



Our Ref: MH/T368/Stage2/1210

Consultation and Engagement Centre
Surface Transport Communications
Transport for London

11th Floor, Zone G2, Palestra
197 Blackfriars Road
London SE1 8NJ

STEngagement@tfl.gov.uk

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Dear Stakeholder

Routes 79, 206, 223, 224 and PR2

We wrote to you last year regarding bus services that we would be reviewing over a six month period. We have now reviewed routes 79, 206, 223, 224 and PR2.

Following this review, we are proposing to withdraw route PR2 and make major changes by rerouting and/or extending routes 206, 223 and 224. However, there are no changes proposed for route 79. Please see below for more details of our review of these services, our proposals for changes and our response to comments made at the last stage of consultation.

Our review took account of passenger usage, reliability data, timetables, vehicle type, area served and passenger and stakeholder feedback. The review also took into consideration the ongoing development in the Wembley Stadium area, including the Quintain developments, London Development Agency lands and the relocation of the London Borough (LB) of Brent's Civic Centre to Engineers Way. We are grateful to those who have responded with comments.

Route 79 (Alperton, Sainsbury's - Edgware)

There are no proposed changes to route 79.

LB Brent requested that the route be diverted to provide a north-south link to the new Civic Centre, which will be on Engineers Way, just west of Olympic Way, and other developments in the area.

Diverting either route 79 or 204 to a new bus stop on Engineers Way was considered. This would be via Fulton Road, Rutherford Way and Olympic Way, Engineers Way. However this would require an additional bus in the schedule and significantly increase through-passengers' journey times. Transport assessments for developments in the area indicate that passenger numbers will not increase sufficiently to make the change worthwhile.

See below for our proposal for route 223 to better serve the Wembley Stadium area.

Route 206 (Kilburn Park to St Raphael's Estate)
Route 224 (Wembley Stadium to Willesden Junction)
Route PR2 (Wembley Park, The Paddocks to Willesden Junction)

We have looked at routes serving the Park Royal area and our proposals for major changes for routes 206, 224 and PR2 are described below.

We have considered a number of suggestions for changes to services put forward by the Park Royal Partnership. LB Brent and others requested improved levels of service and new links to/from the Brentfield Road area with particular reference to the Swaminarayan Temple.

We propose to extend route 206 to Wembley Park, The Paddocks via the current PR2 route from Drury Way. Route 206 would be withdrawn from the St Raphael's Estate. Buses will continue to serve Brent Park in both directions.

Buses on route 206 will run at their current frequencies – every 15 minutes Monday to Saturday daytimes, 20 minutes on Sundays and every 30 minutes in the evenings.

We propose to reroute route 224 at Harlesden Station, via Winchelsea Road and Brentfield Road, to terminate at St Raphael's Estate. Route 224 would be withdrawn between Harlesden and Willesden Junction.

Towards St Raphael's buses on route 224 will run direct via Besant Way and Pitfield Way. In the opposite direction, buses would take a route including Drury Way and Tesco internal roads, meaning that they would only serve Brent Park towards Wembley Stadium. However, route 232 would provide the link from Brent Park to St Raphael's Estate and route 206 from Brentfield Road and Harlesden to Brent Park.

We are also proposing to reroute the 224 in Park Royal, subject to LB Ealing opening the Twyford Abbey Road bus gate. The routeing towards St Raphael's would be Twyford Abbey Road, Bodiam Way, Lakeside Drive, Coronation Road, Central Middlesex Hospital and line of route. Towards Wembley the routeing would be reversed. The route would serve the First Central development on Lakeside Drive, Route 224 would no longer serve the stop in Iveagh Avenue in either direction. However, there are stops nearby (about 200m) in Abbey Road which will continue to be served.

Buses on route 224 will run at their current frequencies – every 15 minutes Monday to Saturday daytimes, and every 30 minutes on Sundays and in the evenings.

We are continuing to discuss with LB Brent the re-opening of the contra-flow bus lane at the eastern-end of Twyford Abbey Road. This, in combination with the other changes, will make the somewhat circuitous routeing more direct.

We are proposing to withdraw route PR2, which currently runs every 30 minutes Monday to Saturday only and follows a circuitous routeing. It will be replaced in part by rerouting the 224 from Acton Lane to St Raphael's Estate via Brentfield Road and the 206 from Brent Park to The Paddocks.

In summary, PR2 links would be maintained as follows.

- Route 206 between The Paddocks, Wembley Park, Brent Park and Harlesden
- Route 224 between St Raphael's Estate, Harlesden and Park Royal

These PR2 links will now be served every day at increased frequencies (mainly doubled) for most of the day.

- Route 440 maintains links between Stonebridge Park Station and Park Royal
- Routes 228 and 487 maintain links between the Central Middlesex Hospital area and Willesden Junction station

Route PR2 is used by about 2,050 passengers per weekday. Nearly 1,600 will still have direct links as outlined above. Of those who will now have to change buses about 160 are travelling between the Wembley Park or Stadium areas and Park Royal. They can change between route 206 and frequent services to central Park Royal at Harlesden station, or at Wembley Stadium station between route 224 and route 92.

About 150 of those who will now have to change buses are those travelling to or from the Stonebridge Park area but much of the estate will still be within 400m walk of routes 206 and 224.

These proposals will provide the Brentfield Road area, including the Swaminarayan Temple, with two 15 minute frequency bus services for Monday to Saturday daytimes (20 minutes on Sundays).

Please see the attached plans for details of current and proposed routeings.

Route 223 (Harrow – Wembley Central)

We are consulting on two options both of which will see this route diverted between Bridge Road and Wembley Central via Empire Way; rather than Park Lane improving access to the Wembley Stadium area, including the new Civic Centre.

Option one

Buses would run between Harrow bus station and Wembley Central at existing frequencies, via Empire Way instead of Wembley Park Drive and Park Lane.

Option two

The same as option one, and then additionally, the route would be extended from Wembley Central to North Wembley, serving Crawford Avenue, Harrowdene Road and East Lane, and terminating on East Lane at the junction with Oldborough Road. A stand location has been identified by the East Lane / Oldborough Road Junction. This option can be introduced at relatively low cost as it uses some of the time in the schedule that is currently used for layover at the ends of the route.

A further public consultation will be carried out in connection with the newly served sections of roads.

LB Brent suggested turning this into a circular service running to and from Harrow, using its current routeing to Wembley then via Wembley High Road, Crawford Avenue, Harrowdene Road, East Lane and Watford Road. This would improve coverage and provide an additional link from Wembley to Northwick Park Hospital, as well as a direct connection from North Wembley to Harrow.

Whilst extending the route to East Lane is worthwhile, extending any further would require an additional bus in the schedule and there would not be enough extra patronage to justify this. It would also make the 223 a very long route and therefore prone to unreliability. Route 182 continues to link Wembley and Watford Road directly to Northwick Park Hospital and Harrow. The bus stop recently introduced in the northbound direction on Watford Road has improved the pedestrian link from buses into the hospital.

No change to the existing vehicle size is proposed for either option.

Buses on route 223 will run at their current frequencies – every 20 minutes Monday to Saturday daytimes, and every 30 minutes on Sundays and in the evenings.

Please see the attached plans for details of current and proposed routeings.

Please let us know if you would like any further information about aspects of this consultation, including more feedback about observations you made at the previous stage of consultation. We are also happy to meet to discuss any of the issues raised.

This letter is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.

Comments and suggestions regarding these proposals should be received by **Friday 7 January 2011**. We plan to conduct a public consultation in Spring 2011, subject to our review of the comments received.

Yours sincerely

A handwritten signature in black ink that reads "PJBradley". The signature is written in a cursive style with a long, sweeping tail on the letter "y".

Peter Bradley
Head of Consultation and Engagement Centre
SEngagement@tfl.gov.uk
Surface Transport
Transport for London