



Colindale bus service changes

Consultation Report
June 2018

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Executive summary

This document explains the processes, responses and outcomes of the consultation to

1. merge routes 303 and 305 to run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA, running as route 303
2. extend route 125 from Finchley Central to Colindale Station and reduce frequency from six to five buses per hour
3. reroute 143 and 326 to run eastbound directly via Hendon Lane and Regents Park Road. Withdraw route 326 morning peak journey towards Barnet

Between 2 October and 12 November 2017, we consulted on proposals to merge routes 303 and 305, extend route 125 from Finchley Central to Colindale Station, reroute 143 and 326 to run eastbound directly via Hendon Lane and Regents Park Road. This will provide passengers with better connections in the Colindale growth area and will help improve the reliability of each bus service.

Respondents

Our proposals are presented in four main categories. Levels of support or opposition for each category were as follows:

- Route 125: 53 per cent of respondents supported or strongly supported proposals to extend route 125; 19 per cent were opposed or strongly opposed
- New bus stops on Greyhound Hill: 45 per cent of respondents supported or strongly supported proposals to introduce new bus stops on Greyhound Hill; 6 per cent were opposed or strongly opposed
- Routes 303 and 305: 28 per cent of respondents supported or strongly supported proposals to merge routes 303 and 305; 25 per cent were opposed or strongly opposed
- Routes 186, 204 and 303 and N5 in Grahame Park: 33 per cent of respondents supported or strongly supported proposals to reroute the 186, 204 and 303 and N5 in Graham Park; 11 per cent were opposed or strongly opposed

The main themes are highlighted below.

Summary of issues raised during consultation

Positive comments included general support for the proposal and support for merging routes 303 and 305 and a much needed bus service to connect Colindale to Finchley. It was also noted that the extension of the 125 would make Colindale more accessible.

Negative comments or concerns mainly centred on fears that merging the 303 and 305 will cause many negative issues and cutting the frequency of the 125 will cause inconvenience for vulnerable customers. Some residents were also opposed to the proposals as they perceived that they will increase pollution in the area, increase traffic, delays experienced by customers and travelling time.

Next steps

We have reviewed the comments and have provided a response to the main issues raised. We have decided to go ahead with the changes to routes 125, 143 and 326, and merging routes 303 and 305 along with associated changes to Greyhound Hill, Capitol Way and Stag Lane from 1 September 2018. However, we will not withdraw route 326 morning peak journey towards Barnet.

Proposed changes to routes 186, 204, 303 and N5 at Grahame Park in 2020 will remain under review as plans evolve for the redevelopment of Grahame Park led by Barnet Council.

1. About the proposals

Route 125

We proposed to extend route 125 from Finchley Central to Colindale Station. It would add an extra bus every 12 minutes between these two locations while reducing frequency across the existing route from every 10 minutes. As part of this we are also proposing to reroute 143 and 326 to run eastbound directly via Hendon Lane and Regents Park Road at Finchley Central to ensure routes 125, 143 and 326 share the same stops in this area.

It would add capacity to the already busy and growing corridors between Finchley, Hendon and Colindale.

It would create a new orbital link across the London Borough of Barnet, with new direct links as follows:

- New London Borough (LB) of Barnet headquarters at Colindale for staff and visitor who live on the east of the borough
- Aerodrome Road to Colindale Station
- Colindale to Hendon town centre, Finchley, Whetstone and LB Enfield
- Hendon/Finchley Lane to Ballards Lane/North Finchley
- Middlesex University main campus to student accommodation at Colindale

The introduction of a new service on Greyhound Hill would also bring more people within 400 metres of their local bus network. As part of this we would need to build bus stops on Greyhound Hill and some further modifications to allow for safe passage of buses. We have developed detailed plans with Barnet Council to show where we would like to place these stops.

The extension would also remove its current stand working at Finchley Central and it would no longer stand at St. Mary's Church using it as an eastbound stop instead. For consistency, it is proposed that route 125 parallels routes 143 and 326 and serves the same stops between Hendon and Finchley. Routes 143 and 326 do not currently serve the section of Hendon Lane where St Mary's Church stop is located.

All three routes will be rerouted eastbound via St. Mary's Church. It is also proposed that route 125, 143 and 326 no longer serve stop S westbound at Regent's Park Road. This is to reduce delays to buses and other traffic by buses needing manoeuvre from the stop to the right turn only lane for Gravel Hill. Stop L is located 160 metres away at Gravel Hill and would continue to be served by these routes.

Routes 303 and 305

We also proposed to merge routes 303 and 305 to run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA to run as route 303.

We proposed to merge the two routes to provide a service every 15 minutes during Monday to Saturday daytimes, every 20 minutes during Sunday shopping hours and every 30 minutes during all evenings. It would run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA, the new route would be numbered route 303.

The proposed routeing of the revised 303 would remove some of the duplication in links with high frequency route 302 that has spare capacity in the area while maintaining a bus service on all roads currently served.

It would use the same stands at Edgware and Kingsbury Circle as existing route 305.

The benefits of this restructure are:

- It would better match capacity to demand, and allow us to put more resources into other areas where additional capacity is required
- It would allow for new trips on the network as a result of new links between Colindale and surrounding areas including: Honeypot Lane/Princes Avenue to Colindale ASDA, Colindale Station (replacing Burnt Oak for Northern line), Grahame Park and Mill Hill Broadway Station/High Street. Deans Lane and Hale Lane to Colindale and the western end of Edgware town centre. There would also be faster journey times between Honeypot Lane and Princes Avenue to the Northern line at Colindale Station for some passengers
- Passengers at stops where route 305 is replaced by route 303 on Honeypot Lane, Princes Avenue and Deans Lane would have a higher frequency during Sunday shopping hours.

All existing stops would continue to be served with no network holes created.

As part of this we would need to build a bus lane in the middle of the width restriction at Capitol Way to allow buses to pass. It also requires a new northbound stop and a relocated southbound stop at Stag Lane for access and interchange between routes 302 and 303. We have developed detailed plans with Barnet Council to show where we would like to place these stops and modifications to the width restriction.

2. About the consultation

2.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change/s for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

Our conclusion and next steps are set out in Chapter 5.

2.3 Who we consulted

We consulted oyster and contactless registered users of all buses affected by the changes and local residents who would be affected by the removal of bus stops. We also consulted with key business and user groups and local MPs and councillors.

A full list of stakeholders we consulted can be found in Appendix A.

2.4 Dates and duration

The consultation ran for six weeks from 2 October 2017 until 12 November 2017.

2.5 What we asked

We asked four key questions which were, “do you support our proposals to extend route 125”, “do you support our proposal for new bus stops on Greyhound Hill”, “do you support our proposals to merge routes 303 and 305” and “do you support our proposals to reroute the 186, 204 and 303 and N5 in Graham Park when the new link road is built”.

A copy of each consultation materials used can be found in Appendix B.

2.6 Methods of responding

People were able to respond online by filling in the online survey, or by letter to our freepost address, or by email.

2.7 Analysis of consultation responses

Analysis of the consultation was carried out by the consultation team. We used a coding framework based around the first 100 responses and tagged them using this framework. Any duplicate responses have been removed.

3. About the respondents

3.1 Number of respondents

We received 514 direct responses to the consultation. Of these, 21 were responses from stakeholders representing organisations, businesses, political entities and local interest groups. Stakeholder responses are detailed from page 18, in section 4.5 of this report.

493 responses were received from members of the public. More information about these respondents follows below.

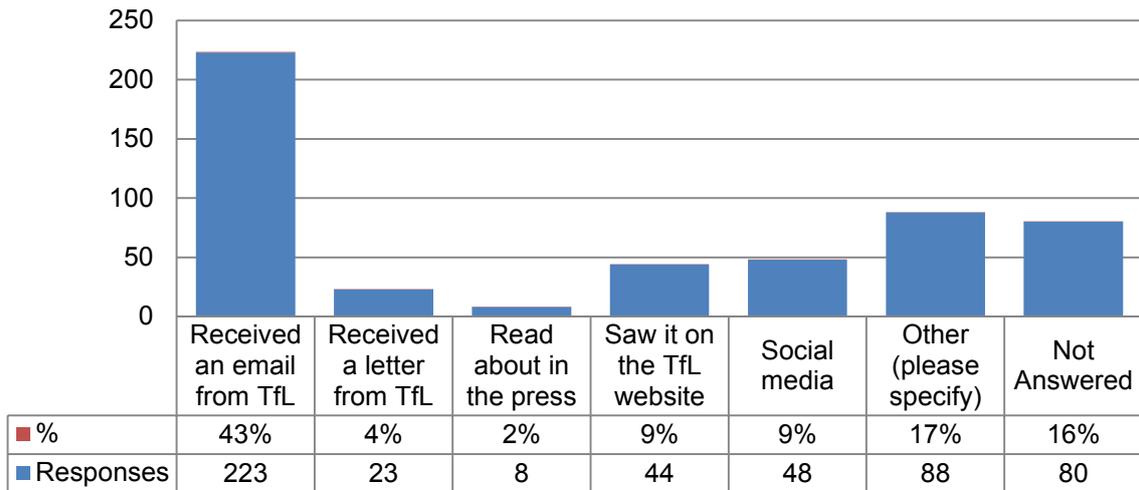
3.2 How respondents heard about the consultation

We asked respondents to let us know how they had heard about our consultation; this allows us to better understand how our communications methods are being utilised.

In this instance the majority of respondents found out about the consultation as a result of an email we sent to passengers who hold a registered oyster/contactless card.

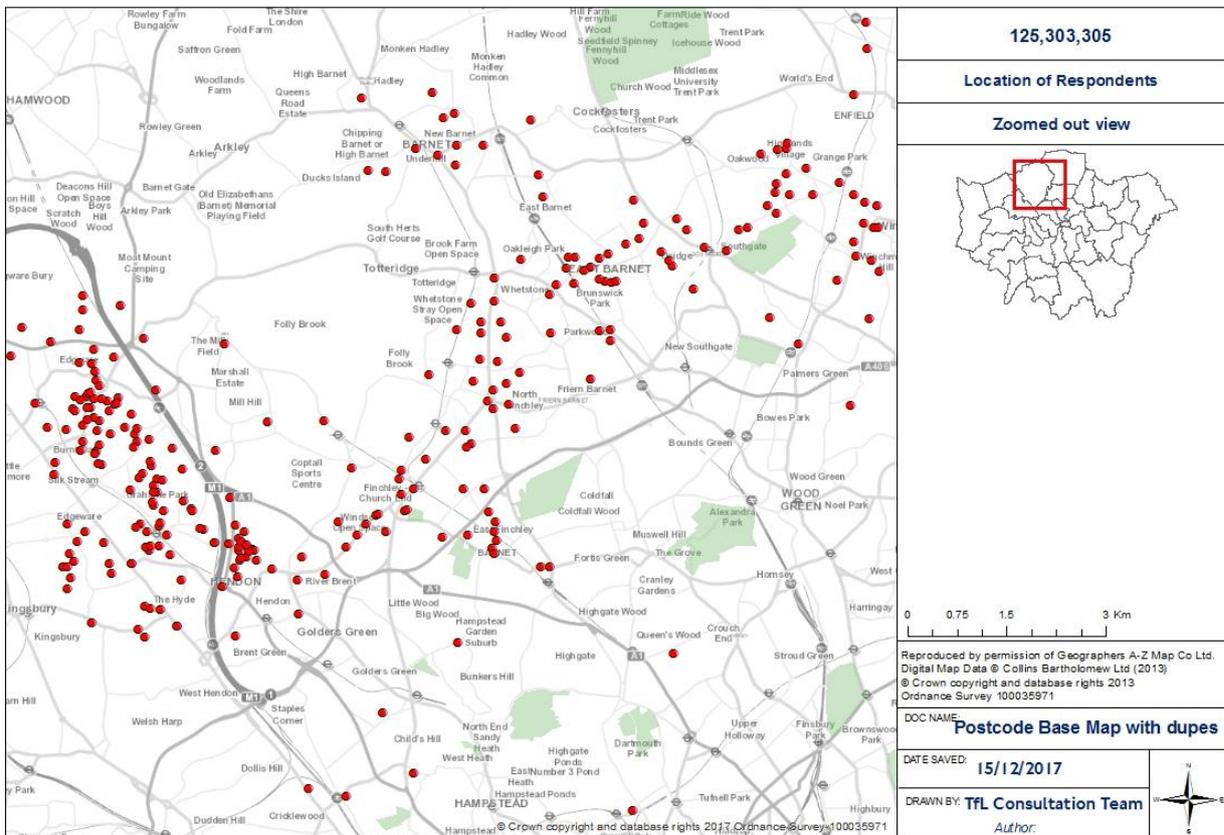
How did you find out about this consultation?		
Option	No. of responses	Percent of All (%)
Received an email from TfL	223	43%
Received a letter from TfL	23	4%
Read about in the press	8	2%
Saw it on the TfL website	44	9%
Social media	48	9%
Other (please specify)	88	17%
Not Answered	80	16%
Total	514	100%

How did you find out about this consultation?



3.3 Postcodes of respondents

The map below shows the location of the respondents.

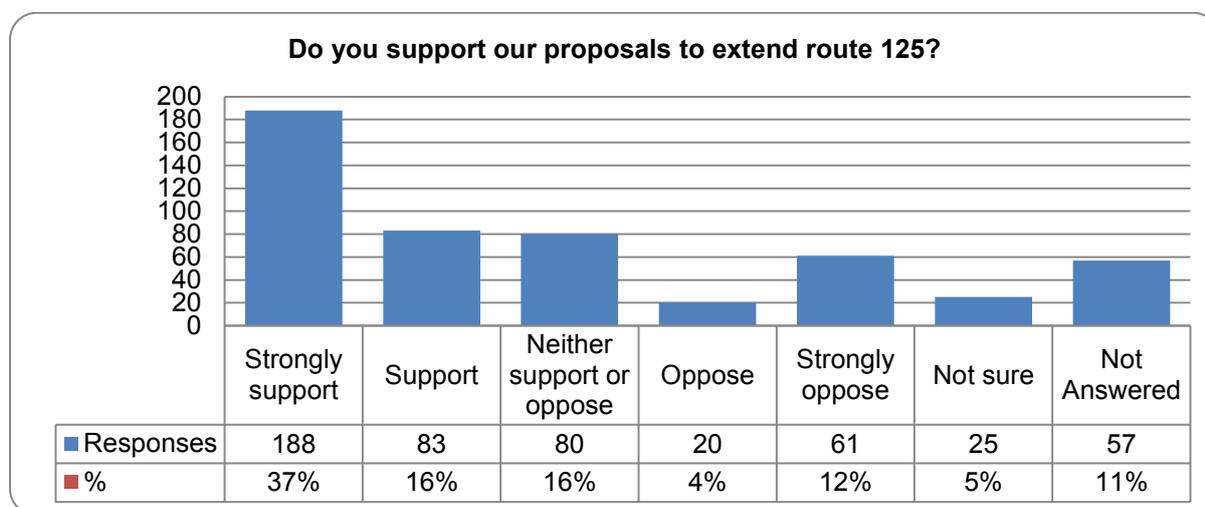


4. Summary of all consultation responses

4.1 Summary of responses to Question 1

4.1.1 Overall support

Do you support our proposals to extend route 125?		
Option	No. of responses	Percent of All (%)
Strongly support	188	37%
Support	83	16%
Neither support or oppose	80	16%
Oppose	20	4%
Strongly oppose	61	12%
Not sure	25	5%
Not Answered	57	11%
Total	514	



4.1.2 Issues commonly raised for route 125

Issues commonly raised for route 125 were grouped into themes. The top ten issues raised overall and the number of comments received are shown in the following table.

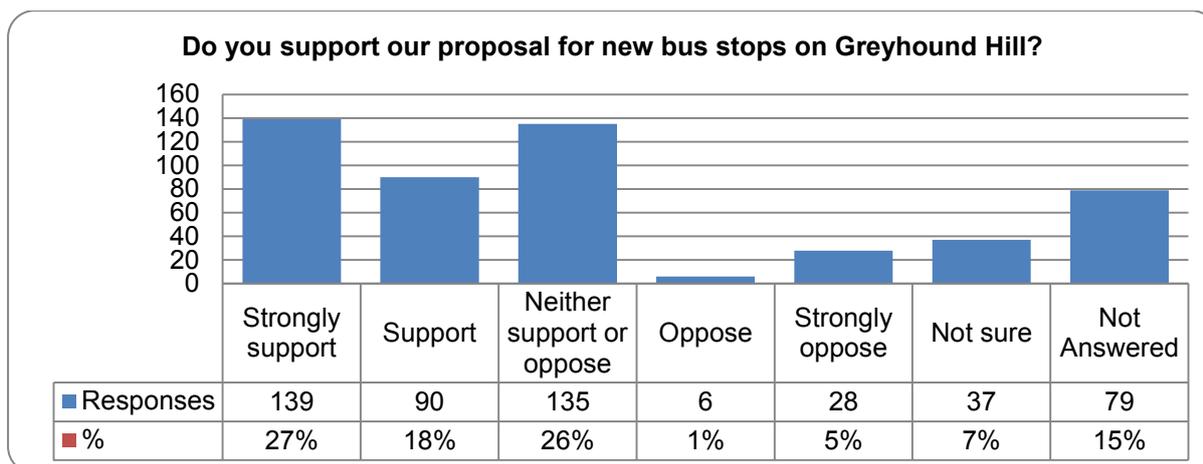
A list of all comments made by members of the public is shown in Appendix C.

Route 125 – General Comments	
Top ten emerging themes – Route 125	No. of comments
Positive comments	
Partially agree 125/303/305	34
Strongly and/or agree 125/303/305	29
Great idea on the 125 extension	18
The extension of the 125 would make Colindale much more accessible	7
125/303/305 Plans are overdue	3
Negative comments	
Strongly and/or oppose to the proposal 125/303/305	70
Increase frequency 125/143/303/305/204/251/186/324	34
Amendments to bus route 125 will cause inconvenience	19
The 125 frequency is already poor and not properly regulated	4
Don't reduce the frequency of 125 bus route in the Winchmore Hill area	3
Other	
Will increase traffic/delays/travelling time	76
125 route should stop at Finchley Memorial Hospital	16
Will increase pollution in the area	14
Total	327

4.2 Summary of Question 2

4.2.1 Overall support

Do you support our proposal for new bus stops on Greyhound Hill?		
Option	No. of responses	Percent of All (%)
Strongly support	139	27%
Support	90	18%
Neither support or oppose	135	26%
Oppose	6	1%
Strongly oppose	28	5%
Not sure	37	7%
Not Answered	79	15%
Total	514	



4.2.2 Issues commonly raised for new bus stops on Greyhound Hill

Issues commonly raised for new bus stops on Greyhound Hill were grouped into themes. The following comments were received and are shown in the following table.

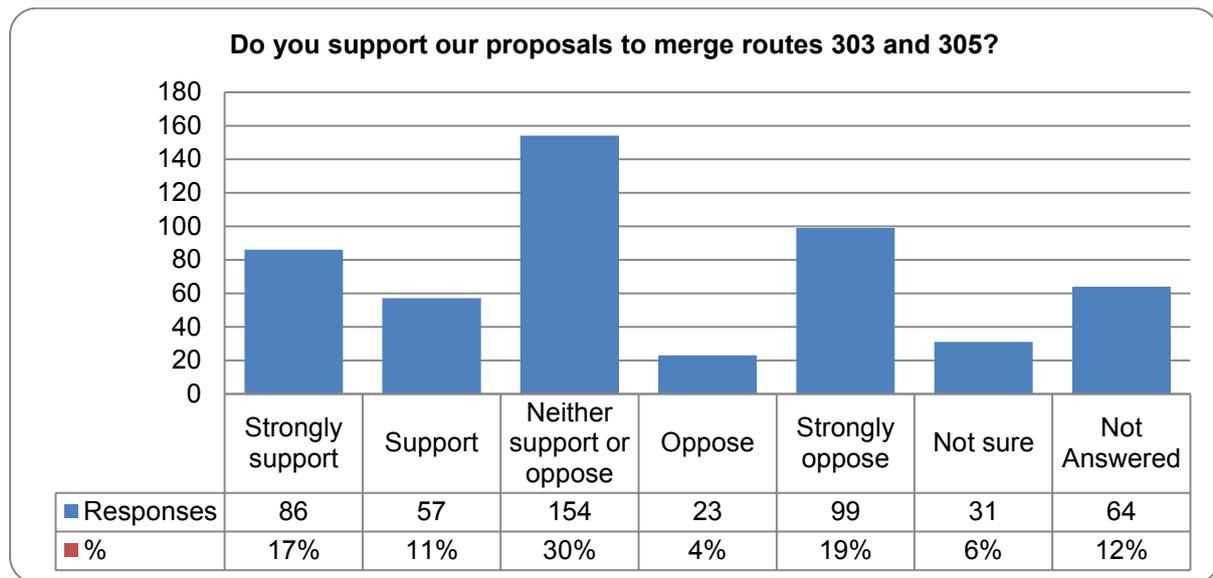
A list of all comments made by members of the public is shown in Appendix C.

New bus stops on Greyhound Hill – General Comments	
Comments – Greyhound Hill	No. of comments
125: Bus stop should be on the bottom of the Greyhound Hill closer to Watford Way or on the top of the Church Road	2
Propose a bus stop at the top of Greyhound Hill (going towards Finchley)	2
Please reroute the 125 on roads other than Greyhound Hill (due to health and safety concerns)	2
Need a bus stop at the bottom of Greyhound Hill	1
Against central island adjacent the junction of Sunny Hill and Greyhound Hill	1
Total	8

4.3 Summary of Question 3

4.3.1 Overall support

Do you support our proposals to merge routes 303 and 305?		
Option	No. of responses	Percent of All (%)
Strongly support	86	17%
Support	57	11%
Neither support or oppose	154	30%
Oppose	23	4%
Strongly oppose	99	19%
Not sure	31	6%
Not Answered	64	12%
Total	514	



4.2.2 Issues commonly raised for merging routes 303 and 305

Issues commonly raised for merging routes 303 and 305 were grouped into themes. The top nine issues raised overall and the number of comments received are shown in the following table.

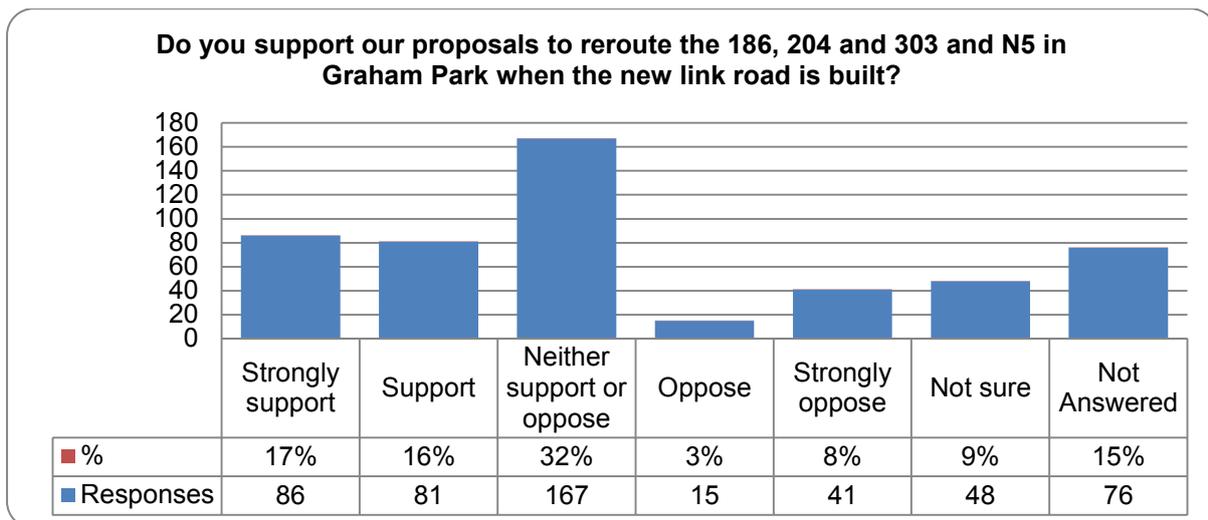
A list of all comments made by members of the public is shown in Appendix C.

Merging routes 303 and 305 – General Comments	
Top nine emerging themes – Routes 303 and 305	No. of comments
Positive comments	
Partially agree 125,303,305	34
Strongly and/or agree 125/303/305	29
125,303,305 Plans are overdue	3
Will provide good links 125/303/305	2
Negative comments	
Strongly and/or oppose to the proposal 125/303/305	70
Increase frequency 125/143/303/305/204/251/186/324	34
Merging the 303 and 305 will causing many issues	34
Sceptical about the proposal/unsure why routes 303 and 305 needs to be merged	20
Should keep the service as it is 125/303/305	8
Other	
Extend the 303 to Kingsbury	3
Keep the 303 and 305 as it is and just increase frequency on both services during peak hours	2
Connections could be the extension of the route 303, 186 or 204 into the Copthall area	1
Consider retaining 303 on its existing route along Grahame Park Way	1
Total	241

4.4 Summary of Question 4

4.4.1 Overall support

Do you support our proposals to reroute the 186, 204 and 303 and N5 in Graham Park when the new link road is built?		
Option	No. of responses	Percent of All (%)
Strongly support	86	17%
Support	81	16%
Neither support or oppose	167	32%
Oppose	15	3%
Strongly oppose	41	8%
Not sure	48	9%
Not Answered	76	15%
Total	514	100%



4.2.2 Issues commonly raised for merging routes 303 and 305

Issues commonly raised for rerouting the 186, 204 and 303 and N5 in Graham Park were grouped into themes. The following comments were received and are shown in the following table.

A list of all comments made by members of the public is shown in Appendix C.

Rerouting the 186, 204 and 303 and N5 in Graham Park – General Comments	
Top ten emerging themes – Routes the 186, 204 and 303 and N5	No. of comments
Negative comments	
The 186 Bus should return to it's original route	4
Diverting both the 186 and 303 via the new road would remove useful links	3
204: Route change will be an inconvenience	1
I am opposed to the proposed changes to bus 186 route	1
Other	
Increase frequency 125/143/303/305/204/251/186/324	34
The removal of the 186 Angus Gardens stop will cause issues	2
303 via Grahame Park Way, or instead divert the 186 here	2
Connections could be the extension of the route 303, 186 or 204 into the Copthall area	1
An interchange bus stop should be created between Grahame Park between routes 204/N5 and 186/303 so there is a easy change of buses in this area	1
Total	49

4.5 Summary of stakeholder responses

This section provides summaries of the feedback we received from stakeholders. We sometimes have to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

Residents Meeting in Greyhound Hill

During the consultation we met with local residents on Greyhound Hill. They explained their concerns about perceived impacts on local roads. They explained that the road was already very busy and that the buses would add to the delays and may increase pollution for local residents. They were also worried that the reliability of the buses would be compromised.

Barnet Community Transport

Barnet Community Transport said that re-routeing of services would seem to be an ideal opportunity to provide a bus that permits access to Finchley Memorial Hospital by passing along Granville Road.

Potters Bar and St.Albans Transport User Group

Potters Bar and St.Albans Transport User Group said we should incorporate the shuttle bus service to Saracens Allianz Park from Mill Hill in the proposals, as there is no recognised route there at present? People have to change and use the 221 and/or Thameslink and walk.

The 125 would become busier at the western end, but is lightly used east of Southgate, except during school hours when there are numerous 600 series schools routes? May be an idea to terminate the 125 at Southgate and extend the 382 instead to Winchmore Hill to better match future demand and avoid traffic delays.

Routes around Graham Park do have capacity so merging some is the right thing to do.

Barry Gardiner – MP

I write on behalf of my above named constituent, Mrs Singh, who has expressed her concerns about the proposed merge of the 303 and the 305 bus routes. I have enclosed a copy of my constituent's correspondence for your reference. My constituent tells me that she has found details of the proposed changes to the 303 and 305 bus route online while looking for live travel updates. I understand that Ms Singh is concerned about the lack of notices on the stops and stations served by these buses to inform passengers of the proposal.

Dollis Infant School

Dollis Infant School support the extension of the 143 route, however, would ask that you consider running it along Pursley Road. I am the headteacher of Dollis Infant School and many of our parents need to travel to and from the new developments in Colindale to our school. At present they have to take 2 buses which is very difficult for them, especially if they have pushchairs. Please consider extending the route to include this area

Friend in Need Community Centre

Friend in Need Community Centre have requested that we should route the 125 along Granville Road, so there is a bus that stops outside the Finchley Memorial Hospital.

Barnet Seniors Assembly

Barnet Seniors Assembly want TfL to include access to Finchley Memorial Hospital and Coptall Sports Centre.

Central London Community Healthcare Trust

Central London Community Healthcare Trust strongly support a stop at Finchley Memorial Hospital on the 125. I work there and am aware that elderly and frail patients struggle to travel on public transport for appointments.

CLCH

CLCH decrease missed appointments by patients. Encourage patients to use public transport rather than hospital transport.

NHS

NHS would like TfL to re route 125 have a slight detour and have a stop at Finchley Memorial Hospital. It is presently a 15 minute walk from the nearest bus stop.

Menorah Grammar School

Menorah Grammar School - Boys from Menorah Grammar School use the 305 bus route every day

Barnet Carers Centre

I strongly support changes in the 125 bus route. If a stop of this route will be within Finchley Memorial Hospital, many carers and the people they cared for will see the

benefits as they often struggle to get there and attend to their health appointments. This will make a difference in their lives.

Grovelands Residents' Association

I am Chair of the Grovelands Residents' Association, which covers several streets running parallel to Winchmore Hill Road in Southgate. As such, many of our members use the 125 frequently. We have just as much interest in this package of proposals as residents of Colindale, because of the proposed frequency cut to route 125.

The online questionnaire is fatally flawed, which is why I have not used it. It does not separate out the proposal to extend the route from the proposal to reduce the frequency of the whole route. Question 1 is also biased, as it simply asks whether you are in favour of (what appears to be) an improvement, without even mentioning the frequency cut on which the extension appears to be predicated.

The proposed frequency cut means a reduced service for all existing users of the 125. Few Southgate residents use the service to travel as far as Finchley Central and I cannot see them making more than the occasional journey to Hendon and Colindale. The consultation document makes no attempt to justify the reduced frequency; if usage had reduced I would have expected this point to have been made (and if it had, the so-called temporary frequency reduction in 2017 may well have been responsible – see last two paragraphs).

The Mayor's draft Transport Strategy makes great play of reallocating resources from the centre to the suburbs, which any reader would take to mean increasing services on outer London, not cutting them. So why are the resources for the extension not being found from those freed up by the significant service cuts in central London? Why do existing users of the service have to suffer for the extension of that same service? If the frequency of the rest of the route merits a reduction, that is a case that should be made on its own merits and not coloured by the route happening to be the one chosen to boost services in the Aerodrome Road area.

I am not querying the need for better services along Aerodrome Road as such. However, on the specifics of the proposed extension:-

- i) I would query whether any extra resources is needed along Hendon Lane, already served by the high frequency 143 and 326;
- ii) terminating the extended 125 at Colindale Station seems odd as it falls short of one of the main traffic objectives at ASDA and also reduces the opportunity for interchange on to the Edgware Road routes (32, 142 and 292).
- iii) most residents of Aerodrome Road could easily walk to Colindale Station so they would gain little benefit to the west;

iv) the proposed routeing carefully avoids the busiest part of Hendon Town Centre and the next major traffic objective to the east is Finchley Central – but as Colindale Station is much nearer residents of Aerodrome Road would have less need to go there, so would see little benefit to the east either;

v) residents of Greyhound Hill would see more benefit as it is currently unserved. However, the eastern section, where it becomes Church End, looks very narrow and the bend quite blind, though I appreciate that Google Maps can make it look worse than it is in real life.

While I am far from an expert on travel patterns in the area, better westward links seem to me to be more important. If (say) route 292 were extended from ASDA along Aerodrome Road to terminate in central Hendon, that would probably provide more useful links in both directions, without increasing the service along Hendon Lane (which is not highlighted in the consultation document as needing further buses).

One final point. The consultation states that the 125 currently runs every 10 minutes during Monday to Saturday daytimes. It should do. However, around the start of 2017 the frequency was cut to every 12 minutes because the Station Road terminus was unavailable during Cycle Enfield works buses having to continue to Hedge Lane in Palmers Green to turn. This cut was understandable and acceptable on a temporary basis.

The Station Road stand became available again back in April or May but the 10 minute frequency has not been restored. I do not understand the reason for this. It leaves a nasty suspicion that the frequency has been left at every 12 minutes to habituate passengers to that level of service before a permanent cut is made. So, I would ask, when is the 10 minute frequency to be restored?

Barnet Council

I am writing on behalf of London Borough of Barnet to provide feedback to Transport for London (TfL) on the proposed bus service changes to routes 125, 303 and 305. The Council would like to take this opportunity to thank you for undertaking this consultation which will provide Colindale and the wider borough with improved transport links. We welcome the opportunity to combine planning and transport to support rapid regeneration of such areas.

We are generally supportive of the proposed changes to bus routes in Colindale, and recognise that in order to improve cross-borough public transport services, TfL and the London Borough of Barnet need to work together to provide a series of bus service enhancements. In effect, the proposals will allow for creation of new trips across the bus network as a result of the new service links between Colindale and surrounding areas.

The introduction of the proposed bus 125 extension will serve Colindale as a whole to support growth areas such as Grahame Park, as well as new offices for the London Borough of Barnet. Incorporated with the move to the Council new offices, is an ambitious plan for LBB to reduce current car trips and shift mode towards sustainable means of travel by as much as 60%. Subsequently, the potential demand on buses, and especially the route 125 as a cross-borough route, will dramatically increase. In terms of the bus 303 and 305 proposals, we recognise the importance of streamlining these services by merging the two routes which will also contribute to reducing congestion in the area. London Borough of Barnet notes the following benefits:

- Route 125

- The extension into Colindale (especially in creating an orbital link to support crossborough trips for staff, visitors, etc) is laudable
- Journeys by people using buses to the new LBB Offices in Colindale will increase radically from the outset – therefore making the demand on the route 125, convenient and reliability is an important issue being addressed
- In addition to the services for LBB Offices, the use of the bus 125 by students of Middlesex University between Colindale and their campus in Hendon cannot be overemphasised

According to the TfL proposals, the merging of the two routes 303 and 305 will result in a service and frequency similar to that of only one route. The proposed service will be the 303 every 15 minutes during Monday to Saturday daytimes, and every 20 minutes during Sunday shopping hours and every 30 minutes during all evenings

- The new 303 will run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA. Furthermore, it should be noted that the route 303 runs between new LBB Offices Colindale Stations and Mill Hill Broadway rail station – making it a convenient and attractive route

Whilst we generally support the proposed changes, LBB have noted the dis-benefits alluded to by TfL in the consultation. We therefore make the following comments on the consultation for TfL to consider as part of the implementation:

- Route 125 – Comments and Suggestions by LB Barnet

- A key concern for LBB is the proposed reduction in services or frequency in buses per hour (bph) from the current 6 bph (10 mins) to 5 bph (12 mins) – which may have been based on only current demand. We believe this would be a dis-benefit to the borough and council employees, and does not go well with our ambition to implement behaviour change in trip making into and out of Colindale – particularly during peak hours

- In order to satisfy the expected demand and considering that this is an already long route, which will become longer (by this proposal) we suggest that the following is considered by TfL:
 - Maintain the existing 6 bph for the route and/or at peak hours (mornings and evenings)
 - Consider 6 bph during peak times (especially mornings) and 4 off peak, which should average out the 5 bph throughout the day
 - If the above two suggestions cannot be undertaken immediately from implementation in Summer 2018, then LBB require a commitment by TfL to review the demand after 2 weeks of launch date and another within 3 months (when our office development will be fully utilised)
 - A commitment by TfL to increase the number of buses per hour if there is an issue with demand (as per the latter point)
- The Council strongly suggests that TfL considers the 125 bus extension route directly serves Finchley Memorial Hospital to enable residents to connect to the hospital easily and to support care services staff to utilise public transport as part of their job when visiting Finchley Memorial staff.
- Routes 303 and 305 – Comments and Suggestions by LB Barnet
 - We believe that with the expected radical increase in demand for sustainable travel into and out of Colindale, as a result of the new LBB offices and other developments, the frequency proposed is insufficient. It is expected that with the removal of the 305 this could be complemented with at least one additional bus per hour on the new merged service (route 303) in order to make up for the lost demand on the 305.
 - Similar to the route 125 the following should be considered by TfL prior to implementation of this proposals:
 - Increase the new route frequency to at least 5 bph from the existing 4 bph (and as proposed) Consider the 5 bph during peak times (especially mornings) and 4 bph during off peak
 - LBB require a commitment by TfL to review the demand after 2 weeks of launch date and another within 3 months (when our office development will be fully utilised)
 - TfL must explore making the journey shorter during peak periods to serve schools, the tube stations, and offices considering that there is now a more frequent route as a result of the merging of two routes

- Finally, it is noted that there will be a need to build a bus lane in the middle of the width restriction at Capitol Way to allow buses to pass. The details for highways enabling works and modifications relating Capitol Way are referred to as having been developed with Barnet Council; the reference should be Brent Council instead of Barnet. However, in the light of this, LB Barnet would like to seek the assurance from TfL that this physical measure (or scheme) can be delivered prior to the implementation date of September 2018 in order for the merge to go ahead.

Upon review of the routes due post 2020, we would like to raise the following observations:

- Route 186, 204, 303, and N5 post 2020

- Quakers Course Bus Station is to be removed and replaced as a result of the redevelopment of Grahame Park
- However, double-deck routes 204 and N5 would continue to run along Lanacre Avenue without serving the link road, and also double-deck route 186 and single-deck route 303 would run fully through Grahame Park link road providing 9 bph during Monday to Saturday daytimes
- LBB are supportive of the proposals in general but would request that TfL review demand within a shorter period upon implementation with a view to enhancing the frequency if required for capacity
- Public Consultation is required for changes to the bus routeings for the 2020 proposals, and it should be understood that the scheme package for year 2020 needs to be analysed further via full additional public consultations, with further changes. The Council would also like to use this opportunity to address issues concerning routes to Copthall and the Colindale-wide Bus Network. Copthall is an area of significant regeneration plans and the Council have immediate plans and ambitions to transform the area, into one of the sport and leisure centres for the London Borough of Barnet with investment of £41.5m in sports and physical activity. We view one of the main catchment areas for demand of these facilities and amenities as Colindale. Currently there are no direct bus services to the Copthall site and the viability of the leisure centre, in line with our Longer Term Transport Strategy and Health and Well-being Strategy is dependent on a location that is easily accessible by public transport. We therefore would like to initiate an immediate conversation between TfL and LBB with the aim to establish a study into the options available for links into the Copthall leisure centre grounds. This work would be similar to previous work that led to the development of changes for route 125, as an example.

- Possible suggested connections could be the extension of the route 303, 186 or 204 into the Cophall area, making these routes attractive, reliable and linking up directly with Colindale – and encouraging Colindale residents and other to use these new facilities.

In line with this, the Council are also hoping to secure S106 contributions for nearby related or affected developments which are sited between these two areas (Colindale and Cophall), for possible funding towards bus improvement schemes.

- In conjunction with and as a summary of the above TfL should note that the Council are seeking to undertake a full review of the Colindale Bus Network. The aim is to come up with an effective wider Colindale Sustainable Transport Strategy for buses, connections to public transport, walking and cycling within the area.
- Finally, the Council would like to strongly recommend an extension or extra bus service to the 251 bus route. The 251 route currently serves from Arnos Grove via Whetstone to Edgware, and the Council envisages an opportunity for further linkages across the borough with the addition of a service to Colindale Station. The addition would further benefit the wider regeneration of Colindale and the cross-borough transport links for London Borough of Barnet staff. The Council would seek to progress this discussion as part of the wider Colindale Sustainable Transport Strategy with TfL.

In conclusion, the London Borough of Barnet are in full support of the Transport for London proposals of changes to the bus routes to serve Colindale and surrounding areas. However, as discussed and explained in this consultation letter, we require that the various comments are considered by TfL for implementation within the schemes. As usual, we would be happy for any further meetings and discussions with TfL, should it be considered necessary to resolve these requirements and matters.

4.6 Meetings and campaigns

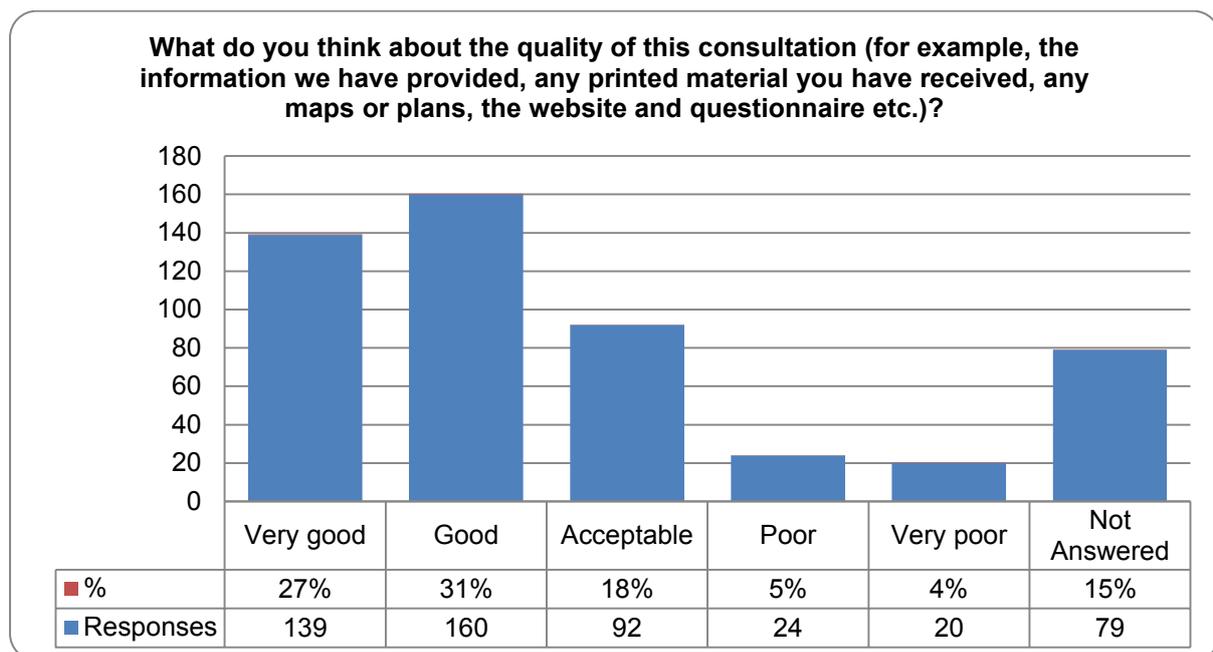
We pre-briefed local ward councillors before the consultation was launched and a meeting was held with Greyhound Hill residents during the consultation period.

4.7 Comments on the consultation

We asked respondents to what they thought of the about the quality of the consultation and the materials provided.

The table and graph below outline their responses.

What do you think about the quality of this consultation?		
Option	No. of responses	Percent of All (%)
Very good	139	27%
Good	160	31%
Acceptable	92	18%
Poor	24	5%
Very poor	20	4%
Not Answered	79	15%
Total	514	
Total	514	100%



5. Next steps

We have decided to go ahead with the changes to routes 125, 143 and 326, and merging routes 303 and 305 along with associated changes to Greyhound Hill,

Capitol Way and Stag Lane from 1 September 2018. However, we will not withdraw route 326 morning peak journey towards Barnet.

Proposed changes to routes 186, 204, 303 and N5 at Grahame Park in 2020 will remain under review as plans evolve for the redevelopment of Grahame Park led by Barnet Council.

Appendix A: List of stakeholders consulted

Type of Stakeholder	What communication methods will be used?
Elected council members	Briefings/Stakeholder email/online consultation
Elected GLA members and local MPs	Briefings/Stakeholder email/online consultation
London TravelWatch	Briefings/Stakeholder email/online consultation
Local Government Ombudsman	
Council officers with transport portfolios	Briefings/Stakeholder email/online consultation
Other relevant Council departments such as planning	Briefings/Stakeholder email/online consultation
Any other key partner stakeholders (such as Regeneration initiatives)	Briefings/Stakeholder email/online consultation
Local networks and groups such as residents or trade associations or heritage groups)	Stakeholder email/online consultation/meetings where appropriate
Emergency services	Stakeholder email /online consultation
Businesses (and frontages) in the area	Stakeholder email /online consultation/letter
Public service institutions in the area, such as schools, hospitals, etc.	Stakeholder email /online consultation
Residents	CRM email/letter/online consultation/social media
Pedestrians	CRM email/letter/online consultation/social media

Type of Stakeholder	What communication methods will be used?
Cyclists	CRM email/letter/online consultation/social media
Motorists	CRM email/letter/online consultation/social media
Users of Public Transport	CRM email/letter/online consultation/social media
People with disabilities	CRM email/letter/online consultation/social media
People with mobility issues, e.g. older people	CRM email/letter/online consultation/social media
People who work or deliver or collect in the area	Stakeholder email/online consultation/meetings where appropriate

Appendix B: Consultation materials

Copy of letter to residents

Transport for London



Transport for London
Consultation Team

197 Blackfriars Road
London
SE1 8NJ
consultations@tfl.gov.uk

28 September 2017

Dear Sir or Madame

We are proposing to make some changes to bus services in your area.

These include routes 125, 143, 303, 305 and 326 amongst others. We would like to know what you think. The details about these changes are outlined below and include how you can talk to us.

Proposals

Colindale and Burnt Oak is a large area of housing and office development that is increasing demand for public transport in the area. It is included in the London Plan of the Greater London Authority (GLA) as a growth area with at least 12,000 new homes and 2,000 jobs to be provided. This development is concentrated around Edgware Road, Colindale Station, Grahame Park and Aerodrome Road.

We are looking to develop the bus network to respond to this.

Route 125

We are proposing to extend route 125 from Finchley Central to Colindale Station. It would add an extra bus every 12 minutes between these two locations while reducing frequency across the existing route between Finchley Central and Winchmore Hill from every 10 minutes during Monday to Saturday day times. It runs every 15 minutes during Sundays and all evenings, and does not run a night service. As part of this we are also proposing to reroute 143 and 326 to run eastbound directly via Hendon Lane and Regents Park Road at Finchley Central to ensure routes 125, 143 and 326 share the same stops in this area.

One of the key issues for you to consider as part of the proposals is that we would like to reroute the 125 to serve Greyhound Hill. The introduction of a new service on Greyhound Hill would bring more people within 400m of their local bus network. As part of this we would need to build bus stops on Greyhound Hill and some further modifications to allow for safe passage of buses. We have developed detailed plans with Barnet Council to show where we would like to

MAYOR OF LONDON



VAT number 756 2769 90

place these stops. The maps explaining all the proposals are included for information.

The extension of route 125 between Finchley Central and Colindale Station, with changes to routes 143 and 326, has a number of benefits:

It would add capacity to the already busy and growing corridors between Finchley, Hendon and Colindale. It would create a new orbital link across the London Borough of Barnet including:

- New direct connections between Greyhound Hill, Aerodrome Road and Colindale Station.
- Colindale to Hendon town centre, Finchley, Whetstone and LB Enfield
- Hendon/Finchley Lane to Ballards Lane/North Finchley.
- Middlesex University's main campus to student accommodation at Colindale.
- New London Borough (LB) of Barnet headquarters at Colindale to the east of the borough.

The extension would also remove its current stand working at Finchley Central and it would no longer stand at St. Mary's Church using it as an eastbound stop instead. For consistency, it is proposed that route 125 parallels routes 143 and 326 and serves the same stops between Hendon and Finchley. Routes 143 and 326 do not currently serve the section of Hendon Lane where St Mary's Church stop is located. All 3 routes will be rerouted eastbound via St. Mary's Church.

The other changes we are proposing are outlined below.

Routes 303 and 305

We are also proposing to merge routes 303 and 305 to run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA to run as route 303.

Subject to the outcome of consultation we would introduce these changes in summer 2018

Routes 186, 204, 303 and N5 post 2020

We have a further set of proposals that we would like your views on, although subject to the outcome of consultation, these would not happen before 2020 due to the requirements for new infrastructure.

Planned redevelopment at Grahame Park would lead to construction of a new north-south link road through the site replacing Quakers Course that routes 186, 204 and 303 currently use.

Therefore we propose that routes 204 and N5 would run direct via Lanacre Avenue and routes 186 and 303 would run via the new link road.

How to give us your views

For the full details and to leave your comments please go to consultations.tfl.gov.uk and complete the online survey by **12 November 2017**

Alternatively, you can:

- Email us at consultations@tfl.gov.uk
- Write to us at **FREEPOST TFL CONSULTATIONS**

You can also request paper copies of plans and a response form, copies in Braille, large text or another language by emailing consultations@tfl.gov.uk, writing to **FREEPOST TFL CONSULTATIONS**, or calling **0343 222 1155**.

Yours sincerely



Chris Hall
Consultation Specialist

Content

Consultation title: Proposed changes to routes 125, 303 and 305

Consultation URL:

Short URL (if requested):

Consultation overview:

Colindale and Burnt Oak is a large area of housing and office development that is increasing demand for public transport in the area. It is included in the London Plan of the Greater London Authority (GLA) as a growth area with at least 12,000 new homes and 2,000 jobs to be provided. This development is concentrated around Edgware Road, Colindale Station, Grahame Park and Aerodrome Road.

We are looking to develop the bus network to respond to this.

What are we proposing?

Route 125

We are proposing to extend route 125 from Finchley Central to Colindale Station. It would add an extra bus every 12 minutes between these two locations while reducing frequency across the existing route from every 10 minutes. As part of this we are also proposing to reroute 143 and 326 to run eastbound directly via Hendon Lane and Regents Park Road at Finchley Central to ensure routes 125, 143 and 326 share the same stops in this area.

Routes 303 and 305

We are also proposing to merge routes 303 and 305 to run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA to run as route 303.

Subject to the outcome of consultation we would introduce these changes in summer 2018

Routes 186, 204, 303 and N5 post 2020

We have a further set of proposals that we would like your views on, although subject to the outcome of consultation, these would not happen before 2020 due to the requirements for new infrastructure.

Planned redevelopment at Grahame Park would lead to construction of a new road called Heybourne Park linking Lanacre Avenue and Field Mead. It would replace Quakers Course that routes 186, 204 and 303 currently use.

Therefore we propose that routes 204 and N5 would run direct via Lanacre Avenue and routes 186 and 303 would run via Heybourne Park.

Insert jpeg/png {exact name of file supplied}

Why are we proposing this?

Route 125

Route 125 currently runs between Winchmore Hill and Finchley, Church End. Buses run every 10 minutes Monday to Saturday peak times and every 15 mins during Sundays and all evenings.

The extension of route 125 between Finchley Central and Colindale Station, with changes to routes 143 and 326, has the following benefits:

It would add capacity to the already busy and growing corridors between Finchley, Hendon and Colindale.

It would create a new orbital link across the London Borough of Barnet, with new direct links as follows:

- New London Borough (LB) of Barnet headquarters at Colindale to the east of the borough where many staff and visitors live.
- Aerodrome Road to Colindale Station.
- Colindale to Hendon town centre, Finchley, Whetstone and LB Enfield
- Hendon/Finchley Lane to Ballards Lane/North Finchley.
- Middlesex University main campus to student accommodation at Colindale.

The introduction of a new service on Greyhound Hill would also bring more people within 400m of their local bus network. As part of this we would need to build bus stops on Greyhound Hill and some further modifications to allow for safe passage of buses. We have developed detailed plans with Barnet Council to show where we would like to place these stops.

The extension would also remove its current stand working at Finchley Central and it would no longer stand at St. Mary's Church using it as an eastbound stop instead. For consistency, it is proposed that route 125 parallels routes 143 and 326 and serves the same stops between Hendon and Finchley. Routes 143 and 326 do not currently serve the section of Hendon Lane where St Mary's Church stop is located. All 3 routes will be rerouted eastbound via St. Mary's Church. It is also proposed that route 125, 143 and 326 no longer serve stop S westbound at Regent's Park Road. This is to reduce delays to buses and other traffic by buses needing manoeuvre from

the stop to the right turn only lane for Gravel Hill. Stop L is located 160 metres away at Gravel Hill and would continue to be served by these routes.

Routes 303 and 305

Route 303 currently runs between Colindale Station and Edgware Station, with buses every 15 minutes Monday to Saturday daytimes, every 20 minutes during Sunday shopping hours and every 30 minutes during all evenings. Route 305 currently runs between Edgware Station and Kingsbury Circle, with buses every 15 minutes during Monday to Saturday daytimes and every 30 minutes during the evening and Sundays.

We are proposing to merge the two routes to provide a service every 15 minutes during Monday to Saturday daytimes, every 20 minutes during Sunday shopping hours and every 30 minutes during all evenings. It would run between Edgware and Kingsbury Circle via Mill Hill, Colindale and ASDA, the new route would be numbered route 303.

The proposed routeing of the revised 303 would remove some of the duplication in links with high frequency route 302 that has spare capacity in the area while maintaining a bus service on all roads currently served.

It would use the same stands at Edgware and Kingsbury Circle as existing route 305.

The benefits of this restructure are:

- It would better match capacity to demand, and allow us to put more resources into other areas where additional capacity is required.
- It would allow for new trips on the network as a result of new links between Colindale and surrounding areas including: Honeypot Lane/Princes Avenue to Colindale ASDA, Colindale Station (replacing Burnt Oak for Northern line), Grahame Park and Mill Hill Broadway Station/High Street. Deans Lane and Hale Lane to Colindale and the western end of Edgware town centre. There would also be faster journey times between Honeypot Lane and Princes Avenue to the Northern line at Colindale Station for some passengers.
- Passengers at stops where route 305 is replaced by route 303 on Honeypot Lane, Princes Avenue and Deans Lane would have a higher frequency during Sunday shopping hours.

All existing stops would continue to be served with no network holes created.

As part of this we would need to build a bus lane in the middle of the width restriction at Capitol Way to allow buses to pass. It also requires a new northbound stop and a relocated southbound stop at Stag Lane for access and interchange between routes 302 and 303. We have developed detailed plans with Barnet Council to show where we would like to place these stops and modifications to the width restriction.

There are some disbenefits to these changes:

- There would be some broken direct links across both routes. These would be Honeypot Lane and Princes Avenue to Burnt Oak Broadway and Burnt Oak Station (though passengers would gain a new link to Colindale Station). Some passengers would need to walk up to 400 metres to access the route. There would also be longer journey times from Princes Avenue to Edgware and Deans Lane to the Northern line as the proposed route would stop at Edgware and Colindale stations instead of Burnt Oak station.

There would be a reduction in frequency between stops on Stag Lane, Orange Hill Road and Deansbrook Road for some passengers. These roads would continue to be served by route 302 that runs every 8-12 minutes.

Route 186, 204, 303 and N5 post 2020

Redevelopment at Grahame Park would lead to construction of a new road called Heybourne Park linking Lanacre Avenue and Field Mead. It would replace Quakers Course that routes 186, 204 and 303 currently use. These highway changes would also increase the density and change the location of housing in the area creating new pedestrian desire lines. Once the Quakers Course stops and turnaround facility are removed in 2020, routes 186 and 204 can only serve either Watling/Montrose Avenue or Grahame Park.

The Quakers Course stops are located in the middle of Grahame Park and are used by around 4,200 passengers per weekday – the highest usage of any in this area. This number is expected to increase.

Therefore, we propose that routes 186 and 303 run via Heybourne Park.

Route 186 would run via Grahame Park Way, Field Mead and Heybourne Park withdrawing the route from Watling Avenue, Montrose Avenue and a section of Lanacre Avenue west of Heybourne Park. Route 303 would run via Heybourne Park. It would be withdrawn from Grahame Park Way and Corner Mead that would be a maximum of 450 metres walk from Lanacre Avenue or Heybourne Park.

It is also proposed that routes 204 and N5 run direct via Lanacre Avenue.

Both routes would continue to run along Watling Avenue, Montrose Avenue and Lanacre Avenue but not Heybourne Park. This would result in slightly faster journey times for a number of passengers but also increase walking distance for some passengers by 150 metres.

Overall, the proposed distribution of routes across Heybourne Park and Montrose Avenue best matches expected demand with each route running as direct as possible through the area.

Have your say

We would like to know what you think about our proposals. Please give us your views by completing the online survey below by 29 October 2017

Alternatively, you can:

- Email us at consultations@tfl.gov.uk
- or write to us at FREEPOST TFL CONSULTATIONS

You can also request paper copies of plans and a response form, copies in Braille, large text or another language by emailing consultations@tfl.gov.uk, writing to FREEPOST TFL CONSULTATIONS, or calling 0343 222 1155.

Call to action heading of survey:

Default – Have your say

Dates:

Start date: 18 September 2017

End date: 29 October 2017

Expected date of results (120 days after close date):

Expected date of feedback:

Related links: N/A

Related consultations: N/A

Areas (boroughs): Barnet, Brent, Harrow, Enfield, Camden, Islington and Haringey

Audience:

Default – Everyone

Interests:

Bus routes 125, 303, 305, 186, 143

Online survey – each page represents a click-through navigation and is titled as such, we can also design a ‘table of contents’ style survey or use skip logic.

Page 1: Our proposals

Our current standard:

Q: Do you support our proposals to extend route 125

Strongly support

Support

Neither support or oppose

Oppose

Strongly oppose

Not sure

Q: Do you support our proposal for new bus stops on Greyhound Hill

Strongly support

Support

Neither support or oppose

Oppose

Strongly oppose

Not sure

Q: Do you support our proposals to merge routes 303 and 305

Strongly support

Support

Neither support or oppose

Oppose

Strongly oppose

Not sure

Q: Do you support our proposals to reroute the 186, 204 and 303 and N5 in Graham Park when the new link road is built

Strongly support

Support

Neither support or oppose

Oppose

Strongly oppose

Not sure

Q: Do you have any comments about any aspect of these proposals

Free text box

Page 2: About you [Standard for all consultations]

Privacy notice:

TfL, its subsidiaries and service providers will use your personal information for the purpose of administering this consultation and assessing the responses. If you provide your email address, TfL may send you updates about this consultation and the proposed scheme. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

Responses to the consultation may be made publicly available, but any personal information will be kept confidential. You do not have to provide any personal information, but this information may help TfL to understand the range of responses. For example, responses may be analysed by postcode to help identify local issues.

Please note: Cookies are essential for this survey (for more information on cookies, please click on the following link: https://consultations.tfl.gov.uk/cookie_policy)

What is your name? [Single line text]

What is your email address? [Single line text – email]

This is optional, but if you enter your email address then you will be able to return to edit your response at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

We will contact you to let you know when the results of the consultation are published and may use your details to update you on any future developments with the proposals.

Please provide us with your postcode: [Single line text – postcode]

You do not have to provide your postcode, but it is useful for analysis purposes. All personal details will be kept confidential.

Are you (please tick all boxes that apply):

A local resident

A local business owner

Employed locally

A visitor to the area

A commuter to the area

Not local but interested in the scheme

A taxi/private hire vehicle driver

Other (please specify) [Single line text]

If responding on behalf of an organisation, business or campaign group, please provide us with a name: [Single line text]

Please note: If you are responding on behalf of an organisation it should be in an official capacity. We reserve the right to verify this.

How did you find out about this consultation?

Received an email from TfL

Received a letter from TfL

Read about it in the press

Saw it on the TfL website

Social media

Word of mouth

Other (please specify) [Single line text]

What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)

Very good

Good

Acceptable

Poor

Very poor

Do you have any further comments about the quality of the consultation material?

[Multiple lines text]

Page 3: Equality Monitoring [Standard for all consultations]

Equality Monitoring

Please tell us about yourself in this section. All information will be kept confidential and used for analysis purposes only. We are asking these questions to ensure our consultations reach all sections of the community and to improve the effectiveness of the way we communicate with our customers. You do not have to provide any personal information if you don't want to.

Gender:

Male

Female

Trans female

Trans male

Gender neutral

Prefer not to say

Ethnic Group:

Asian or Asian British – Bangladeshi

Asian or Asian British – Chinese

Asian or Asian British – Indian

Asian or Asian British – Other

Asian or Asian British – Pakistani

Black or Black British – African

Black or Black British – Caribbean

Black or Black British – Other

Mixed – Other

Mixed – White and Asian

Mixed – White and Black African

Mixed – White and Caribbean

Other Ethnic Group

Other Ethnic Group – Arab

Other Ethnic Group – Kurdish

Other Ethnic Group – Latin American

Other Ethnic Group – Turkish

White – British

White – Irish

White – Other

Prefer not to say

Age:

Under 15

16-20

21-25

26-30

31-35

36-40

41-45

46-50

51-55

56-60

61-65

66-70

71+

Prefer not to say

Sexual Orientation:

Heterosexual

Bisexual

Gay man

Lesbian

Other

Prefer not to say

Religious Faith:

Buddhist

Christian

Hindu

Muslim

Sikh

Jewish

Other

No religion

Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please include problems related to old age)

Yes, limited a lot

Yes, limited a little

No

Prefer not to say

Appendix C: List of comments

List of Final tags

	Total
Further information	
How long before proposals are implemented?	4
What is the proposed frequency of peak-time services on route 125?	4
Why not asked about changes to 143 & 326?	2
Will the 302 route increase in capacity to compensate?	2
125 bus is going to be a single deck bus or a double decker?	1
125: How long will the journey take in rush hour	1
302: Will you be increasing the number of buses on the 302 route	1
303/305 Will the single decker remain?/ Both at peak & off peak?	1
Are there any plans to extend the route of the 125 at the other end at Enfield?	1
Can buses navigate the hill in lvey conditions?.	1
Did anyone carry out a survey to find out if there is demand for an extension of the 125 route from Finchley central to Colindale underground station?	1
Hope new stops are well lit and maintained	1
Not sure how the new link road would affect access to the One Stop Shop once it has been relocated.	1
There is insufficient detail here as to the changes to the 143 bus route	1
Trains are standing only before 08:30 and that's before they've even got to Hendon - how do you intend to deal with this?	1
What are the proposals for the link between Burnt Oak and Edgware via Deans Lane	1
What would the approximate length of time for the extended 125 route from Winchmore Hill to Colindale Underground Station be?	1
When do you proposal the 125 route will be implemented	1
125: More information is needed regarding changes to route 125.	1
Positive	
Partially agree 125,303,305	34
Strongly and/or agree 125/303/305	29
Agree with proposal 125/303/305	20
Great idea on the 125 extension	18
Partially agree 125,303,305	17
Partially agree 125/303/305	17
Strongly agree 125/303/305	9
The extension of the 125 would make Colindale much more accessible	7
125,303,305 Plans are overdue	3
Much needed bus service to connect Colindale with Finchley	2
Support the re-routing of route 143 and 326 approaching Finchley Central	2
Will provide good links 125/303/305	2
Agree with the single decker bus	1
Having the 186 204 and N5 serving Watling Avenue	1
Negative	
Will increase traffic/delays/travelling time	76
Strongly and/or oppose to the proposal 125/303/305	70

Merging the 303 and 305 will causing many issues	34
Sceptical about the proposal/unsure why routes 303 and 305 needs to be merged.	20
Amendments to bus route 125 will cause inconvenience	19
I strongly oppose the reducing of frequency of the current 125 bus route.	17
Will increase pollution in the area	14
Reducing the frequency of the 125 route is not acceptable.	9
Should keep the service as it is 125/303/305	8
I would not want to see any reduction in frequency.	5
The 125 frequency is already poor and not properly regulated.	4
The 186 Bus should return to it's original route	4
Deansbrook road already doesn't have enough buses	3
Diverting both the 186 and 303 via the new road would remove useful links	3
Dont reduce the frequency of 125 bus route in the Winchmore Hill area	3
Extending the times will be detrimental the bus times 125/303/305	3
Poorly publicised consultation	3
326/143 I strongly oppose the cancellation of the bus stop for the 143 and 326 routes in Regents Park Road.	2
Burnt Oak passengers would be very much affected by the re routeing of Bus 305.	2
Keep Quakers Course for route 204	2
Please consider vulnerable people that live close to current bus stops from their home.	2
204: Route change will be an inconvenience	1
303: Don't change the starting point from Asda superstores -	1
Consultation not publicised enough	1
Don't get rid of the Bus Stops on Gravel Hill.	1
I am opposed to the proposed changes to bus 186 route	1
I do not support the re-routing of the 143 and 326 to turn directly into Hendon Lane at the junction with Regents Park Road	1
Local amenities will be affected by the changes	1
125: Inconvenience in bus terminating at Eversley Park stop instead of Winchmore Hill.	1
302: Is already an infrequent service	1
Suggestion	
Increase frequency 125/143/303/305/204/251/186/324	34
Re route a bus from East Barnet to go to Finchley Memorial hospital/125 route should stop at Finchley Memorial Hospital.	16
Unclear comment	9
Support a stop being created on the 125 Route for Finchley Memorial Hospital	5
Extend the 303 to Kingsbury .	3
Make the 112/143 double decker service	3
Add a bus stop in Colindale	3
Propose a bus stop at the top of Greyhound Hill (going towards Finchley)	2
Keep the 303 and 305 as it is and just increase frequency on both services during peak hours.	2
125 should be extended towards Central London.	2
125: Bus stop should be on the bottom of the Greyhound Hill closer to Watford	2

Way or on the top of the Church Road	
303 via Grahame Park Way, or instead divert the 186 here	2
Could you add additional stops for 221 to go through Colindale and Colindale tube station	2
I support the proposed changes to route 143 at St MMary's church, Finchley.	2
More buses to Hendon from Colindale and increased high frequency	2
Not clear what this means for routes between Southgate and Winchmore Hill or what the timetable difference will be	2
Please maintain current route 143 and 326	2
Please reroute the 125 on roads other than Greyhound Hill (due to health and safety concerns)	2
The removal of the 186 Angus Gardens stop will cause issues	2
Introduce more busses	1
Route 125 should be further extended to Burnt Oak and Edgware	1
A direct service to Burnt Oak Station from Deans Lane (near Hale Lane) should be kept	1
Extend route along Granville Road 125/303/305	1
Maybe an idea to terminate the 125 at Southgate and extend the 382 instead to Winchmore Hill	1
Night bus based on bus route 125 or 34	1
125 could share the same bus stop as 113 on Watford Way	1
143: Please run the route towards Pursley Road.	1
A link from Fiern Barnet to the Colindale would help	1
A new bus service should be added from the new developments at Colindale and Burnt Oak to Southgate.	1
A Shuttle bus service would be helpful from Mill Hill to Saracens Allianz Park	1
Additional bus stop links needed Towards Cerry Close	1
An interchange bus stop should be created between Grahame Park between routes 204/N5 and 186/303 so there is a easy change of buses in this area	1
Bus route should follow that of the 186 which is routed via the A41 rather than via side streets.	1
Bus stop should be renamed	1
Can there be any direct bus route from Graham park to NW11	1
Connections could be the extension of the route 303, 186 or 204 into the Cophthall area.	1
Consider retaining 303 on its existing route along Grahame Park Way.	1
Consider splitting services into two "125A" to serve Colindale to the bus depot and 125B" from North Finchley to Winchmore Hill.	1
Could this not be achieved by the introduction of one or more new bus routes?	1
Create a route from Hendon Central to Kingsbury in addition to 183	1
Divert 125 via the 143/326 instead, operating via Gravel Hill in both directions (instead of a one-way system)	1
Encourage patients to use public transport rather than hospital transport.	1
Ensure regular service of 143 to East Finchley	1
Extend the 204 and 186 on existing routes	1
Extending route 292 from Colindale Asda terminus to Mill Hill Broadway Station via current route 303 bus missing out Quakers Course	1
How will the people living around Watling Avenue and Lanacre Avenue be covered.	1
I would support the 326 diversion so long as it continues to terminate at Brent	1

Cross and it continues to cross Brent Street	
Maybe have a separate bus route that overlaps routes from Colindale Asda then as in proposal to somewhere in Winchmore Hill, North Finchley or Arnos Grove.	1
More links needed from Cophall Sport Centre to Colindale and Burnt Oak .	1
Need a additional new bus route running along side 186 between Edgware and Brent Cross.	1
Need a bus stop at the bottom of Greyhound Hill	1
Please amend bus route 186 from Deansbrook Road down to Edgware Road and Station Road to Edgware Station	1
Please put the 292 on the original route back to Colindale	1
Prioritise greyhound hill for gritting during cold months	1
Reroute bus 326 from Middlesex University to Colindale via Greyhound Hill	1
Route 125 going from North Finchley Bus Station to directly outside the new head quarters of the L.B of Barnet Offices	1
Route 125 would benefit more if the route was extended further from Colindale Station to Mill Hill Broadway via the 186	1
Should use double red lines to ensure no vehicles are parked	1
Suggestion: 143: Add an additional frequency of buses in the last hour of service (00:00).	1
The 143 needs to be cut short of its destination.	1
The 143 needs to run down Long Lane, Squires Lane and East End road all the way to Archway	1
There should also be adequate rubbish bins set up by each bus shelter/stop	1
Timing of routes will have to be altered 125/303/305	1
Why dont you divert the 303 route going towards Deansbrook road, right towards orange hill road and then left to watling avenue	1
Will route 186 stop at North Acre?.	1
125: Would be helpful if there was at least one Bus Stop (in each direction)	1
143 should be relocated to Hendon Lane and Middlesex University via Dollis Rd, Devonshire Rd, Cophall Leisure Centre, Page St and the A1	1
303: Could the bus station be made as safe as the one in Orange Hill Road.	1
Suggestion: Consider putting the 292 back on its original route back to Colindale	1
Perhaps bus stop should be half way down the hill.	1