

- 3.2 No specific scheme costs are shown currently and these will be more accurately refined as the respective projects are taken forward such that the total costs will not exceed the overall budget available for LBI/LBPN Schemes set out above. In addition the list of schemes being progressed is revised on a monthly basis with the LBI Partnership so that schemes which are not viable are removed from the programme and new schemes can be introduced such that the allocation can be fully utilised.
- 3.3 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 Some of the schemes highlighted in this report might require parking controls and mandatory bus lanes. These proposals would require the making of traffic regulation orders under the Road Traffic Regulation Act 1984, or a variation to existing schemes. The procedures to be adopted for making the actual orders or varying existing 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 as a part of the process of making an order.
- 6.2 Any bus lane proposals are introduced initially on an experimental basis. 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 Any 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
- 6.4 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.

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 2004/2005

- 8.1 A brief description of the routes in Brent which are a part of the LBI/LBPN network is shown 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
182	Harrow Weald – Wembley – Brent Cross
92	Ealing Hospital – Wembley – St. Raphael's North

- 8.2 A more detailed list of the LBI/LBPN schemes which are being progressed in 2004/2005 is detailed in the table below.

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 which 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.	New At Any time Eastbound bus lane.
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 kerb modification.
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.

266/add1	Chichele Road Junction with Cricklewood Broadway.	Signal review.
Local Bus improvement scheme	Wembley Central Station to Alperton enabling works for extension from Wembley Central Station to Alperton.	Parking Control, Bus barriers and kerb realignment.

8.3 A detailed list of the bus accessibility schemes which are being progressed in 2004/2005 is shown in the table below. This programme of works is specifically for improving access to bus stops.

SCHEME LOCATIONS	SCHEME DESCRIPTIONS
Preston Road, between Carlton Avenue east and East Lane.	Bus Stop clearway and restrictions.
Honeypot Lane Kingsbury Circle Bus Stop.	Bus Stop Relocation and clearway.
Route 18 various locations: Harrow Road, Harlesden High Street, and Bridgwater Roundabout.	Bus Stop relocations and clearway
Route 32 various locations: Kilburn High Road, Priory Park Road, Walm Lane, Cricklewood, Kilburn Station, and Kilburn Park Station.	Bus Stop relocations and clearway.
Route 79, Various Locations: Honeypot Lane, The Mall, Preston Road, Wembley Hill Road, Park Lane.	Bus Stop relocations and clearway
Route 440, Stonebridge Park	Bus stop improvement and clearway.
Kilburn Lane, Various locations	Bus stops improvement/clearway and kerb works.
Brondesbury Road, Salisbury Road, Brondesbury Park, Brentfield Road.	Bus stops improvement.
Willesden Lane	Bus stops improvement
Abbey Road	Bus stops improvement
Dudden Hill Lane	Bus stops cage length extension and improvement.
Empire Way, Opposite Wembley Stadium Station	Realignment of kerbs and bus stop improvement
Hay Lane	Bus stop clearway and kerbs/footway works

Scheme development process

8.4 All the schemes in the LBI/LBPN programme are either localised or route based measures and involve necessary amendments to the highway network to improve public transport services. The scheme development work is focussed on improving facilities for buses and bus passengers by introducing new facilities such as improving pedestrian crossing facilities, bus stops, bus lanes and junction improvements.

- 8.5 Scheme design work and public consultations are undertaken by nominated consultants engaged by Transport for London's Bus Priority Team. Public consultations are undertaken in conjunction with Brent council officers who would ensure ward councillors involvement prior to consultation material being distributed. Public consultations undertaken would involve distributing public consultation documents to directly affected residents with an invitation to comment on the proposals and complete a questionnaire. The documents would be posted to all addresses in the consultation area providing details of the scheme, a plan of the proposals and a free pre-paid return comment form / questionnaire for residents to give their comments and express their views. This work would be undertaken by the LBI consultants and the results of consultation presented to Brent Council officers for consideration on how to proceed with schemes.

Authorisation of authority to officers to approve schemes

- 8.6 The relatively small number of Highway Committee meetings and large proportion of schemes which commence at the beginning of the financial year can potentially create delays in the programme through awaiting scheme approval and adversely affect the delivery of scheme implementation by increasing the number of schemes to be constructed towards the end of the financial year.
- 8.7 It is therefore recommended that authorisation to consider the results of public consultation exercises, approving schemes, undertaking statutory consultation (traffic regulation orders / public notices), considering 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 programme.
- 8.8 Consideration of the results of public consultations would involve discussions with ward councillors before proceeding to statutory consultation and implementation of schemes
- 8.9 It should also be noted by members that the funds provided by Transport for London for this programme of work must be used by the end of March 2005 and requests to carry forward funds are only approved in exceptional circumstances. It is emphasised that the request for authorisation is intended solely to speed up the delivery of schemes and ensure the maximum use of externally provided funds, however, where scheme consultation is inconclusive or where major objections are raised to a proposal then a report will be brought to the Highways Committee for a decision.

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