

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE**

16th October 2003

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD
All Wards

Report Title: PROGRESS REPORT ON THE LONDON BUS PRIORITY NETWORK (LBPN) AND LONDON BUS INITIATIVE (LBI) PROGRAMME

1.0 SUMMARY

- 1.1 This report provides an update on the progress on schemes previously approved for implementation by the Transportation Sub Committee in the LBPN (London Bus Priority Network) and LBI (London Bus Initiative) programmes on routes 18 and 32 for the 2003/2004 financial years.
- 1.2 This report also informs Committee on informal consultations undertaken by consultants on bus stop changes on Route 18 for the introduction of articulated buses in November 2003, on schemes for Routes 266, 52, 31 and 16 scheduled for implementation in the 2003/2004 financial year, and on schemes for Route 182 for the 2004/05 financial year subject to satisfactory consultations.

2.0 RECOMMENDATIONS

- 2.1. That Committee notes the progress on LBPN and LBI schemes.
- 2.2 That Committee notes the outcome of the informal public consultation on the proposed bus stop changes along the Route 18, as detailed at Item 7.5, and agrees that where no objections have been received, the marking of the bus stops be progressed to implementation to meet the programme for the introduction of articulated buses on 15 November 2003.
- 2.3 That Committee agrees that notwithstanding the objection raised, the Route 18 Bus Lanes Experimental Traffic regulation order which came into operation in June 2002 be made permanent.
- 2.4 That Committee notes the outcome of the informal public consultations on scheme proposals for routes 52, 16 and 31 to and agrees that where support has been identified the respective schemes be progressed to implementation, as detailed in supplementary information to be provided at the meeting.

- 2.5 That the Committee authorises the Director of Transportation to proceed with implementing the schemes in recommendations 2.2, 2.3 and 2.4 above and that he undertakes any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

3.0 FINANCIAL IMPLICATIONS

- 3.1 In the current financial year Brent Council has received a total allocation of £1,717,000 in the Borough Spending Plan (BSP) for LBI / LBPN schemes. The costs of consultation and implementation of schemes on Routes 18, 266, 52, 31, 32 and 16 will be met from this funding. The consultation and implementation costs for bus stops for the Route 18 articulated buses will also be met from this funding. All LBI schemes estimated to cost in excess of £50,000 would require Cost Benefit Analysis approval by TfL before the final approval for funding is granted.
- 3.2 The BSP allocations for the 2003/2004 were reported to the July 2003 Highways Committee and are summarised at Appendix A.

4.0 STAFFING IMPLICATIONS

- 4.1 All LBPN and LBI Routes are project managed by the Transportation Service Unit in association with the north-west sector's consultants Steer Davies Gleave (SDG – Routes 16, 18, 32, & 266), Parkman (Route 52, 182 & 92), JMP (Route 220), W.S. Atkins (Route 36) and MVA (Route 31). The Transportation Services Unit will undertake implementation of the schemes and the making of the necessary Traffic regulation orders.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The measures are designed to improve public transport efficiency and reliability. Improvements are being designed to make the local environment safer and attractive to encourage more people to switch from cars to public transport, which could contribute to air quality improvement and a reduction in traffic congestion.
- 5.2 In the Supplementary Guidance on Transport Plans for 2003/2004 the Mayor of London aims to increase bus use in London and supports the London Bus Initiative and the London Bus Priority Network, promotion of low floor buses and improvements to the waiting environment at stopping places.

6.0 LEGAL IMPLICATIONS

- 6.1 The parking controls and mandatory bus lanes detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996. . The Council is required to undergo a consultation process. Any changes to pedestrian crossings require consultation with the Chief of Police and notice to be given to members of the public.
- 6.2 Members are authorising the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process. This means a further report need not be brought before this committee prior to implementation if there are no substantial objections.
- 6.2 Section 9 of the Road Traffic Regulation Act allows local authorities to implement experimental schemes, but they can only be implemented for up to 18 months. These orders must be the subject of consultation with the bus operator and Transport for London in the case of an order affecting a bus service.
- 6.3 The order may be made permanent but there are certain requirements that need to be met before this can happen. One of these requirements is that the authority must notify people in its statement for making the order that they can object to the order in writing within 6 months of the coming into effect of the order or within 6 months of any variation of the order. And the objections must be considered as though they had been submitted as part of a statutory consultation process prior to the making of the order

7.0 DETAIL

LBI programme of works - General

- 7.1 A description of the routes being progressed in Brent in the current financial year as part of the LBI/LBPN programme is provided in the table below.

ROUTE	DESCRIPTION
18	Sudbury Town, Harrow Rd, High Rd. Wembley, Harrow Rd, Brentfield, Hillside, Craven Park Rd, Harlesden High Rd, Harrow Rd - to Euston.
32	Edgware Road, Cricklewood Broadway, Kilburn High Rd.
266	Edgware Road, Cricklewood Broadway, Chichele Road, Walm Lane, Church Road, Manor Park Road ,Station Road – to Hammersmith
52	Willesden High Road, Staverton Road, Chamberlayne Road, - to Hammersmith and Kensington.
16	Kilburn High Road, Shoot Up Hill - to Victoria Station.

31	Kilburn Park Road - to Camden
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LBI 1, Stage 2: Routes 18 & 32

- 7.2 The following schemes have previously been approved by the Transportation Sub Committee and will be introduced under an Experimental Traffic regulation order (TRO) subject to satisfactory consultation with the emergency services and other statutory authorities. Committee is reminded that the period of operation of the experimental order is effectively the formal consultation period during which objections and representations can be received in respect of the scheme. When the experimental operation and any representations received are reviewed a decision has to be made to either make the scheme permanent or withdraw it completely and these will be considered by the Director of Transportation initially. On bus priority schemes Experimental Orders allow the flexibility for dealing with immediate problems and more importantly, the operation of bus lanes can be reviewed after 6 months.

SCHEME REF.	LOCATION	DESCRIPTION
18/14	North Circular Road. From opposite No. 8 Hillside to opposite No. 28 Harrow Road.	Westbound 7.am – 7pm Monday - Sunday bus lane
18/A51/A3	Knatchbull Road	Eastbound 7am – 7pm Monday-Sunday bus lane from Wyborne Way to the junction with Knatchbull Road
18/23	Scrubs Lane	Westbound 7am-10am and 4pm – 7pm Monday to Friday Bus Lane from Kenmont Close to the junction with Scrubs Lane.
18/26	Kilburn Lane	Eastbound extension of 7am-7pm Monday to Saturday bus lane from No. 842 Harrow Road to College Road.
32/15	The Hyde	Westbound 7am- 7pm Monday to Sunday bus lane between Capitol Way to Grove Park.

LBI 1, Route 18 - review of existing scheme

- 7.3 The existing Route 18 bus lanes, between Ealing Road and the North Circular Road, were introduced under experimental orders in June 2002. The 18-month experimental period will expire in December 2003 by when the Order needs to be made permanent. During the first 6 months of this order a number of comments and objections were received on the bus lane, including a petition from the Islamic Cultural Centre, Wembley. The petition opposed the bus lane on the following grounds:

- Bus lane causes problems to users of the centre, especially the elderly, children and parents who have to cross Harrow Road at different points, which is a major safety concern
- There have already been many accidents at the junction of Wyld Way with Harrow Road
- Local shops are suffering because of lack of parking

7.4 The petition was reported to the 11 December 2002 Highways Committee and members agreed that the petition be forwarded to the Route 18 consultants for investigation. The consultants' response to the issue of crossing facilities was that the existing pelican crossing near the Cultural Centre was sufficient and that it provided a safe place for crossing in close proximity to the centre. The concerns raised at accidents at the Harrow Road/Wyld Way junction are justifiable and it is proposed to introduce a 'right turn pocket' at the junction, so as to provide a nearside passing lane. It is also proposed to introduce additional loading bays to service the shops in Harrow Road between Wyld Way and Monks Park, in response to the petitioners' request. The latter 2 schemes are currently being advanced by the route consultants. It is the officers' views that the objections received to the Experimental Order have been resolved and Committee is therefore requested to agree that the traffic regulation order be made 'permanent'.

LBI 1, Route 18 - Articulated Buses

- 7.5 In March 2003 London Transport Buses commissioned consultants Steer Davies Gleave to investigate the feasibility of introducing articulated bus operation on Route 18. The findings concluded that for the operation to be successful a number of changes would need to be made to the existing route infrastructure. In Brent the changes identified were primarily to the existing bus stops and 'cages', requiring these to be extended at a number of locations to up to 51 metres in length. Each stop would also have to be designated a 'Clearway', whereby no parking or loading/unloading would be permitted 'At any time'. The locations of the bus stops are shown at Appendix G.
- 7.6 Informal consultations on the proposed changes to the existing bus stops were carried out in August/September 2003 by the route consultants. Consultation letters were sent by post to all properties in the relevant areas. A copy of the consultation letter is attached at Appendix H and a typical bus stop proposal is shown at Appendix I.
- 7.7 As the majority of the existing bus stops are on 'main routes' and opposite shops and businesses, the responses to the consultation were objections on the grounds that loading/unloading would not be permitted in the bus stop clearways. The responses to the consultation are summarised at Appendix J. It will be noted from the consultants' responses (also at Appendix J) to the objections that where feasible, either modifications to the proposals will be made or the bus stops will be relocated. The objectors will be notified by the consultants on the action to be taken and if no further objections are received it is recommended that the bus stops be implemented. Committee is reminded that bus stop clearways no longer require the making of a Traffic regulation order.

LB1 2, Stage 1: Route 266 (Appendix B)

- 7.8 The schemes identified for Route 266 are tabulated at Appendix B. Informal consultation on these schemes are on-going and the outcomes will be reported to the December 2003 Highways Committee.

LB1 2, Stage 1: Route 52

- 7.9 The schemes identified for implementation are summarised at Appendix C. Informal consultations on the schemes were on-going at the time of writing this report and the results will be reported at Committee. Copies of the current scheme consultations are attached at Appendices D, E and F.

LB1 2, Stage1: Route 16 and 31

- 7.10 The schemes identified for implementation are summarised below:

SCHEME REF	LOCATION	DESCRIPTION
16/3	Kilburn High Road-Iverson Road	Proposed Box Junction(scheme with Camden)
16/6	Kilburn High Road-Cambridge Avenue	Bus stop relocation and improvement.
31/25	Cambridge Avenue/Kilburn Park	Conversion of Zebra to Pelican crossing to improve safety for pedestrian.
31/27	Rudolph Road Adjacent to B414 Kilburn Park Road	Proposed swapping locations of on street Pay Bays to improve interchange.

- 7.11 Informal public consultations on schemes 31/25, 31/27 and 16/6 were in progress at the time of writing this report and the results will be reported at Committee.

Scheme approvals

- 7.12 Supplementary information will be provided at Committee with full details of the informal public consultations undertaken by consultants on routes 52, 16 and 31. Subject to support being demonstrated Committee are requested to agree that the statutory consultation and implementation stages of the various schemes detailed proceed.
- 7.13 Where bus lanes are proposed these will be introduced as experimental schemes with a maximum duration of up to 18 months. After that period of time the schemes will either be made permanent or revoked. Committee authorisation will be sought for either action towards the end of the experiment.

- 7.14 It is recommended that authorisation to consider objections to statutory consultation and implementing schemes be given to the Director of Transportation. Any objections to the schemes received as a result of statutory consultations would then be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate. This would permit the smooth and timely delivery of the bus priority programme of works.

8.0 BACKGROUND INFORMATION

Details of Documents:

Any person wishing to inspect the above papers should contact Satnam Sahota, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 0181 937 5141

Richard Saunders
Director of Environment