

	Highways Committee 6th December 2005 Report from the Director of Transportation
For Action	Wards Affected: Brondesbury Park
Report Title: PETITION RELATING TO PROPOSAL FOR PASSING BAYS IN STAVERTON ROAD	

Forward Plan Ref: **E&C - 05/06- 043**

1. Summary

- 1.1 This report is being presented to inform Members that a petition has been received by the Council requesting that a proposed trial of passing places in Staverton Road be abandoned.

2. Recommendations

- 2.1 That the Committee notes the contents of petition and the investigations undertaken by officers;
- 2.2 Refers continuing concerns of residents to London Buses for their comment;
- 2.3 Requests that officers abandon proposals for bus passing places but continue to seek alleviation of traffic problems caused by buses in this area, by trying to secure a bus network which meets the needs of passengers and minimizes the environmental impact of buses; and
- 2.4 Requests that officers respond to London Buses consultation on proposed changes to route 52 in connection with the western extension to the Congestion Charge Zone, by requesting diversion of the existing route to serve the Willesden Lane/ Walm Lane stop near Willesden Green station.

3. Detail

- 3.1 Staverton Road is served by bus routes 52/N52 (Willesden-Victoria) and 302 (Mill Hill Broadway - Kensal Rise). A location map is shown at Appendix 2. The road has been a bus route for about eighty years, and has seen many changes with the introduction of larger and more frequent buses in recent years. The frequency of buses has however been reduced since July this year.
- 3.2 There are no bus stops in Staverton Road and proposals to provide them have been strongly opposed by a majority of residents.
- 3.3 The use of Staverton Road by buses increased from two routes with approximately 500 buses per weekday 24 hour period in the early 1990's to three routes with approximately 770 buses per weekday 24 hour period in 2003. Following representations to Transport for London by the Chief Executive of Brent Council, a proposed increase to approximately 885 per 24 hour period was put on hold by London Buses in 2004.
- 3.4 The figure was reduced to a maximum of 651 per 24 hour period by the diversion of route 6 away from Staverton Road in July 2005, leaving two routes (52/N52 and 302) still using the road.
- 3.5 London Buses is currently consulting on changes to bus services in West London. These are designed to improve public transport, partly in anticipation of the western extension of the Congestion Charging Zone. As a result of a new route 452 between Kensal Rise, Knightsbridge and Wandsworth Road station, London Buses propose to reduce the existing 52 frequency north of Kensal Rise by up to eight buses per hour in the busiest hours. This will reduce the number of buses in the weekday 24 hour period to just under 600. These changes are subject to consultation, and it is open to the Council, and members of the public to comment.
- 3.6 In addition to this petition, a total of nine petitions about bus routes in this area have been received by the Council since April 2003, as detailed at Appendix 1. Depending on the nature of the petition and number of signatures, these have been presented to the Highways Committee and/or referred to London Buses. A consultation exercise was carried out in Summer 2004 on roads which were designated as alternative routes for the number 6 bus service, before the decision to re-route the service was taken by London Buses.
- 3.7 Council officers carry out annual radar speed checks in Staverton Road and have found no evidence of buses exceeding the 30 mph limit. The Metropolitan Police have carried out their own radar speed checks in this area, which corroborate the findings of the Council survey. The size of buses in relation to other vehicles gives an impression of speed which causes concern to pedestrians, and this has been drawn to the attention of the bus operator.
- 3.8 Most surrounding roads are now in Controlled Parking Zones. Partly as a result of displaced parking, Staverton Road is subject to excess and sometimes illegal parking which exacerbates the traffic congestion.

- 3.9 Residents have drawn officers' attention to a number of incidents involving buses causing damage to parked cars. Following a site meeting in September between representatives of the Council, Metrolink, London Buses and several residents, it was proposed that plans would be prepared to allow a trial to be carried out for a six month period, with passing places designated by double yellow lines at strategic points along the road. A draft plan was prepared for consultation, showing passing places located so as to minimise loss of car parking spaces to residents (see Appendix 3).
- 3.10 A further meeting with three representatives of the residents was held by London Buses at their Victoria offices on 18 October, at which plans for the trial were presented by the Council. (The current petition was received on 14 October, before completion of the draft plan). At the 18 October meeting, residents' representatives reiterated their opposition to the proposal for passing places.

4. Financial Implications

- 4.1 The cost of the proposed trial scheme for passing places would be fully funded by TfL as part of their essential works programme. An outline design proposal has already been completed (Appendix 3). The project would be carried out by the Council through its term contractor.
- 4.2 Abandonment of the proposal for the trial would have no financial implications for the Council.

5. Legal Implications

- 5.1 London Buses is the statutory authority for bus services in London and the Council does not have powers to re-route bus services or make changes to frequency. (Greater London Authority Act 1999)

6. Diversity Implications

- 6.1 None at this stage.

7. Staffing/Accommodation Implications

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

8. ENVIRONMENTAL IMPLICATIONS

- 8.1 During the past five years, all older buses on routes using Staverton Road have been replaced by new vehicles which conform to a minimum of Euro2, and in most cases Euro3 emission standards.
- 8.2 Residents are unhappy at the number of occasions on which buses are unable to pass other vehicles, causing queues of vehicles and delays to all traffic, with unnecessary noise and pollution.

9. **BACKGROUND PAPERS**

Appendices attached:

- 1 –Summary of previous petitions since April 2003.
- 2 –Location map
- 3 - Drawing showing layout of proposed passing places.

Also (not attached) Greater London Authority Act 1999, Chapter 5 London Bus Services, Section 181

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: 0181 937 5189

Phil Rankmore
Director of Transportation

Petitions received - bus services in Willesden Area

April 2003	Staverton Road
July 2003	Staverton Road with counter-petition from Alverstone Road
April 2004	Donnington Road with counter-petition from Alverstone Road
July 2004	Donnington Road/Harlesden Road
August 2004	Pound Lane
October 2004	Donnington Road/Harlesden Road
November 2005	Staverton Road with counter-petition from Alverstone Road

Draft Plan for passing places

