

	<p style="text-align: center;"><b>Meeting of the Highways Committee</b> 20<sup>th</sup> October 2005</p> <p style="text-align: center;"><b>Report from the Director of Environment &amp; Culture</b></p>
<p>For Action <span style="float: right;">Wards Affected: All</span></p>	
<p><b>Report Title: London Bus Priority Network (LBPN) Progress Report</b></p>	

Forward Plan Ref: E&C-05/0627

## 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 schemes identified on various bus routes for design and consultation during 2005/06 and implementation during 2006/07 and 07/08.

## 2.0 Recommendations

- 2.1 That Committee notes the LBPN schemes identified in this report and agrees to proceed with the public consultations on the proposed schemes.
- 2.2 That the Committee authorises the Director of Transportation to proceed with public consultation and design during the 2005/6 financial year with a view to implement these schemes subject to satisfactory statutory consultation during 06/07 and 07/08 financial years.

### 3.0 Detail

The tables list below are descriptions of the Bus Priority Schemes identified in Brent which have been included as part of the BSP bid for the 06/07 financial year.

#### 3.1 Route 183 & 83

Scheme Number	Scheme Location	Problems	Scheme Proposals
83/01	Kingsbury Road – From Valley Drive to Kingsbury Circus	Major delays are experienced as only one lane is available for moving traffic in both directions. The road width is reduced by parking bays.	Use wide footway to relocate existing parking, introduce a westbound bus lane.
83/02A	Kingsbury Road – From Church Lane junction to Edgware Road junction	Illegally parked vehicles at westbound approach of junction.	Upgrade waiting and loading to At any time
83/02B	Kingsbury Road – From Church Lane junction to Edgware Road junction	The westbound bus stop by the Edgware Road junction is located close to the junction and causes delays.	Relocate existing bus stop away from junction.
83/03	Church Lane – from Lewgars Avenue junction to Slough Lane junction	Parked vehicles on both sides of the road restrict road width	Introduce half on footway and half on Carriageway parking.
83/04	Ealing Road– from Chaplin Road junction to High Road junction	Buses wanting to turn right at the traffic lights into High Road experience delays from traffic queuing and illegally parked vehicles. Illegal parking occurs around Chaplin Road junction.	Introduce a short northbound bus lane by widening carriageway by 0.5m and upgrade parking restrictions around Chaplin Road junction to at Any time.
83/05	Ealing Road– from Chaplin Road junction to High Road junction	Illegal parking at the bus stop outside no. 204 Ealing Road prevents buses from pulling into the stop.	Extend the existing bus Stop cage.

### 3.2 Route 297

Scheme Number	Scheme Location	Problems	Scheme Proposals
297/12	Neasden Lane junction with Gyratory	Buses over running kerbs on tight left turn from gyratory into Neasden Lane	Re-align existing kerbs
297/13	Southern end of Neasden Lane	Bus cage and parking layouts are incorrect for correct bus operation	Extend cages and review parking locations.

### 3.3 Route 79

Scheme Number	Scheme Location	Problems	Scheme Proposals
79-04	Cumberland Road / Station Parade (Queensbury Station)	Poor bus stop accessibility	Build-out of footway to re-align bus cages to improve access to bus stops.

### 3.4 Route 204

Scheme Number	Scheme Location	Problems	Scheme Proposals
204-09	Edgware Road. (immediately north of Hay Lane)	Poor bus stop accessibility	Infill half width bus lay-by.
204-10	Hay Lane. (full length)	Delays to buses due to uncontrolled parking along Hay Lane	Introduce waiting restrictions to regulate parking. Introduce bus stop clearways along with parking bays and realignment of centre line at Western end road (shopping area).
204-11	Roe Green. (full length)	Poor bus stop accessibility / delays to buses due to uncontrolled parking	Infill half width bus lay-by. Introduce waiting and loading restrictions at staggered locations to regulate Parking to one side of the road.
	Kingsbury	Buses experience	Widen carriageway at corner by

204-12	Road / Roe Green. (intersection)	difficulty turning left into Roe Green due to carriageway layout and the location of existing pedestrian refuges	approximately 0.5m to ease turning movement. Re-align centre line on approach to central island refuge to provide additional Turning room for buses.
204-13	Kenton Road. (between Preston Hill and Kingsbury Circle)	Bus delays during the inter-peak due to bus lane time of operation being Mon-Fri 7-10am & 4-7pm	Increase bus lane hours of Operation to include the inter-peak to operate Mon-Fri 7am-7pm.
204-15	Preston Hill. (between Kenton Road and The Mall)	Poor bus stop accessibility due to the lack of bus cages / bus stop clearways. Delays to buses due to uncontrolled parking in Preston Hill.	Installation of bus cage / bus stop clearways for all bus stops along Preston Hill. Introduce waiting and loading restrictions at staggered locations to regulate parking to one side of the road.
204-16a	Preston Road (between Preston Hill and The Avenue)	Delays to buses due to kerbside parking in Preston Road.	Installation of indented parking or half/half footway/roadway parking to provide additional carriageway width for buses.
204-16b	Preston Road (between Ashley Gardens and East Lane)	Delays to buses due to unrestricted parking along Preston Road on approach to East lane causing poor bus stop accessibility.	Introduce waiting and loading restrictions at staggered locations to regulate parking in the Vicinity of bus stops.
204-17	Preston Road / East Lane (north approach to intersection)	Queues on approach to East Lane cause delay to buses	Introduce localised carriageway widening on the north approach (east side) to provide 2 lanes extending from bus stop.

## **4.0 Financial Implications**

- 4.1 Brent Council has received an allocation of £482,000 in the Borough Spending Plan (BSP) for LBP schemes for the 2005/06 financial year. The costs of consultation and implementation of schemes detailed in this report will be met from this funding. The LBP 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 £140,000 for Bus Stop Accessibility schemes. Any carry over schemes will require TfL's approval and will have financial implications on 2006/07 schemes. Allocations for Bus Priority and Bus Stop Accessibility will be authorised by TfL in November 2005.
- 4.2 In addition to the above Brent Council received an allocation of £300,000 from WLTS for bus priority and accessibility measures. A proportion of this funding can be allocated to the schemes detailed above, subject to approval from TfL.

## **5.0 Legal Implications**

- 5.1 Some of the schemes highlighted in this report may 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.
- 5.2 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
- 5.3 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. 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.
- 5.4 Members are asked to authorise the Director of Transportation to proceed with public and statutory consultation on the 2006/7 schemes detailed in this report and to implement these schemes if there are no objections or he considers that objections received are groundless or insignificant

## **6.0 Diversity Implications**

- 6.1 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

## **7.0 Staffing/Accommodation Implications (if appropriate)**

- 7.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the LBPB programme mentioned in this report.

## **8.0 Environmental Implications**

- 8.1 The Council's policies of securing the best public transport network to serve the needs of residents and visitors to the borough is key to the reduction in the dependency on car use, especially for short journeys. TfL has invested heavily in improvements to bus services, with new routes and vehicles and increased frequencies across much of the Brent Bus network. This is seen as a key factor in reducing (or at least containing growth in) the number of vehicles on Brent's road network, helping to reduce CO2 emissions and improving air quality for all. Bus lanes are vital to the successful operation of the bus network and to providing a reliable service which offers a feasible alternative to the use of private car transport on increasingly congested roads

## **9.0 Background Papers**

- 9.1 Highways Committee Report (Item No..) 22<sup>nd</sup> March 2005  
LBPB File TP86  
A New Deal for Transport: Better for Everyone (DETR)  
Traffic Management and Parking Guidance for London (GOL)

### **Contact Officers**

Any person wishing to inspect the above papers should contact Amir Hosseini, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5188

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