

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

REPORT NO : FROM THE DIRECTOR OF ENVIRONMENT  
FOR ACTION NAME OF WARDS  
BRONDESBURY PARK, WILLESDEN GREEN

**PETITION OBJECTING TO THE LOCATION OF BUS STOPS IN DONNINGTON ROAD NW10**

**1. SUMMARY**

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

"The following residents have signed this petition, in the sincere hope that the Transport Committee will do their utmost to fulfil their wishes in placing bus stops elsewhere, not Donnington Rd."

A similar petition was presented to the Committee held on 20 April this year, objecting to the proposed re-routing of the number 6 bus via Donnington Road, Harlesden Road and Pound Lane, and expressing concern that this would create more congestion around Donnington Primary School. Unlike the previous petition, the present one contains only the signatures of residents of Donnington Road, and refers specifically to bus stops.

**2. RECOMMENDATIONS**

- 2.1 That the Committee notes the contents of petition and the investigations undertaken by officers.
- 2.2 That the Committee draws the petition to the attention of London Buses, which is currently undertaking consultation with occupiers of buildings along the roads affected by the proposed changes to the number 6 bus service in this area.

**3. FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications to the Council 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 Following the presentation of the petition referred to in paragraph 1 above at the April meeting of the Highways Committee, London Buses is now undertaking consultation as required by the GLA Act 1999. The consultation began on 15 June 2004 and ends on 30 July 2004.

## **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 Bus stop location**

The location of bus stops in the borough is determined by London Buses in consultation with the Council and the Metropolitan Police. Among the factors taken into account are:

- Safety of passengers, pedestrians and road users;
- Requirements of passengers;
- Accessibility by buses (including ability to deploy wheelchair ramps)
- Possible impact on other forms of transport in the immediate vicinity.

Occupants of properties immediately adjacent to the location of a proposed new bus stop are informed by London Buses of the detailed proposals before they are implemented.

## **8.2 Route 6 consultation**

London Buses has sent a letter to the occupants of every property along the proposed route (including every address contained in the petition). In addition, they have invited comments on the proposed change of route from providers of health, education and sports facilities and other developments in the area. The June meeting of the Kilburn and Kensal Area Community Forum also considered this matter, including a presentation of the proposal by a representative of London Buses, followed by a question and answer session. The consultation period (which is normally a minimum of three weeks) has been extended to six weeks in this instance, to give the widest opportunity for comments to be made.

## **8.3 Next steps**

On completion of the consultation, London Buses will consider the representations made and will decide whether to re-route the bus service. Should they do so, they will inform the Council of any alterations to road layout and/or parking restrictions which they consider necessary to implement the change. The Council is required to carry out further consultation with the occupants of any properties immediately affected by changes before carrying them out.

## **8.4 Location of bus stops**

No decision has been made by London Buses on the location of bus stops should the changes to route 6 go ahead. However it is likely that there would be a need for two stops in Donnington Road, one in each direction in the vicinity of the Sports Centre. There are no residential properties on the southern side of the road at this point, whilst those on the northern side of the road are not less than 11 metres from the kerb, in a generally elevated position with walled front gardens.

## **8.5 Demand for bus stops**

Appendix 2 shows an estimate of the expected passenger demand for route 6 if it were re-routed. This gives an indication of the likely use of bus stops, with approximately two thirds of the 866 additional daily passengers destined to, or coming from, premises in or near Donnington Road. This approximates to a total figure of just under 600 passengers per day at stops which would require to be located in Donnington Road.

### **Appendices attached:**

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

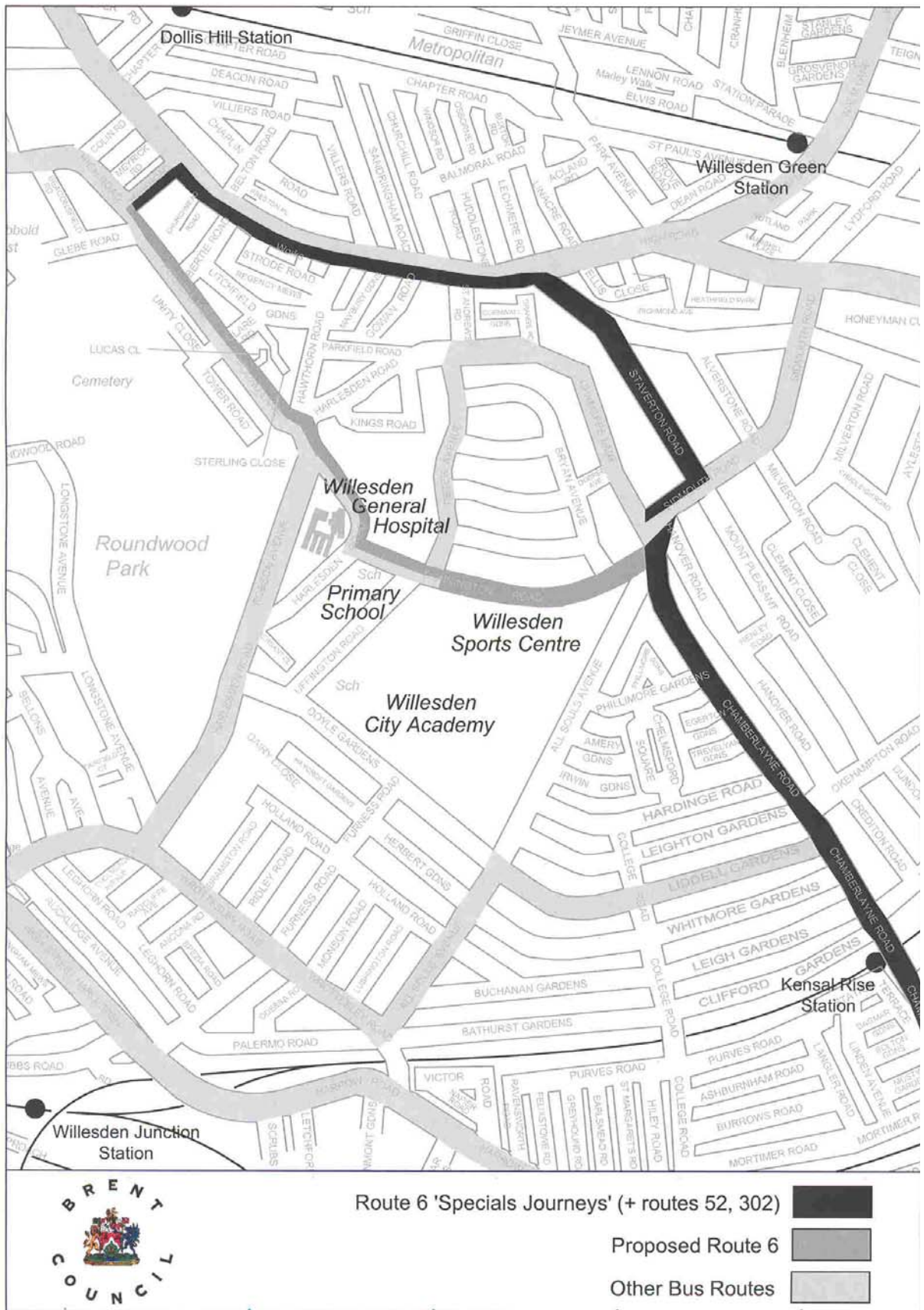
### **Details of Documents:**

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.

<b>Facility</b>	<b>Daily Users of Facility</b>	<b>Estimated extra Passenger-Journeys per day on No 6 route</b>	<b>Notes</b>	<b>Source of Data</b>
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.
<b>TOTAL</b>		<b>866</b>		

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

\*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