[A picture containing logo

Description automatically generated](https://www.futuretransportlondon.org/)PROPOSED CHANGES TO BUS ROUTE 224

Overall, Future Transport London welcomes the proposed changes, with these comments:

 (1) The changes are made possible by the opening (at last!) of the Twyford Abbey Road bus gate, and we worry about non-compliance there.

 Therefore, we believe some changes should be made to the road either side, to make it more of a deliberate act for a lorry to drive through the bus gate.

 That could be achieved by central pedestrian refuges some metres either side of the gate, with non-powered 'keep left' bollards on them, so that buses have to negotiate a mild chicane to reach the middle of the road, and then to pass through the bus gate.

 (2) We accept there are new residential populations along the new route. We are particularly in favour of the 224 using the  'Park Royal Station' "H" and "S" stops, between the two roundabouts. Two bus routes there, instead of one, to connect to the Piccadilly Line, are very welcome.

 We wish to criticise you, because you have not shown the council-adopted station footpath under the A40, and across the Central Line (and, incidentally, over the top of the HS2 tunnels). That reduces the relevance of the consultation, for anyone who does not know the exact area.

**Please therefore specifically respond to this TfL POLICY SUGGESTION:**

**All TfL bus (and maybe other) consultation maps should have an extra test, of whether relevant foot and cycle paths have been included, and not just the more obvious roads.**

 (3) **We do not agree with the 224 running along Coronation Road, and we wish to see it use CUMBERLAND AVENUE instead.**

**with, given the length of the road, at least two bus stops in each direction, in appropriate locations.**

These two, very long, industrial roads are parallel, with no cross-footpath anywhere, and the latter road has large industrial sites employing large numbers of factory workers, mostly women, often working unsocial hours. Those people are faced with long, unsafe walks to bus stops at either end of the road. All sorts of London Plan policies, including public safety, support our case for putting the 224 bus route down this Cumberland Avenue. Coronation Road will continue to be served by the 226 route.

 Let us say again:

Please use Cumberland Avenue for the 224.

 If you do that, we also think you should route 224 buses in both directions straight across the Abbey Road roundabout, between Cumberland Avenue and Central Way, using the back entrance of the Central Middlesex Hospital.

We think our back-of-hospital route is far the best, because it completely avoids the Abbey Road major route in Park Royal. Even when traffic is heavy, and even stationary, on that very busy north-south road, drivers generally leave gaps at the Abbey Road roundabout. No doubt LB Brent can dream up better road markings at the roundabout, to encourage that behaviour, and let 224 buses cross between east and west of the roundabout reasonably easily.

Cumberland Avenue at its western end meets Rainsford Road, which was built about 20 years ago on the eastern edge of the ex-Guinness brewery site. LB Brent installed bus lanes along Rainsford Road, in anticipation of a new west London orbital bus route, but that proposal never happened.

 Routing the 224 along Cumberland Avenue and then part of Rainsford Road would use some of that bus lane route for the first time, and doing so would make two now-retired Brent transport officers very happy.

 (4) As you presumably know, ASDA and Barrett intend to build 1500 homes on the current supermarket site, and the new supermarket will be moved to the southern edge of the ASDA land, on Western Road.

We realise that stop H on Coronation Road would be missed out by the 224 under our suggestion above, but we think, on balance, that this needs to happen, because Cumberland Road is so important for the physical safety and convenience of factory workers and others along that road.

 In the other direction, stop M on Coronation Road would also be missed by the 224.

 ASDA intends to remove both the 224 and the 187 from its redeveloped site. Western Road is a private road, and it will have supermarket car park entrances and a petrol station. Hopefully it can grow proper pavements on both sides, as a new urban road, and be adopted by LB Ealing.

There are other bus routes on Park Royal Road (the 187, 260, 440 and 487), close to the new supermarket site, and the 226 would continue to use stops H and M on Coronation Road.

All that would leave the two 224 stops at Central Middlesex Hospital as the closest to ASDA housing and supermarket. That is not ideally close, but it is simply more important to route the 224 along Cumberland Avenue.

A safe and convenient connection for pedestrians and cyclists between the ASDA site and Central Middlesex Hospital is central for this immediate area to be the planned small town centre promoted in the OPDC Local Plan. For that reason, there needs to be a new, proper, safe crossroads - of Coronation Road, Abbey Road, Acton Lane and Park Royal Road, plus vehicle access to the hospital.

Such a project needs to take a sliver of ASDA land, presumably with some planning concessions on the height of ASDA/Barrett housing in return. The local community currently has a tree preservation order application submitted to OPDC for the trees around the edges of ASDA land on Coronation Road and Park Royal Road. Those trees would not be threatened by taking some land for a better crossroads.

There was an OPDC Liveable Neighbourhood Fund bid to TfL in late 2017, jointly with LB Ealing and LB Brent, for such an improved and safer crossroads, but that was not accepted at the time.

A new crossroads scheme is being developed at the moment, led by OPDC. Also, LB Ealing has recently consulted the public on new cycle paths along all of Park Royal Road and on Acton Lane as far as Harlesden station, so linking with the current TfL high-quality cycle path scheme from there to Wembley Central.

(5) Finally, we do not have a view on cutting out Iveagh Road from the 224 route, but stops in Twyford Abbey Road are perhaps not too far away.