

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

London Bus Priority Network / London Bus Initiative Schemes

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
18	Bus stop works for articulated buses	£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

**Progress report on the London Bus Priority Network (LBPN)
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APPENDIX B**

LBI 2, Stage 1 - Route 266 Schemes

SCHEME REF	LOCATION	DESCRIPTION
266/5	Cricklewood Broadway	Carriageway widening of southbound nearside lane north of Depot Approach from the opposite of No.219 to 245 Cricklewood Broadway. The proposed scheme is aimed to provide wider carriageway for large vehicle and particular buses. Scheme in Barnet , Brent will implement.
266/12	Church Road	Southbound 7am-10am and 4pm-7pm Monday to Saturday bus lane between Suffolk Road and No. 16 Church Road.
266/13	Church Road	Proposed northbound At Any Time Waiting and loading restrictions from Craven Park and the junction at Taylor's Lane.
266/14	Jubilee Clock, Harlesden	Lane markings Improving signal phasing and Strengthening Waiting and loading restriction. The scheme is aimed to alleviate obstruction to buses.
266/8	Dudden Hill Lane	Improve layout and signal phasing. The scheme is aimed at providing dedicated traffic lanes at junctions.
266/5.1	Cricklewood Broadway	Insert loading/ Pay and display parking facilities between outside Nos. 231 – 265 Cricklewood Broadway to formalise parking and improve the flow of buses.
266/5.2	Cricklewood Broadway, approach to Temple Road	Road widening.
266/7	Chichele Road	Relocation of bus stand from outside No. 28 to 22-26 Chichele Road and relocate the bus stop outside Nos. 3-7 to outside Nos. 25- 29 Chichele Road. The scheme would improve interchange and provide more pay and display parking bays.
266/ 11	Church Road	Realign kerb south of Roundwood Road. The scheme is aimed at improving the turning movement for buses.

**Progress report on the London Bus Priority Network (LBPN)
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APPENDIX C**

LB1 2, Stage 1 - Route 52 Schemes

SCHEME REF	LOCATION	DESCRIPTION
52/2	Willesden High Road- Between Dudden Hill Lane and Brondesbury Park	Proposed eastbound 7am -10am and 4pm -7pm Monday to Saturday bus lane to reduce delay for buses.
52/3	High Road Willesden by Hawthorn Road	Convert existing Zebra to Pelican crossing to improve pedestrian safety.
52/4	High Road J/W Brondesbury Road	Realign the kerb and upgrade pedestrian facility to improve the pedestrian safety at junction and improve the turning movement for buses.
52/5	Staverton Road/ Sidmouth Road.	Lane marking modifications and at any time waiting and loading restrictions to improve the turning movement for buses and improve the visibility at junction.
52/ 6	191 Chamberlayne Road to Station Terrace	Proposed at any time restrictions and Controlled Parking Zone .This would reduce delay for buses.
52/7	Station Terrace	Provide at any time waiting and loading restrictions, Highlighting the existing pedestrian crossing, and relocating the existing parking bays in Dagmar Gardens. The scheme is aimed at reducing delay for buses and improving turning movement for buses into Dagmar Gardens.
52/8	Chamberlayne Road/Banister Road	Signalise the Junction. Relocate bus shelter and review parking. The scheme is aimed at reducing delay for buses and improving pedestrian safety at junction.
52/S2	High Road/Dudden Hill Ln	Review Signal timings to provide options to improve the existing situation.
52/S4	High Road/Brondesbury Pk	Review Signal timings to prove option to improve the existing situation.

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

THE RESIDENT/OCCUPIER

1000087.11/S4	YOUR REF
19 June 2003	OUR REF
shakhasan@parkman.co.uk	DATE
0207 8747752	DIRECT EMAIL
	DIRECT TEL

Dear Sir/Madam,

**WHOLE ROUTE BUS IMPROVEMENTS, ROUTE 52 - WILLESSEN 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.

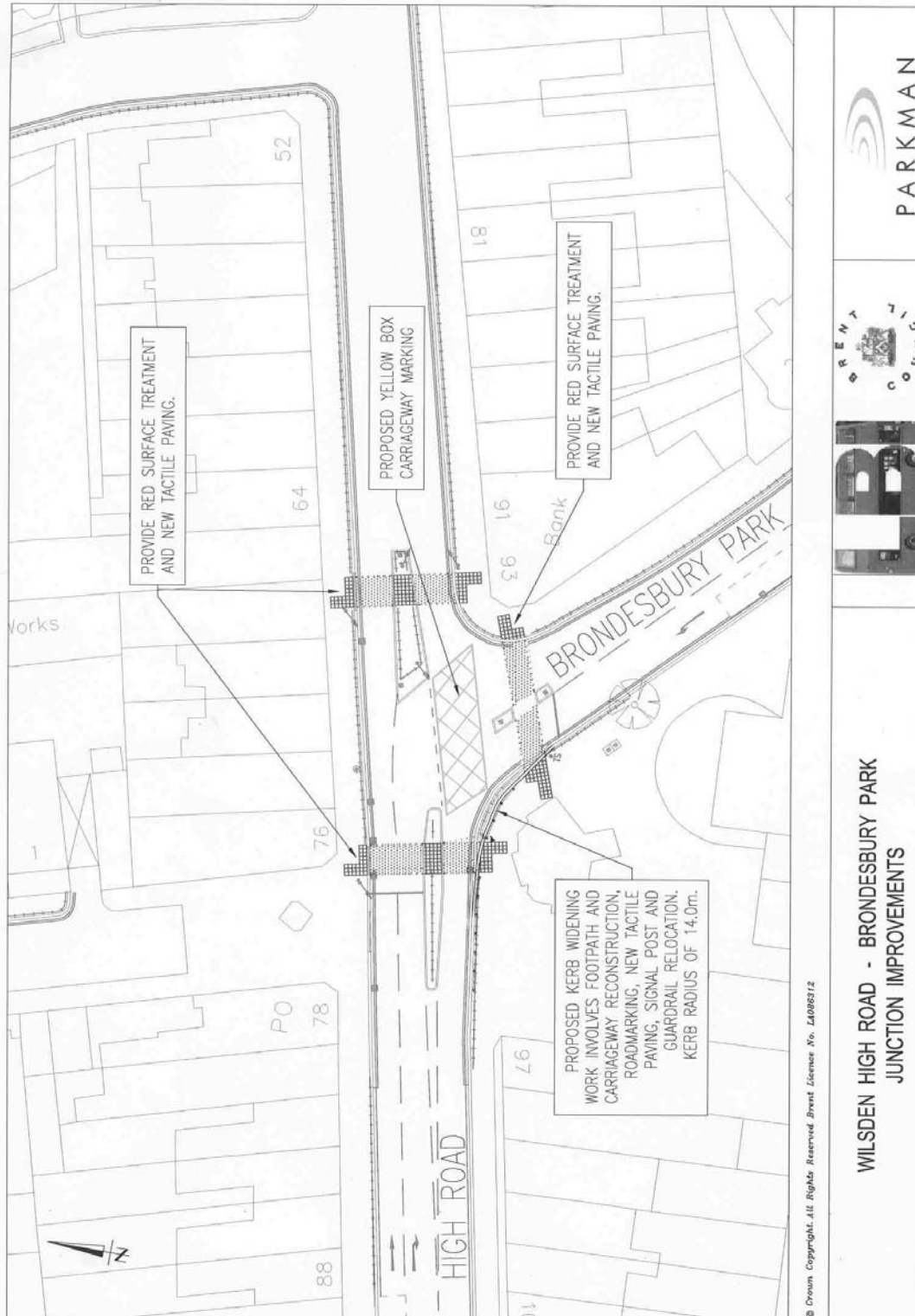
PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

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

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**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.

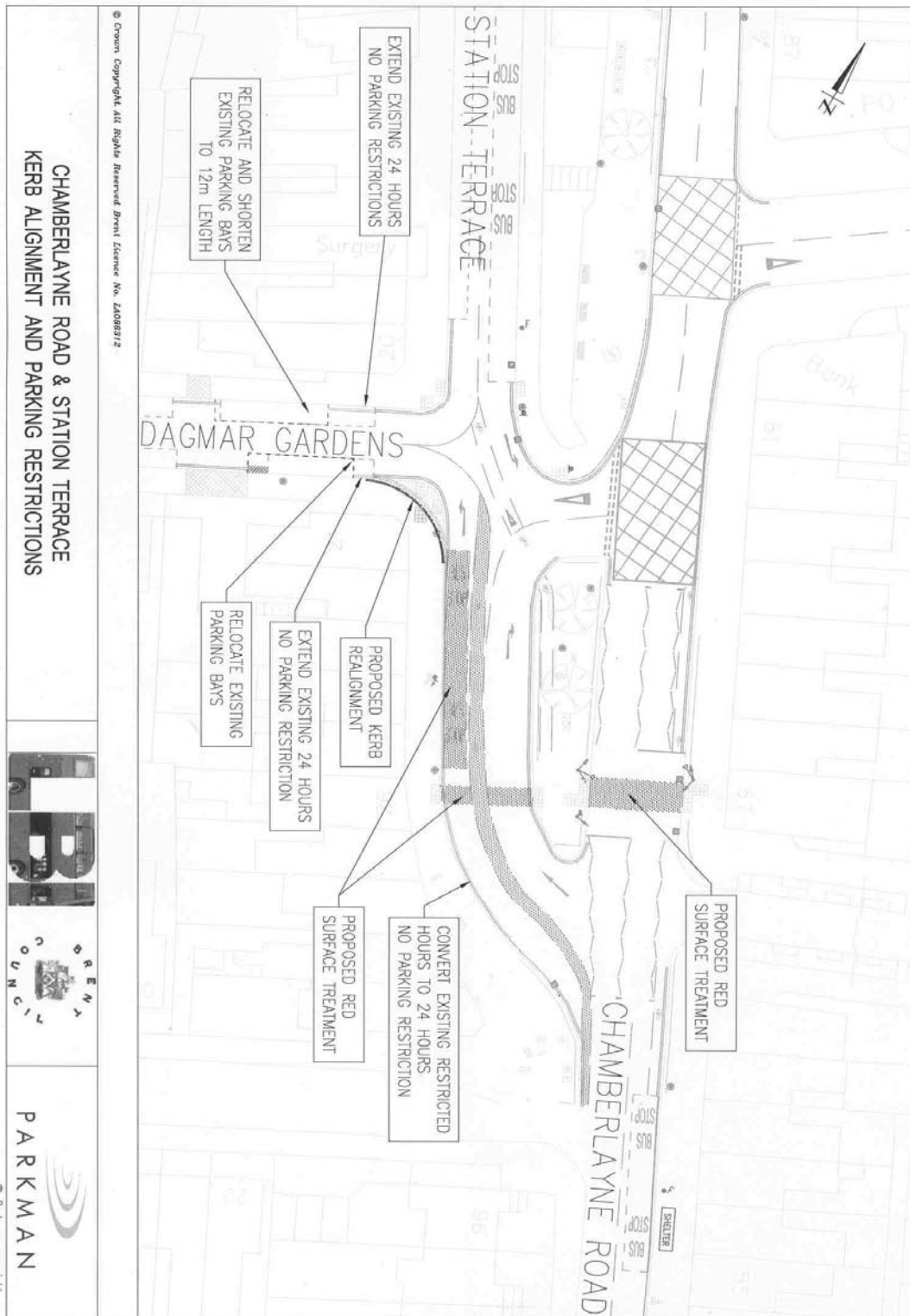
PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

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)**



**Progress report on the London Bus Priority Network (LBPB)
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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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 F (continued)**

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.

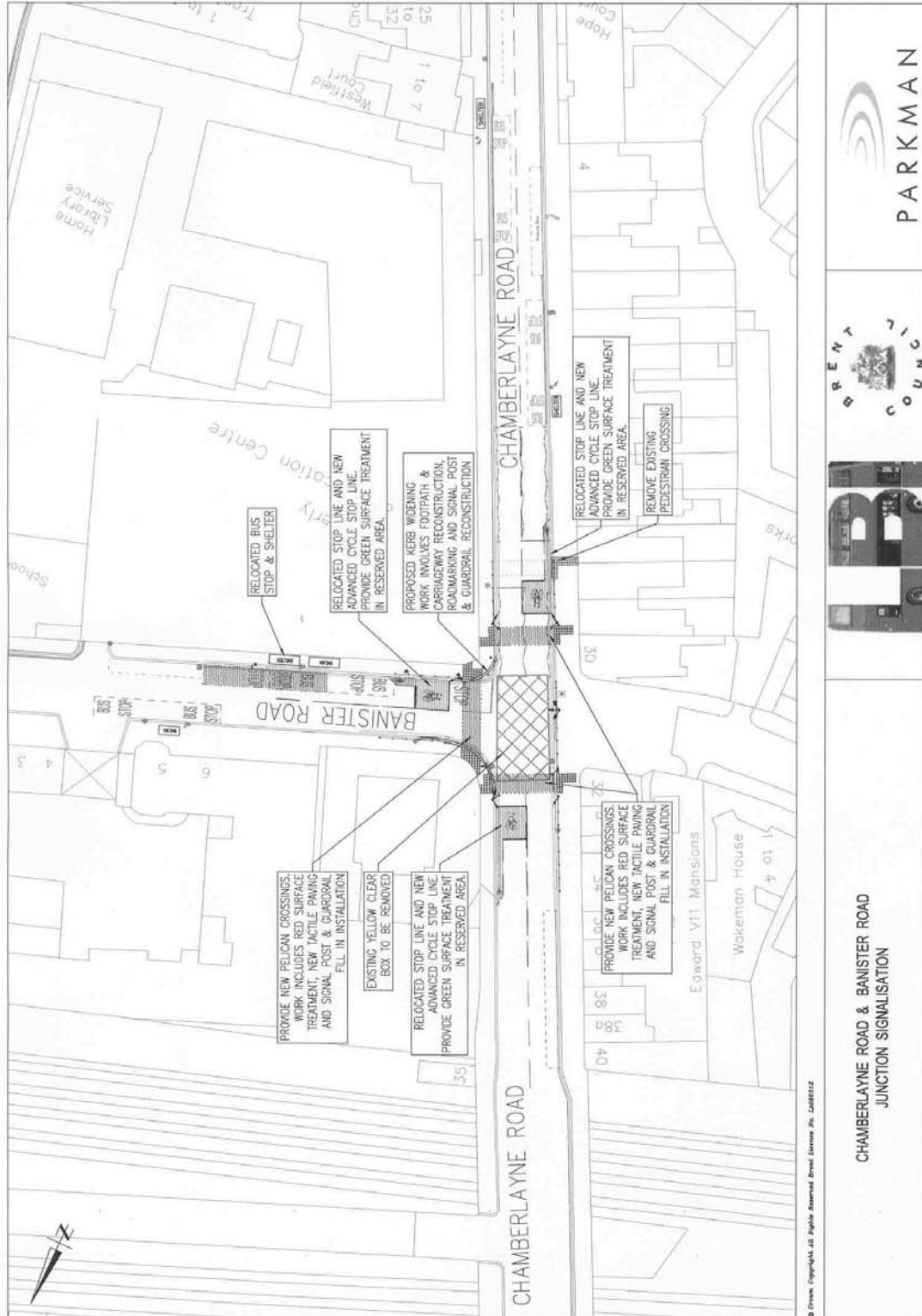
PARKMAN Limited
Attn: Shakil Hasan
FREEPOST
Business reply service
No TK 218
307-317 Euston Road
London NW1 3AD

Ph: 020 7874 7752

Yours faithfully

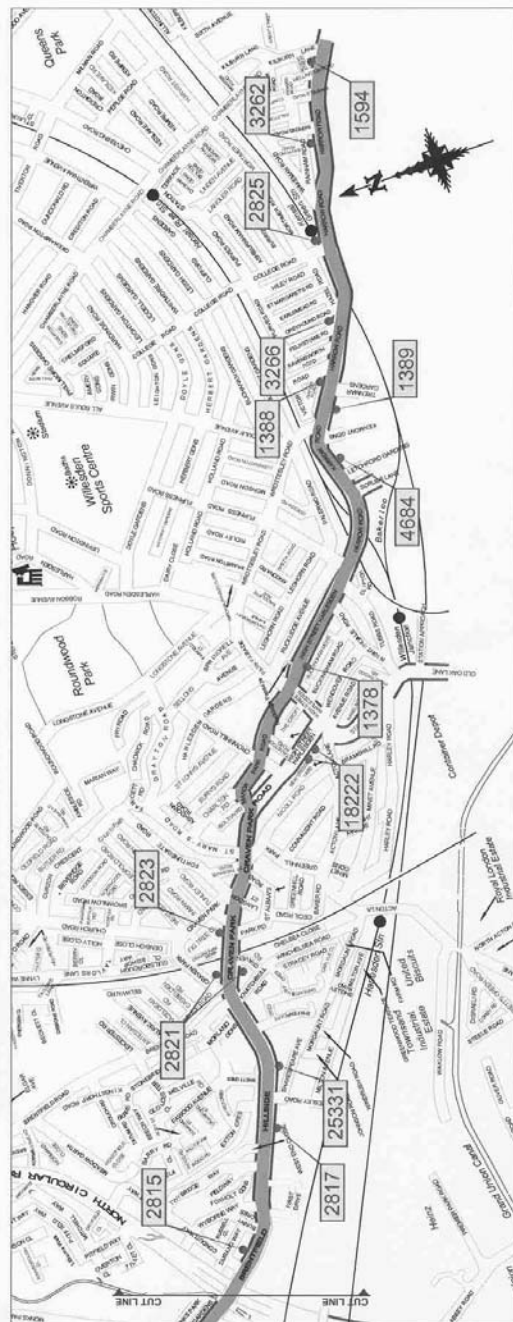
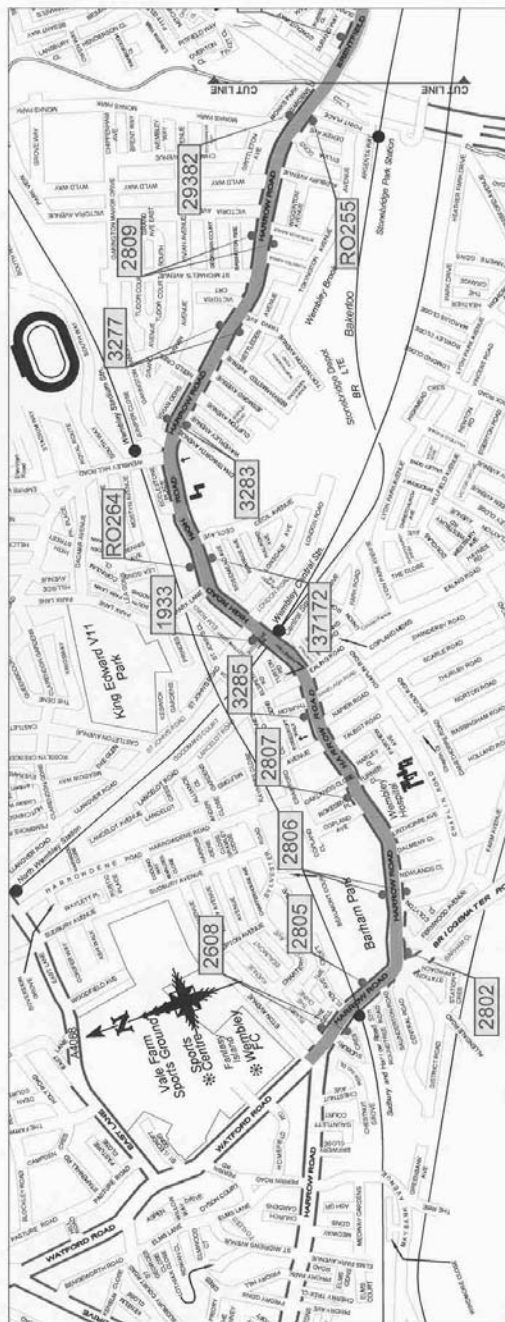
Shakil Hasan
Project Leader
For Parkman Limited

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



Progress report on the London Bus Priority Network (LBPV)
and London Bus Initiative Programme (LBI)
APPENDIX G

EXISTING BUS STOPS - ROUTE 18



**Progress report on the London Bus Priority Network (LBPB)
and London Bus Initiative Programme (LBI)
APPENDIX H**

04 August 2003

Our ref: LMD18A-BP2608

Dear Resident/Occupier

ROUTE 18 – ARTICULATED BUS STOP PROPOSALS

Background

London Buses are planning to introduce articulated buses on Route 18 in late 2003. The new buses will bring numerous benefits to passengers using the route; they will be able to carry up to 140 people, at least 60 more than a double deck bus. The low-floor buses will also be wheelchair-accessible and have more room available for buggies and shopping.

The articulated buses will make journeys more reliable and quicker as passengers must have a ticket before boarding and can board or alight from all three doors. Ticket machines will be located at each bus stop along the route.

To ensure the new articulated buses provide the maximum benefit to passengers, the buses will need improved access to the existing bus stops along the route. To ensure that these buses are able to drive up to the kerb without obstruction, the length of each bus stop along the route will be increased; in many cases these stops, or 'Clearways', will be up to 51 metres long. Buses only will be permitted to use these Clearways (times as specified). These proposals will also benefit other local bus services sharing the same stops.

Steer Davies Gleave has been commissioned on behalf of the London Borough of Brent to carry out consultation on proposals for the bus stop clearways for the Route 18 Articulated Buses.

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

The Proposals

Please find attached a copy of the proposed improvements for the bus stops in Sudbury. The proposals include:

- Southbound – Extension of the existing bus stand clearway (7am – Midnight) and combining the two existing bus stops to give increased standing space for the articulated buses.
- Northbound – Relocation of the existing parking, loading (both on a like-for-like basis), bus stop and bus stand as shown. This will provide a more accessible standing space for the articulated buses.

Bus services to benefit: 18, 92, 182, 245 and N18.

What Are Your Views On The Proposals?

If you have any concerns about the proposals please reply in writing to the FREEPOST address given below by 5th September 2003:

Lee Deacon
Steer Davies Gleave
FREEPOST
Business reply service
License No. TK 218
28-32 Upper Ground
London
SE1 9PD

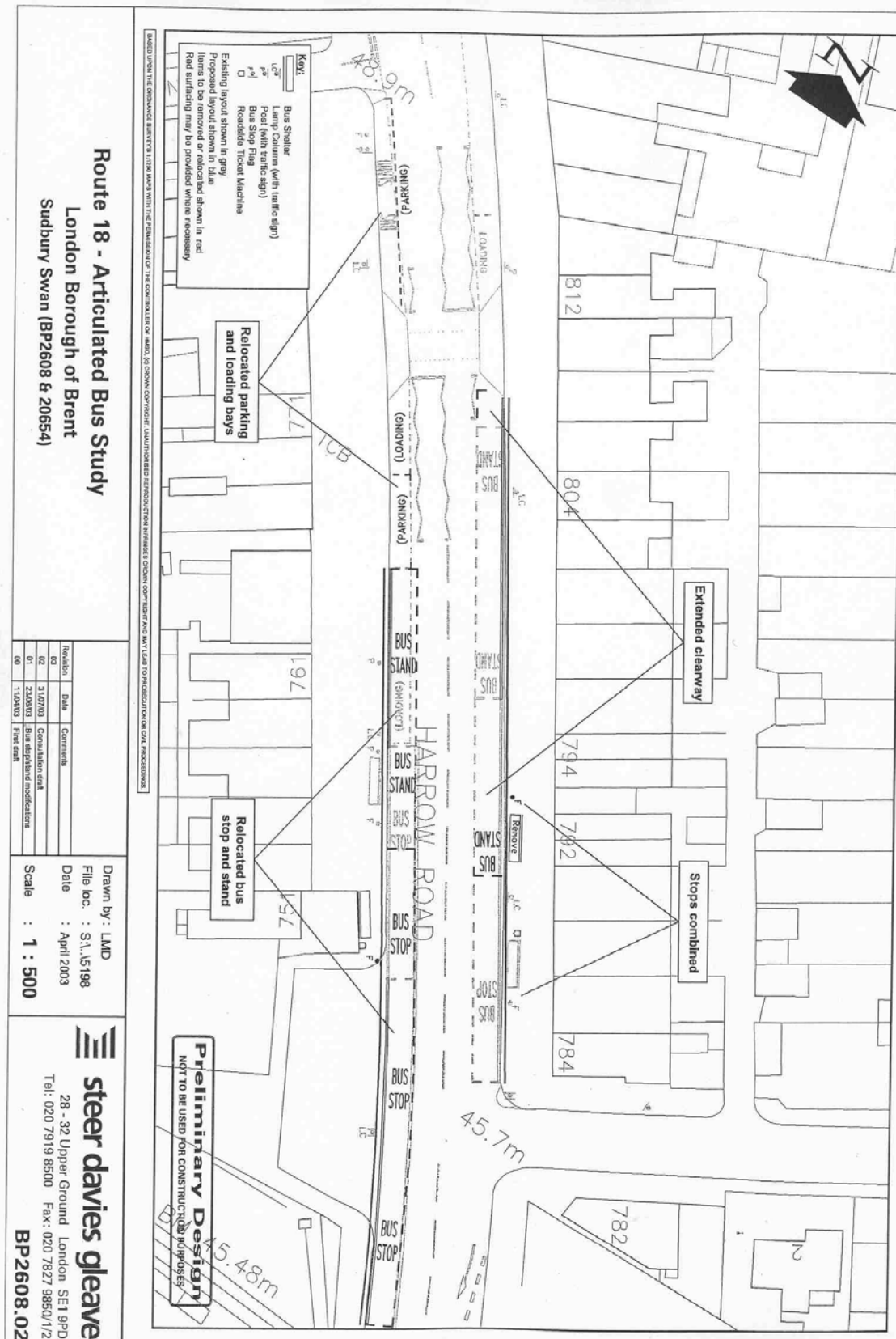
If you wish to discuss the proposals or require further information please contact me either by telephone on 020 7919 8595, or by e-mail at l.deacon@sdgworld.net

Thank you for taking the time to consider the proposals and I look forward to receiving your comments.

Yours sincerely

Lee Deacon
Senior Consultant

Progress report on the London Bus Priority Network (LBPV) and London Bus Initiative Programme (LBI) **APPENDIX I**



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

London Borough of Brent

TABLE 1.1 CONSULTATION SUMMARY

Bus Stop(s)	Dwg Ref	Returns	Comments	Response
Sudbury Swan (EB) Sudbury & Harrow Road Station (WB)	BP2608	Autolink Car Parts 757-759 Harrow Road Letter (14/08/03)	Concerns over impact of proposed clearway on loading outside business premises	Modify Proposals Maintain the existing loading/parking arrangements and locate proposed stop/stand arrangement further south. This will not affect any traffic management orders or frontages as a result.
		Mr R Ghauree 761 Harrow Road Phone call (14/08/03)	Concerns over impact of proposed clearway on loading outside business premises. Suggested relocating proposed bus stop south.	
		Mr V. Pankhania 751 Harrow Road Letter (28/08/03)	Concerns that relocated shelter will inhibit access to property. Suggested relocating shelter further north or south.	
Bridgewater Roundabout (WB)	2802	Brent & Harrow Work Experience Consortium: Letter (15/08/03)	Barham Park car park is poorly signed from the roundabout, filling in the layby opposite may add to potential accident problem.	Modify Proposals Provide additional signage in advance of car park access.
The Fusilier (EB) The Fusilier (WB)	2806	No returns	-	-
Copland Avenue (WB)	14364	No returns	-	-
Copland Avenue (EB)	2807	No returns	-	-
Ealing Road (EB)	3285	No returns	-	-
Wembley Central Station (WB)	1933	Champion Food 495 High Road Phone call (14/08/03)	Concerns over impact of proposed clearway on loading outside business premises	Modify Proposals Maintain existing layout due to lack of loading alternatives.
Copland School (EB)	RO264	No returns	-	-
Copland School (WB)	37172	No returns	-	-

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**Progress report on the London Bus Priority Network (LBPB)
and London Bus Initiative Programme (LBI)
APPENDIX J (continued)**

London Borough of Brent

Bus Stop(s)	Dwg Ref	Returns	Comments	Response
Waverley Avenue (EB)	3283	No returns	-	-
Waverley Avenue (WB)				
Tring Avenue (EB)	3277	Mr Jay Patel 201 Harrow Road E-mail (21/08/03)	Concerns including the necessity for the proposed longer 24-hour bus stop clearways.	The proposed Tring Avenue clearways are within existing bus lanes (operational: Mon – Sun, 7am – 7pm, during which time waiting and loading is not permitted). The use of 51m 24-hour clearways will ensure that Routes 18 and N18 will be able to pull up to the kerb without obstruction outside the bus lane's operational hours.
Tring Avenue (WB)				
Harrow Tavern (EB)	2809	No returns	-	-
Flamstead Avenue (WB)				
Monks Park (WB)	RO255	No returns	-	-
North Circular Road (EB)	29382 & 2815	No returns	-	-
North Circular Road (WB)				
Coach & Horses (EB)				
Stonebridge Centre (WB)	16210	Suzanne Johnson-Smith Flat 7, 153 Hillside Phone call (14/08/03)	Concerns over impact of proposed clearway on parking outside residential property. Suggested Stonebridge Housing Action Trust is contacted over issues of parking in the private car park behind the residential block. The 24-hour clearway may cause additional problems.	To minimise the length of kerbspace required at this bus stop, it is essential that the preceding zigzags be used as an entry taper. A 27m clearway has been proposed and should not significantly affect long-term waiting and loading in the area.
Stone bridge Estate (EB)	2817	No returns	-	-
Stonebridge Park Hotel (WB)	25331	No returns	-	-

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**Progress report on the London Bus Priority Network (LBPB)
and London Bus Initiative Programme (LBI)
APPENDIX J (continued)**

London Borough of Brent

Bus Stop(s)	Dwg Ref	Returns	Comments	Response
Knatchbull Road (EB)	2821	No returns	-	-
Knatchbull Road (WB)				
Craven Park (EB)	2823	No returns	-	-
Harlesden Jubilee Clock (WB)	18222	P.N. Georgaki 3a Bank Buildings Letter (31/08/03)	Concerns over impact of proposed clearway on loading outside business premises and position of proposed shelter.	The existing/proposed stop layouts require the same length of kerb for the clearways, so there will be no change in frontage loading. The final type and location of shelter is to be agreed with London Buses and access will remain virtually unchanged.
Harlesden High Street (WB)	1378	Suite Deal Furnishing 1152-116 Harrow Road Phone call (15/08/03) Meeting (26/08/03)	Concerns over impact of proposed clearway on loading outside business premises	Modify Proposals Revise design proposals so that bus boarder falls within footprint of the existing bus stop clearway. This will also negate the need to change traffic management orders.
College Park (EB)	4684	Mr. Jeff Jarvis 38 Cruikshank House E-mailed letter (15/08/03)	Concerns over level, duration and times of implementation works	Advise of works progression when programme is agreed.
College Park/Scrubs Lane (WB)		Caroline Kelly 33 Cruickshank House Phone call (14/08/03)	Would like the provision of a litter bin to be included in the proposals	Include litter bin

Note: Consultation for the College Park/Scrubs Lane bus stops (4684) has been extended until 3rd October 2003 to include frontages within LB Hammersmith & Fulham

Project: 44064497A Articulated Buses 205198 Route 180 Output: Reports/Route 18 Articulated Bus Study - Brent - Consultation Report.doc

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

London Borough of Brent

Bus Stop(s)	Dwg Ref	Returns	Comments	Response
ottesley Road (WB)	1389	A Kolokotroni 807 Harrow Road Letter (19/08/03)	Concerns over impact of clearway on loading outside premises.	Modify Proposals This scheme will be affected by the proposed signalisation of the Harrow Road/ Wrotesley Road junction. Bus stop relocation may be desirable and should be discussed with LB Brent and London Buses.
for Road (EB)	1388	No returns	-	-
Mary's Cemetery (EB)	3266	Newscon 1000 Harrow Road (including signatures from 998 – 1004 Harrow Road) Fax/letter (01/09/03)	Concerns over impact of proposed clearway on loading outside premises. (Plan including an alternative arrangement featuring a 25m bus stop clearway and loading bays provided)	To minimise the length of kerbspace required at this bus stop, it is essential that Felixstowe Road be used as an entry taper. At the request of LB Brent the clearway has been reduced by 8m to assist loading. Without a bus stop clearway or using the scheme suggested by the frontages, an articulated bus would be unable to pull up close to the kerb and would probably cause localised congestion.
isal Green Station (EB)	2825	No returns	-	-
iam the Fourth (EB)	3262	No returns	-	-
um Lane (EB)	1594	Grants Motor Spares 760 Harrow Road Phone call (15/08/03) Meeting (26/08/03) M.H. Ford 758 Harrow Road Fax (05/09/03)	Concerns over impact of proposed clearway on loading outside premises. Suggested stop relocation. Concerns over impact of proposed clearway on loading outside premises.	Modify Proposals Bus stop relocation may be desirable and should be discussed with LB Brent and London Buses. Possible options: 772 – 774 Harrow Road (LB Brent) St John's Church (City of Westminster)

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