

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 20 APRIL 2004**

REPORT NO : /02

FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS
BRONDESBURY PARK, WILLESDEN GREEN

PETITION OBJECTING TO THE USE OF DONNINGTON ROAD BY BUSES

1. SUMMARY

- 1.1 This report is being presented to inform Members that a petition has been received by the Council, which states:

"We the undersigned object to the re-routing of the number 6 bus from its current route via Staverton Road to the proposed new route via Donnington Road, Harlesden Road and Pound Lane. The proposed change will create more congestion around Donnington Primary School"

2. RECOMMENDATIONS

- 2.1 That the Committee notes the contents of petition and the investigations undertaken by officers.
- 2.2 That the Committee requests London Buses to undertake consultation with occupiers of buildings along the proposed route and to consider the interests of all concerned before making any changes to the bus service in this area.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications arising directly from the routing of the no. 6 bus. Should any changes to road layout be necessary to accommodate changes to bus routes in the borough, funding is normally arranged with Transport for London as part of the Bus Priority programme.

4 STAFFING IMPLICATIONS

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

5 ENVIRONMENTAL IMPLICATIONS

- 5.1 All London Buses use 'clean diesel' and conform to at least Euro II emission levels, as specified in the Mayor's Air Quality Strategy. Almost all vehicles on route 6 conform to the latest Euro III specification, with the latest engines which minimise nitrogen dioxide emissions, and have particulate traps fitted.

Many of the buses are brand new, having replaced Routemasters at the end of March this year. Emission and noise levels are checked fortnightly on all vehicles.

6. LEGAL IMPLICATIONS

6.1 The Greater London Authority Act 1999 deals with the provision of public transport in London. Transport for London has responsibility for the provision of bus services. The Council does not have powers to re-route bus services, or to vary frequency.

6.2 However the Council has requested London Buses to address the balance of bus services and frequencies in this part of the borough. This is aimed at avoiding saturation of certain roads by too many buses whilst ensuring that areas benefiting from new public and private developments are served by a level of bus service consistent with the forecast demand from passengers.

6.3 Under the GLA Act 1999, London Buses has a statutory duty to consult with those likely to be affected by changes to bus services. (Chapter29, Part iv, Section 183):

"...if Transport for London or any of its subsidiaries proposes to provide a new London local service or to vary an existing London local service, it shall before making a decision about the proposal consult -

- (a) the commissioner or commissioners of police affected,
- (b) the London authorities affected,
- (c) the London Transport Users' Committee, and
- (d) any other person whom Transport for London considers it appropriate to consult.

6.4 In practice London Buses normally ensures that the consultees under section (d) include residents of properties in the vicinity of any proposed route, and providers of health, education and sports facilities and other developments in the area.

7 DIVERSITY IMPLICATIONS

7.1 The proposals in this report have been subject to screening and officers believe that there are no diversity implications arising from it.

8. DETAIL

8.1 Existing bus services

The western end of Donnington Road is already traversed by route 206 (St Raphael's - Harlesden - Brondesbury Park - Queen's Park- Kilburn). This is a single deck route with a 15 minute daytime frequency, evenings and weekends every 20-30 minutes. It uses Donnington Rd between Harlesden Road and Peter Avenue, passing Donnington Primary School and Donnington Court.

Robson Avenue, Harlesden Road Pound Lane are served by route 226 (Park Royal - Harlesden - Willesden - Cricklewood - Golders Green). This also a single deck route with a 12 minute daytime frequency of, evenings and weekends 20 minutes.

Other routes in the area include: 52/N52 (Willesden-Victoria), double deck, via Chamberlayne Rd, Sidmouth Rd and Staverton Rd - frequency every 4-6 minutes peak, 8-15 minutes off peak and 30 minutes at night; 302 (Mill Hill Broadway - Kensal Rise), single deck via same route as 52 between Kensal Rise and Willesden Garage, at a daytime frequency of 8 minutes, 10-12 minutes off peak and 12-15 minutes on Sundays.

Some 'special journeys' on route 6 (Kensal Rise-Aldwych), double deck, also currently serve the same route as the 52/302, en route to and from Willesden Garage at the start and finish of drivers' duty periods. Any passengers at stops between Kensal Rise and Willesden Garage are carried, but as the services are not timetabled, they are termed 'special journeys'. London Buses is keen to improve the service to the travelling public by timetabling the Kensal Rise-Willesden journeys. In addition to the 'special journeys' on route 6, some buses run empty to and from Willesden Garage but are out of service and do not carry passengers. Some of these buses already use Donnington Road, and other roads in the area.

8.2 Suitability of roads for bus services

All roads in the area between Kensal Rise station and Willesden High Road are primarily residential and have on-street car parking, mostly within CPZ's. Following concerns from residents about safety along a number of these roads, a combination of traffic calming measures, speed warning signs (including automatic speed measuring devices) and junction signalisation and/or entry treatment has been applied in recent years in this area. Donnington Road has speed cushions at its lower end and a 7.5 tonne weight limit to prevent use by HGV's other than those requiring access to premises in the road. London Buses are exempt from this, as they are on all roads where weight limits are applied for traffic restriction, rather than structural (weak bridge etc), reasons.

Donnington Road is similar in terms of overall carriageway width (9.4m) to other roads already used by buses in the area. It has speed cushions at its western end, between Peter Avenue and Harlesden Road. This part of the road is already served by bus route 206, which passes Donnington Primary School. There is a crossing patrol outside the Donnington Road entrance to the school. The residents' concerns about congestion in the vicinity of the school caused by an additional bus service should be seen in the context of the potential of the service to reduce car congestion. It would provide a convenient alternative which has not been available in the past due to the low frequency and limited capacity of the existing bus services in this area.

In the two years before this petition was received there have been two complaints, (both from the same source) about the use of Donnington Road by out of service buses. There have been no complaints about the existing 206 bus service which passes Donnington Primary School.

Before commencement of any scheduled bus service along the length of Donnington Road not already covered by the 206 route, London Buses and the operator are required to do a test run with the type of vehicle planned for the service, and to indicate proposed location of bus stops. Proof is required by the Police, London Buses and Brent Council that the route could be safely operated at all times. Should any part of the route be deemed unsuitable for buses, it would be necessary either to effect modifications to the road layout before commencement of the service, or to seek an alternative route.

8.3 Proposal for Route 6

London Buses has accepted a proposal that buses on route 6 which currently run empty to or from Willesden Garage, and those which run in service as 'special journeys', should be available to carry passengers and should be routed via Donnington Road, Harlesden Road and Pound Lane. This would provide a new direct bus service between Willesden Hospital / City Academy / Sports Centre and Kensal Rise / Queens Park Stations, and then onwards to Central London via Maida Vale and Edgware Road. By making these buses available to the public rather than running them empty, a minimum of 860 potential new passenger journeys would be enabled each weekday (see Appendix 2). The locations which would gain from the new route are those with potentially high car use, and provision of a frequent bus service with ample capacity to meet foreseeable demand would offer an attractive alternative to a large increase in the number of car journeys in the area. This would provide corresponding environmental benefits, in particular the reduction of future congestion as the usage of the new facilities increases.

8.3 Previous petitions

These have been received from residents of Staverton and Alverstone Roads. They were considered at Highways Committee meetings in April and July 2003. As a result, a proposal from residents of Staverton Road to re-route northbound buses via Alverstone Road was rejected as not feasible for the following reasons:

- It would add buses to two roads (Alverstone and part of Brondesbury Park) which have never had bus routes in the past and which have no significant unserved demand for bus services. At least as many residents would be affected by the proposed one way routing as those currently living 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.

Although this proposal was rejected the following action has been taken:

- London Buses have agreed to a request from the Council not to increase the number of buses using Staverton Road.

- London Buses have also rejected alternative proposals to re-route the 302 via Donnington Road, or to terminate it at Willesden Lane/Walm Lane rather than continue as now to Kensal Rise Station. This was rejected because of the potential loss of through passenger journeys between Kensal Rise, Willesden High Road and points north of Willesden as far as Mill Hill.

Appendices attached:

- A - Location map – bus routes
- B - Additional weekday bus passengers resulting from proposed re-route
- C - Scheduled frequency of buses

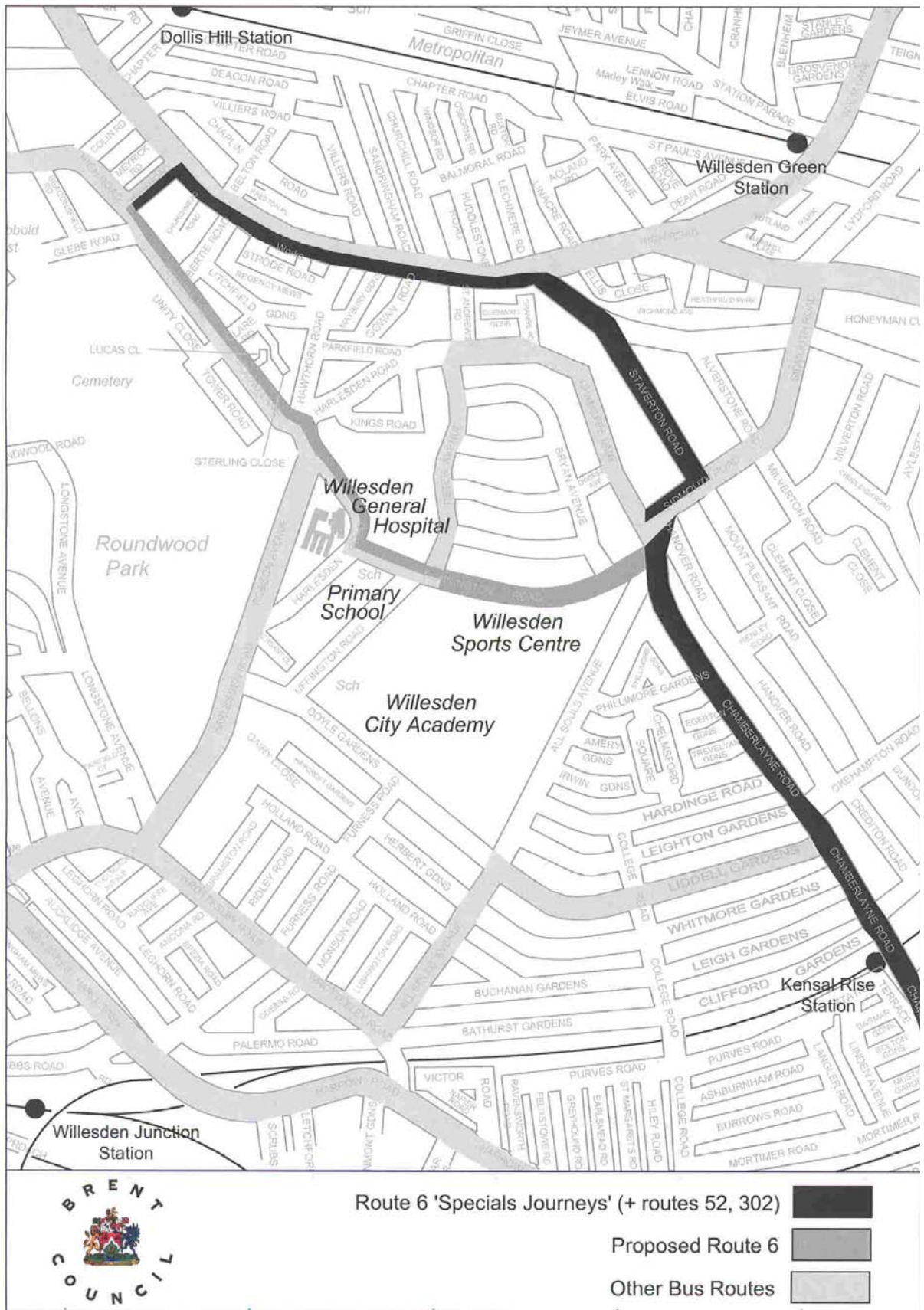
Details of Documents:

Any person wishing to inspect the above papers should contact Gerry Devine, Principal Public Transport Officer, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5189

Richard Saunders
Director of Environmental Services

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APPENDIX A - Location map - bus routes



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APPENDIX B

Details of potential additional weekday demand for Route 6 between Kensal Rise and Willesden Bus Garage

The estimates below show an estimate of potential passenger usage from major sources of demand if Route 6 was routed via Donnington Road.

Facility	Daily Users of Facility	Estimated extra Passenger-Journeys per day on No 6 route	Notes	Source of Data
City Academy	1200	392	City Academy has double the intake of the former High School	Student Postcode and Mode of Travel Data for Willesden High School (2002)*
Willesden Community Hospital	718	144	92808 individual users annually (92461 patients + 347 staff)	1. Parkside Health Data 2. Transport assessment in planning application
Willesden Sports Centre	700	210	15% of users would use the Nr 6 bus (twice)	Estimated patronage, from WSC figures of 20000 bookings/month.
Donnington Court	180 Residents (assuming av occupancy = 1.5 per flat)	120	Assumed each flat contributes 1 extra passenger journey per day	The new block will have 120 units.
TOTAL		866		

* High School Data shows that of 626 students, 311 used buses and 52 used trains (mostly from Willesden Junction). Of the bus-users, 98 should find Route 6 more convenient. Doubling this figure gives 196 (for the new Academy, which has approx 2x roll of High School) ie: 392 extra weekday journeys.

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APPENDIX C

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	15
	Total	47
Evening (Monday-Saturday)	Route 6	6*
	Route 52	14
	Route 302	10
	Total	32
Sunday (daytime/evening: reduced service before 1000)	Route 6	6*
	Route 52	15
	Route 302	10
	Total	37
Nights	Route N6	8*
	Route N52	4
	Total	12

*Note – Route 6 terminates at Kensal Rise station but certain journeys continue to/originate from Willesden Garage. These vary according to time of day and traffic conditions and averages are shown above.

Source: London Buses timetables