

<b>Meeting Title:</b>	<b>Bus Priority Programme Scheme Progression Group</b>	<b>No:</b>	<b>53</b>
<b>Date of Meeting:</b>	06 December 2018	<b>Time of Meeting:</b>	12:30 – 14:30 hrs
<b>Location of Meeting:</b>	Reedham – 10 <sup>th</sup> Floor (10GM1) Palestra		

<b>Attendees</b>	<b>Department</b>
Jonathan Green(Chair)	S&ND Network Sponsorship – Portfolio Sponsor – Buses
Daniel Nichols (Sec)	S&ND Network Sponsorship – Principal Sponsor – Buses
Zoe Vidion	S&ND Network Sponsorship – Lead Sponsor – Buses
Terry Pascal	Projects & Programmes Directorate – Project Manager
Paras Shah	Bus Client- Principal Bus Delivery Planner
Gordon Sheppard	Network Management – Performance
Ahmad Pararin	S&ND Network Sponsorship - Sponsor
Sandor Fazekas	London Borough Brent
Lorna Sewell	Urban Flow
Greg Thame	S&ND Network Sponsorship
Olivia Morris	S&ND Network Sponsorship
Giuliano Gianforte	S&ND Network Sponsorship
Paul Cox	S&ND Network Sponsorship
Simon Gibb	Steer Group c/o RB Greenwich
James Geeson	LB Merton

**REL 352 – Kensal Corridor Study, presented by Sandor Fazekas (LB Brent) & Lorna Sewell (Urban-Flow)**

<b>Recommendation</b>	Grant Bus Priority to support the delivery of the project
<b>Presentation and discussion</b>	<ul style="list-style-type: none"> <li>• Kensal Corridor scheme aims to resolve existing road safety concerns, bus and traffic congestion and poor quality urban realm</li> <li>• Project has a long history with strong political and local support culminating in strong public consultation backing at consultation which closed in March 2018</li> <li>• For buses the existing situation has a number of pinch points which creates poor bus reliability, accessibility and road safety. The proposals look to create a consistent road width and remove pinch points mainly through inseting paring and loading onto the footway.</li> <li>• Another key benefit will be the removal of the double looping of route 302 at Station Terrace.</li> <li>• It was agreed in with Network Management Team in June 2018 that traffic modelling would not be required. Therefore to assess the potential scheme benefits the TfL Bus Benefits User calculator was used.</li> <li>• Based on this methodology, the scheme is anticipated to save an average of 69s per bus and average bus user benefits of £487k per annum.</li> </ul> <p>TP – asked what is the project estimated final cost. SF confirmed it currently £2.76m, however LB Brent are keen to work with TfL to review costs and undertake a value engineer review of the proposals.</p> <p>JG raised the issue of enforcement, and how critical effective enforcement is to the</p>

		<p>delivery of bus benefits. SF confirmed that a detailed enforcement strategy will be in place for the corridor.</p> <p>GS asked how the journey time benefits were established without any traffic modelling. JG explained that it was using the TfL bus benefits user calculator, which although not as a robust as modelling, helps to provide an indication of the potential bus benefits.</p> <p>JG confirmed that the Bus Priority Programme will provide an allocation of funding towards the scheme, however due to the high cost and level of non bus benefits it was is possible to fund the full scheme. JG advised that AP will work with the borough to explore alternative funding sources in order to ensure that the full multi modal benefits of the scheme can be delivered.</p> <p>JG advised that due to the high value of the scheme, AP will need to take it the Healthy Street Schemes Programme Board.</p>
<b>Actions</b>		<p><b>JG</b> – confirm bus priority funding allocation towards the scheme  <b>AP</b> – Work with LB Brent to identify additional funding sources to help take scheme forward and explore value engineering opportunities  <b>AP</b> – To submit a paper to the Healthy Streets Programme Board.</p>
<b>Decision</b>		<b>Approved £900K additional funding for Kensal Corridor Study (REL 352) to be spent over 2019/20 and 2020/21. Exact profiling to be agreed between TfL and LB Brent</b>

<b>Bromley Road j/w Crantock Road</b>		
<b>Recommendation</b>		<ul style="list-style-type: none"> <li>• Approve Gate 3, start detailed design</li> </ul>
<b>Presentation and discussion</b>		<ul style="list-style-type: none"> <li>• RMP Bus Mitigation Growth schemes at a junction used by 8 bus routes.</li> <li>• According to the HEX tool, in the top 20% bus boardings and middle 20% for bus speed deterioration.</li> <li>• Scheme would undertake civils works to tighten the geometry of the junction to reduce the number of stages and give extra time to the TLRN.</li> <li>• Gate 3 EFC £194.9k. Saves 15s NB and 5s SB in the AM peak.</li> <li>• BCR 3.9 to 1. Further work required to confirm EFC and final BCR.</li> <li>• Construction is forecast to be completed this FY 2018/19. One of the schemes in the PPD PAM.</li> </ul>
<b>Actions</b>		None
<b>Decision</b>		<b>Approved to proceed to gate 4. Detailed design and construction.</b>

<b>REL 161 – Figges Marshes Roundabout</b>		
<b>Recommendation</b>		<ul style="list-style-type: none"> <li>• Detailed design and signal modelling to be completed this FY.</li> <li>• Implementation in Aug-Nov FY 2019/20</li> </ul>
<b>Presentation and discussion</b>		<ul style="list-style-type: none"> <li>• Preliminary EFC of £900k, forecast to be financially positive due to journey time savings of up to 5 minutes. Multiple bus routes use the junction that is often congested.</li> <li>• Full reconstruction of the junctions, a left turn ban and signals/street lighting and footway improvements.</li> <li>• No utility changes expected</li> <li>• Differal bus priority to be put in as standard.</li> </ul>

		<ul style="list-style-type: none"> <li>Gate 3 approved, no need to for borough to come in for Gate 4</li> </ul>
<b>Actions</b>		None
<b>Decision</b>		<b>Approved to proceed to gate 4. Detailed design and construction.</b>

<b>Change Control Request TC.002.3005098 – Kingsland Road</b>		
<b>Recommendation</b>		Proceed with recommended de-scoped Option 2 to reduce cost
<b>Presentation and discussion</b>		<ul style="list-style-type: none"> <li>TP - Need to tell hackney to investigate side road sub base and get them to pay for it. We can do works if that is resolved. Risk of delay to deliver if issue is not resolved quickly. Cost may change slightly as a result.</li> <li>Need to get programme approved, SPG. Change control, going with option 2 - £592,039.</li> </ul>
<b>Actions</b>		<ul style="list-style-type: none"> <li>TP to send email to OM then forward onto LB Hackney</li> <li>TP to update JG on progress and any changes to cost.</li> </ul>
<b>Decision</b>		<b>Approved to proceed to gate 4. Detailed design and construction.</b>

<b>RB Greenwich Schemes Update for 2018/19 and Pipeline for 2019/20</b>		
<b>Recommendation</b>		Proceed with Option 2 de-scoped options to reduce cost
<b>Presentation and discussion</b>		<ul style="list-style-type: none"> <li>Total VOWD 576k for FY 2018/19</li> <li>7 schemes to be completed</li> <li>Bugsby's Way bus lane extension - £1m-£5m to extend, 100k for feasibility? Paul/Simon to Speak to John in modelling to understand extent of work required, C2s to check utilities.</li> <li>Plumstead Road, won't quite be finished this FY. Requesting £797k, looking at £1.8m total for FY.</li> <li>Vanbrugh Hill, main scheme for next year. Cost TBC.</li> <li>RB Greenwich keen on bus priority, open to ideas and will need design resource.</li> <li>Need to report on benefits on all schemes</li> </ul>
<b>Actions</b>		<ul style="list-style-type: none"> <li>PC/SG to speak to John Courtney in modelling to understand extent of work required for Bugsby's Way, C2s to check utilities.</li> <li>Recirculate presentation that was previously shared</li> </ul>
<b>Decision</b>		<b>N/A</b>