

Drafted by : Gerry Devine

Extension : x5189

Version Drafted	Date Drafted	Notes (Please update the version number in the footer)
1.0	7 th July 2003	
1.1	9 th July 2003	Includes Brondesbury Park junction scheme
1.2	14 th July 2003	Legal comments added

Committee : Highways Committee

Above **Below**

Date : 23 July 2003

Confidential Line

Report Title :	PETITION RELATING TO MAKING STAVERTON ROAD A ONE-WAY STREET
-----------------------	--

Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 23rd JULY 2003**

REPORT NO : /03

FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION

NAME OF WARDS
BRONDESBURY PARK

PETITION RELATING TO MAKING STAVERTON ROAD A ONE WAY STREET

1.0 SUMMARY

- 1.1 This report is being presented to inform Members that a petition has been received by the Council requesting that bus traffic in the northbound direction be moved from Staverton Road to Alverstone Road, or alternatively, that the Council begins public consultation immediately on turning Staverton Road into a one-way street.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the contents of petition and the investigations undertaken by officers.
- 2.2 That the Committee notes the contents of the petition presented at the Highways Committee on 15 April 2003, and the current CPZ consultation and safety scheme proposals for Staverton Road. (See Appendices A, B & C).

3.0 FINANCIAL IMPLICATIONS

- 3.1 The CPZ and safety scheme proposals which relate to Staverton Road are funded within the current year budget allocation from TfL.
- 3.2 The Borough Spending Plan submission for 2004-5 will contain a proposal for traffic calming measures to be applied to Staverton Road.

4.0 STAFFING IMPLICATIONS

- 4.1 All issues relating to the petition will be dealt with by the Council's Transportation Service Unit.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The number of buses scheduled to use Staverton Road has risen from an average of approximately twenty five per hour in the mid 1990's to approximately forty two per hour in 2003. This is due to increase to an estimated fifty per hour if London Buses pursue their intended changes to the frequency of routes 6 and 302 between late August and December 2003.

6.0 LEGAL IMPLICATIONS

- 6.1 The Greater London Authority Act 1999 deal with the provision of public transport in London and Transport for London has responsibility for the provision of services. The Council does not have powers to re-route bus services, or to vary frequency.
- 6.2 The Council could, after following necessary consultation procedures and provided there was enough support revealed by such consultation, designate Staverton Road a one-way street. The consultees would include residents, police, emergency services and providers of essential services such as doctors, as well as London Buses, the provider of the current services.

7.0 DETAIL

- 7.1 Staverton Road is served by bus routes 52/N52 (Willesden-Victoria) and 302 (Mill Hill Broadway - Kensal Rise), as well as garage journeys on route 6/N6 (Kensal Rise-Aldwych). A location map is shown at Appendix D. The road has been a bus route since before World War 1, and has seen many improvements in service with the introduction of larger and more frequent buses in recent years. The present frequency of buses is shown at Appendix E.
- 7.2 Since the previous petition was presented to the Highways committee in April this year, the following action has been taken:
- London Buses have been invited to amend the pattern of service using Staverton Road, by reducing the number of buses. This would be achieved by diverting Route 6 to serve Willesden Sports Centre, City Academy site and Willesden Hospital. London Buses have declined to do this, on grounds that it would break existing connections made by passengers between Willesden High Road and points south of Kensal Rise Station.
 - London Buses have also rejected alternative proposals from Borough officers to re-route the 302 via the above points instead of route 6. They cite similar reasons, but for passengers wishing to travel between Willesden High Road and points north of Willesden Garage.
 - London Buses are in fact proposing to increase the number of buses using Staverton Road. Route 302 will have an extra five buses per hour Monday-Saturday daytimes from 30 August 2003. This is despite a request (not met) from Borough officers for an explanation of the detailed demand pattern for this route to justify the increase in frequency. Route 6 will, subject to agreement with the operator, have every alternate journey throughout the day extended from Kensal Rise Station to Willesden Garage, instead of certain journeys only at present. This will increase the number of buses using Staverton Road, though London Buses have not yet quantified the effect of this change.
 - Investigations have been made of the most appropriate form of traffic calming measures to reduce the speed of buses and other vehicles using Staverton Road. A scheme is being designed and will be implemented when finance become available, subject to TfL approval of funding for this project, in 2004-5.

- Re-consultation on a CPZ scheme for Staverton Road has recently taken place. If accepted, this is expected to remove much of the excess and often illegal parking which causes traffic blockages in Staverton Road at present.

7.3 London Buses and Borough officers have agreed that the proposal to re-route northbound buses via Alverstone Road is not feasible for the following reasons:

- It adds buses to two roads (Alverstone and part of Brondesbury Park) which have never had bus routes in the past and which have no currently unserved demand for bus services. At least as many residents would be affected by the new routing as currently live in Staverton Road.
- It would cause an increase in vehicle speeds in Staverton Road which might have the opposite effect to that intended by reducing the number of buses.

7.4 With regard to the petitioners' alternative proposal for making Staverton Road one way for all traffic, the following implications should be borne in mind.

Although the introduction of one way streets could reduce or eliminate vehicle conflict and may improve access, from experience, they inevitably lead to an increase in vehicle speeds and therefore may require additional traffic calming measures such as road humps in order to combat this. There is also an increase in journey time and inconvenience to local residents depending on the direction of flow. One way streets also require a legal Traffic Management Regulation Order and full and detailed consultation and support from the majority of local residents, the Police and in particular the Emergency Services as their statutory response times could be affected by the proposals. Officers cannot therefore recommend that Staverton Road is designated a one way street for all traffic.

Appendices attached:

- A - Summary of previous petition presented at Highways Committee 15 April 2003.
- B - Summary of CPZ scheme
- C - Junction improvement scheme in Staverton Road.
- D - Location map – bus routes
- E - Scheduled frequency of buses

8.0 BACKGROUND INFORMATION

Details of Documents:

Any person wishing to inspect the above papers should contact Gerry Devine, Senior Public Transport Promoter, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 0181 937 5189

Richard Saunders
Director of Environmental Services

Petition Relating To Making Staverton Road a One-Way Street
APPENDIX A

Summary of petition presented at Highways Committee Meeting 15 April 2003-07-08

The petition requested that all bus traffic be removed from Staverton Road, and as an interim measure, that bus traffic should be restricted to one direction only.

The Committee noted the contents of petition and recommended that:

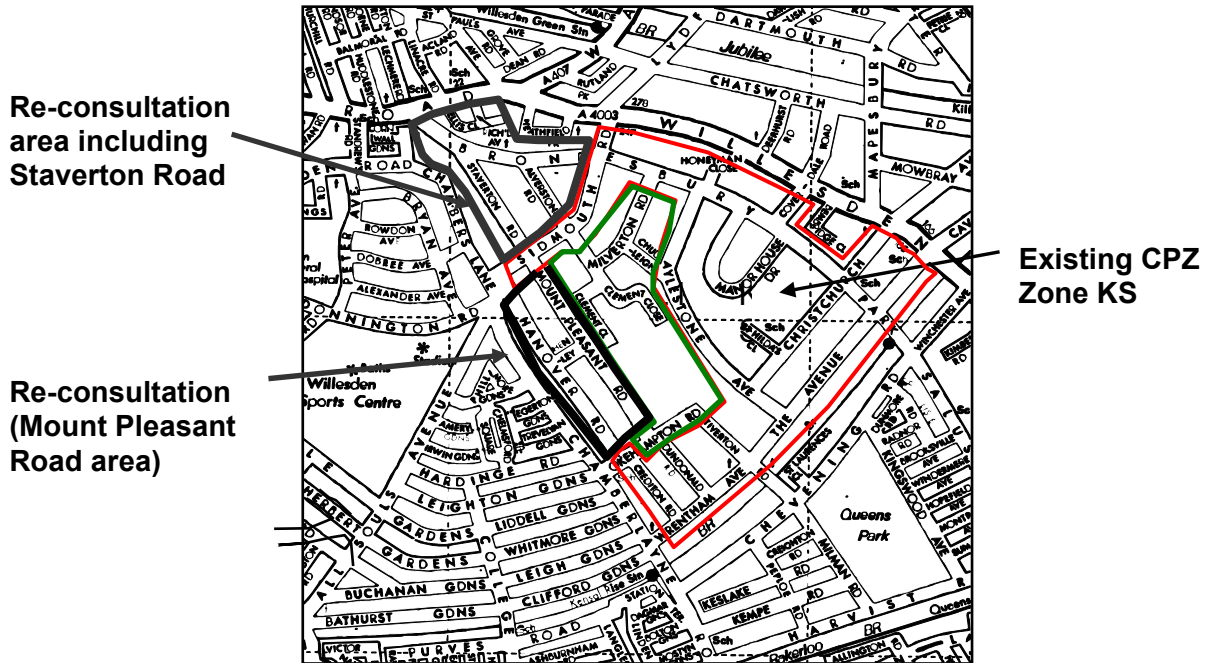
- i) officers refer the concerns of the petitioners to London Buses for their comments
- ii) officers consult with residents to devise a suitable traffic calming scheme which could be implemented, subject to TfL funding approval.
- iii) a scheme to alleviate conflict between buses and other road users be submitted to Transport for London in Summer 2003 as part of the 2004/5 funding bid.

Recommendation i) has been implemented. London Buses have declined to make any changes to bus services requested, and have now decided to increase the frequency of two of the three routes serving Staverton Road.

Recommendations ii) and iii) are being implemented currently, subject to results of the CPZ re-consultation which is now in progress.

Petition Relating To Making Staverton Road a One-Way Street
APPENDIX B

Existing & Proposed Controlled Parking Zone



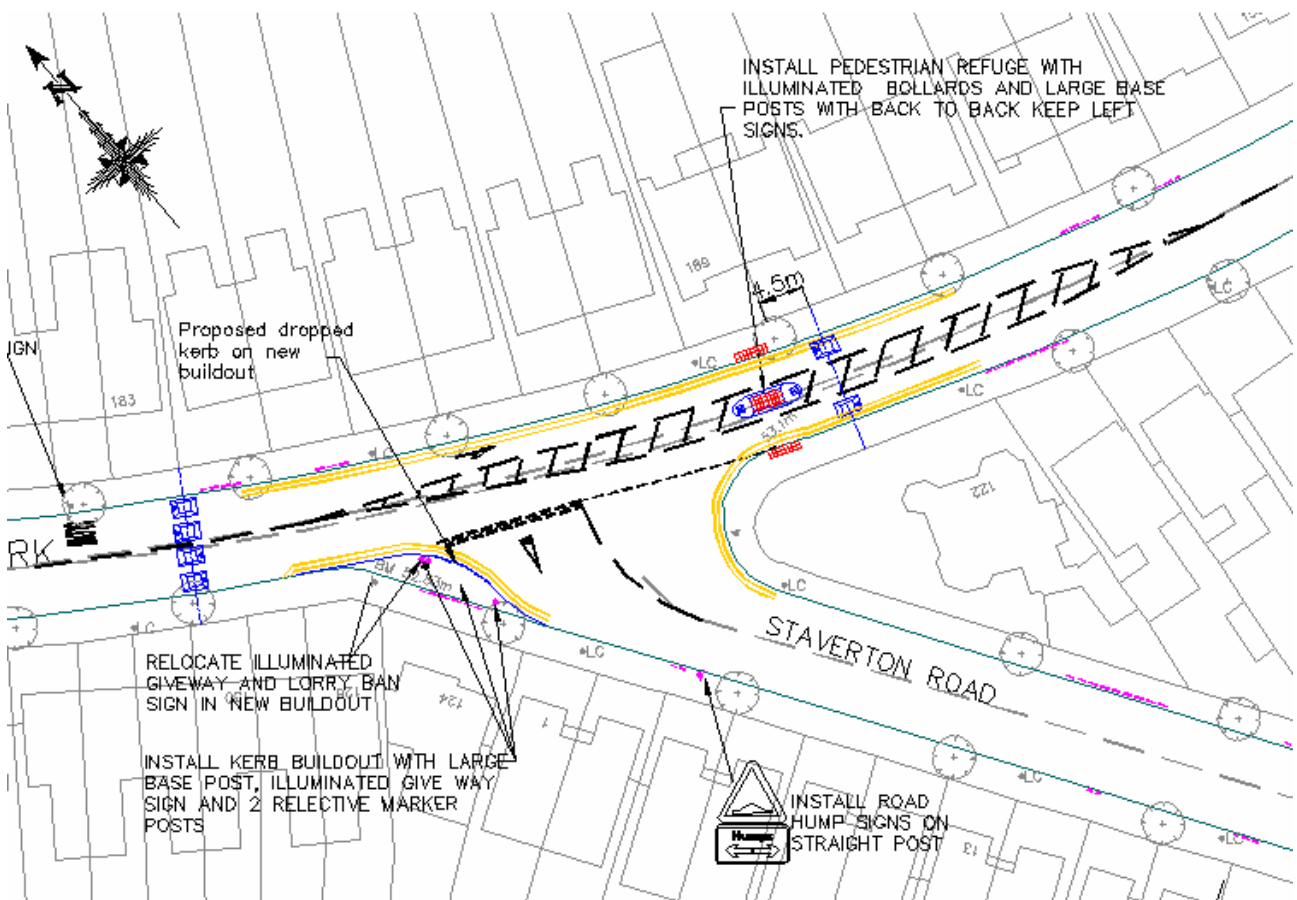
Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, LAO86312, 2002

This scheme is closed for consultation after 18 July 2003

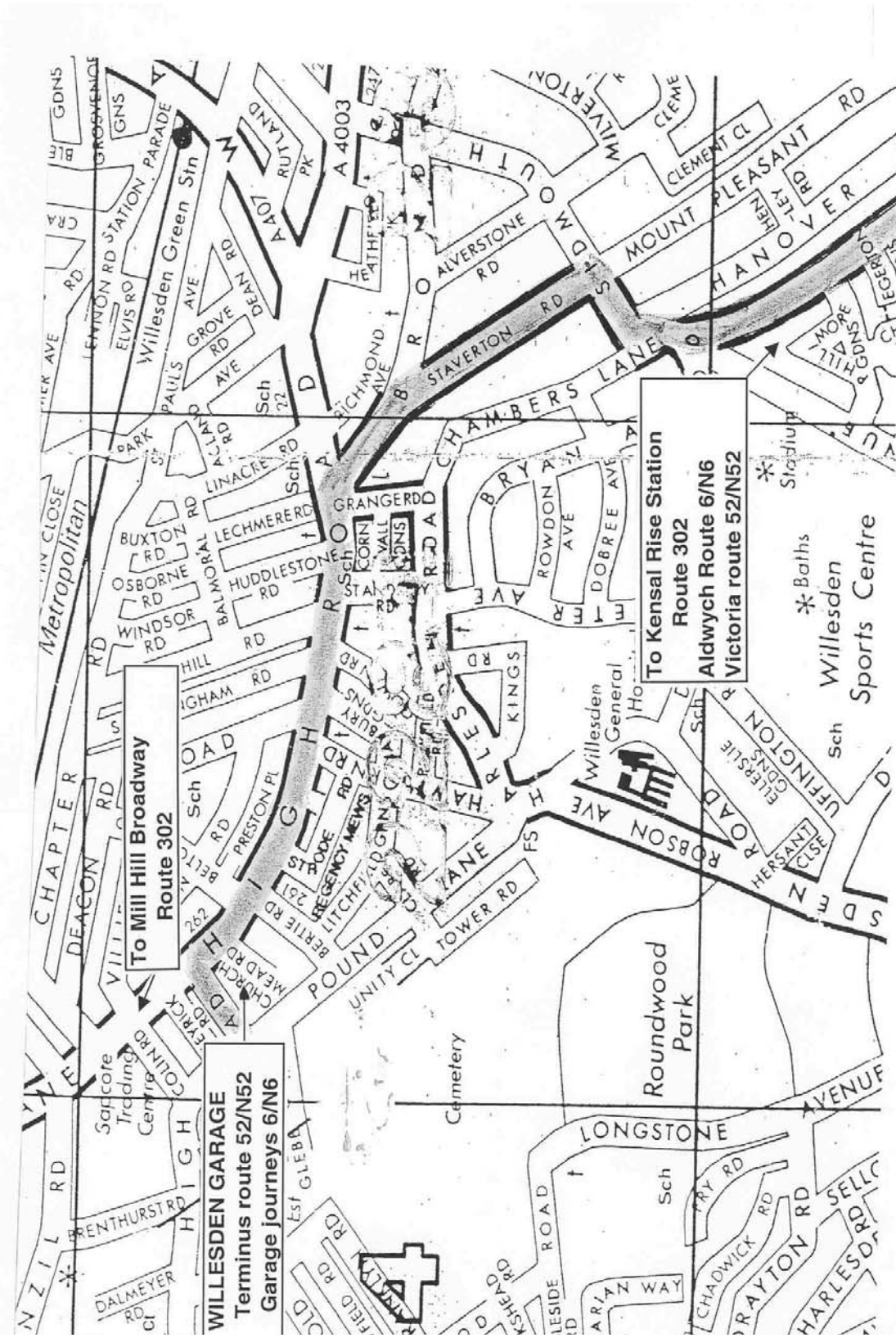
Petition Relating To Making Staverton Road a One-Way Street
APPENDIX C

Junction scheme for Staverton Road/ Brondesbury Park

Programmed for completion March 2004



Petition Relating To Making Staverton Road a One-Way Street
APPENDIX D



APPENDIX 2

Petition Relating To Making Staverton Road a One-Way Street
APPENDIX E

Frequency of buses – current schedules

Scheduled buses per hour (total both directions)

Daytime: 0600-1900 (Monday-Saturday)	Route 6	12*
	Route 52	20
	Route 302	10
	Total	42
Evening (Weekdays)	Route 6	6*
	Route 52	14
	Route 302	6
	Total	26
Nights	Route N6	2*
	Route N52	4
	Total	6

- Note – Route 6 terminates at Kensal Rise station and Staverton Road is used only by journeys continuing to/originating from Willesden Garage. These vary according to time of day and traffic conditions and averages are shown above.

Source: London Buses/Metroline