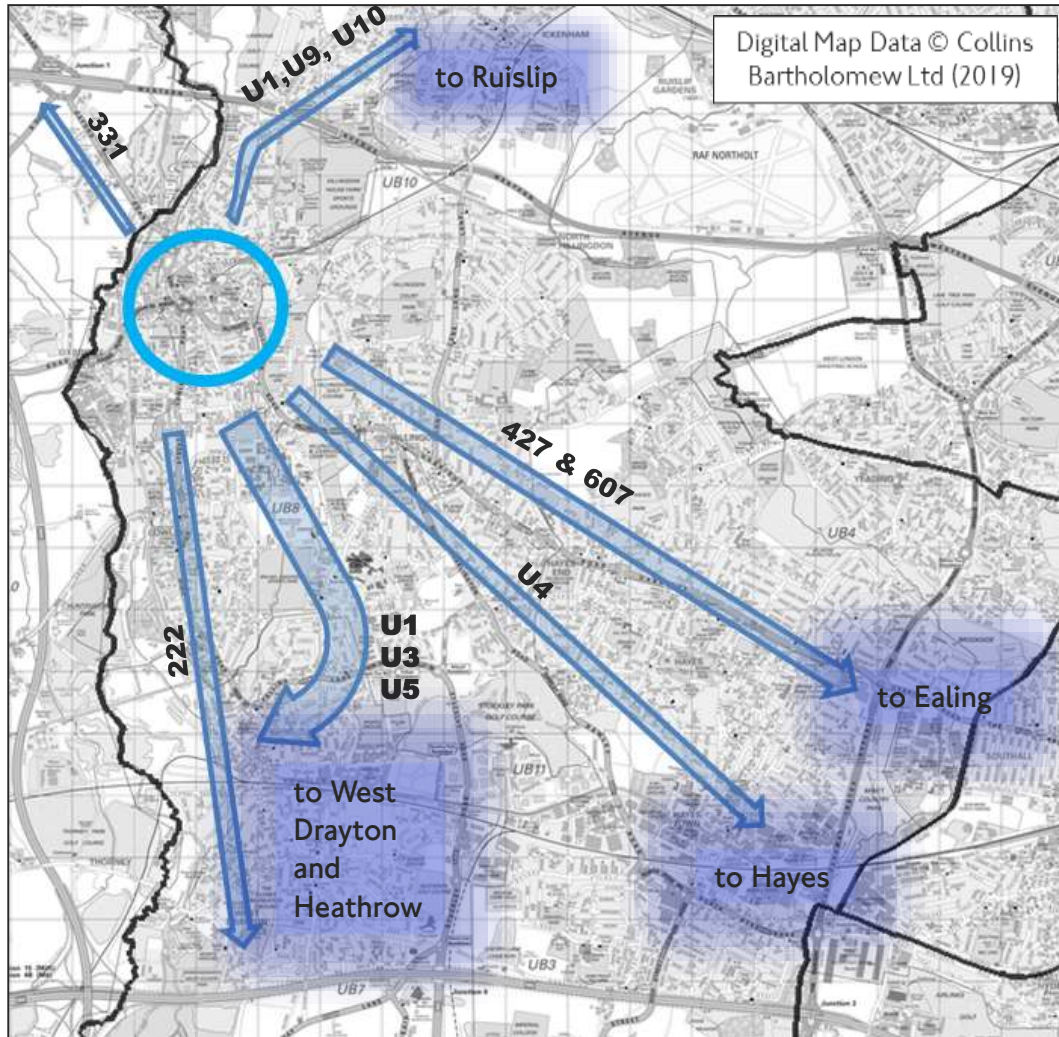
Route	From	To	Peak Service Level	PVR	Type	New Contract (if no extension*)	Operator	Stand Location
222 / N222	Uxbridge Bus Station	Hounslow Bus Station	6 bph	17	DD	17-Sep-22	Metroline	Uxbridge Stn (Bakers Rd)
331	Uxbridge Bus Station	Ruislip Station	3 bph	8	SD	04-Jul-20	Metroline	Metroline's Garage
427	Uxbridge, York Road	Acton, Town Hall	7.5 bph	24	DD	11-Apr-20	Abellio West	Chippendale Way
607	Uxbridge Bus Station	White City Bus Station	6 bph	19	DD	06-Apr-24	Metroline	Metroline's Garage
A10	Uxbridge Bus Station	Heathrow Airport, Central Bus Station	4 bph	5	SD	29-Aug-22	Metroline	Metroline's Garage
U1	Ruislip Station	West Drayton Station	4 bph	8	SD	30-Apr-22	Metroline	N/A
U2	Uxbridge Bus Station	Brunel University, Kingston Lane	6 bph	9	SD	30-Apr-22	Metroline	Metroline's Garage
U3	Uxbridge Bus Station	Heathrow Airport, Central Bus Station	5 bph	11	SD (1xDD)	30-Apr-22	Metroline	Metroline's Garage
U4	Uxbridge Bus Station	Hayes, Prologis Park	6 bph	12	DD	30-Apr-22	Metroline	Metroline's Garage
U5	Uxbridge, York Road	Hayes, Clarendon Road	5 bph	12	DD	21-Mar-22	Abellio West	York Road
U7	Uxbridge Bus Station	Hayes, Sainsbury's	2 bph	5	SD	20-Nov-21	Abellio West	York Road
U9	Uxbridge Bus Station	Harefield Hospital	3 bph	3	SD	01-Jan-22	Abellio West	Uxbridge Stn (Bakers Rd)
U10	Uxbridge Bus Station	Ruislip, Heathfield Rise	1 bph	2	SD	30-Apr-22	Metroline	Metroline's Garage

\* Operators run bus routes for TfL for 5 years, which can be extended to 7 years if certain quality criteria are met

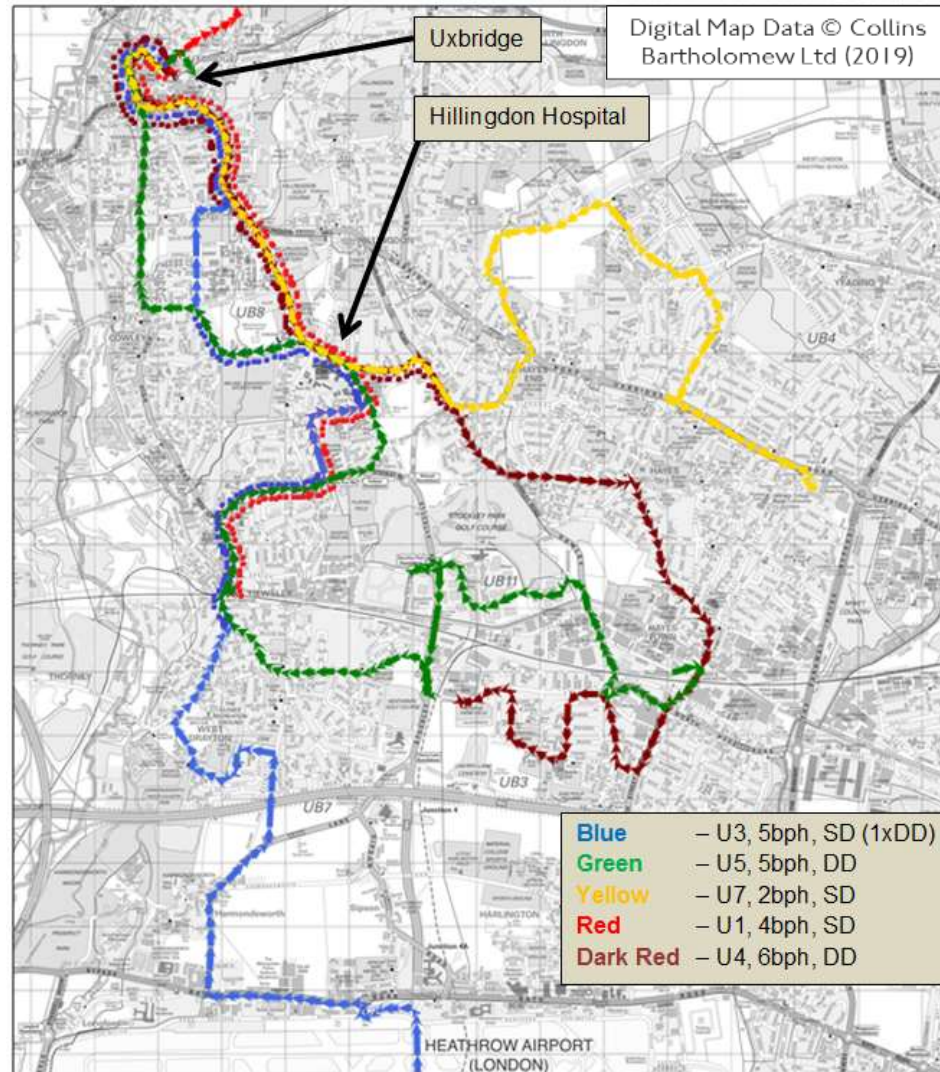




# Summary of main links to/from Uxbridge

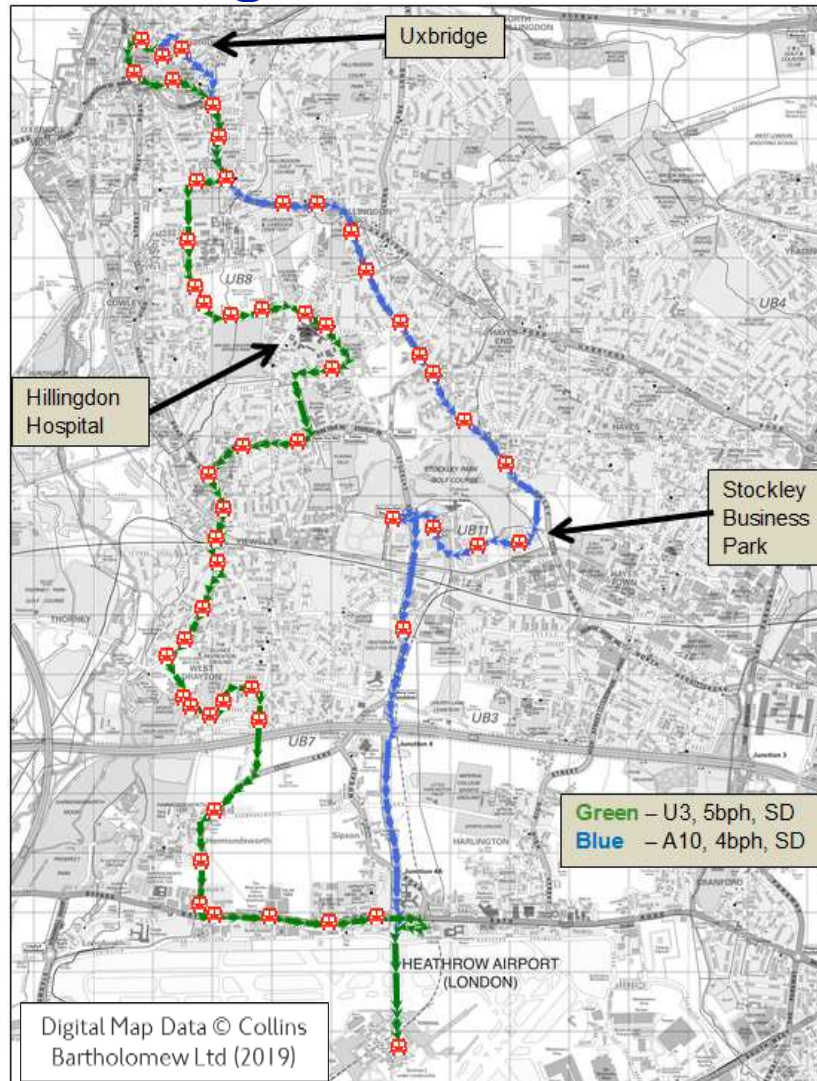


# Uxbridge to Hillingdon Hospital - existing links





# Uxbridge to Heathrow – existing links



## Journey Time Comparison

Uxbridge → Heathrow Central

U3: 55 mins (AM); 58 mins (PM)

A10: 30 mins (AM); 32 mins (PM)

## Passenger Numbers Comparison

Uxbridge ↔ Heathrow Central

U3: 32 passenger trips per day

A10: 329 passenger trips per day

## Summary

The A10 is less frequent than U3, but journey time between Uxbridge – Heathrow is considerably less.

Consequently 10x more passengers use the A10 than the U3, to travel between Uxbridge and Heathrow.



## Ideas for Network Improvements – Short/Mid Term



# Idea 1: Express Route: Uxbridge – Heathrow

## Option 1: Restructure A10

Link Uxbridge – Brunel Uni – Hillingdon Hospital – Stockley Park – Heathrow.

(A10 does not currently serve Brunel or the hospital).

## Option 2: Create an 'X222' route

- Op 2a: Swap alignment of routes 222 & U3, either south of West Drayton, or south/east of Bath Road.
- Op 2b: Terminate route 222 at Heathrow Central and increase frequency on route 81.  
(See map on later page)

## But....

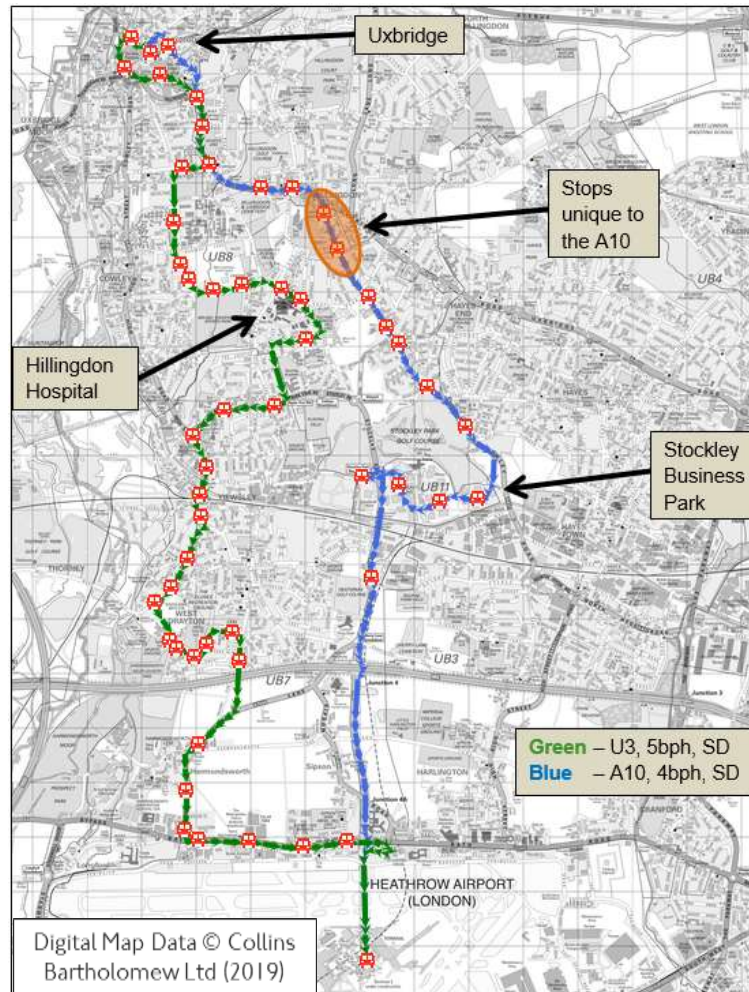
Carousel Coaches withdrew their High Wycombe – Uxbridge – Heathrow service in July 2018 due to **falling passenger numbers**, so it may be difficult to justify a new express bus service between Uxbridge and Heathrow if demand is low

The A10 already provides a relatively fast service – only around 8 mins slower than Arriva's express coach 724.



# Idea 1: Express Route: Uxbridge – Heathrow

## Option 1: Route A10 – Potential to be a wholly Express service



Route A10 is a partial Express service, running non-stop between Stockley Park and Heathrow. Only two pairs of stops are unique to the route. All other stops along the A10 are served by other routes. Therefore there may be potential to make the A10 a full 'Express Route' without breaking too many direct links, and provide an express link between the main attractors in Hillingdon – Uxbridge / Brunel Uni / Hillingdon Hospital / Stockley Park / Heathrow.

### Risk:

Lose passengers through serving fewer stops.

### Potential:

Gain passengers through providing faster journeys to key locations.

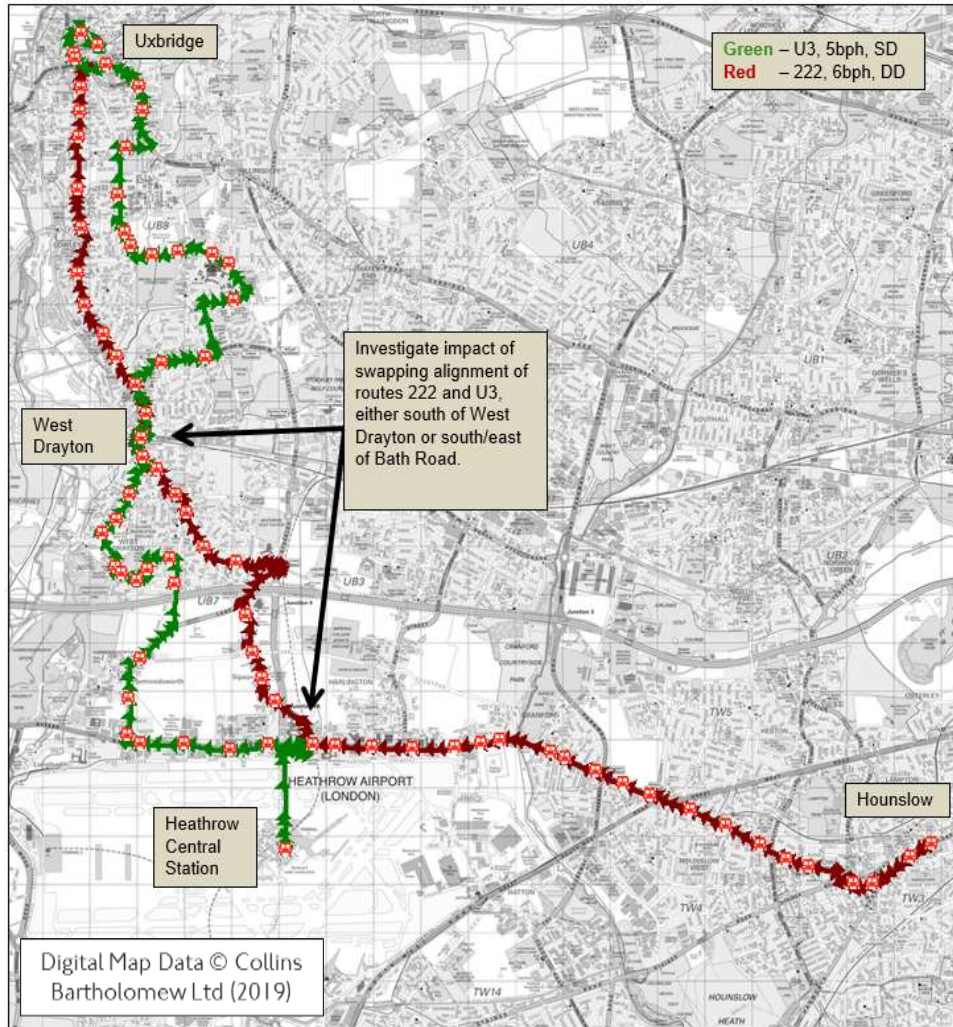
Further analysis needed to establish if an express A10 could be provided as well as the all stops service, not instead of.





# Idea 1: Express Route: Uxbridge – Heathrow

## Option 2: Route 222 – Potential to be an Express service to Heathrow



Route 222 currently links Uxbridge with Hounslow, via West Drayton Station (future Crossrail station) and Bath Road (the northern perimeter of Heathrow Airport).

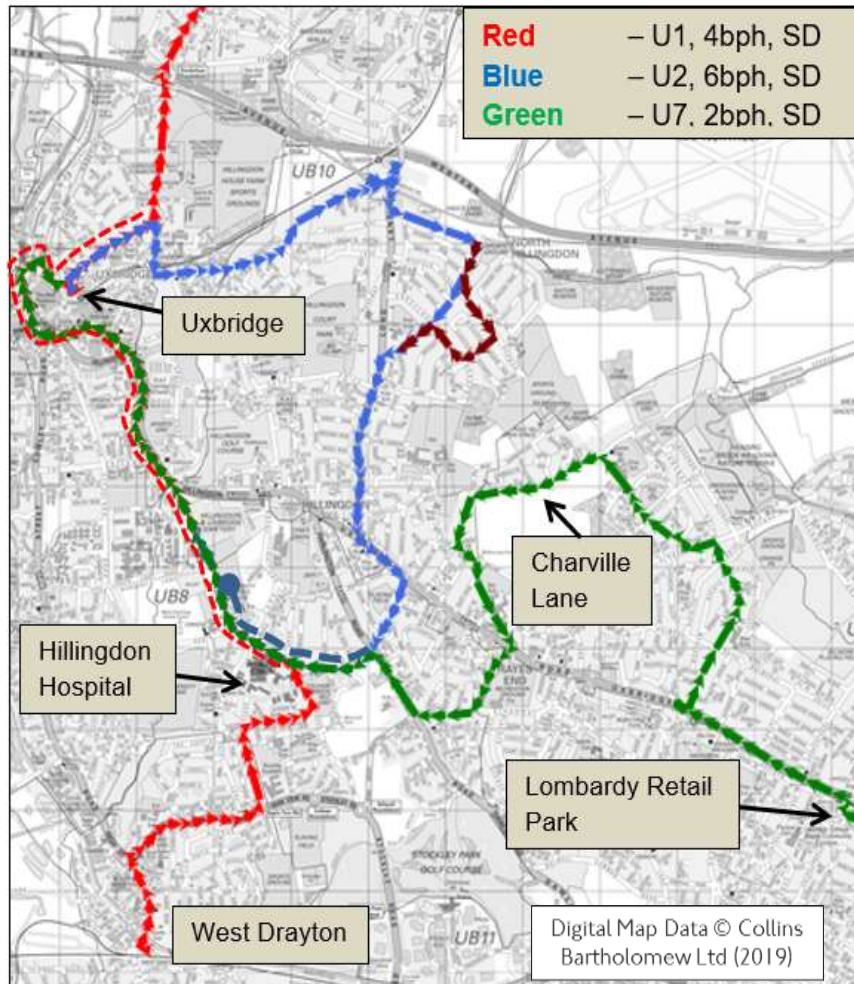
There may be potential to curtail route 222 at Heathrow Central Station, and convert the route to an Express service, providing a fast link between Uxbridge – West Drayton – Heathrow.

**Risk:** Lose passengers through serving fewer stops, and providing insufficient capacity along Bath Road to/from Hounslow.

**Potential:** Gain passengers through providing faster journeys to key locations.



## Idea 2: Extend U2, Re-route U1, Re-route U7



Current Route Structures

One of the busiest sections on routes U1, U3 and U5 is between Hillingdon Hospital and West Drayton Station, via Stockley Academy and two primary schools.

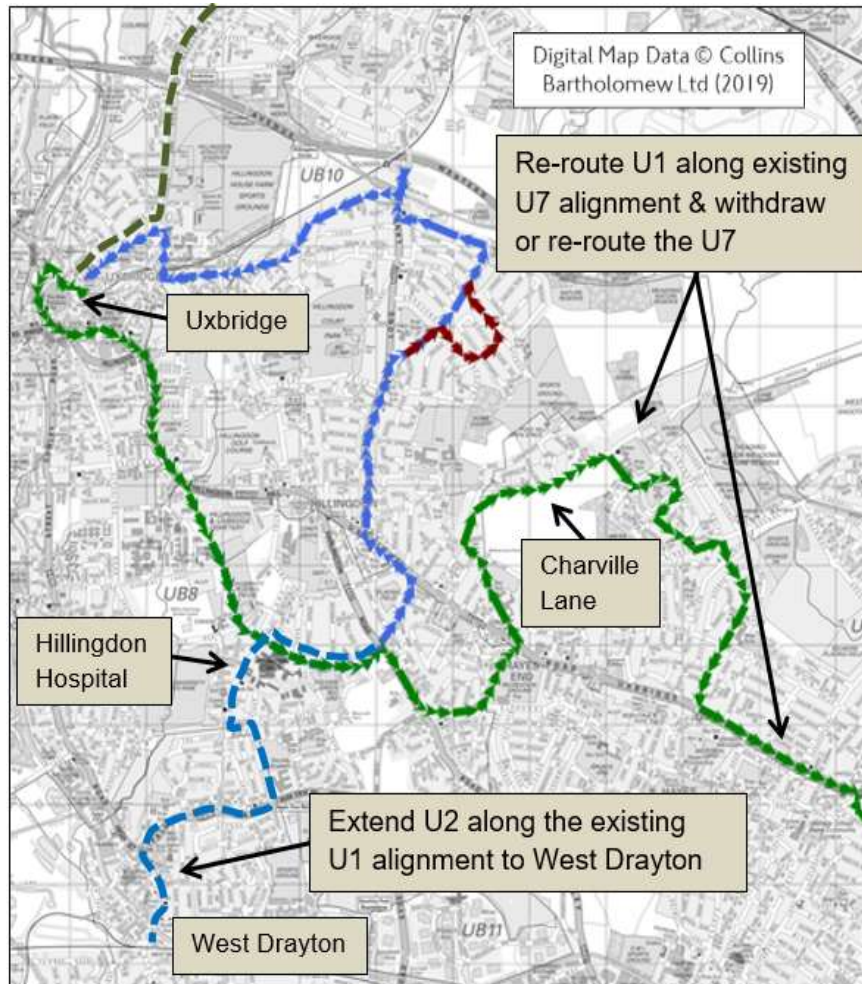
All three of these routes can become crowded during peak times and especially during school opening and closing times.

Route U7 only operates at 2 buses per hour and can become crowded between Hillingdon Hospital and Charville Lane, particularly at school opening and closing times.





## Idea 2: Extend U2, Re-route U1, Withdraw U7



Extending route U2 (6 bph) to West Drayton would increase capacity between Hillingdon Hospital and West Drayton.

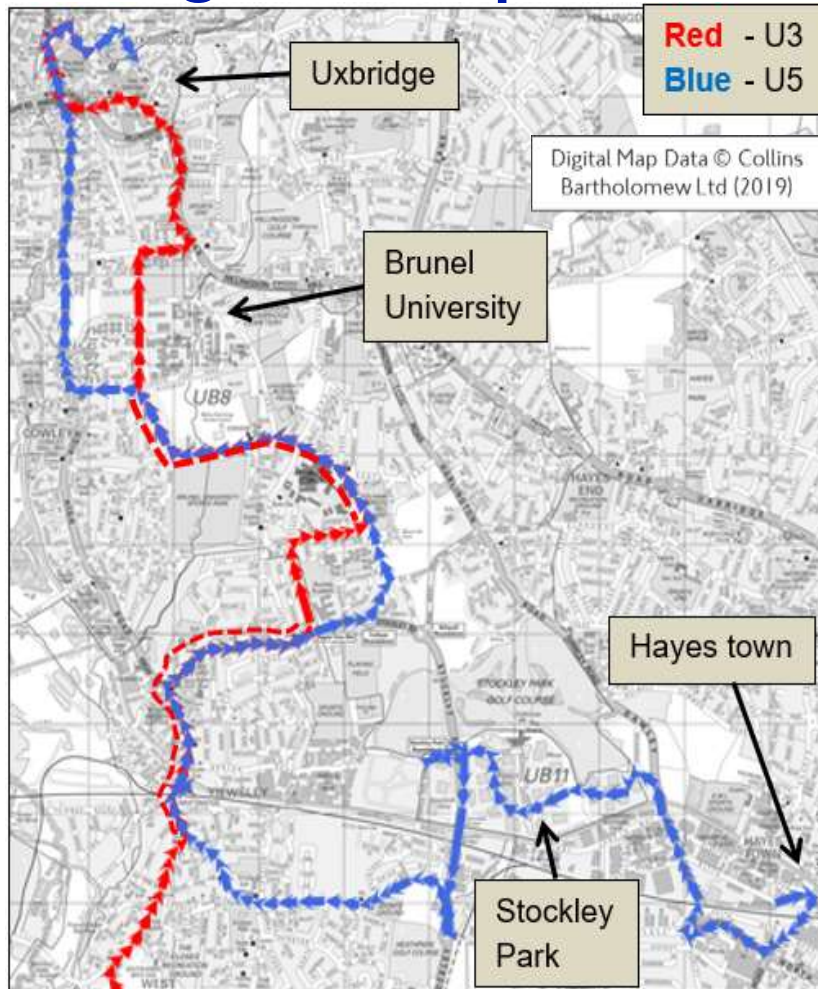
This in turn creates an opportunity to re-route the U1 (4bph) to serve Charville Lane, increasing capacity between Hillingdon Hospital and Charville Lane.

The U7 (2 bph) could then either be withdrawn or re-routed to provide new links to areas not currently served by the bus network.

Potential Route Restructures



## Idea 3: Swap U5 with U3 between Uxbridge and Hillingdon Hospital



Both routes operate at 5bph.

The U3 is single-deck, with one double-deck in the schedule to meet demand to/from Brunel University at the busiest times. The U3 is the only route serving the centre of the university campus.

The U5 is double-deck. The busiest point is between Hayes and Stockley Park.

Swapping the routes north of Hillingdon Hospital would provide greater capacity along this busy corridor and allow route U3 to be single-deck only.

**Risk:** The negative impact of broken links may outweigh the positive impact of greater capacity on the busy corridor.



# Idea 4: New Night Bus Service

## Linking stations between Uxbridge and Harrow



© Mike Harris busmap.co.uk

Further analysis will be done to estimate the likely demand for a night bus service that replicates the daytime tube services between Uxbridge and Harrow.



## Identification of Longstanding Challenges

### 1: Uxbridge High Street





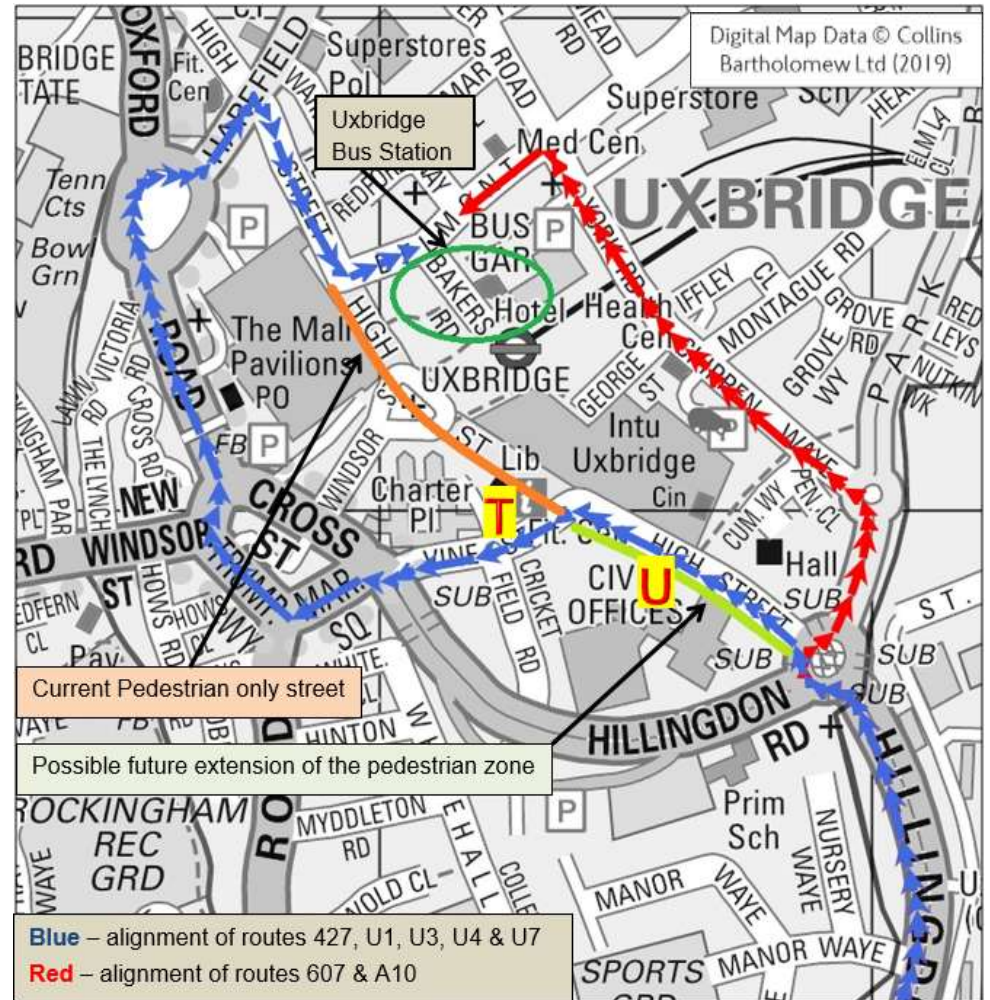
# Uxbridge town centre – existing bus network

The majority of bus routes from the south take a circuitous route around the town centre to reach the bus terminus located to the north.

This is because the northern half of the High Street is pedestrianised, preventing buses taking the most direct route to/from the bus terminus.

London Borough (LB) of Hillingdon are considering an extension of the pedestrian only zone to include the southern half of the High Street. This would further limit bus access to Uxbridge High Street.

Buses would be unable to serve the existing northbound stop U at Civic Centre and the southbound stop T on Vine Street.









# Uxbridge town centre – with potential highway changes

## Summary

Withdrawing bus services from the existing stops at Civic Centre and Vine Street would leave some bus passengers with a longer walk between the High Street and the remaining bus stops in Uxbridge.

Analysis by TfL has shown that changes to the bus network in response to an extended pedestrian High Street would lead to a net reduction in people choosing to travel by bus.

The Mayors Transport Strategy (MTS) set a target for 80% of all trips in London to be made by active or sustainable modes of transport by 2041.

TfL believes that the best way to increase the number of people in Uxbridge choosing to travel by sustainable modes would be to re-introduce bus services along the full length of Uxbridge High Street. This would:

- Improve access to the town centre by bus.
- Reduce bus journey times to/from Uxbridge Station.
- Increase the number of people choosing to travel by bus.
- Decrease the number of people choosing to travel by private car.

**TfL will continue discussions with LB Hillingdon over how best to improve access to the town centre for bus passengers.**





# Identification of Longstanding Challenges

## 2: Insufficient On-Highway Bus Standing



# Uxbridge Bus Stands



There are not enough on-highway bus stands in Uxbridge. The operation of the local bus network is reliant on standing buses within Metroline's Garage, adjacent to Uxbridge Station.

- 12 bus routes terminate in Uxbridge
- 7 routes use Metroline's bus garage to stand
- 2 routes use stands on Bakers Road, within the bus terminus area
- 2 routes stand on York Road
- 1 route stands on Chippendale Way

There are currently two unused stands, on Park Road and Hillingdon Road. However these stands are located in places that make them difficult to use effectively. A bus service would either need to stop short of the town centre and underground station or be extended to run additional mileage, incurring additional cost with minimal passenger benefit.

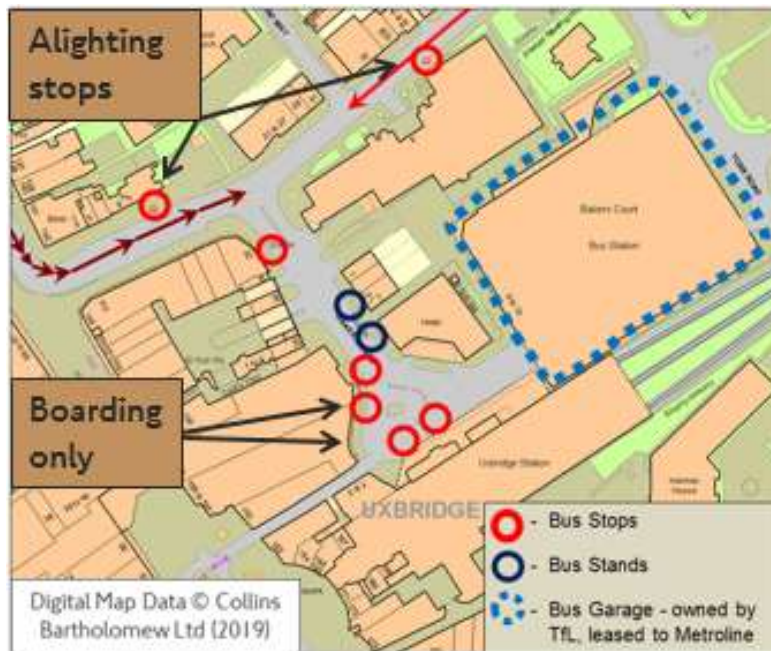


## Identification of Longstanding Challenges

### 3: Uxbridge Bus Terminus



## Uxbridge Bus Terminus – limited space



The bus terminus in Uxbridge has limited space. It consists of a turning circle with 5 bus stops around the perimeter.

All terminating services drop passengers on Belmont Road, 150 metres from the tube station entrance. This is due to limited space within the bus station area on Bakers Road.

All bus stops within the station area are for pick-up only and therefore do not allow for same-stop interchange between bus routes.



# Summary of Longstanding Challenges

- Buses from the south take a circuitous route to/from the Bus & Tube station
- Insufficient 'on-highway' stand space to accommodate all bus routes terminating at Uxbridge – the existing bus network is reliant on stand space within Metroline Garage
- Some on-highway bus stands are located some distance from the bus terminus
- Bus Terminus has limited space, meaning no same-stop interchange between routes



## Next Steps

- The 'Ideas' for bus network improvements will be investigated further and those with a strong business case may be proposed for consideration by the public and key stakeholders
- TfL will continue discussions with LB Hillingdon over how best to improve access to Uxbridge town centre for bus passengers and how best to move towards the MTS target of 80% of all trips to be made on foot, by cycle or on public transport by 2041
- TfL will continue discussions with LB Hillingdon over how best to provide a sufficient number of on-highway bus stands, and in locations that enable the most efficient operation of the local bus network
- TfL will explore options to improve the passenger experience at Uxbridge Station

