

Drafted by : Satnam Sahota/Amir Hosseini **Extension :** x5141/5188

Version Drafted	Date Drafted	Notes (Please update the version number in the footer)
v1.0	7 th July 203	
v1.1	14 th July 2003	Finance / legal / Chair's comments

Committee : Highways Committee
Date : 23rd July 2003

Above **Below**
Confidential Line

Report Title :	PROGRESS REPORT ON THE LONDON BUS PRIORITY NETWORK (LBPN) AND LONDON BUS INITIATIVE PROGRAMME
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

- 3.1 In the current financial year Brent Council has received a total allocation of £1,717,000 in the Borough Spending Plan (BSP) for LBI / LBPN schemes. The costs of consultations and implementation of the schemes on Routes 18, 266, 52, 31, 32 and 16 will be met from this funding. The consultations and implementation costs for the schemes on articulated buses Route 18 are also met from LBI funding. All LBI schemes estimated to cost in excess of £50,000 would require Cost Benefit Analysis approval by TfL before the final approval for funding is granted.
- 3.2 The BSP allocations for 2003/2004 are shown below.

London Bus Priority Network / London Bus Initiative

LBI 2, stage 1

Route	Scheme	Budget
266	Church Rd (266/12)	£100,000
266	Church Rd (266/13)	£50,000
266	Jubilee Clock (Acton Ln / Station Rd) (266/14)	£5,000
266	Cricklewood Bdwy (266/5)	£15,000
266	Cricklewood Bdwy o/s 231-265 (266/5.1)	£50,000
266	Cricklewood Bdwy (266/5.2)	£150,000
266	Dudden Hill Lane (266/8)	£22,000
31	Cambridge Ave - Kilburn Park Stn (31/25)	£50,000
31	Rudolph Rd - Kilburn Park Rd (31/27)	£12,000
52	High Rd (Nos 311-121) (52/2)	£245,000
52	High Rd Willesden (by Hawthorn Rd) (52/3)	£35,000
52	High Rd / Brondesbury Pk Stn (52/4)	£36,000
52	Staverton Rd / Sidmouth Rd (52/5)	£9,000
52	191 Chamberlayne Rd - Station Terrace (52/6)	£25,000
52	Station Terrace (52/7)	£26,000
52	Chamberlayne Road / Banister Rd (52/8)	£65,000
-	High Rd / Dudden Hill Ln (S/2)	£10,000
-	High Rd / Brondesbury Pk (S/4)	£15,000
16	Kilburn High Rd - Iverson Rd (16/3)	£2,000
16	Kilburn High Rd - Cambridge Ave (16/3)	£15,000
	Total	£937,000

Bus stop improvement programme

Route	Scheme	Budget
-	Bus stop works for new routes	£200,000

LBI 1, stage 2

Route	Scheme	Budget
32	The Hyde (32/15)	£64,000
32	Chichele Rd (32/15)	£79,000
18	North Circular Road (18/14)	£27,000
18	Scrubs Lane (18/23)	£50,000
18	Kilburn Lane (18/26)	£180,000
18	Chamberlayne Rd	£30,000
18	Knatchbull Road (18/add3)	£150,000
	Total	£580,000

4.0 STAFFING IMPLICATIONS

- 4.1 All LBPN and LBI Routes are project managed by the Transportation Service Unit in association with the north-west sector's consultants Steer Davies Gleave (SDG – Routes 16, 18, 32, & 266), Parkman (Route 52,182 & 92), JMP (Route 220), W.S. Atkins (Route 36) and MVA (Route 31). The Transportation Services Unit will undertake implementation of the schemes and the making of the necessary Traffic Management Orders.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The measures are designed to improve public transport efficiency and reliability. Improvements are being designed to make the local environment safer and attractive to encourage more people to switch from cars to public transport, which could contribute to air quality improvement and a reduction in traffic congestion.
- 5.2 In the Supplementary Guidance on Transport Plans for 2003/2004 the Mayor of London aims to increase bus use in London and supports the London Bus Initiative and the London Bus Priority Network, promotion of low floor buses and improvements to the waiting environment at stopping places.

6.0 LEGAL IMPLICATIONS

- 6.1 The parking controls and mandatory bus lanes detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual 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. Any changes to pedestrian crossings require consultation with the Chief of Police and notice to be given to members of the public.
- 6.2 If members approve the schemes detailed in this report then a statutory consultation process will follow. Any objections to or comments on the schemes received as a result of statutory consultations will be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate. Otherwise he will implement the scheme if he thinks appropriate.
- 6.3 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.
- 6.4 The 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. And 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

7.0 DETAIL

LBI programme of works - General

7.1 A summary of the routes being progressed in Brent is shown in the table below.

ROUTE	DESCRIPTION
18	Sudbury Town, Harrow Rd, High Rd. Wembley, Harrow Rd, Brentfield, Hillside, Craven Park Rd, Harlesden High Rd, Harrow Rd - to Euston.
32	Edgware Road, Cricklewood Broadway, Kilburn High Rd.
266	Edgware Road, Cricklewood Broadway, Chichele Road, Walm Lane, Church Road, Manor Park Road ,Station Road – to Hammersmith
52	Willesden High Road, Staverton Road, Chamberlayne Road, - to Hammersmith and Kensington.
16	Kilburn High Road, Shoot Up Hill – to Victoria Station.
31	Kilburn Park Road- to Camden

LBI 1, STAGE 2: ROUTES 18 & 32

7.2 Cost estimates for the implementation of schemes on Routes 18 and 32 (schemes previously approved by the Transportation Sub Committee) were prepared and submitted to LBI for approval by this authority. The schemes tabulated below for Routes 18 and 32 are programmed for implementation in the current financial year subject to satisfactory statutory consultation. The budgets approved can be seen in 3.2.

SCHEME REF.	LOCATION	DESCRIPTION
18/14	North Circular Road	Westbound bus lane
18/A51/A3	Knatchbull Road	bus lane
18/23	Scrubs Lane	bus lane
18/26	Kilburn Lane	bus lane
32/15	The Hyde	Northbound bus lane

7.3 These schemes will be introduced under an 'Experimental Traffic Management Order'. Committee is reminded that the period of operation of the experimental order is effectively the formal consultation period during which objections and representations can be received in respect of the scheme. When committee review the experimental operation and any representations received a decision has to be made to either make the scheme permanent or withdraw it completely. On bus priority schemes Experimental Orders allow the flexibility for dealing with immediate problems and more importantly, the operation of bus lanes can be reviewed after 6 months.

LBI 1, Route 18 review

7.4 The review is on-going and any progress will be reported to the next Highways Committee.

LBI 2, Stage 1: Route 266 (appendix A)

7.5 The schemes identified for Route 266 are tabulated below.

SCHEME REF	LOCATION	DESCRIPTION
266/5	Cricklewood Broadway	Carriageway widening of southbound nearside lane north of Depot Approach.
266/12	Church Road	Southbound bus lane
266/13	Church Road	At Any Time Waiting and loading restrictions.
266/14	Jubilee Clock, Harlesden	Lane markings Improving signal phasing and Strengthening Waiting and loading restriction.
266/8	Dudden Hill Lane	Improve layout and signal phasing
266/5.1	Cricklewood Broadway	Insert loading facilities into footway.
266/5.2	Cricklewood Broadway, approach to Temple Road	Road widening.
266/7	Chichele Road	Relocation of bus stop to the south of Sheldon Road
266/ 11	Church Road	Realign kerb south of Roundwood Road.

7.6 Informal consultations on schemes 266/13, 266/5.1 and 266/7 Brent were carried out by SDG consultants, in the period between November 2002 and May 2003. Consultation letters were delivered to all frontagers affected, as well as number of proportion in the side roads on both sides. The letter detailed the scheme proposals and invited comments from the consultees on these proposals. A copy of the letter is appended to this report at Appendices A, B and C. The Chair of this Committee, and local councillors were also sent copies of the consultation. The responses to the consultations are summarised below.

Scheme 266/13

- Although The Restrictions on one side on Church Road would deter illegal parking, this could be displaced onto the other side of Church Road .The schemes should also have incorporated residents parking permits
- The delays are always on the opposite side of Church Road.
- The vehicles are only parked between Craven Park and Taylors Lane. Most vehicles tend to have” for sale” leaflets or abandoned vehicle notices. This is an issue between the Police, Brent Council and DVLA. The congestions are not due to parked vehicles.

Scheme266/7

- The stop should not be moved further near the traffic lights as it would cause congestion in front of my property.

- It will create noise pollution by passengers waiting at the stop. It will encroach upon our patient's privacy. Buses would cause obstruction to visiting patients out of surgery at the corner of Chichele Road and Sheldon Road.

7.7 The scheme consultants (SDG) have replied by letter to the comments above and to date as further comments/objections have been received. It is therefore suggested that schemes be approved for implementation.

LBI 2, Stage 1: Route 52

7.8 The schemes identified for implementation are summarised below.

SCHEME REF	LOCATION	DESCRIPTION
52/2	Willesden High Road- Between Dudden Hill Lane and Brondesbury Park	Proposed peak period bus lane.
52/3	High Road Willesden by Hawthorn Road	Convert existing Zebra to Pelican crossing
52/4	High Road J/W Brondesbury Road	Realign the kerb and upgrade pedestrian facility
52/5	Staverton Road/ Sidmouth Road.	Lane marking modifications and waiting restrictions.
52/ 6	Chamberlayne Road to Station Terrace	Improve parking restrictions and highlighting pedestrian crossing on Station Terrace.
52/8	Chamberlayne Road/Banister Road	Signalise the Junction. Relocate bus shelter and review parking.
52/S2	High Road/Dudden Hill Ln	Review Signal timings
52/S4	High Road/Brondesbury Pk	Review Signal timings

7.9 Informal consultations on the above schemes will be carried out by the route consultants, Parkman in July/August 2003. A copies of the consultation is Appended at Appendices D, E and F. The results of the consultation will be reported to the next meeting of this Committee.

LBI 2, Stage1: Route 16 and 31

7.10 The schemes identified for implementation are summarised below:

SCHEME REF	LOCATION	DESCRIPTION
16/3	Kilburn High Road-Iverson Road	Proposed Box Junction(scheme with Camden)
16/6	Kilburn High Road- Cambridge Avenue	Bus stop relocation and improvement.
31/25	Cambridge Avenue/Kilburn Park	Conversion of Zebra to Pelican crossing
31/27	Rudolph Road Adjacent to B414 Kilburn Park Road	Proposed swapping locations of on street Pay Bays

- 7.11 The informal consultations on the above schemes will be carried out by the consultants SDG and MVA in July/August 2003. The results of the consultation will be reported to a future meeting of this Committee.

8.0 BACKGROUND INFORMATION

Details of Documents:

Any person wishing to inspect the above papers should contact Satnam Sahota, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 0181 937 5141

Richard Saunders
Director of Environment

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX A



25 March 2003

Our ref: GSA204839/266/13

To the Resident/Occupier

WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 266 – CHURCH ROAD NEW WAITING AND LOADING RESTRICTIONS

Steer Davies Gleave are assigned by TfL (Transport for London) as a sector consultant for bus priority schemes, working on behalf of London Borough of Brent. I am writing to seek your views on proposals in Church Road, Harlesden, which will introduce 'double yellow line' waiting and loading restrictions in Church Road, as shown on the plan accompanying this letter. The aim of the proposal is to improve the reliability of the 266 bus service.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for Mayor of London Ken Livingstone and London's local authorities.

An important part of this is the creation of a network of bus routes with improvements along their entire length; these are called **BusPlus** routes. It is programmed that the works on this phase of the **BusPlus** will be completed in March 2004.

Bus route 266 has been chosen for inclusion in the second phase of the **BusPlus** programme and is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposal for Church Road is shown on the attached plan.

We propose to change the current parking restriction to *no waiting and loading 'at any time'*. Currently, vehicles park along the southern end of Church Road up to the traffic light junction at Taylor's Lane. Parked vehicles reduce the junction's capacity and cause congestion. This

28-32 Upper Ground London SE1 9PD

tel +44 (0)20 7919 8500 fax +44 (0)20 7827 9850 e-mail sdginfo@sdgworld.net internet <http://www.steerdaviesgleave.com>

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TC Larner, E Lillo, DJ Mack, R Matter, MJ May, AD Mellor, LM Miller, RJ Middleton, R Pratt, PI Ryan, D Shilton, JB Stephens, J Swanson
Steer Davies & Gleave Limited Registered Office: Barbican House 26-34 Old Street, London EC1V 9HL, Registered in England Registration No: 1883830

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Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX A continued



particularly affects buses which tend to use the inside lane. Changing the waiting and loading restrictions to 'at any time' will help buses and general traffic move more efficiently. Should these works be approved following public consultation, then it is anticipated that the changes will be implemented in Summer 2004.

If you have any objections please reply in writing to the FREEPOST address below within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

Steer Davis Gleave
FREEPOST
Business reply service
No TK 218
28-32 Upper Ground
London SE1 9YA

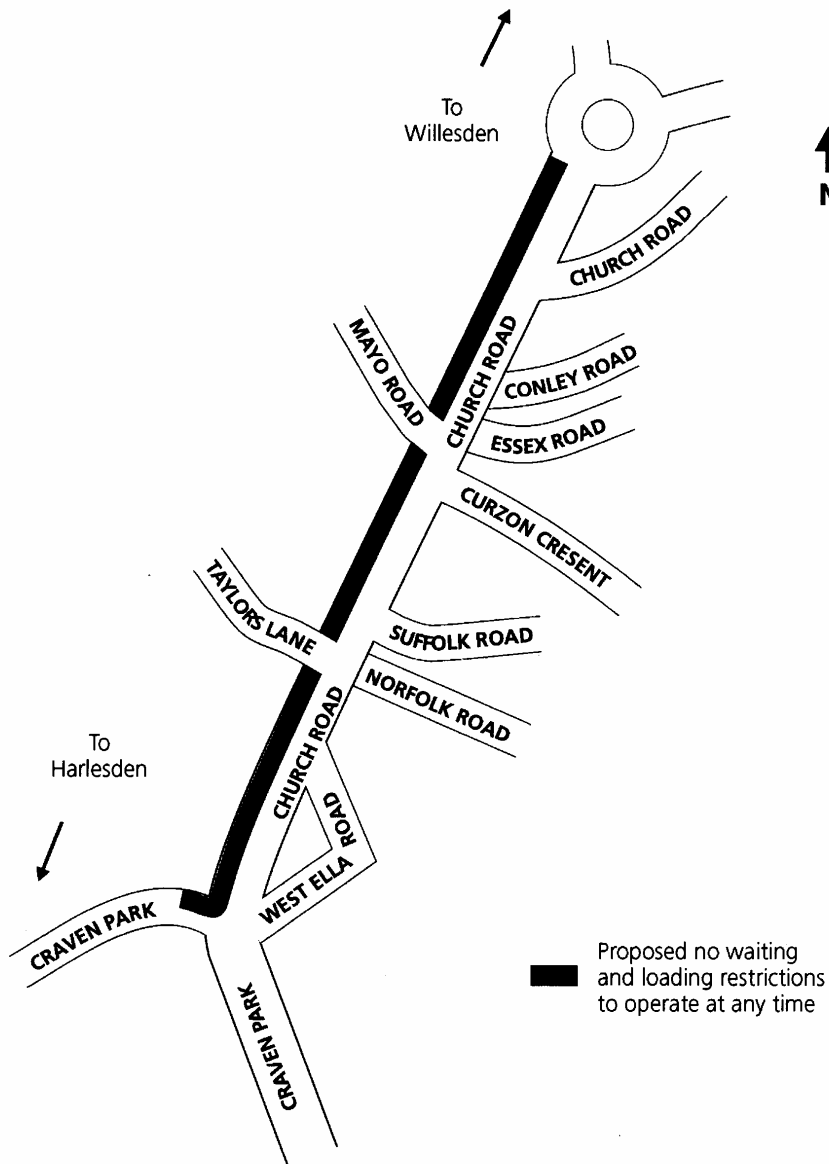
Yours sincerely

A handwritten signature in black ink, appearing to read 'Gurdeep Ahdhi'.

Gurdeep Ahdhi
Consultant
Telephone number: (0)20 7919 8633

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX A continued

Proposed waiting and loading restrictions on Church Road



 **steer davis gleave**

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX B

14 May 2003

Our ref: GSA204839/266/13

To the Resident/Occupier

WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 266 – CRICKLEWOOD BROADWAY, HALF WIDTH LOADING BAYS PROPOSAL

Steer Davies Gleave are assigned by TfL (Transport for London) as a sector consultant working on behalf of London Borough of Brent. I am therefore writing to seek your views on proposals in Cricklewood Broadway, which involves introducing half width loading bays. The aim of the proposal is to improve the reliability of the 266 bus service.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for Mayor of London Ken Livingstone and London's local authorities.

An important part of this is the creation of a network of bus routes with improvements along their entire length; these are called **BusPlus** routes. It is programmed that the works on this phase of the **BusPlus** will be completed in March 2004.

Bus route 266 has been chosen for inclusion in the second phase of the **BusPlus** programme and is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposal for Cricklewood Broadway is shown on the attached plan.

We propose to provide a number of loading bays outside 231-265 Cricklewood Broadway. These will allow vehicles to park with two wheels on the footway and two on the carriageway. The loading bays will allow loading for a maximum of 30mins. Vehicles cannot then return for 1 hour. At present vehicles park and load on the carriageway which causes delays to general

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX B continued

traffic and buses as they are obstructed by vehicles loading. Introducing half width loading bays will help buses and general traffic move more efficiently. Should these works be approved following public consultation, then it is anticipated that the changes should be implemented during financial year 2003/2004.

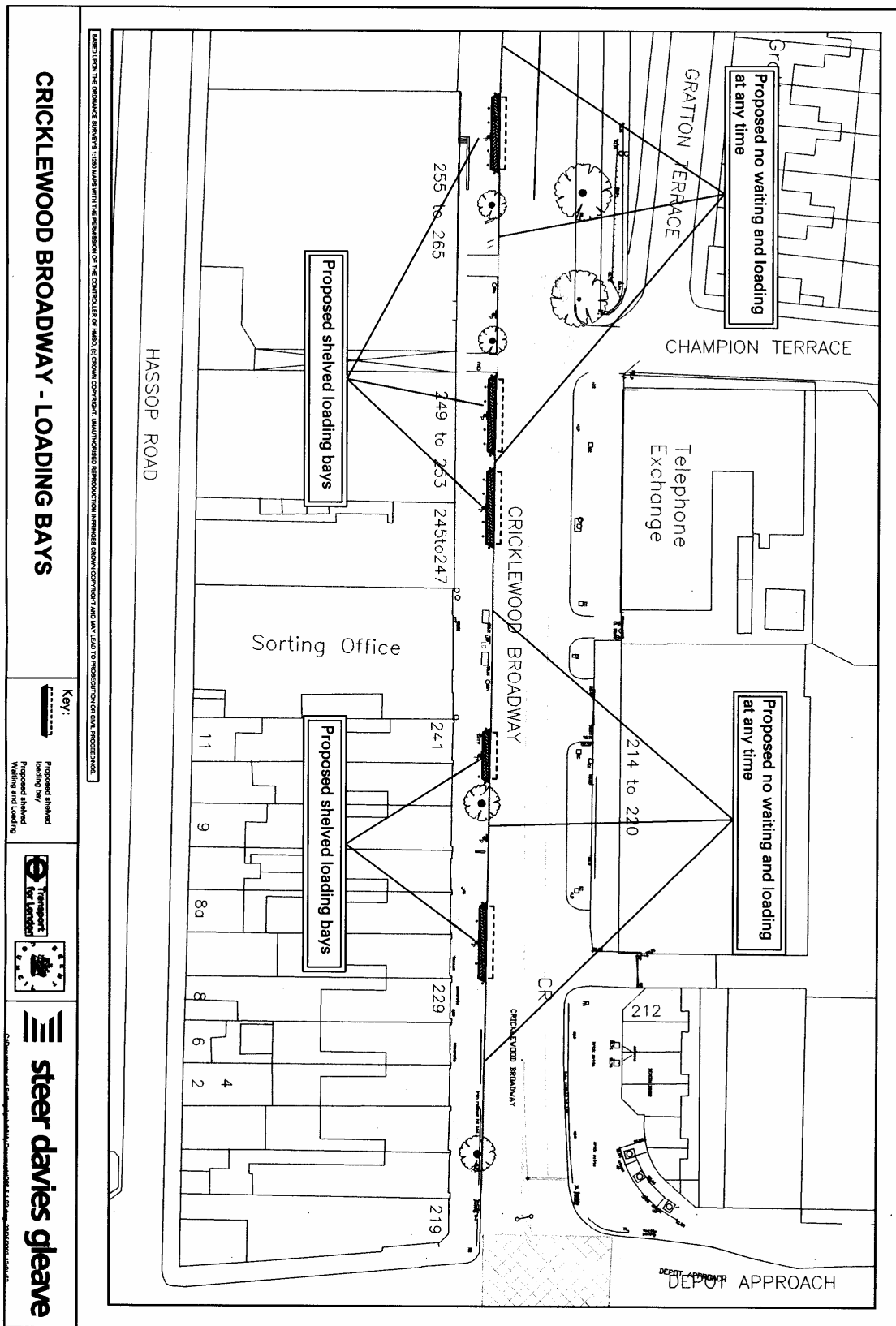
If you have any objections please reply in writing to the FREEPOST address below within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

Steer Davis Gleave
FREEPOST
Business reply service
No TK 218
28-32 Upper Ground
London SE1 9YA

Yours sincerely

Gurdeep Ahdhi
Consultant
Telephone number: (0)20 7919 8633

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX B continued



Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX C



21 November 2002

Our ref: GSA204839/266/7

To the Resident/Occupier

**WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 266 – CHICHELE ROAD
BUS STOP RELOCATION**

Steer Davies Gleave are assigned by TfL (Transport for London) as a sector consultant working on behalf of London Borough of Brent. I am therefore writing to seek your views on proposals in Chichele Road which involves relocating a bus stop. The aim of the proposal is to improve the reliability of the 266 bus service.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for Mayor of London Ken Livingstone and London's local authorities.

An important part of this is the creation of a network of bus routes with improvements along their entire length; these are called **BusPlus** routes. It is programmed that the works on this phase of the **BusPlus** will be completed in March 2004.

Bus route 266 has been chosen for inclusion in the second phase of the **BusPlus** programme and is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposals for Chichele Road are shown on the attached plan. They involve relocating the southbound bus stop outside No. 3 Chichele Road near the corner of the junction with Cricklewood Broadway. Currently vehicles turning into Chichele Road from Cricklewood Broadway are obstructed by buses using the stop. Moving the bus stop will reduce this problem. In addition London Borough of Brent are considering providing additional pay and display

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TC Larner E Lillo DJ Mack R Matter MJ May AD Mellor LM Miller RJ Middleton R Pratt PI Ryan D Shilton JB Stephens J Swanson
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Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX C continued



parking outside the Mosque next to No. 28. This will replace the bus stand which will be moved next to the bus stop outside No. 18.

Should these works be approved following public consultation, then it is anticipated that the changes will be implemented in May 2003.

If you have any objections please reply in writing to the above address within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

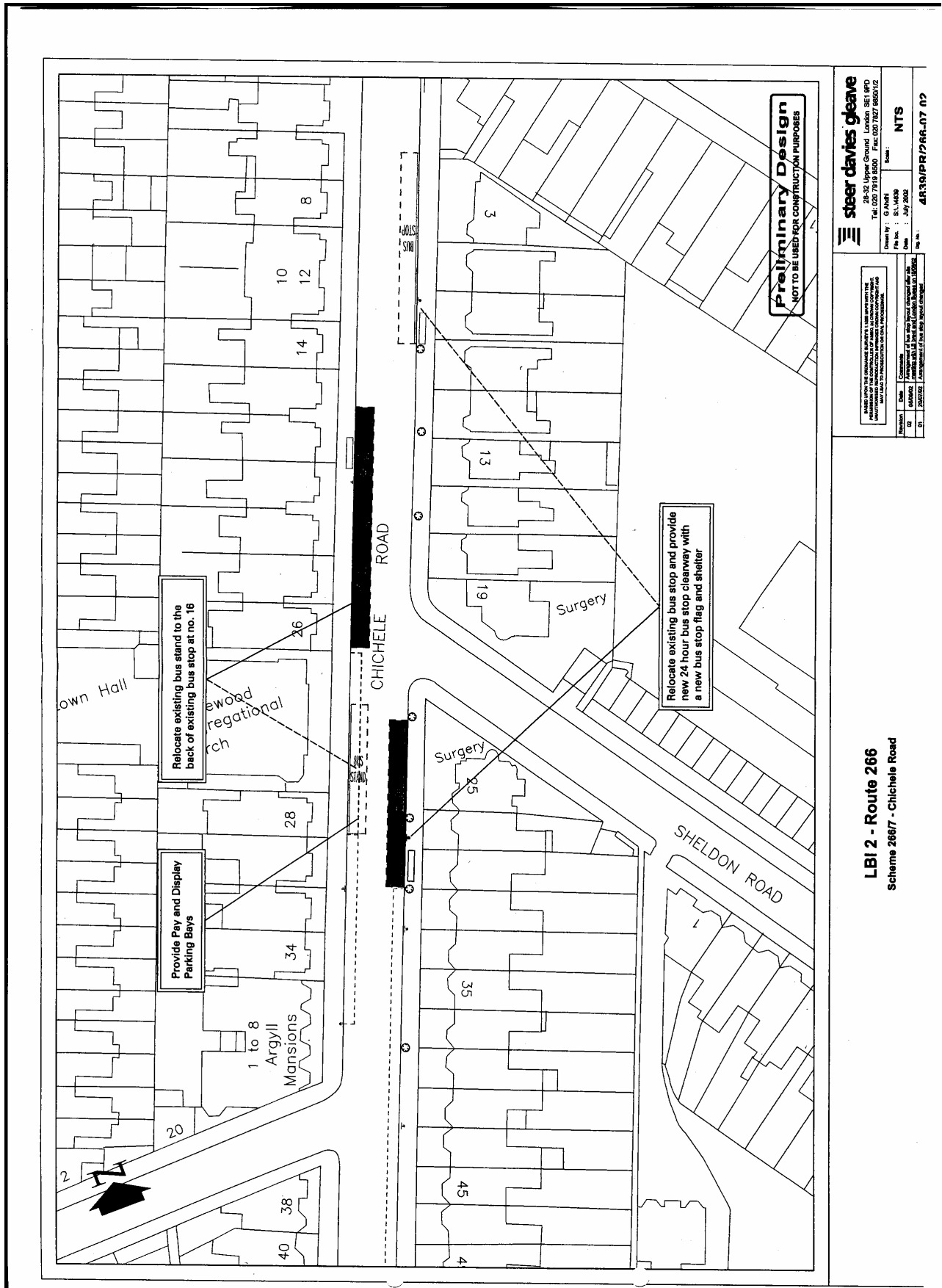
Yours sincerely

Gurdeep Ahdhi
Consultant

Telephone number: (0)20 7919 8633

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)

APPENDIX C continued



steer daviess gleave
 28-32 Upper Ground, London, SE1 9PD
 Tel: 020 7918 8000 Fax: 020 7627 8800/12

Drawn by: G. A. H. R. H. S. L. V. 14/03/03
 File No.: S. L. V. 14/03/03
 Date: July 2003
 Scale: NTS
 Ref. No.: 4R39/PR/266-07 02

Preliminary Design
 NOT TO BE USED FOR CONSTRUCTION PURPOSES

Revision	Date	Comments
01	20/07/03	Final Design
02	20/07/03	Final Design
03	20/07/03	Final Design

LBI 2 - Route 266
 Scheme 266/7 - Chichele Road

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX D

THE RESIDENT/OCCUPIER

YOUR REF
OUR REF
DATE
DIRECT EMAIL
DIRECT TEL

1000087.11/S4
19 June 2003
shakhasan@parkman.co.uk
0207 8747752

Dear Sir/Madam,

WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 52 - WILLESDEN HIGH ROAD/BRONDESBURY PARK, JUNCTION IMPROVEMENTS PROPOSAL

Parkman Limited is assigned by (TfL) Transport for London as a sector consultant working on behalf of London Borough of Brent. We are therefore writing to seek your views on proposals at the junction of Willesden High Road and Brondesbury Park. The proposals include kerb widening at the south - western side corner, introducing a yellow box on the westbound carriageway and providing red surfacing across the existing pedestrian crossing points as well as renewing the tactile paving. The aim of the proposed works is to improve the reliability and quality of the 52 bus service, and to increase pedestrian and safety.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for the Mayor of London Ken Livingstone, and London's local authorities. An important part of this is the creation of a network of bus routes with improvements along their entire length. These are called BusPlus routes. It is programmed that the works on this phase of the BusPlus will be completed in March 2004.

Bus route 52 has been chosen for inclusion in the second phase of the BusPlus programme, and the route is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposal for the junction of Willesden High Road and Brondesbury Park is shown on the attached plan.

We propose to tidy up the pedestrian crossings points. The crossings will have red tactile paving, red surface treatment, making it safer for pedestrians to cross at the intersection.

We also propose to realign the kerb on the south - western side of the junction, which will ease the entry for buses turning left onto the High Road.

TEL: 020 7383 5393 FAX: 020 7383 7593
PARKMAN HOUSE, 307-317 EUSTON ROAD, LONDON NW1 3AD

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX D Continued

Should these works be approved following public consultation, then it is anticipated that the changes should be implemented during financial year 2003/2004.

If you have any objections please reply in writing to the FREEPOST address below within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

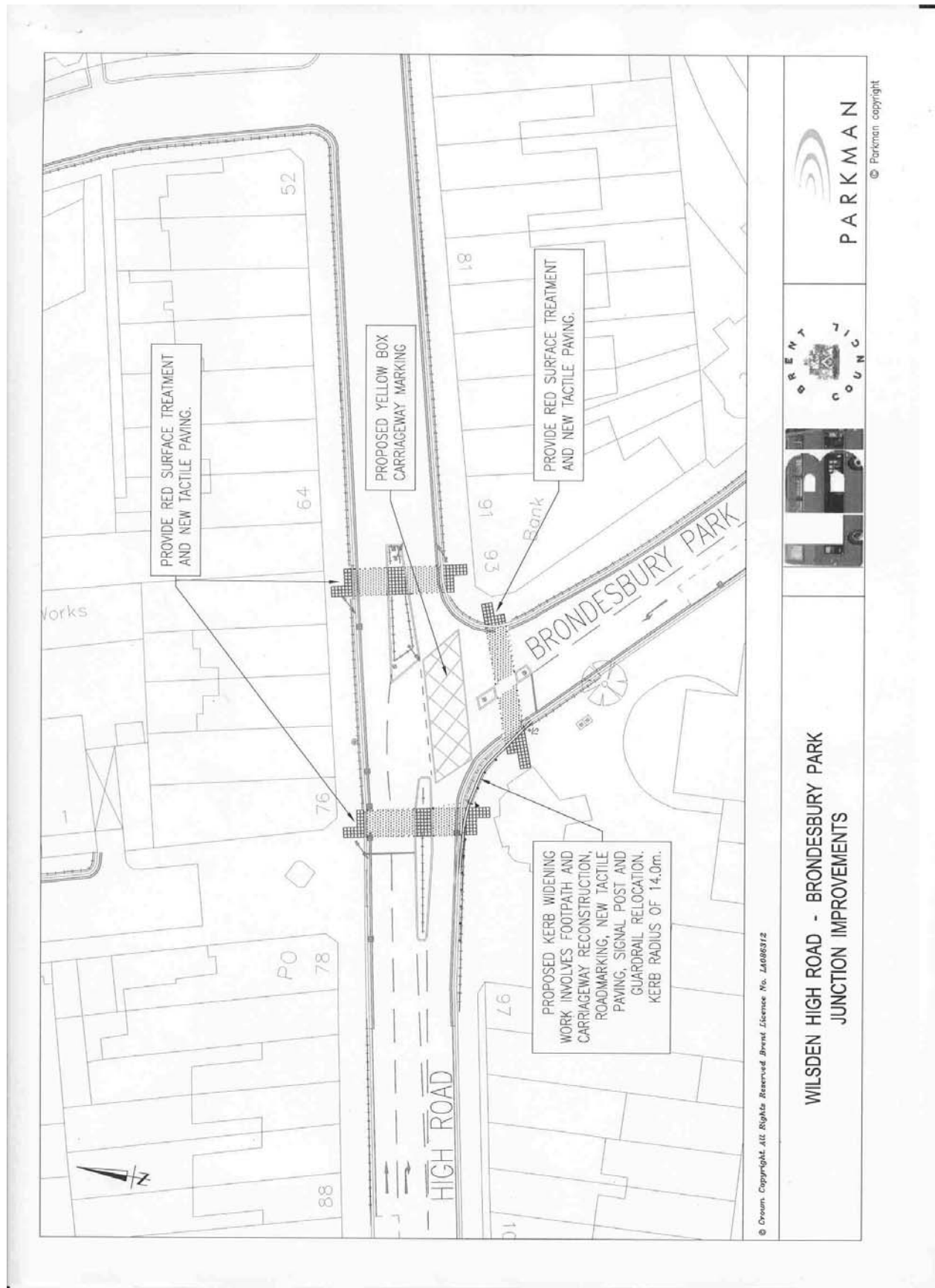
PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

Ph: 020 7874 7752

Yours faithfully

Shakil Hasan
Project Manager
For Parkman Limited

**Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX D Continued**



Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX E

THE RESIDENT/OCCUPIER

	YOUR REF
1000087.11/S7	OUR REF
19 June 2003	DATE
shakhasan@parkman.co.uk	DIRECT EMAIL
0207 8747752	DIRECT TEL

Dear Sir/Madam,

WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 52 - CHAMBERLAYNE ROAD & STATION TERRACE, PROPOSED KERB REALIGNMENT AND PARKING RESTRICTIONS

Parkman Limited is assigned by Transport for London as a sector consultant working on behalf of London Borough of Brent. We are therefore writing to seek your views on proposals at the junction of Chamberlayne Road, Station Terrace, and Dagmar Gardens. The proposals include kerb realignment at the corner of Dagmar Gardens, new red surfacing at the pedestrian crossings points and the bus stop, extension of existing 24hour no parking restrictions and converting restricted parking hours to 24hour no parking at any time. The aim of the proposed works is to improve the mobility of buses turning into Dagmar Gardens, which will increase the reliability of buses, and to improve pedestrian convenience and safety.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for the Mayor of London Ken Livingstone, and London's local authorities. An important part of this is the creation of a network of bus routes with improvements along their entire length. These are called **BusPlus** routes. It is programmed that the works on this phase of the **BusPlus** will be completed in March 2004.

Bus route 52 has been chosen for inclusion in the second phase of the **BusPlus** programme, and the route is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposal for the junction of Chamberlayne Road, Station Terrace, and Dagmar Gardens is shown on the attached plan.

We propose to realign the kerb on the southern corner of Dagmar Gardens/Station Terrace junction. This will ease the entry for buses turning left into Dagmar Gardens. We also propose to extend the existing 24hour no parking restrictions, and relocate existing parking bays along Station Terrace and Dagmar Gardens, also the single yellow lines outside numbers 26 - 28 Station

TEL: 020 7383 5393 FAX: 020 7383 7593
PARKMAN HOUSE, 307-317 EUSTON ROAD, LONDON NW1 3AD

Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX E Continued

Terrace will be converted to double yellow lines 24hour no parking at any time to help solve the current delay buses are experiencing due to illegal parking.

In addition, new red surfacing at the pedestrian crossings and bus stop is proposed to increase pedestrian safety and awareness.

Should these works be approved following public consultation, then it is anticipated that the changes should be implemented during financial year 2003/2004.

If you have any objections please reply in writing to the FREEPOST address below within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

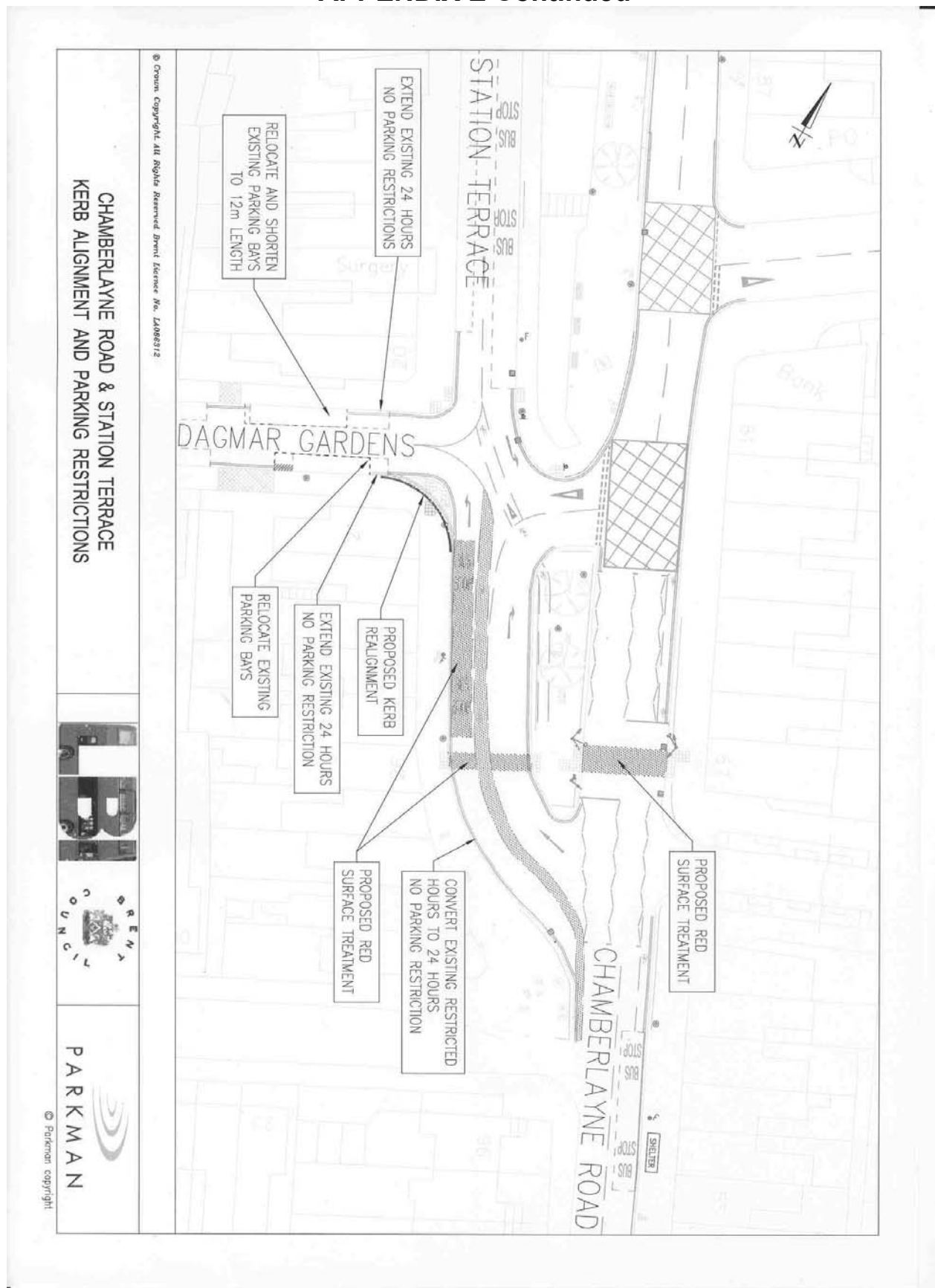
PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

Ph: 020 7874 7752

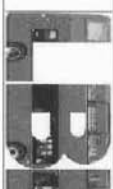
Yours faithfully

Shakil Hasan
Project Manager
For Parkman Limited

**Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX E Continued**



**CHAMBERLAYNE ROAD & STATION TERRACE
KERB ALIGNMENT AND PARKING RESTRICTIONS**



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Progress report on the London Bus Priority Network (LBPN) and London Bus Initiative Programme (LBI)
APPENDIX F

THE RESIDENT/OCCUPIER

	YOUR REF
1000087.11/S8	OUR REF
19 June 2003	DATE
shakhasan@parkman.co.uk	DIRECT EMAIL
0207 8747752	DIRECT TEL

Dear Sir/Madam,

**WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 52 - CHAMBERLAYNE ROAD / BANISTER ROAD
SIGNALISATION PROPOSAL**

Parkman Limited is assigned by Transport for London as a sector consultant working on behalf of London Borough of Brent. We are therefore writing to seek your views on proposals at the junction of Chamberlayne Road and Banister Road. The proposals include new pelican crossing in Banister Road and the Southern arm of Chamberlayne Road, kerb widening at both corners of Banister Road; new red surfacing at the pedestrian crossings, relocating the bus stop in Banister Road; providing new advanced cycle stop lines; and improving the parking, loading and waiting restrictions. The aim of the proposed works is to improve the reliability and mobility of the Route 52 bus service, and to increase pedestrian and cyclist convenience and safety.

Background

Efficient bus services are a vital part of transport operations with over 4.5 million bus trips made every working day in London. Improving public transport is a top priority for the Mayor of London Ken Livingstone, and London's local authorities. An important part of this is the creation of a network of bus routes with improvements along their entire length. These are called **BusPlus** routes. It is programmed that the works on this phase of the **BusPlus** will be completed in March 2004.

Bus route 52 has been chosen for inclusion in the second phase of the **BusPlus** programme, and the route is being significantly upgraded. As part of this initiative, new bus priority proposals have been developed along the route.

Proposal

The proposal for the junction of Chamberlayne Road and Banister Road is shown on the attached plan.

We propose to realign the kerb on both corners of Banister Road/Chamberlayne Road junction. This will ease the entry for buses turning left into Chamberlayne Road.

We also propose to introduce new parking, waiting and loading restrictions to reduce delays to

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buses. All bus stops are to become 24-hour no waiting, loading, or parking areas. It is proposed that all kerbsides along this length of Chamberlayne Road will be marked with double yellow lines preventing parking, loading or waiting at any time except in selected areas where monitored 'pay and display' parking will be permitted.

Also, three new pelican crossings will be provided. These pedestrian crossings will have red tactile paving, red surface treatment, and will be signalised, making it safer for pedestrians to cross at the junction.

And finally, we propose to provide a new advanced cycle stop line, with green surface treatment in the reserved area, to improve cyclist safety along the route.

Should these works be approved following public consultation, then it is anticipated that the changes should be implemented during financial year 2003/2004.

If you have any objections please reply in writing to the FREEPOST address below within 28 days of the above date. If you would like to discuss the proposals further please call the telephone number below.

PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

Ph: 020 7874 7752

Yours faithfully

Shakil Hasan
Project Leader
For Parkman Limited

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