

Southall Development Sites Bus Study

May 2021



Disclaimer

This review examines the bus network in and around Southall and how it may change in the future both in response to changing travel patterns and the large scale development being built in the area

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 funding

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

All usage and reliability data quoted is pre-2020 and therefore eliminates the effects of COVID

Any figures for future demand are based on TfL's latest forecast of public transport usage post COVID



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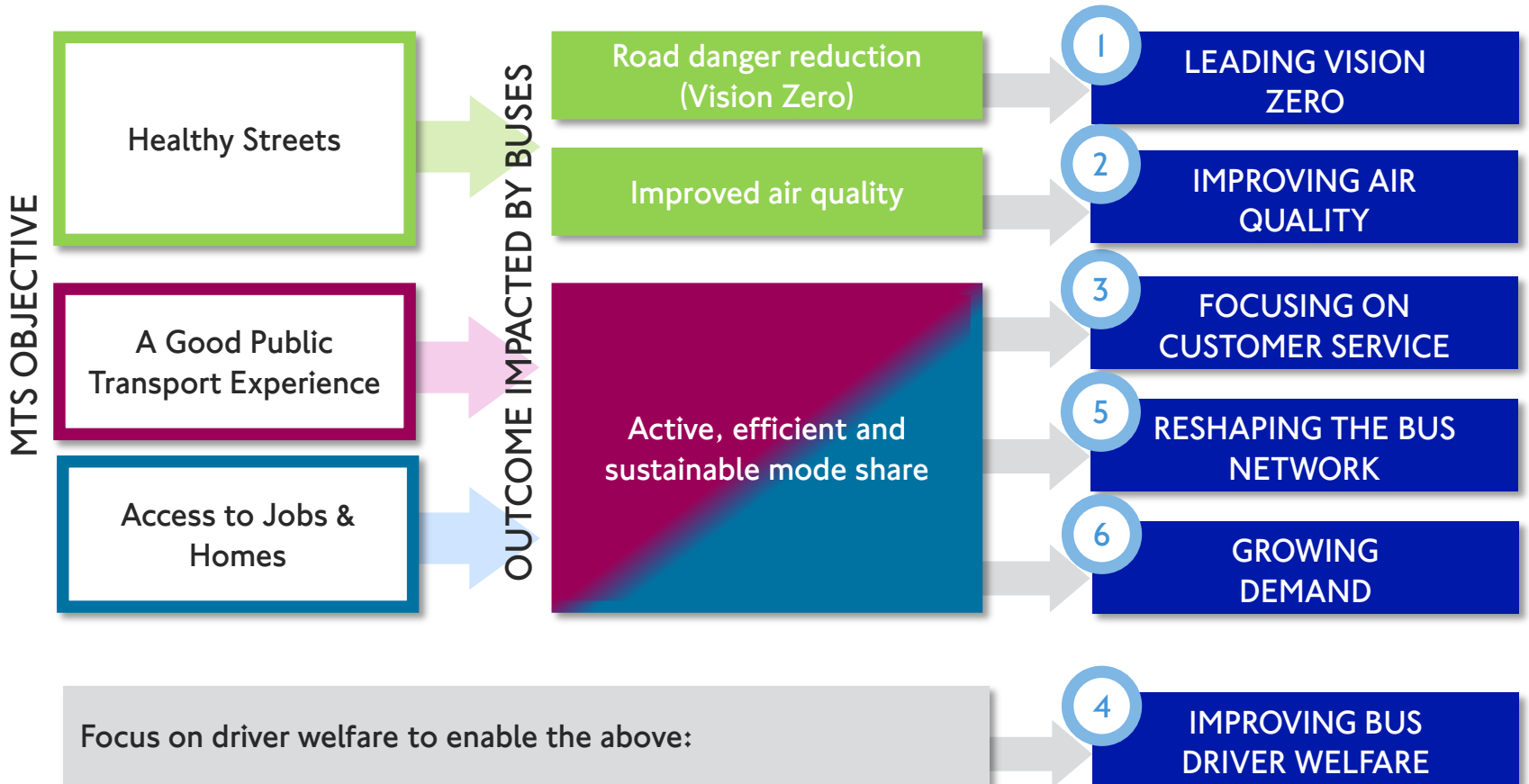
1. Bus strategy in outer London

- This presentation sets out TfL's review of the Southall bus network, the resulting service change ideas and how they contribute to the Mayor's Transport Strategy (MTS), noting:
 - The **importance of the bus network** in meeting a range of the Mayors' transport objectives, including mode shift, air quality, safety and supporting housing and growth
 - The **financial constraints** under which we operate
- A clear link exists between Objectives in the MTS and outcomes impacted by the bus network
- The MTS has set a target of 80% of all journeys by sustainable modes by 2041



1. Bus strategy in outer London

Links to MTS objectives



1. 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



2. Scope of Southall development sites study

1. Current network

Routes that serve Southall with a review of recent demand trends and reliability

2. Future developments

Developments planned and in progress in Southall and their impacts on future demand

3. Potential future bus network

Suggested schemes to serve the development sites

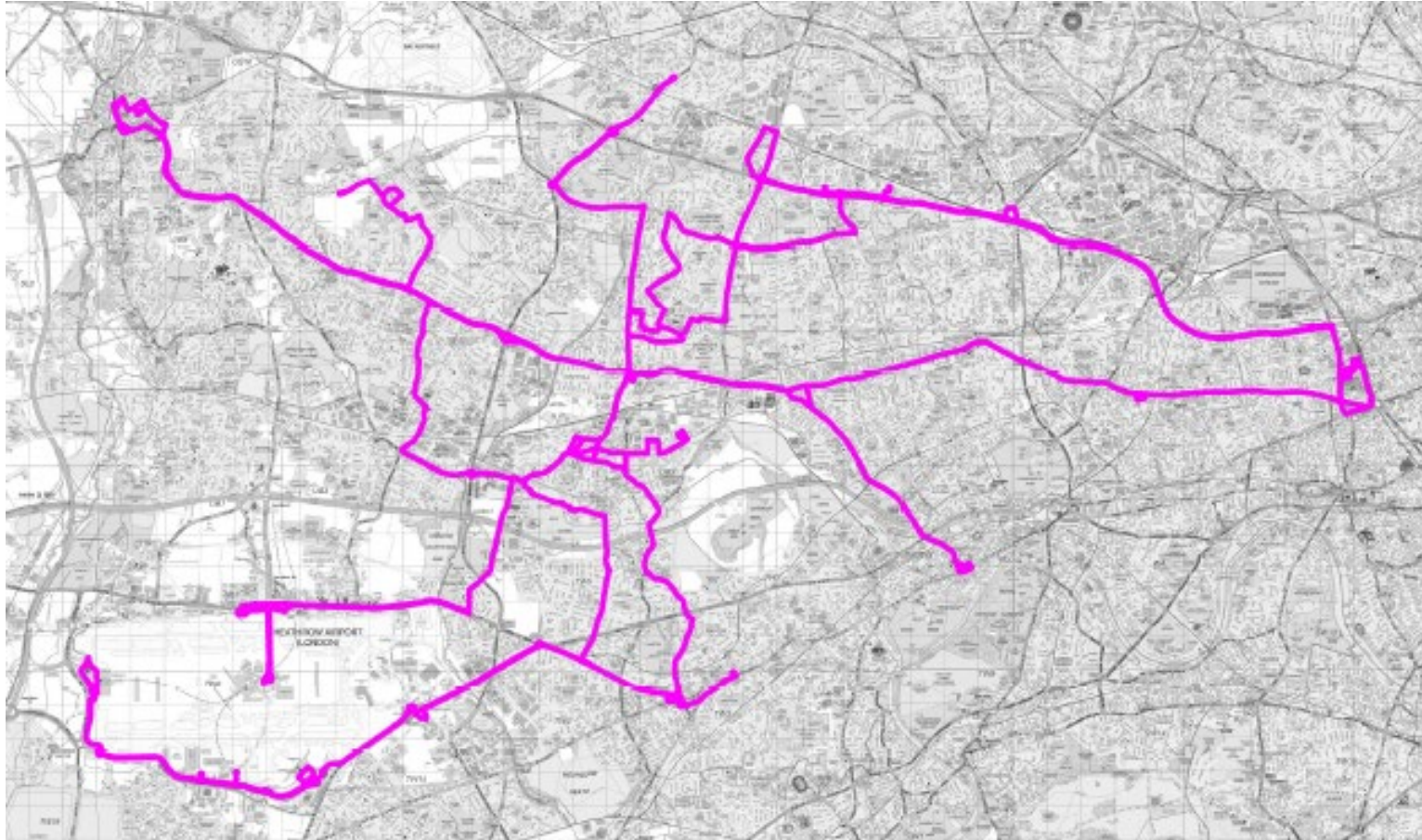


3. Summary of routes in the study area

Route	Termini		Peak Service Level	PVR	Type	Operator
95	Southall Town Hall	Shepherds Bush Green	5	14	SD	Metroline West
105	Greenford Station	Heathrow Central	5	14	DD	London United
120	Northolt Station	Hounslow	7	17	DD	Metroline
195	Charville Lane Estate	Brentford, County Court	5	15	SD	Abellio
207	Hayes By-Pass	White City	10	28	DD	Abellio
427	Uxbridge	Acton	7.5	24	DD	Abellio
482	Southall Town Hall	Heathrow Terminal 5	3	8	DD	Abellio
607	Uxbridge	White City	6	20	DD	Metroline West
E5	Perivale, Tesco	Toplocks Estate	5	12	SD	Abellio
H32	Southall Town Hall	Hounslow	6	13	DD	London United



3. Map of routes in the study area



3. Demand over the last 4 years

Route	Weekdays	Saturday	Sunday
95	4.3%	1.6%	-3.8%
105	-11.3%	-10.7%	-1.5%
120	-1.2%	-1.4%	-2.1%
195	3.5%	4.0%	6.8%
207	-11.6%	-8.3%	-4.2%
427	1.9%	-1.7%	1.9%
482	9.6%	7.2%	7.5%
607	-5.8%	-6.1%	-4.2%
E5	-1.5%	-1.4%	1.6%
H32	3.2%	2.6%	1.2%

(Data to end of 2019)

Summary

- Overall a loss of around 3% of passengers on these routes
- Significant growth on route 482
- Sundays generally seeing growth or smaller reduction than weekdays



3. Service reliability

Route	Q4 2018/19	Q1 2019/20	Q2 2019/20	Q3 2019/20	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard
	High Frequency Routes: Excess wait time (minutes)						
95	0.84	1.07	1.01	1.44	1.09	1.30	1.30
105	1.03	1.16	1.18	1.60	1.24	1.30	1.30
120	0.87	0.88	0.79	0.95	0.87	1.20	1.20
195	0.87	1.06	1.05	1.44	1.11	1.20	1.20
207	0.74	0.91	0.80	0.96	0.85	1.20	1.20
427	0.61	0.87	0.74	0.95	0.79	1.30	1.30
607	0.82	1.15	0.88	1.37	1.06	1.10	1.10
E5	0.71	0.70	0.98	0.91	0.83	1.10	1.10
H32	0.69	0.68	0.67	0.89	0.73	0.90	0.10

Route	Q4 2018/19	Q1 2019/20	Q2 2019/20	Q3 2019/20	Current Annual Average	Current QIC Minimum Standard	Proposed QIC Minimum Standard							
	Low Frequency Routes: Buses on Time/Buses Departing Early (percent)													
482	84.0	1.3	84.4	1.7	84.8	1.6	77.9	2.3	82.8	1.7	82.0	1.0	82.0	1.0

- All high frequency routes are meeting their minimum performance standards
- Route 482 is meeting its on time standard but is prone to early running



4. Agreed service improvement proposals

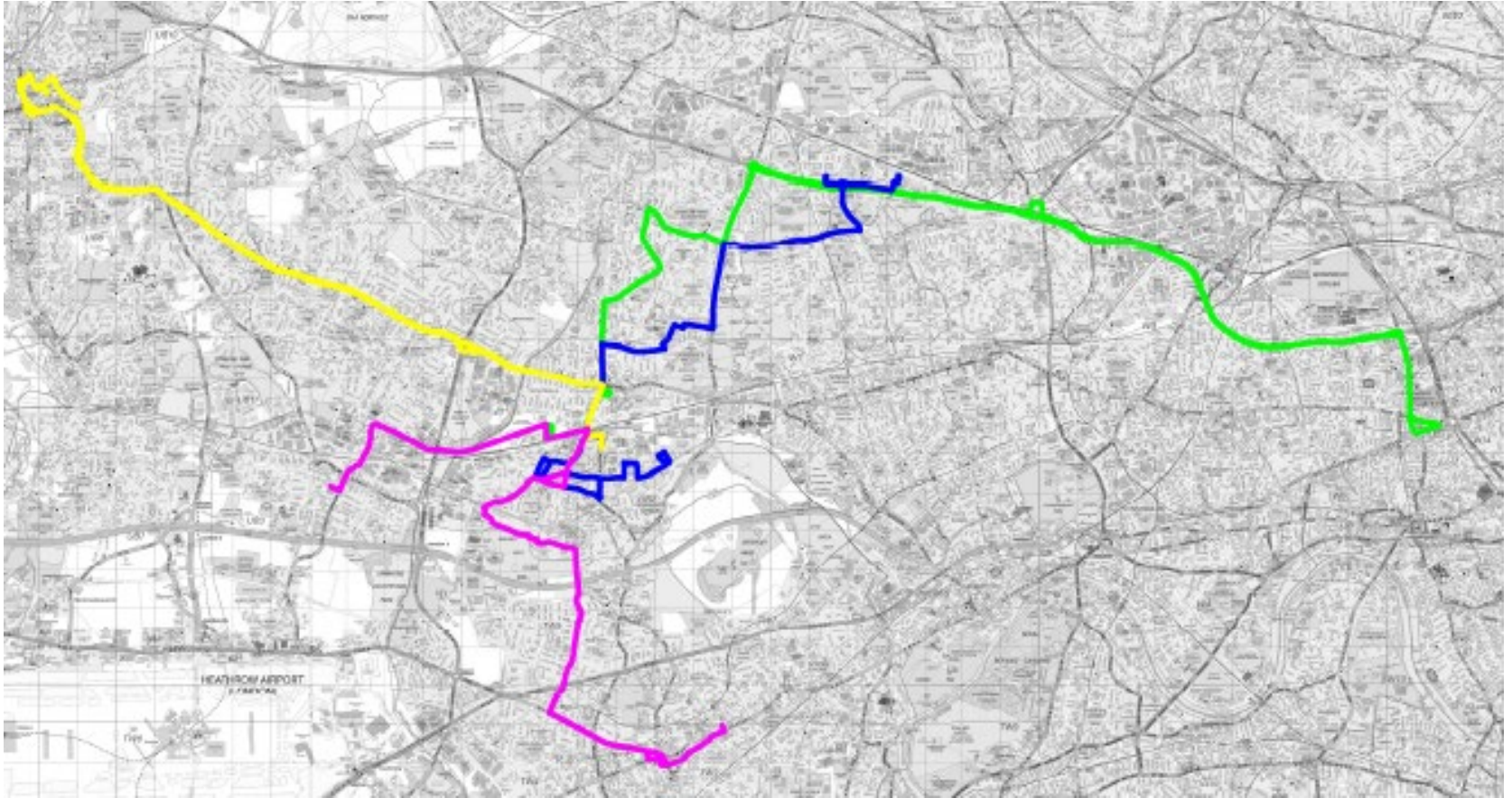
Consultation has already been undertaken on changes to 4 routes in the area:

- 95 – reroute in Dormers Wells and extend from Southall Town Hall to new terminus in Southall Green Quarter. To provide faster journey times and serve Southall Green Quarter (SGQ)
- 427 – reroute at Southall Town Hall to run to Southall Station. To reduce capacity east of Southall where demand is forecast to fall and create new links to Southall Station
- E5 – reroute in Dormers Wells. To provide faster journey times
- H32 – reroute at Southall Station to run through SGQ and Pump Lane to terminate at Hayes and Harlington Station. To serve SGQ and the Pump Lane area of Hayes and create new links to / from Hayes

It is intended that these changes will be introduced when Crossrail opens and / or new road infrastructure is available in SGQ



4. Map of agreed service changes



95
E5

427
H32



5. Future developments

- **Havelock Estate** – re-provision of 845 units and an additional 230 new homes. Also new road network linking Havelock Road with Bridge Road. £450,000 s106 available for bus services
- **Quayside Quarter (Honey Monster site)** – 1,997 new homes and 31,628m² of commercial space. Also new road network linking Bridge Road with Glade Lane and an upgrade of Glade Lane to be suitable for bus operations. £1,500,000 s106 available for bus services
- **Middlesex Business Centre** – 2,083 new homes and 20,000m² of other development, including a hotel, office and retail space. New road linking Merrick Road to Bridge Road called Healum Avenue. £1,390,000 s106 available for bus services
- **The Arches** – 575 Dwellings and 2,524m² of office and commercial space. £500,000 S106 available for bus services (awaiting signing S.106)

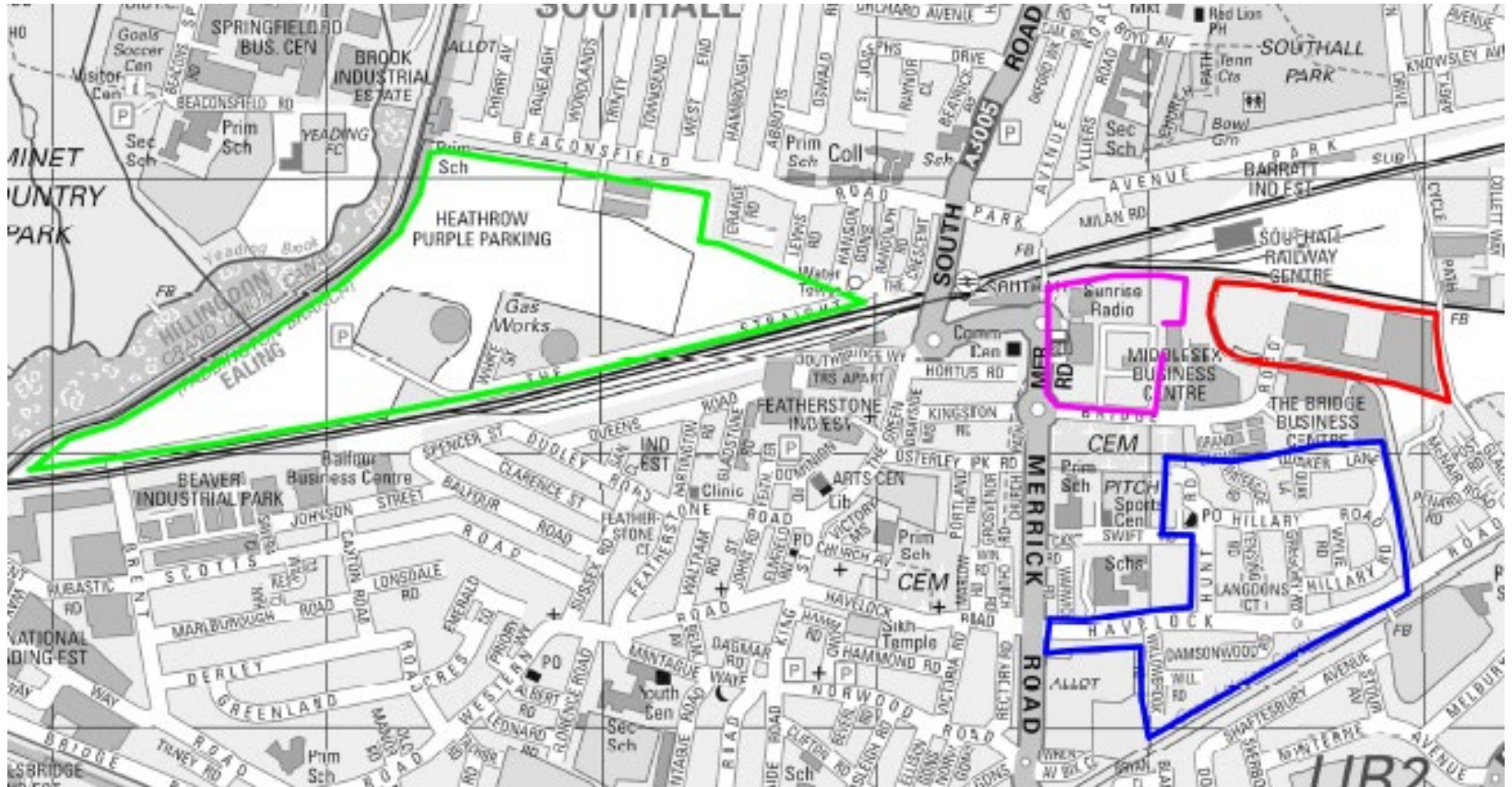


5. Future developments

- **Former ESSO garage** – 166 dwellings and 117m² of commercial space. £200,000 s106 available for bus services
- **Malgavita** – 308 dwellings, 1,998m² of commercial space. £466,391 s106 available for bus services
- **Former Honda Garage site** (junction Merrick and Bridge Roads) – 191 new homes
- **Southall Green Quarter (Gasworks)** – 3,750 new homes and 56,490m² of other development, including a hotel, cinema, offices and retail space. Also a new road network linking South Road in Southall to Pump Lane in Hayes, including a bus terminus at the western end of the site. £6.6m s106 available for bus services
- Overall this adds up to 9,300 new housing units and £11m of s106 money



5. Future developments – map of major sites



Southall Green Quarter

Quayside Quarter

North Middlesex Business Park / Merrick Road

Havelock Estate



5. Future developments – map of new road infrastructure



Healum Avenue



5. Future developments – map of new road infrastructure



Quayside Quarter



5. Future developments – map of new road infrastructure



SGQ



6. Current plans to serve Southall Green Quarter

It has already been agreed to extend route 95 from Southall Town Hall to SGQ, alongside some rerouting in the Dormer's Wells area. This would give links between SGQ and South Road, Dormer's Wells, Greenford Broadway, Perivale and Shepherds Bush. It is not proposed to change this plan

It has also been agreed that route H32 will be rerouted at South Road to run via SGQ and Pump Lane to terminate at Hayes. This would give links between SGQ and south Southall, Heston, Hounslow West and Hounslow. The London Borough of Ealing have asked that this be re-examined as they would like bus links between eastern Southall and SGQ

Further work has been undertaken to develop this



6. Current plans to serve eastern Southall

The land use development proposals for the eastern sites in Southall are generally much more recent than for SGQ. The exception to this is the redevelopment of the Havelock Estate. Therefore bus service improvement ideas for serving these sites have not yet been developed, apart from relatively minor rerouteings of the E5 as the road network changes in the Havelock Estate

This Study seeks to rectify this and consider all of the major development sites in Southall



6. Ideas for improving the network

Aims of the study

The main aim of the Study is to identify ways to alter the bus network to serve the new development areas around Southall, whilst still retaining links and sufficient capacity for existing development. The main issues identified are:

- Provision of sufficient capacity for the expected demand from new developments
- The desire to link developments in eastern Southall with Southall Green Quarter
- Timescales for opening of new roads and the need to develop a flexible service improvement plan to serve new housing even if the new road network is not fully in place
- Identification of infrastructure requirements to enable service improvements to be introduced



6. Idea 1 – extend route 427

When Crossrail opens the 427 will be rerouted at Southall Town Hall via South Road and Merrick Road to terminate north of the Bridge Road roundabout. This will provide new links from the north west to Southall Station and reduce capacity east of Southall Town Hall, where demand is forecast to fall

Extending route 427 into development sites east of Merrick Road would be cost effective and give a high frequency, high capacity service to those areas. It would provide links to Southall Station, The Broadway, Hayes End and Uxbridge

It is suggested that it be rerouted via Healum Avenue, Quayside Quarter, then via Glade Lane and Havelock Road to terminate at Merrick Road



6. Idea 2 – link eastern Southall to SGQ

Options to provide an east – west link across Southall have been considered. There is insufficient demand in eastern Southall, even with all the planned development, to justify 3 high frequency services. Therefore the options have examined a restructuring of route E5

Considerations

- Retain important links on route E5
- Avoid services to Southall Station and South Road on both sides of the road in eastern Southall
- Minimise the need for buses to terminate in Southall town centre
- Maximise the new direct bus links provided for both eastern Southall and SGQ



6. Idea 2 – Link eastern Southall to SGQ

Option 1

- Extend and reroute the 95 as already agreed
- Extend route 427 to Merrick Road (as proposed above)
- Reroute the H32 at Western Road to run via Havelock Road, Havelock Estate, Healum Avenue, Merrick Road, South Road, SGQ, Pump Lane and Station Road, Hayes to terminate at Hayes ASDA
- Route E5 to run as now between Perivale and Havelock Road / Norwood Road but terminate at Merrick Road

Outcome

- This has been evaluated
- The assessment showed substantial disbenefit for existing passengers travelling to and from The Green, South Street and Southall Station due to lower frequencies and / or longer journey times
- This option will not be pursued



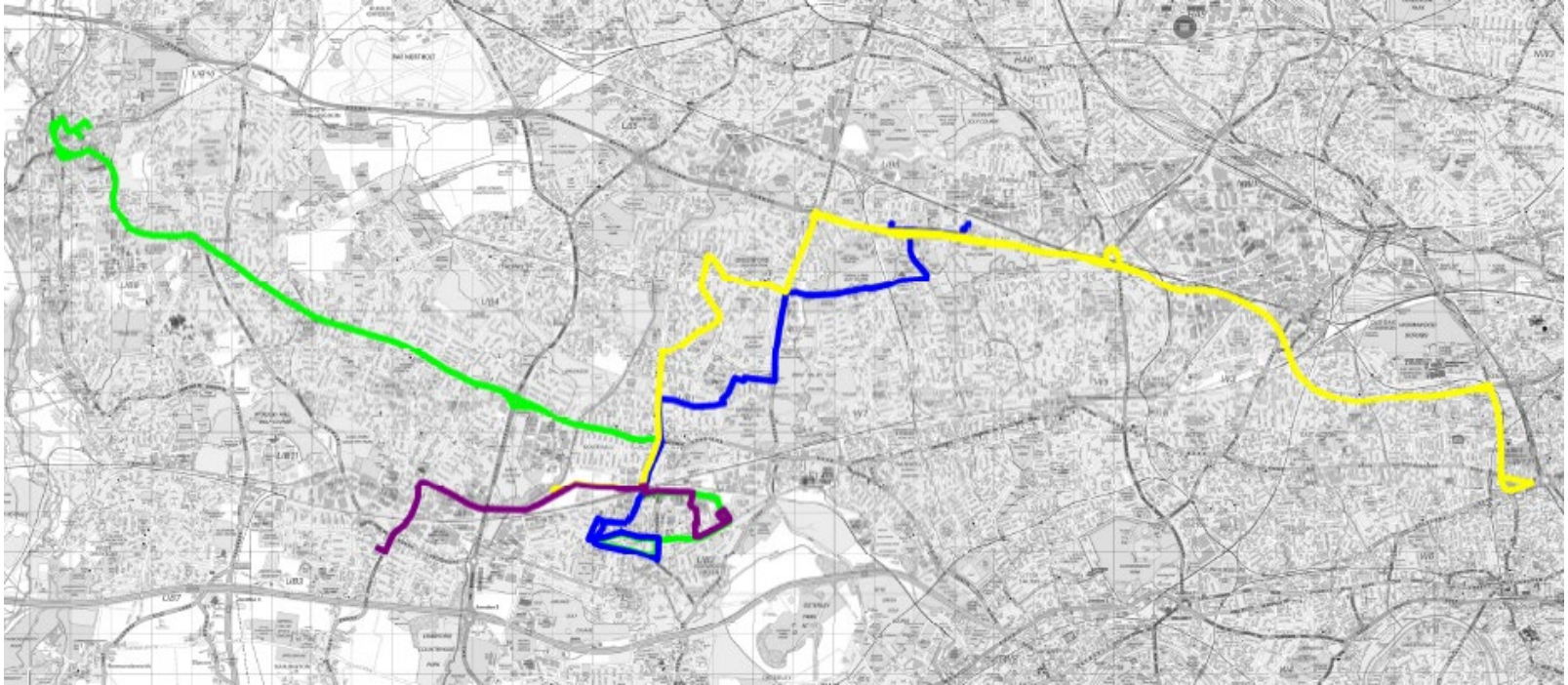
6. Idea 2 – Link eastern Southall to SGQ

Option 2

- Extend and reroute the 95 as already agreed
- Introduce a new route, numbered 495, running between Toplocks Estate and Hayes ASDA running via McNair Road, Havelock Road, Havelock Estate, Healum Avenue, Merrick Road, South Street, SGQ, Pump Lane and Station Road
- This would run at 5 bph initially but could be increased in frequency if demand required it. It would use single deck buses
- Extend route 427 as proposed above but run it further to terminate at Montague Way to retain existing direct links between Toplocks Estate and Havelock Road to the south end of Southall town centre
- Route E5 to run as now between Perivale and Havelock Road / Norwood Road but terminate at Merrick Road
- This is more costly than the rerouteing and extension of the H32 but does not disbenefit existing passengers. It will therefore be taken forward for consultation



6. Map of proposed scheme



95

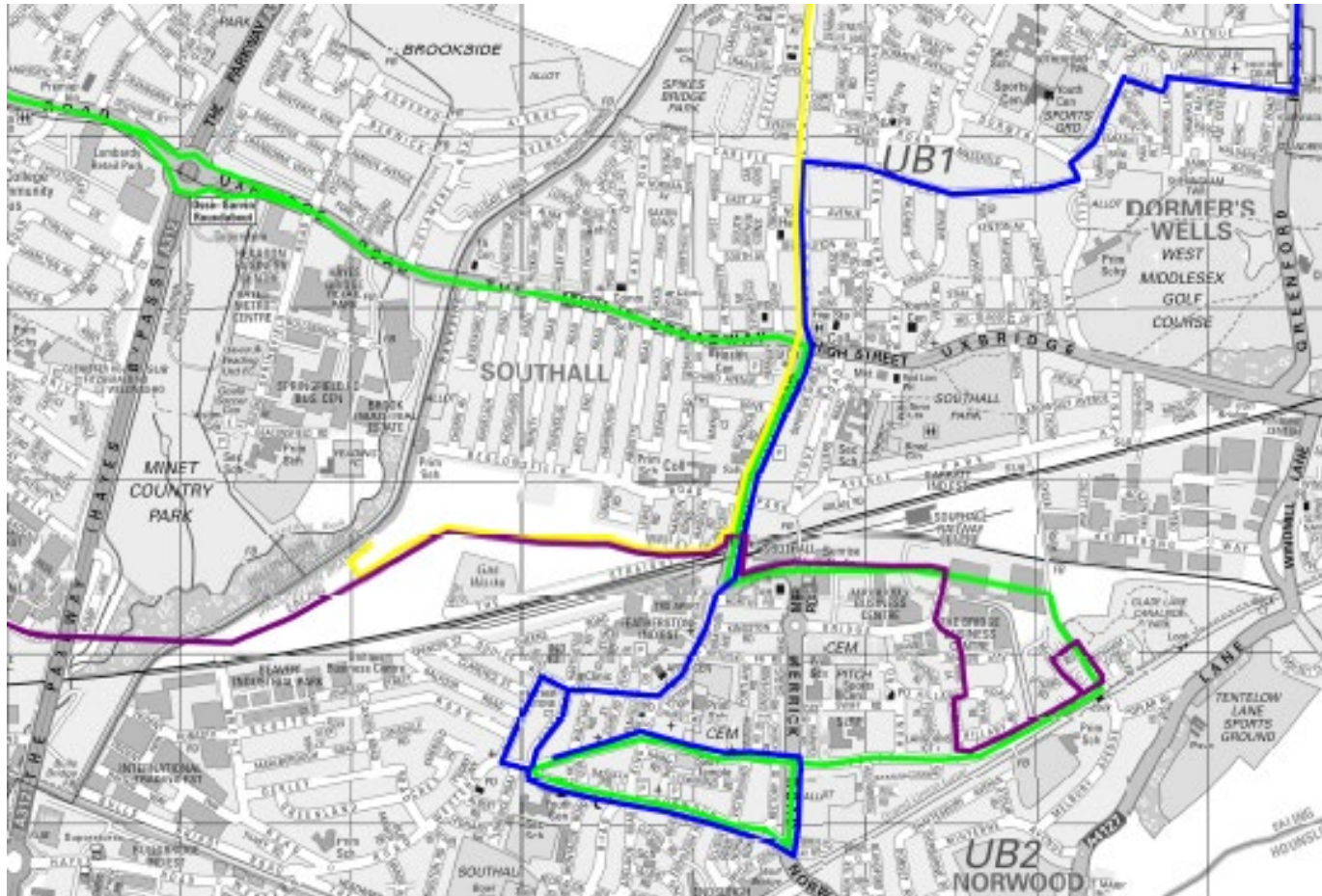
427

495

E5



6. Map of proposed scheme - detail



95	427
495	E5



6. Costs of proposed scheme

- 600 (7%) existing E5 passengers would have to change buses to still make their journey
- Eastern Southall loses its link to Southall Green
- No direct link between SGQ and Southall Green
- Buses on both sides of the road from Toplocks Estate and parts of Havelock Road to Southall Station
- 2 stand spaces required on Merrick Road for route E5
- 1 additional standing space and driver toilet required at Hayes ADSA for route 495
- 2 stand spaces and a driver toilet required on Montague Way for route 427
- There would be an increase in operating costs of around £2.3m per annum if all of these changes are introduced



6. Benefits of proposed scheme

- SGQ linked to Hayes, Southall Broadway, Dormers Wells, Greenford, Southall Station and eastern Southall
- Eastern Southall linked to King Street area, SGQ, Hayes, Southall Broadway and Uxbridge
- Services in SGQ and eastern Southall are all high frequency with sufficient capacity to meet the forecast demand
- Simple pattern of services with intuitive routeings
- Options to extend new route 495 at either end if further land use development proposals come forward



7. Construction timescales

Roads

- Most of the new road network is available within SGQ. The rest should be complete in early 2021
- Healum Avenue will be built in sections by different developers. The western most part is virtually complete. The developers are on site for the eastern end. However there is no progress as yet on the central part
- The Bridge Road – Havelock Estate link will be provided by LB Ealing. Timescales are yet to be finalised
- Without the central section of Healum Avenue it should still be possible to serve the other areas of eastern Southall by temporarily routeing services via Bridge Road

Developments

- SGQ is on site at present. They expect to deliver 200 units per year, on average, up to 2040
- Some development has happened in Havelock Estate with more expected in the next few years
- Merrick Road is on site at present and Quayside Quarter is expected to start construction shortly
- Middlesex Business Park is still to start construction



8. Service Introduction Timescales

- Summer 2021 - consultation for routes 427, 495 and E5 – consultation has already been closed out on route 95
- Route 95 - extend and reroute when Crossrail opens
- Route 427 – will be rerouted to terminate at Southall Station when Elizabeth line trains start running through to Southall station. The target date for the extension to Montague Way is 27 April 2025. This assumes the road network in Quayside Quarter will be available
- Route 495 – the target date for the introduction of the 495 is 14 April 2024. By this time the road network through the Havelock Estate, linking it to Bridge Road, should be available
- Route E5 – this can only happen when both the 427 and 495 schemes have been introduced (27 April 2025) or too many links are broken

The dates for route 427, 495 and E5 are dependant on new road infrastructure being delivered and the payment of s106 funds



9. Next steps

- Launch consultation for routes 427, 495 and E5 in Summer 2022
- Close out consultation Winter 2022
- Confirm locations for new and expanded stands and driver toilets
- Undertake detailed design of stands and driver toilets
- On-going liaison with LB Ealing to confirm dates for road infrastructure to be delivered and s106 payments to be made

