

**LONDON BOROUGH OF BRENT  
HIGHWAYS COMMITTEE 20<sup>th</sup> April 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD  
All Wards

<b>Report Title:            PROGRESS REPORT ON THE LONDON BUS PRIORITY NETWORK    (LBPN) AND LONDON BUS INITIATIVE (LBI) PROGRAMME</b>
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**1.0      SUMMARY**

1.1      This report updates members on progress on the LBI/LBPN programme since the last report to this committee. The report also informs members on the inclusion of bus routes 182 and 92 in the 2004/05 LBI programme and updates members on the outcome of informal consultations on proposed bus priority measures for bus route 266.

**2.0      RECOMMENDATIONS**

- 2.1.     That Committee notes the progress on LBPN and LBI schemes.
- 2.2     That Committee agrees to the LBI's route consultants undertaking informal consultations on the bus priority schemes referred to at Item 8.6 and listed at Appendix B.
- 2.3     That Committee agrees to a re-consultation on a proposed southbound bus lane on Church Road, Harlesden as detailed in Items 8.7 to 8.10.
- 2.4     That Committee approves the minor schemes for Routes 18 and 32 as detailed in Item 8.5.

**3.0      FINANCIAL IMPLICATIONS**

- 3.1     Brent Council has received an allocation of £1.1 million in the Borough Spending Plan (BSP) for LBI / LBPN schemes. Details of the BSP allocations for the 2004/2005 are summarised at Appendix D. The costs of consultation and implementation of schemes detailed in this report will be met from this funding. The LBI Partnership will fund any additional staffing resources required by Brent to deliver the programme of schemes detailed in this report. There is an additional allocation of £130,000 for Bus Stop Accessibility schemes.
- 3.2     All LBI/LBPN schemes estimated to cost in excess of £50,000 will require Cost Benefit Analysis approval by Transport for London (TfL) before the final approval for funding is granted. Where appropriate, the Cost Benefit Analysis will be undertaken by the Route Consultants.

**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), Mouchel 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 the implementation of the schemes and the making of the necessary Traffic Management 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 2004/2005 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 DIVERSITY IMPLICATIONS**

- 7.1 All public consultation material includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained.

## 8.0 DETAIL

### LBI programme of works - General

8.1 A brief description of the routes being progressed in Brent in the 2004/05 financial year as part of the LBI/LBPN programme are as reported to the December 2003 meeting of this Committee and are described at Appendix A.

### LBI (Phase 1) – Routes 18 and 32

- 8.2 Members will recall the receipt of a petition from businesses in Harrow Road objecting to the proposals for the introduction of a westbound bus lane between Scrubs Lane and Kenmont Close, which was reported to the December 2003 meeting of this Committee. In responding to this petition Committee agreed to reduce the operational times of the bus lane from the proposed times of 7 am to 7 pm, Monday to Saturday, to 8 – 9.30 am and 4.30 - 6.30 pm, Monday to Saturday.
- 8.3 The petitioners were informed of the Committee's decision but subsequently submitted a further objection. The petitioners addressed the February 2004 meeting of this Committee and members agreed to reduce the bus lane operational times further to 4.30 pm to 6.30 pm, Monday to Saturday. These were accepted and the Experimental Traffic Management Order in respect of this bus lane has been progressed to come into operation on 10 May 2004.
- 8.4 The following schemes have also been advanced to statutory consultation under experimental traffic orders and these will come into operation as indicated:

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 <b>Operation: August 2004</b>
18/A51/A3	Knatchbull Road	Eastbound 7am – 7pm Monday-Sunday bus lane from Wyborne Way to the junction with Knatchbull Road <b>Operation: 3 June 2004</b>
18/26	Kilburn Lane	Eastbound extension of 7am- 7pm Monday to Saturday bus lane from No. 842 Harrow Road to College Road. <b>Operation: 23 June 2004</b>
32/15	The Hyde	Westbound 7am- 7pm Monday to Sunday bus lane between Capitol Way to Grove Park. <b>Operation: 13 April 2004</b>

### Additional Routes 18 and 32 schemes

8.5 Minor additional schemes have been identified on Routes 18 and 32, as detailed below, which Committee is requested to note and approve:

18/23a	Harrow Road/ Scrubs Lane	Review existing signalised junction
18/1	Sudbury Swan	Study on terminus for the route 18 on Butlers Green
	Wembley Central Station to Alperton.	Parking Control, Bus Barriers and Kerb Realignment
32/33	Cricklewood Lane	Review Bus Lane Operational Hours.
	Chichele Road/ Cricklewood Broadway.	Signal review.

## Routes 182, 92

8.6 Routes 182 and 92 have been identified as key routes in the LBI programme for 2004/05 and schemes have been developed for these routes for informal consultations. The routes are listed and described at Appendix B and consultations on schemes on these routes will be undertaken by the route consultants, Mouchel Parkman. Committee is requested to approve the schemes listed at Appendix B for informal consultation in 2004/05. Further details of the schemes will be submitted to Committee and approval sought prior to any consultation.

## Route 266

8.7 Informal consultations on the proposed southbound bus lane on Church Road, Harlesden, as part of the improvements to Route 266 (scheme 266/12) were carried out by the route consultants (SDG) in December 2003. Residents were also requested to consider a permit parking scheme for Church Road to mitigate the impact of the bus lane. A copy of the consultation is attached at Appendix C.

8.8 A total of 300 consultation leaflets were delivered by post to properties in Church Road, and to the 'side roads', but only 12 responses were received, which represents a 4% response. The following is a summary of the responses:

In favour of bus lane:	6
Against bus lane:	6

8.9 Analysis of the returns show that the objection to the bus lane was primarily due to residents concerns at the loss of parking if the bus lane was implemented. The response to the option of a permit parking scheme showed that 8 respondents were in favour of the proposals, whilst 4 were against.

8.10 Whilst there was a low percentage response to the consultation (4%) this is typical of most LBI consultations. However, officers views are that the response is disproportionate to the extent and potential impact of the scheme, and it is therefore suggested that further consultations be carried out, to include a re-consultation on the proposed permit parking scheme.

## **9.0 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  
APPENDIX A**

**Description of Routes for the 2004/05 Programme**

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
182	Harrow Weald – Wembley – Brent Cross
92	Ealing Hospital – Wembley – St. Raphael’s North

**LBI/LBPN Progress Report  
APPENDIX B**

**2004/05 schemes**

SCHEME REF.	LOCATION	DESCRIPTION
182/21	Brent/A4088 between Neasden Lane North Birse Crescent.	New At Any time Eastbound bus lane.
182/22	Brent/A4088 between Neasden Lane North Birse Crescent Install westbound bus lane witch includes minor kerb alignment works.	New At Any time Westbound Bus lane.
182/20	Brent/Blackbird Hill between Salmon Street roundabout and Coombe Road Install westbound bus lane.	New At any Time Westbound Bus Lane.
182/23	Brent/Neasden Lane between Coombe Road and Press Road Install eastbound bus lane	New At Any time Eastbound bus lane.
182/16	Brent/Bridge Road between Park Lane and Forty Lane Install eastbound bus lane and propose banning parking outside and opposite Wembley Park Station.	New At Any time Eastbound bus lane and parking restrictions.
182/22	Brent/Neasden Lane between Coombe Road and Press Road Install westbound bus lane witch includes minor kerb alignment works	New At Any Time Westbound Bus Lane.
182/13	Brent/Harrow Road Widen carriageway and extend existing northbound bus lane.	Extension of the existing Northbound bus lane.
182/18	Brent/Forty Lane between Bridge Road and The Drive Widen westbound carriageway to accommodate bus lanes in the westbound direction.	New At Any Time Westbound Bus Lane.
182/19	Blackbird Hill between Salmon Street roundabout and Coomb Road.	New At Any Time Eastbound Bus Lane.
182/22a	Neasden Lane, between Coombe Road and Press Road	New At Any Time westbound Bus lane and Minor Kerb Realignment.
182/11a	Watford Road, between Stilecroft Gardens and Eton Avenue.	New At Any Time Bus Lane and a Pelican Crossing
182/11b	Watford Road, between Stilecroft Gardens and Eton Avenue.	Widen Carriageway and provide At Any Time Eastbound Bus Lane
182/17	Forty Lane, between Bridge Road and The Drive.	At any Time Eastbound Bus Lane.
182/15	High Road, Wembley.	Carriageway Widening and Eastbound Bus Lane.
182/16a	Bridge Road , Wembley Park	Bus Stop Relocation Outside Wembley Park Station and At Any Time Northbound Bus Lane.
92/ 24	Harrow Road, Green ford Road/Sudbury Hill Close	Review Parking restrictions.
92/28	Wembley High Road/ Ealing Road	Review Signal phasing and timing.

# LBI/LBPN Progress Report APPENDIX C

## Route 266 Consultation

### Bus Route 266 Brent Cross to Hammersmith

#### The proposals

Steer Davies Gleave is working on behalf of TfL and the London Borough of Brent to develop bus service improvements for the 266 bus service. We have developed this leaflet to seek your views on proposals in Church Road, which involves introducing a southbound bus lane. The aim of the proposal is to improve the reliability of the 266 bus service.

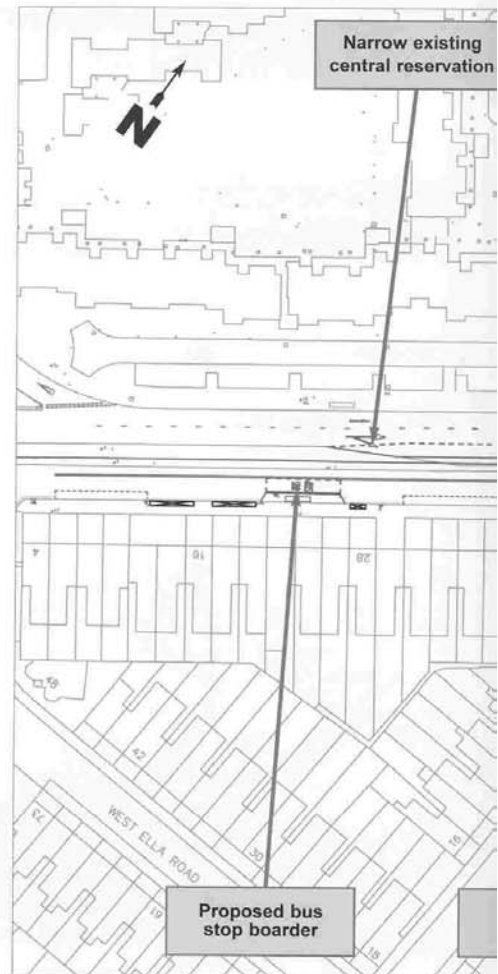
The proposal along Church Road involves introducing a wide southbound bus lane between Suffolk Road and West Ella Road. To retain the existing parking along this section of road it is necessary to make a number of amendments to the road layout. These include:

- amending the road markings;
- narrowing of existing central reservation
- providing parking boxes on the inside of the bus lane

The hours of operation of the bus lane forms part of this questionnaire, however we would propose that they should be 7-10am and 4-7pm Monday to Saturday, it will be necessary to change the existing waiting and loading restrictions along this section so that they match the hours of the bus lane.

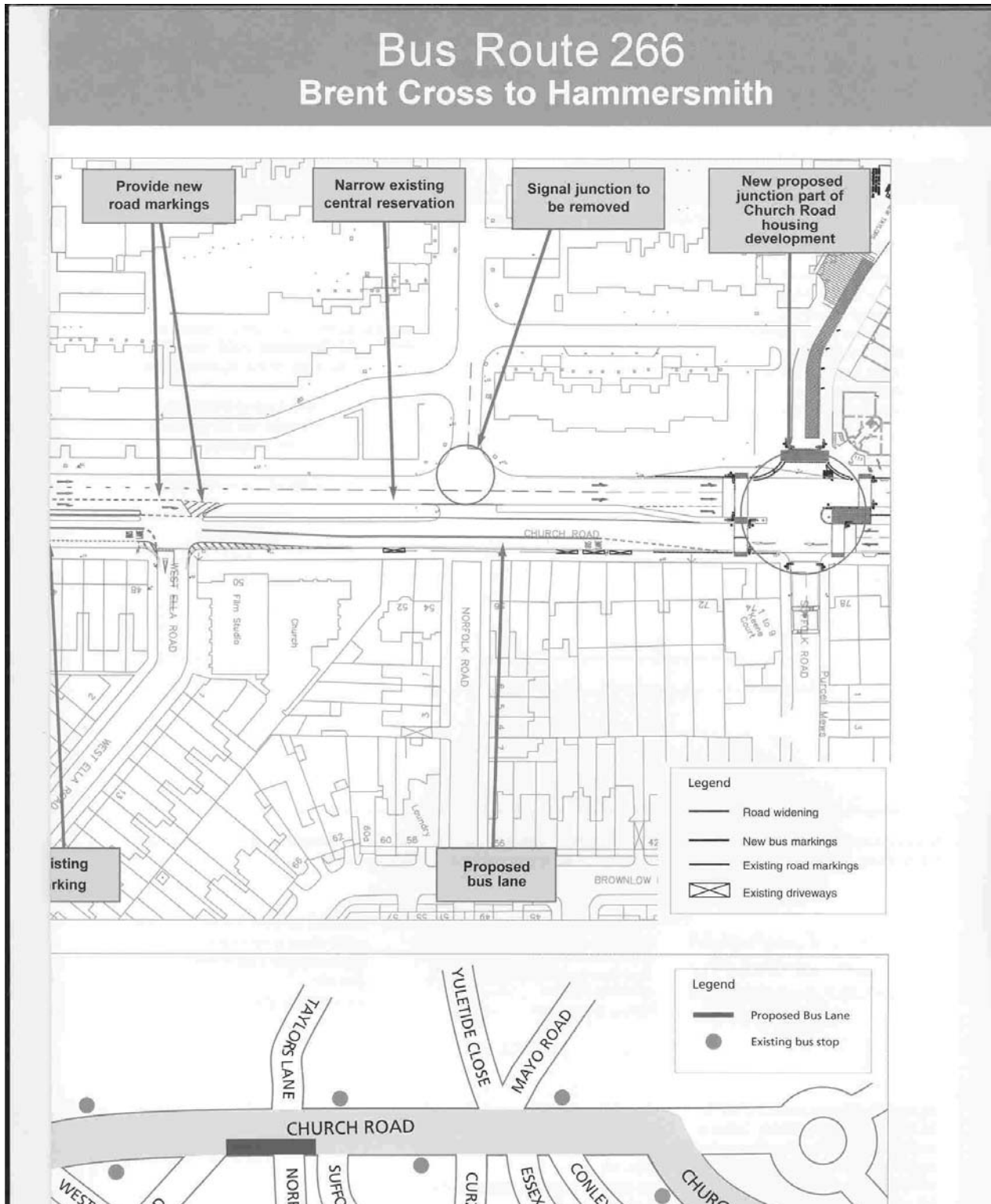
As part of the new housing development the existing signalised junction at Taylors Lane will be relocated to Suffolk Road. This scheme will be going ahead in the Autumn.

This leaflet is seeking your views. Please use the tear-off reply slip to inform us of your comments or objections by ~~Monday~~ 31 December 2003.





LBI/LBPN Progress Report  
**APPENDIX C continued**



# LBI/LBPN Progress Report APPENDIX C continued

## Bus Route 266 Brent Cross to Hammersmith

### Help us to help you

Please give us your views now if you have a concern about the proposals and we will try to address them before the bus lanes go in.

### What are your views on the proposals?

	Yes	No	No Opinion
<b>1. Do you represent a residents' association or any other interest group?</b>  Yes If yes, please specify <input style="width: 50px;" type="checkbox"/> -----  No <input style="width: 50px;" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. By what means of transport do you normally travel in this area?</b> <small>(Tick more than one box if necessary)</small>  Car/van <input type="checkbox"/> Motorcycle <input type="checkbox"/> Lorry <input type="checkbox"/> Bus <input type="checkbox"/> Tube/train <input type="checkbox"/> Bicycle <input type="checkbox"/> Walk <input type="checkbox"/>			
<b>3. Do you live, work or own a business along the route or in adjacent roads?</b>  Live In which street? <input style="width: 50px;" type="checkbox"/> ----- Work In which street? <input style="width: 50px;" type="checkbox"/> ----- Own a business In which street? <input style="width: 50px;" type="checkbox"/>			
<b>4. Are you in favour of the bus lane proposals?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Are you in favour of the bus lane operating hours and waiting and loading? Please indicate below.</b>  a) 7am-10am and 4-7pm, Mon - Sat <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  If you are not in favor of the above suggested hours please indicate what hours you would prefer below:- -----			
<b>6. The Council is interested to know your views on the possible introduction of permit parking in the area. Please indicate below if you are supportive of introducing permit parking.</b>  Please note that permit parking does NOT form part of this scheme.  support permit parking <input type="checkbox"/> Do not support permit parking <input type="checkbox"/>  Comments ----- ----- ----- ----- ----- ----- -----			

## LBI/LBPN Progress Report APPENDIX C Continued

# Bus Route 266 Brent Cross to Hammersmith

### BusPlus objectives

BusPlus improvements are intended to:

- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate some bus stops more conveniently

### What happens next?

Please complete the following questionnaire and tick the boxes as appropriate. You may find this leaflet helpful when answering questions.

When you have completed the questionnaire, please return it by **Monday 31 December 2003** using the freepost address on the back of the questionnaire.

We appreciate your time spent completing this questionnaire and your response will be carefully considered when reviewing the proposals.

If you have any questions about the proposals please contact:

Gurdeep Ahdhi  
Steer Davies Gleave  
Tel: 020 7910 5633  
Email: g.ahdhi@sdgworld.net

If you have difficulty understanding this in English please contact the one stop shop at Brent Town Hall, Forty Lane, Wembley between 9am and 5pm or telephone 020-8937-1200.

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم ہیراٹاؤن ہال واقع فورٹی لین، ویمبلی میں ون اسٹاپ شاپ سے ہفت روزہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر پر رابطہ کیجئے۔  
020-8937-1200

Urdu

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, મહેરબાની કરીને વન- સ્ટોપ શોપ નો સંપર્ક સાધશો. તે વેમ્બલી ખાતે, ફોર્ટી લેનમાં, ટાઉન હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી, શોમવારથી શુક્રવાર.  
ટેલિફોન: 020-8937-1200

Gujarati

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें -  
वन-स्टॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली  
टेलीफोन 020-8937-1200

Hindi

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020-8937-1200

Somali

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਅੰਗਰੇਜ਼ੀ ਵਿਚ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਿਲ ਆਉਂਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹਨਾਂ ਨਾਲ ਸੰਪਰਕ ਤੋਂ ਸ਼ੁੱਕਰਵਾਰ ਤਕ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5 ਵਜੇ ਤਕ ਰਾਬਤਾ ਕਰੋ:  
ਵੱਨ-ਸਟੌਪ ਸ਼ੌਪ, ਟਾਊਨ ਹਾਲ, ਫੋਰਟੀ ਲੇਨ, ਵੇਂਬਲੀ  
ਟੈਲੀਫੋਨ 020-8937-1200

Punjabi

## LBI/LBPN Progress Report APPENDIX D

### Borough Partnerships

### Brent 2004/05 Borough Spending Plan



#### Feedback:

Purpose: To give boroughs and partnerships feedback on the results of their 2004/05 Borough Spending Plan (BSP) bids for their information, and in order to improve on the quality of the BSP process for future years.

March 2004

(all figures in £k)

**Brent 2004/05 BSP allocation** **£5,129,000**



Topic name	2004/05 BSP bid	2004/05 BSP allocation	London bid	London allocation
Principal road maintenance	3,139	1,229	66,454	40,000
Bridge assessment & strengthening	1,639	414	29,893	12,289
Local safety schemes	1,810	715	28,889	14,861
20mph zones	430	310	13,720	6,052
ETP	30	30	1,430	269
Walking	618	130	20,701	3,010
LCN+ *	-	310	17,745	6,153
Non – LCN+	67	17	11,053	2,341
Traffic signals	N/A	N/A	N/A	7,760
Bus stop accessibility	206	130	5,959	3,297
Bus Priority *	2,510	1,109	42,567	21,352
Town centres	630	300	19,175	6,515
Streets-for-people	350	50	21,890	6,038
Interchanges	-	-	11,794	4,247
Safer Routes to School	560	250	9,836	6,500
Travel awareness	56	30	3,944	1,700
Freight	-	-	2,106	400
Regeneration area schemes	-	-	5,560	1,100
Air quality	40	35	1,484	1,000
Controlled Parking Zones	55	-	7,523	900
Accessibility – local area	520	70	5,694	1,400
Other	N/A	N/A	18,416	N/A
<b>Total</b>	<b>10,574</b>	<b>5,129</b>	<b>345,832</b>	<b>147,183</b>

\* LCN+ and Bus Priority schemes were developed and bid through lead boroughs (Camden and Bromley)