



### **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, 28, 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. Details of the BSP allocations for the 2003/2004 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), MVA (Route 31) and Hyder (Route 28). 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.
- 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 experimental 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

7.0 A brief 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

### LBI 1, Stage 2: Routes 18 & 32

7.1 The road surfacing and lining works, and signage works, associated with the implementation of the Route 18 bus lanes listed below was substantially complete at the time of writing this report. The October 2003 Committee was informed that these bus lanes will be introduced under an 'Experimental' Traffic Management Order, which is scheduled to come into operation in January 2004. The initial 6 months of operation of this Order will effectively be the formal objection period and a review of the lanes will therefore be carried out in June 2004.

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.

- 7.2 Although the westbound bus lane between Kenmont Close and Scrubs Lane (Scheme 18/23 above) will not be operational until January 2004, objections have been received from the frontages on Harrow Road to the bus lane and the bus stop 'Clearway'. A site meeting was held on 17 September 2003, attended by traders on Harrow Road, representatives of the LBI Partnership (consultants, bus operators, Brent officers) and the Chair of this Committee to investigate the objections. It was agreed at the meeting that the LBI Partnership review the operational times of the bus lane, and investigate the feasibility of providing alternative loading/unloading facilities for local traders.
- 7.3 In response to the objections from the traders the following amendments have been made to the proposed bus priority measures at the location referred to above:
- The operational times of the bus lane have been revised to 8 am to 9.30 am and 4.30 pm to 6.30 pm, Monday to Saturday, which are the times of the existing waiting and loading restrictions in Harrow Road at this location. Hence, the bus lane will not be any more restrictive than the existing parking and loading/unloading controls.
  - The proposed bus stop clearway required for the new articulated buses now in operation will not be implemented, but instead the existing bus stop will be designated a clearway such that parking and loading/unloading will not be permitted in the clearway 'at any time'.
  - In addition, it is confirmed that loading/unloading facilities can be provided on sections of the footway (pavement) and this option is being advanced to detailed design by the route consultants.
- 7.4 The revised operational times of the bus lane have been discussed with the traders but indications are that the amended proposals are still not acceptable. However, the bus lane is a key feature of the bus priority measures to enhance the Route 18 service, particularly during peak periods. The LBI Partnership's views are that the original bus lane and bus stop proposals have been substantially revised to accommodate the wishes of local traders, and that the bus lane and clearway should proceed. The committee has two options to consider and is recommended to choose option (a) because substantial scheme revisions have been made. The choices available to the Committee are as follows:
- (a) Agree that officers proceed with the bus lane between Kenmont Close and Scrubs Lane and the bus stop clearway as detailed in 7.3 above, or:

(b) The bus lane proposal be withdrawn.

### **LBI 1, Route 18 - review of existing scheme**

- 7.5 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 expired on 19<sup>th</sup> November 2003 (stated as December 2003 in error in the previous report to this Committee) and the Traffic Management Order for the bus lanes were therefore made permanent on 20<sup>th</sup> November 2003.
- 7.6 The October Committee was informed that investigations were underway by the route 18 consultants for a 'right turn pocket' at the Harrow Road/Wyld Way junction, and for footway loading bays opposite the shops in Harrow Road, between Wyld Way and Monks Park. The investigations were carried out in response to objections received to the route 18 bus lanes during the initial 6 months of the Experimental Traffic Management Order. The investigations have confirmed the feasibility of the right turn pocket and loading bays, and these will be progressed to detailed design and implementation.

### **LBI 1, Route 18 - Articulated Buses**

- 7.7 The 'Articulated Bus' was introduced on the route 18 service on 15 November 2003. The October Committee was informed that modifications were necessary to a number of bus stops on route 18 to accommodate the new buses, which entailed extending the bus stop clearways to 51 metres in length. It was recognised that this would impact on parking and loading/unloading provision and consultations were therefore carried out with the frontages affected. The results of the consultation were reported to the October Committee. A number of objections were received to the proposals and Committee agreed that implementation of the extended clearways be deferred pending further discussions with the objectors.
- 7.8 The outcome of further discussions with the objectors is summarised in the table below. Members will note that further investigations are pending but the issues previously raised at bus stops 2608, 3266 and 1484 have been resolved and Committee is requested to approve these for implementation.

<b>STOP NUMBER</b>	<b>LOCATION</b>
BP2608	Sudbury Swan (eastbound) issues resolved changes to stop can go ahead.
3283	Waverley Avenue (eastbound). Topographical survey and final design required before implementation. No further issues raised from consultation.
3266	St Mary's Cemetery (eastbound). Issues discussed with the shop keepers. Scheme being redesigned to address the issues raised by traders affected.
1594	Kilburn Lane (eastbound). Footway parking to be investigated before implementation.
1389	Wrottesley Road (Westbound). To be kept on hold. Position subject to junction signalisation.
4683	College Park/Scrubs Lane (Westbound). Footway parking

	to be implemented before bus cage extension can be implemented. The existing bus stop cage to be marked.
1933	Wembley Central( No Change as a result of consultation) (Eastbound)
1484	Sudbury & Harrow Road Station (Westbound). Scheme has been revised which will not affect existing waiting and loading restrictions.
1378	Harlesden High Street (Westbound). Scheme to be on hold due to ongoing development which requires access and prevents implementation of revised design.

7.9 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.

**Route 31: Scheme 31/33 – Re- Routing of southbound service through Malvern Road via Chippenham Gardens.**

7.10 Proposals to re-route the bus service in Kilburn have been subject to informal consultations with local residents and businesses. A copy of the consultation is attached at Appendix A. The proposals are summarised below:

- The southbound route currently runs north to south along Kilburn Park Road, turns right into Shirland Road, and then left into Chippenham Road. Buses are experiencing delays when turning right into Shirland Road due to queues at the traffic signals backing up across the junction with Kilburn Park Road.
- It is therefore proposed to re- route the southbound service through Malvern Road via Chippenham Gardens, thereby following the reverse of the northbound route. The same arrangement will also be used by route 328.
- It is also proposed to relocate and upgrade the existing pedestrian islands in Chippenham Gardens at the junctions with Kilburn Park Road and Malvern Road. The proposals with plan are appended at Appendix B of this report.

7.11 Consultations on the above proposals were carried by in October 2003 by the route consultants. A total 200 consultation letters were distributed by the consultants to all affected. The informal consultation yielded a response rate of only 4%, which is fairly typical of responses received London-wide in respect of bus priority consultations.

7.12 As the proposed re- routing would require the existing bus stop in Kilburn Park Road to be relocated to Chippenham Gardens, it would result in relocating the existing parking bays to Kilburn Park Road (Brent side). A number of objections have been received to this proposal, including a 'petition' containing 5 signatures, which are summarised below:

- The proposals will mean a loss of existing parking spaces outside John Radcliffe House on Chippenham Gardens.

- The proposed new location of the parking bays on Kilburn Park Road would obstruct the view of motorists exiting Chippenham Gardens.
- Concerns raised on the additional noise in Chippenham Gardens.
- Concern was raised that Malvern Road is not in good condition to run buses in both directions.
- Insufficient signal timing at the junction of Shirland Road/Malvern Road/Chippenham Road/Walterton Road.

7.13 The objections have been noted and will be investigated further by officers and consultants, and the outcome reported to the next meeting of this Committee.

## **Additional LBP schemes**

### **Route 28**

7.14 Bus route 28 has recently been added to the general LBP scheme. In the first phase of improvements to the service, measures have been proposed to improve access along Station Terrace for buses and large vehicles. These measures also include extending the route 28 to terminate at Kensal Rise via Harrow Road. The proposals are:

- Widening the carriageway by realigning the pavement on either side of Station Terrace.
- Relocating the bus stand slightly north by a few metres from its current position to improve pedestrian movements.

7.15 Informal consultations on the above proposals were carried out by the route consultants (Hyder Consultancy) in September 2003 with all affected frontages along Station Terrace. A copy of the consultation is attached at Appendix B. No responses were received to the consultation. Committee is therefore requested to agree to the implementation of the above proposals (Item 7.14).

## **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**





**LBI/LBPN Progress Report - Route 31 Consultation  
APPENDIX A**

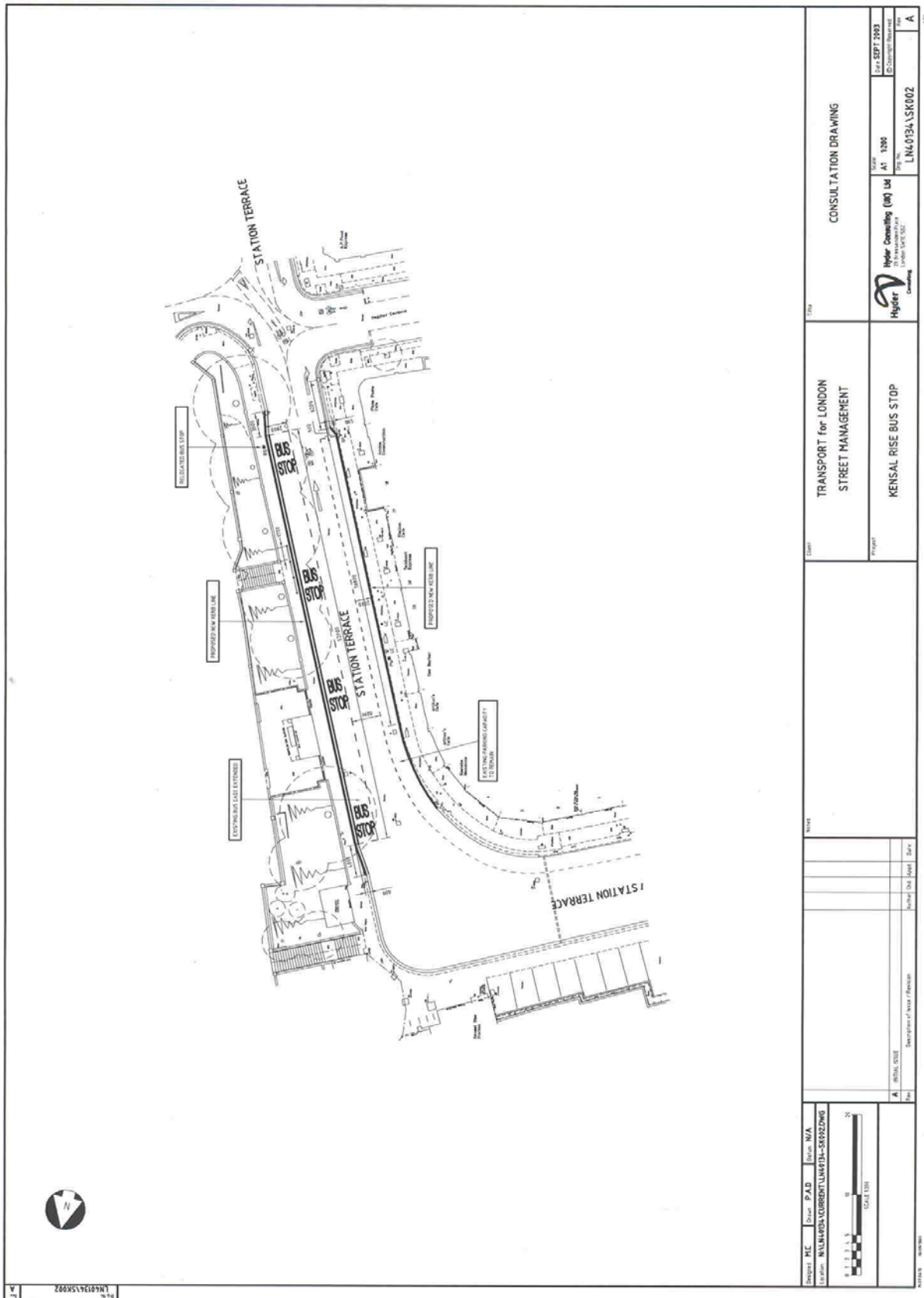
**LBI/LBPN Progress Report - Route 31 Consultation  
APPENDIX A continued**

**LBI/LBPN Progress Report - Route 31 Consultation  
APPENDIX A continued**

**LBI/LBPN Progress Report - Route 31 Consultation  
APPENDIX A continued**

**LBI/LBPN Progress Report - Route 28 Consultation  
APPENDIX B**

# LBI/LBPN Progress Report - Route 28 Consultation APPENDIX B continued



LN4019A/SK002

Project: P1C Location: WILMOUTH COURBENTUMPTIL-SK0220G	Drawn: P.A.B. Date: N/A	Title: CONSULTATION DRAWING	Date: 07/11/03 Scale: 1:1000 Drawing No: LN4019A/SK002	Date: 07/11/03 Drawing No: LN4019A/SK002	A
Client: TRANSPORT FOR LONDON STREET MANAGEMENT		Project: KENSAL RISE BUS STOP			
Name:		Description of Area / Revision:			
Date:		Checked (Date / Name):			
Date:		Date:			