

LONDON BOROUGH OF BRENT**Meeting of the Highways Committee**
27th January 2005**Report from Director of Transportation**

For action

Wards affected: All

Report Title: London Bus Priority Network (LBPN) Progress Report

Forward Plan ref:

1.0 Summary

- 1.1 This report informs Members on progress on the LBPN programme for 2004/2005 and seeks approval for officers to proceed with the implementation of schemes detailed in this report.

2.0 Recommendations

- 2.1 That Committee notes the progress reported by officers on the LBPN programme.
- 2.2 That Committee notes the outcome of informal public consultation on schemes on Bus Routes 182, 52, and 266 and approves the following schemes for implementation, as detailed in this report:

Route 182: Schemes 13, 15 &16 (amended – Item 3.12)

Route 52: Scheme 2

Route 266: Scheme 12

- 2.3 The Committee authorises the Director of Transportation to proceed with the necessary statutory consultations in respect of the above schemes, to consider any objections or representations and either refer these back to this committee or implement the orders if there are no objections or representations or he considers these to be groundless or insignificant.

- 2.4 That Committee notes the objections to schemes 11a & 11b, on Route 182, and defers a decision on these schemes pending further discussions with local Ward Councillors and the local residents association.

3.0 Detail

LBPB programme of works 2004/2005

- 3.1 Table 1 below is a description of the Bus Routes in Brent which have been included in the London Bus Priority Network (LBPB) programme for 2004/05.

ROUTE	DESCRIPTION
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.
182	Harrow Weald – Wembley – Brent Cross

- 3.2 A detailed list of the schemes identified for the above routes for which informal public consultations have been carried out (except scheme 182/15) and reported herein is provided below.

Table 2:

SCHEME REF.	LOCATION	PROPOSALS
182/13	Harrow Road, south of Saunderton Road.	Widen carriageway and extend existing northbound bus lane and provide a new signalised staggered crossing facility.
182/11a&11b	Watford Road, between Stilecroft Gardens and Eton Avenue.	Widen Carriageway and provide 7 to 10am and 4 to 7pm Mon –Sat Eastbound Bus Lane. Conversion of existing zebra crossing to a pelican crossing near

		Eaton Road. Conversion of a uncontrolled crossing into a pelican crossing near Vale Farm sports centre
182/15	High Road, Wembley.	Modification of bus stop lay by east of Ecclestone Place and provision of a speed table at Ecclestone Place
182/16	Bridge Road , Wembley Park	Proposed 24 hour eastbound bus lane on Bridge Road from opposite of property number 55 Bridge Road to Forty Lane junction.
52/2	Willesden High Road, between Dudden Hill Lane and Hawthorn Road.	High Road/Dudden Hill Lane junction improvement, carriageway widening , and a conversion of the existing Zebra to pelican crossing by Hawthorn Road Junction.
266/12	Church Road.	Proposed 7am to 10am and 4-7pm Mon-Sat southbound bus lane between Suffolk Road and West Ella Road and reducing the width of the central reservation.

Background

3.3 The 27 July Highways Committee noted the proposed programme of work on bus priority schemes in Brent, as identified in the London Bus Initiative (LBI) and LBPN programme and approved the consultation strategy recommended by officers. The Committee also authorised the Director of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement schemes if there are no objections or representations, or he consider the objections or representations, or he considers the objections or representations are groundless or insignificant.

- 3.4 Consultations with residents, businesses and Ward Councillors directly affected by the schemes listed at Table 2, as well as with the Metropolitan Police, were carried out in October 2004 by the route consultants (Mouchel Parkman). The outcomes of these consultations are summarised below for each scheme and attached as appendices to this report.

Consultations

Scheme 182 /11a &11b - Watford Road (Appendix A)

- 3.5 Due to the presence of schools along this section of Route 182, the level of on street parking, particularly during school pick up and drop off times, causes considerable traffic congestion, which has an adverse impact on local bus journey times. The following schemes were proposed to address this problem:
- Introduce an eastbound bus lane to operate from 7am -10am and 4am -7pm, Monday to Friday, along Watford Road, between Stilecroft Gardens and Eton Avenue.
 - Widen the westbound carriageway in order to accommodate the proposed eastbound bus lane.
 - Replace the existing refuge island outside no. 11 Watford Road with a new pelican crossing.
 - Convert the existing zebra crossing outside no.26 Watford Road into a pelican crossing.
 - Construct a lay-by opposite 30-44, and 52-56 Watford Road to replace the existing parking bays.

Consultation results and summary

- 3.6 Out of the total 115 leaflets delivered 36 were returned (31%). Details of the responses are summarised at Appendix D.
- 3.7 The results indicated that overall there was no support for any of the schemes listed at Item 3.5. In addition a petition was received from a local residents association objecting to the proposals. Committee is informed that the petition contained less than 50 signatures and does not therefore comply with Standing Orders for it to be included as an agenda item. The contents of the petition have been noted and are summarised below with officers' comments in italics:
- The bus lane will be ineffective because the buses have to merge with existing traffic before the roundabout which is part of the traffic bottleneck.
The bus lane will give the buses a better chance to avoid long queues at the roundabout and to enter a negotiate traffic at the roundabout and hence will reduce delays.

- There were no traffic problems on Watford Road until the pelican crossing and width restriction was implemented just north of the Sudbury and Harrow Road Station.
The pelican crossing was installed to help pedestrians to cross the road safely and within acceptable cycle time.
- Widening of the road will encourage more speeding traffic and therefore more disturbances to residents, especially more HGV's and buses causing more vibrations.
The widening of the road is proposed in order to create a bus lane and therefore to maintain the two lane system for general traffic. This will provide advantages to public transport (buses) as it will save journey times and encourage individuals to use buses rather than private vehicles.
- The diminishing of property prices due to three lanes of traffic on Watford Road (local estate agents estimate there can be a price drop of 10-20% if this proposal goes through).
There is no evidence in London that the introduction of the bus lanes have caused a price drop on local property. On the contrary, providing bus lane means better transport services for the area.
- Widening and kerb re-alignment will bring traffic even closer to the buses on the west side of Watford Road.
Vibration increases with stop and go movement rather than smooth bus movement within the normal speed restrictions which the proposed bus lane provides.
- Bus shelter outside 128 Watford Road will attract graffiti and probably vandalism with little or no maintenance from the council or London Buses.
Bus shelters are provided as a facility where passengers can wait under a cover due to weather conditions particularly for elderly people. Bus shelters are regularly maintained under contract
- The pelican crossing outside 78, 80 and 11 Watford Road will make it very difficult to use their driveway.
- *An access to no. 128 is maintained and should not be difficult to gain access to the driveway of the property.*
- Also the buses may use the bus lane as a bus park.
The purpose of the bus lanes are for buses to help people move easier and improve their journey times and not for bus parking purposes.

3.7 Although the consultations show majority opposition to the proposals to the schemes listed at Item 3.5, the economic evaluation of the schemes carried out by the route consultants indicate benefits such as a reduction in journey times and the improvements of the reliability of bus service on the whole route. The schemes have also been supported by the Metropolitan Police. It is therefore suggested that Committee defers a decision on these schemes and agrees to officers

to discuss the scheme proposals further with local Ward Councillors and the residents association, and to report the outcome of these discussions to the next meeting of this Committee.

Scheme 182/13- Harrow Road – South of Saunderton Road- Appendix B

- 3.8 The Harrow Road, Sudbury, roundabout is subject to heavy traffic congestion during the morning and evening peak hours. The congestion reaches a point where the buses have difficulty exiting the roundabout, and as a consequence experience delays in journey times. There are in addition considerable traffic congestion problems in the vicinity of the roundabout, particularly at peak periods.
- 3.9 The following measures are proposed to address the problems outlined at Item 3.8:
- Extend the existing 7am- 7pm Monday to Saturday northbound bus lane.
 - Widen the west side of the carriageway in order to accommodate the proposed bus lane extension.
 - Convert the existing zebra crossing east of the junction of Saunderton Road and Harrow Road into a staggered signal crossing to improve road safety at this location.

Consultation results and summary.

- 3.10 Out of the total of 84 leaflets delivered 5 were returned (6.0%). The result of the consultation is attached in Appendix B. The results show support for the proposals and it is therefore recommended that the scheme proposals at Item 3.9 be progressed to statutory consultation and implementation.

Scheme 182/15 – Wembley High Road – Appendix C

- 3.11 This scheme entails a modification to the bus stop lay-by to the east of Ecclestone Place, and the provision of an entry treatment at its junction with Wembley High Road. The proposals are unlikely to adversely affect any of the frontagers in this area but will benefit the routes servicing the stop (Routes 182, routes 83, 92, 224 and N18). It is therefore recommended that the Committee agrees to proceed with the implementation of the scheme.

Scheme 182/16 – Bridge Road, Wembley Park section - Appendix C

- 3.12 Illegal parking along Bridge Road causes traffic congestion, and consequently delays to journey times. It is proposed to introduce a 24-hour bus lane from opposite no. 55 Bridge Road and Forty Lane. It is also proposed to improve the pedestrian crossing facility along the route in order to enhance safety.

Consultation results and summary

- 3.13 A total of 90 leaflets were delivered of which 17 were returned, which represents a 19% response. The results are attached at Appendix C.
- 3.14 The comments received from the residents and businesses in the area are summarised below:
- Very slow traffic, bus route 182 is too slow(2)
 - Bus lane will increase traffic congestion in particular near Chalkhill Road (5)
 - Very poor existing parking facilities(4)
 - General complaints(3)
 - No comments(4)
- 3.15 The consultation responses did not highlight any major objections to the proposed bus lane and the majority of comments received were not directly related to the proposals. However, officers' views are that initially the bus lane be introduced to operate during peak periods only, i.e. 7am-10am and 4pm-7pm, Monday to Saturday. Committee is therefore requested to approve these times of operation of the bus lane, and to approve the proposal to improve the existing pedestrian crossing facility.

Scheme 52/2- Willesden High Road- Appendix E

- 3.16 The Transportation Service Unit carried out a public consultation on a proposed bus lane on Willesden High Road in 2003. Based on the objections from the businesses in the area the scheme was subsequently rejected at the October 2003 Highways Committee and officers were instructed to develop alternative measure to improve bus services along Willesden High Road.
- 3.17 Alternative proposals were subsequently drafted to include the following:
- A lay by outside 281-285 High Road.
 - The bus stop outside 264 High Road to be relocated outside 192 High Road with carriageway widening.
 - Provision of a loading bay outside 174-180 High Road.
 - Conversion of the existing zebra crossing to a pelican crossing on High Road near the junction with Hawthorn Road.
 - High Road/Dudden Hill Lane 'signal' improvements.

Consultation result and summary

- 3.18 A total 377 leaflets were delivered to frontagers directly affected by the proposals; 37 were returned representing a 10% response. The results are attached at Appendix **.

- 3.19 Objections were received from the residents of Utopia House (192 High Road) on the proposed relocation of the existing bus stop outside no. 264 High Road, stating that the proposed relocation will compromise residents' security and have an adverse effect due to pollution, noise and security reasons. The Metroline bus company have also raised concern on the safety of their drivers if the bus stop was relocated.
- 3.20 No objections were received to the other proposals listed at Item 3.17. It is therefore suggested that the proposals be approved, with the exception of the bus stop relocation. In particular it is recommended that the conversion of the zebra crossing to a pelican crossing be prioritised to maximise expenditure of the funding available for scheme 52/2.

Church Road- Route 266/12- Appendix F

- 3.21 The proposal was initially subject to public consultation in December 2003. At the Highways Committee in April 2004 it was decided to re-consult the affected frontages due to a low response rate.
- 3.22 The previous consultation raised concerns regarding loss of existing parking due to the bus lane proposals. The scheme was amended to accommodate additional parking spaces. Detailed scheme proposals will be available for inspection at Committee

Consultation result and summary

- 3.23 The consultation was carried out in July 2004 by the route consultants (SDG). Out of the total 298 leaflets delivered 10 responses were received: 3 were in favour and 7 against.
- 3.24 Analysis of the returns show that the objection to the bus lane was primarily due to residents' concerns at the loss of parking. The existing parking amenity will be retained and whilst there was a low percentage response to the consultation, it is recommended that the bus lane proposals be taken forward to implementation.

4.0 Financial Implications

- 4.1 Brent Council has received an allocation of £1,109,000 in the Borough Spending Plan (BSP) for LBI / LBPN schemes for the 2004/05 financial year. The costs of consultation and implementation of schemes detailed in this report will be met from this funding. The LBPN Partnership will fund any additional staffing resources required by Brent to deliver the programme of schemes detailed in this report. There is an additional allocation of £130,000 for Bus Stop Accessibility schemes.

5.0 Legal Implications

- 5.1 Some of the schemes highlighted in this report might require parking controls and mandatory bus lanes. These proposals would require the making of traffic regulation orders under the Road Traffic Regulation Act 1984, or a variation to existing schemes. The procedures to be adopted for making the actual orders or varying existing 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 as a part of the process of making an order.
- 5.2 Any bus lane proposals are introduced initially on an experimental basis. 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
- 5.3 Any experimental 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.
- 5.4 Members are asked to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process.

6.0 Diversity Implications

- 6.1 All public consultation material includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained.

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the CPZ programme mentioned in this report.

8.0 Environmental Implications

- 8.1 The Council's policies of securing the best public transport network to serve the needs of residents and visitors to the borough is key to the

reduction in the dependency on car use, especially for short journeys. TfL has invested heavily in improvements to bus services, with new routes and vehicles and increased frequencies across much of the Brent Bus network. This is seen as a key factor in reducing (or at least containing growth in) the number of vehicles on Brent's road network, helping to reduce CO2 emissions and improving air quality for all. Bus lanes are vital to the successful operation of the bus network and to providing a reliable service which offers a feasible alternative to the use of private car transport on increasingly congested roads.

Contact Officers

Amir-Hosseini Hossein

Senior Engineer, Transportation Unit
020 8937 5188

Richard Saunders

Director of Environmental Services

Appendix A

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

London Borough of Brent
Proposals for bus service improvement to route 182 -
Watford Road section

Have your say on the proposals

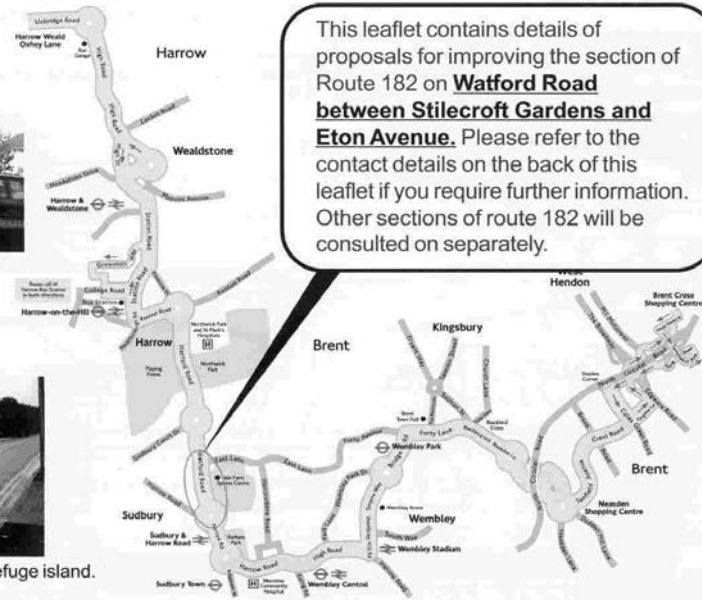
Bus Route 182



Watford Road.



Watford Road existing refuge island.



The London Borough of Brent proposes to introduce an eastbound bus lane along Watford Road (towards Sudbury) to reduce delays to buses and general traffic and to improve the bus journey experience.

In connection with the above scheme, it is proposed to widen the west side of the carriageway in order to accommodate the proposed eastbound bus lane.

The borough also proposes to improve pedestrian facilities by providing one new pelican crossing and converting the existing zebra crossing into a pelican crossing.



Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Route 182 improvements

Bus lanes / bus lane hours

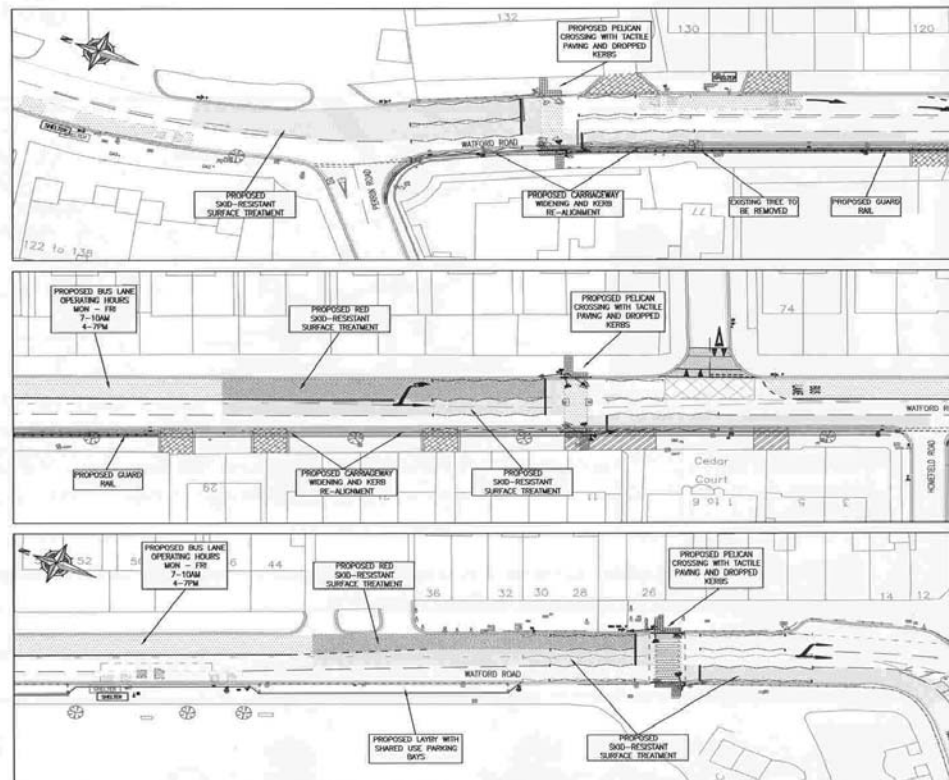
The proposal is to incorporate a new eastbound bus lane along the Watford Road from the junction with Stilecroft Gardens to the junction with Eton Avenue for buses, coaches, taxis and cyclists. Bus lane operating hours are proposed to be from 7 - 10am and 4 - 7pm, Monday to Friday.

Wembley Stadium Event Days

It is expected that traffic volumes will increase during events at the Wembley Stadium. This will increase journey times in off-peak periods. It is therefore proposed to have the bus lane operational from 7am to midnight on event days.

Widening of Westbound Carriageway

The proposal will also involve the widening of the westbound carriageway in order to accommodate the proposed eastbound bus lane. This means that some existing facilities along the footway in the westbound direction will be relocated. This will not have an impact on existing resident parking bays on footways. The centreline marking in the carriageway will be re-aligned and new road markings provided to separate the eastbound and westbound traffic.



This drawing is based upon a reproduction of the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction is prohibited. Brent, Account/Licence No. LA086312.

Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

New Pedestrian Facilities

The borough proposes to improve pedestrian facilities along the route in order to enhance safety. In line with that, it is proposed to replace the existing refuge island outside no.11 Watford Road with a new pelican crossing. In addition the existing zebra crossing outside no. 26 Watford Road is proposed to be converted into a pelican crossing.

New Lay-bys

The Borough is keen to avoid loss of parking bays in the implementation of the proposals outlined in this leaflet. It is therefore proposed to provide a lay-

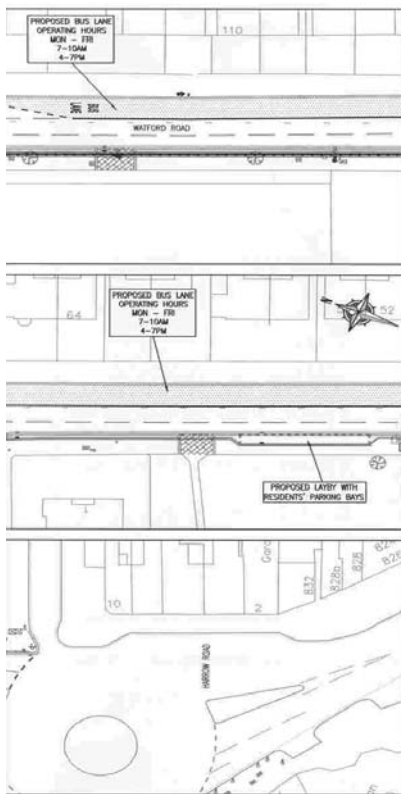
by opposite 30-44 Watford Road and another opposite 52-56 Watford Road to replace the existing parking bays.

London Buses' Improvements

London Buses is introducing measures to improve services across the bus network. New buses are being introduced whilst old ones are being upgraded in order to enhance accessibility and comfort. Improvements are being made to bus shelters. These include better lighting, seating and cleanliness.

Team work

The successful development of these proposals will be the result of you working together with other organisations connected with these proposals. These include the London Buses and Street Management, the London Borough of Brent, Bus Operators and Mouchel Parkman Limited who are appointed by the London Borough of Brent as consultants for the scheme.



Reduction infringes Crown Copyright and may lead to prosecution or civil

Public Display

If you would like to see a detailed plan of these proposals please visit the one stop shop at Brent House, 349 - 357 High Road, Wembley, HA9 6BZ.

What happens next?

Following the receipt of all responses and comments, a consultation report will be presented with recommendations to a delegated authority for approval to progress the scheme. If the proposals are approved, the scheme would be implemented before spring 2005.

If you have any questions about the proposals please contact:

John Kissi, Mouchel Parkman Ltd, 020 7803 2600.

Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Help us to help you

Please complete this questionnaire by ticking the boxes as appropriate. You may find this leaflet helpful when answering the questions.

When you have completed the questionnaire, please post it back in the prepaid envelope provided by 29th October 2004 to;

John Kissi, MouchelParkman Limited. FREEPOST NAT4920, London, SE1 8BR

We appreciate your time spent completing this questionnaire. Your response will be carefully considered when reviewing this proposal.

What are your views on the proposal?

1. Do you represent a residents association or any other interest group?

Yes A

If yes, please specify.....
.....

No B

2. By what means of transport do you normally travel in this area?

Car/van/motorcycle C

Lorry D

Bus E

Tube/train F

Bicycle G

Walk H

3. Do you live, work or own a business along the route or in adjacent roads or are you visiting?

Live I

In which street?.....

Q3. Cont.

Work J

In which street?.....

Own a business K

In which street?.....

Visiting L

If visiting – what is the reason for your visit?

Business M

Shopping/leisure/tourism N

Other O

4. Do you normally experience difficulties crossing Watford road?

Yes P

If yes, briefly describe your experience
.....

No Q

P.T.O

Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

What is Bus Plus?

With over 4.5 million bus trips made every working day in London, an efficient bus service is a vital part of Transport operations. Improving public transport is a top priority for the Mayor of London (Ken Livingston) 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. Work on the first phase of **BusPlus** was completed in 2002.

Bus Route 182 was 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 section of route 182 highlighted.

BusPlus objectives

BusPlus improvements are intended to:

- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate bus stops more conveniently

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم ہیرمائی ٹاؤن ہال واقع ٹورٹی لین، ویمبلی میں ون اسٹاپ شاپ سے پیر تا جمعہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر پر رابطہ کریں۔ 020 8937 1200

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, ખહેરબાની કરીને વન- સ્ટોપ શોપનો સંપર્ક સાધશો. તે વેબ્બલી ખાતે, ફોર્ટી લેઈનમાં, ટાઉ ઇલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી, સોમવારથી શુક્રવાર. ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

English

Urdu

Gujarati

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें - वन-सटॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली टेलीफोन 020 8937 1200

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200

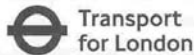
જો તુમને ઈંદ અંગરેજી વિંદ સમજટ વિંદ મુશ્કા આઉંદી હૈં તં વિંદ વરવે ઈંદ નાલ સોમવઢ ડોં શુક્રવાર ડક સહેર 9 વને ડોં શામ 5 વને ડોં રાષ્ટા કરો: વન-સટૉપ શોપ, ટાઉન હાલ, ફોરટી લેન, વૈંબલ ટેલીફોન 020 8937 1200

Hindi

Somali

Punjabi

Published by Mouchel Parkman Ltd for the London Borough of Brent, Transportation services unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA 9 6BZ. September 2004



mouchelparkman

Appendix A continued
Results of the consultation

QUESTIONS ASKED IN THE LEAFLET	YES		NO		NO OPINION	
	N	%	N	%	N	%
1. Do you represent a residents association or any other interest group?	14	38.9	21	58.3	0	0.0
4. Do you normally experience difficulties crossing Watford Road?	12	33.3	23	63.9	0	0.0
5a. Are you in favour of the Eastbound bus lane from Stilecroft Gardens to Eton Avenue. Operational Hours Mon-Fri 7am-10am, 4pm-7pm?	7	19.4	26	72.2	2	5.6
5b. Are you in favour of the new bus lane be operational 7am-midnight on Wembley Stadium event days?	6	16.7	29	80.6	0	0.0
5c. Are you in favour of widening Westbound carriageway to accommodate the Eastbound bus lane?	8	22.2	26	72.2	1	2.8
5d. Are you in favour of new Pelican crossing outside 11 Watford Road?	11	30.6	22	61.1	2	5.6
5e. Are you in favour of new pelican crossing to replace existing zebra crossing outside 26 Watford Road?	11	30.6	23	63.9	1	2.8
5f. Are you in favour of provision of 2 new lay-bys to replace existing parking bays opposite 30-44 Watford Road and opposite 52-56 Watford Road?	12	33.3	21	58.3	2	5.6

Appendix B

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

London Borough of Brent Proposals for bus service improvement to route 182 - Harrow Road Section

Have your say on the proposals

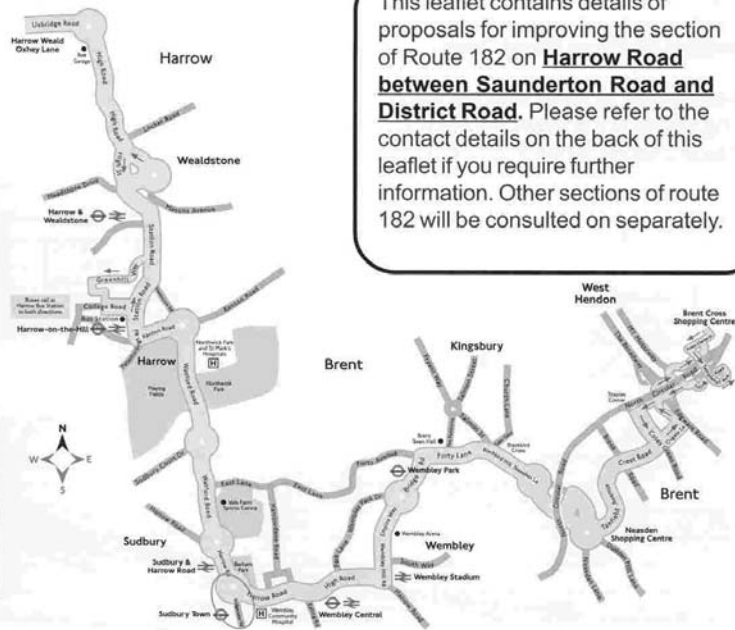
Bus ⁺ Route 182



Harrow Road Roundabout



Harrow Road Roundabout

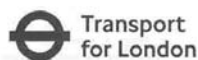


This leaflet contains details of proposals for improving the section of Route 182 on **Harrow Road** between Saunderton Road and District Road. Please refer to the contact details on the back of this leaflet if you require further information. Other sections of route 182 will be consulted on separately.

The London Borough of Brent proposes to introduce a short section of northbound bus lane along Harrow Road (towards Sudbury) in order to reduce delays to buses and general traffic and to improve the bus journey experience.

In line with this objective, it is proposed to widen the west side of the carriageway to accommodate the proposed bus lane.

The borough also proposes to improve pedestrian facilities by converting the existing zebra crossing at the junction of Harrow Road and Saunderton Road into a staggered crossing.



Appendix B continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Route 182 improvements

Bus lanes / bus lane hours

The proposal is to introduce a short section of Bus Lane at Harrow Road to merge into the existing northbound Bus Lane in order to reduce delays to buses and other road users. Coaches, taxis and cyclists will be permitted to use the proposed Bus Lane. The bus lane will be in operation from 7am - 7pm, Monday to Saturday.

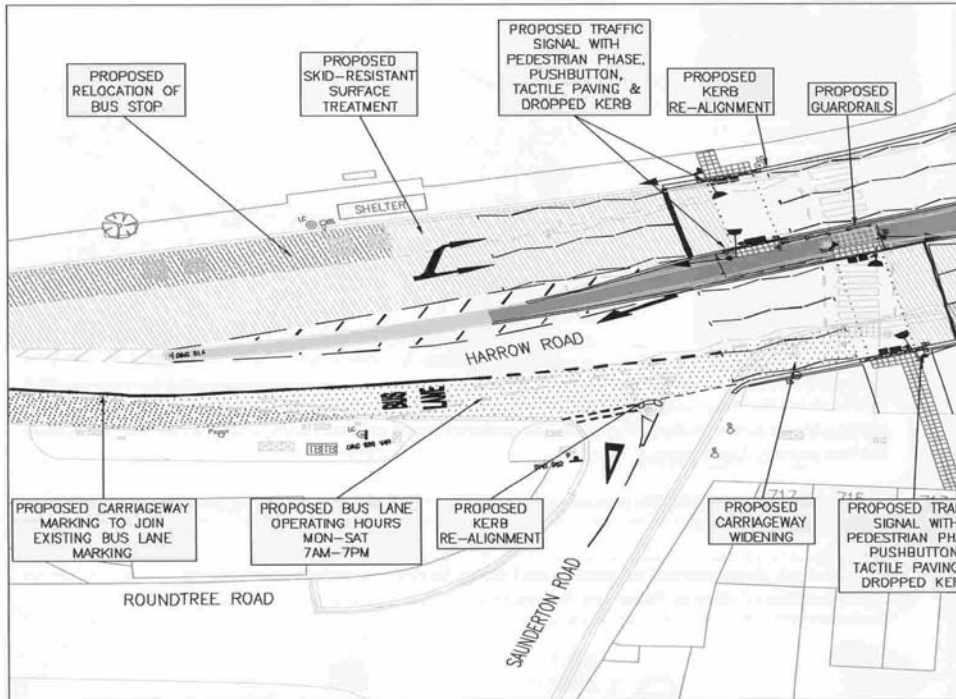
Wembley Stadium Event Days

It is expected that traffic volumes will increase during events at the Wembley Stadium. This will increase journey times in off-peak periods. It is

therefore proposed to have the bus lane operational from 7am to midnight on event days.

Widening of Northbound Carriageway

The proposal will involve widening the west side of the carriageway in order to accommodate the proposed bus lane extension. Existing facilities along the footway will be relocated. The central island at the junction of Saunderton Road and Harrow Road will also be re-aligned and new road markings will be provided.



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Appendix B continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

New Pedestrian Facilities

The borough proposes to improve pedestrian facilities along the route in order to enhance safety. In line with that, it is proposed to convert the existing zebra crossing east of the junction of Saunderton Road and Harrow Road into a staggered signal crossing with new pedestrian facilities.

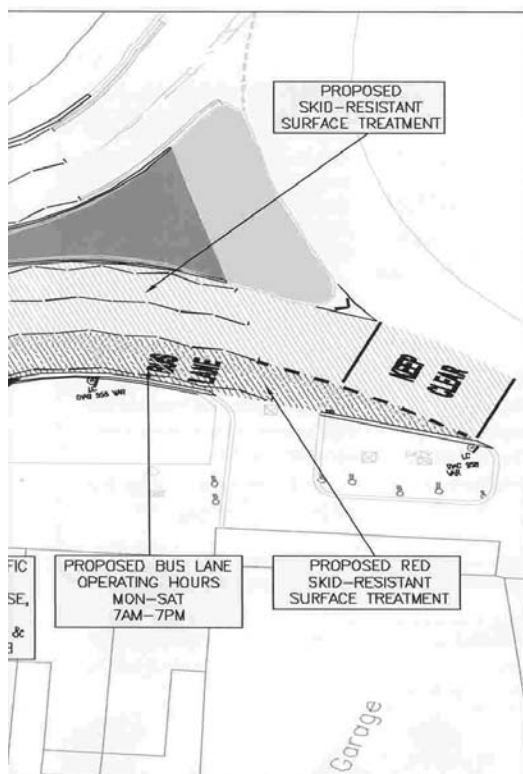
London Buses' Improvements

London Buses is introducing measures to improve services across the bus network. New buses are being introduced whilst old ones are being upgraded in order to enhance accessibility and

comfort. Improvements are being made to bus shelters. These include better lighting, seating and cleanliness.

Team Work

The successful development of these proposals will be the result of you working together with other organisations connected with these proposals. These include the London Buses and Street Management, the London Borough of Brent, Bus Operators and Mouchel Parkman Limited who are appointed by the London Borough of Brent as consultants for the scheme.



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Public Display

If you would like to see a detailed plan of these proposals please visit the one stop shop at Brent House, 349 - 357 High Road, Wembley, HA9 6BZ.

What happens next?

Following the receipt of all responses and comments, a consultation report will be presented with recommendations to a delegated authority for approval to progress the scheme. If the proposals are approved, the scheme would be implemented before spring 2005.

If you have any questions about the proposals please contact:
John Kissi, MouchelParkman Ltd, 020 7803 2600.



Appendix B continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Share your thoughts on these proposals

Please complete this questionnaire by ticking the boxes as appropriate. You may find this leaflet helpful when answering the questions.

When you have completed the questionnaire, please post it back in the prepaid envelope provided by 29th October 2004 to:
John Kissi, Mouchel Parkman Limited. FREEPOST NAT4920, London, SE1 8BR.

We appreciate your time spent completing this questionnaire. Your response will be carefully considered

What are your views on the proposal?

1. Do you represent a residents association or any other interest group?

Yes A

If yes, please specify.....

No B

2. By what means of transport do you normally travel in this area?

Car/van/motorcycle C

Lorry D

Bus E

Tube/train F

Bicycle G

Walk H

3. Do you live, work or own a business along the route or in adjacent roads or are you visiting?

Live I

In which street?.....

Work J

3. Cont.....

In which street?.....

Visiting K

If visiting – what is the reason for your visit?

Business L

Shopping/leisure/tourism M

Other N

Own a business O

In which street?.....

4. Do you normally experience difficulties crossing Harrow Road?

Yes P

If yes, briefly describe your experience
.....

No Q

Appendix B continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

What is Bus Plus?

With over 4.5 million bus trips made every working day in London, an efficient bus service is a vital part of Transport operations. Improving public transport is a top priority for the Mayor of London (Ken Livingston) 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. Work on the first phase of **BusPlus** was completed in 2002.

Bus Route 182 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 section of route 182 highlighted above.

BusPlus objectives

BusPlus improvements are intended to:

- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate bus stops more conveniently

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

English

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें -
वन-सटॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली
टेलीफोन 020 8937 1200

Hindi

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم
ہیرمانٹی ٹاؤن ہال واقع فورٹی لین، ویمبلی میں ون اسٹاپ شاپ
سے ہفت روزہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر
پر رابطہ کریں۔ 020 8937 1200

Urdu

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200

Somali

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, મહેરબાની કરીને વન- સ્ટોપ શોપનો સંપર્ક સાધશો. તે વેમ્બલી ખાતે, ફોર્ટી લેઇનમાં, ટાઉ હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ થી, સોમવારથી શુક્રવાર.
ટેલિફોન: ૦૨૦૬૮૩૭ - ૧૨૦૦

Gujarati

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਅੰਗਰੇਜ਼ੀ ਵਿਚ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹਨਾਂ ਨਾਲ ਸੰਪਰਕ ਤੋਂ ਬੁੱਕਰਵਾਰ ਤਕ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਬਾਅਦ 5 ਵਜੇ ਤਕ ਰਾਬਤਾ ਕਰੋ:
ਵੱਨ-ਸਟੌਪ ਸ਼ੋਪ, ਟਾਊਨ ਹਾਲ, ਫੋਰਟੀ ਲੇਨ, ਵੇਂਬਲੀ
ਟੈਲੀਫੋਨ 020 8937 1200

Punjabi

Published by Mouchel Parkman Ltd. for the London Borough of Brent, Transportation services unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA 9 6BZ. September 2004



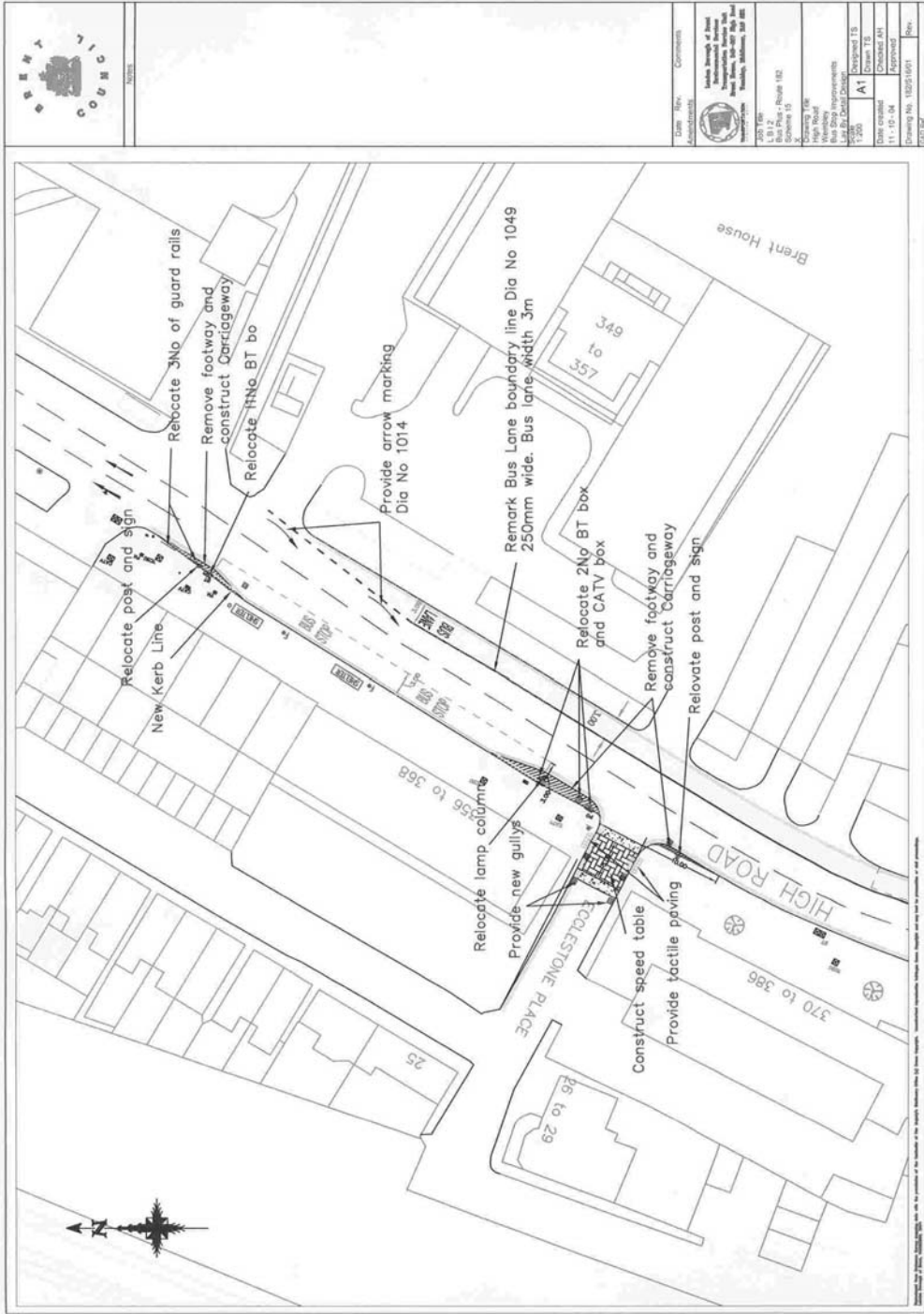
mouchelparkman

**Appendix B continued
Results of the consultation**

QUESTIONS ASKED IN THE LEAFLET	YES		NO		NO OPINION	
	N	%	N	%	N	%
1. Do you represent a residents association or any other interest group?	1	20.0	3	60.0	1	20.0
4. Do you normally experience difficulties crossing Harrow Road?	3	60.0	2	40.0	0	0.0
5a. Are you in favour of the Northbound Bus Lane from Harrow Road roundabout to join the existing bus lane on Harrow Road. Operational Hours are 7am-7pm, Mon-Sat and 7am-midnight on event days?	4	80.0	1	20.0	0	0.0
5b. Are you in favour of widening of west side carriageway?	5	100.0	0	0.0	0	0.0
5c. Are you in favour of a new Staggered Crossing at the junction of Harrow Road and Saunderton Road?	3	60.0	1	20.0	1	20.0

Table 2: Consultation results overall spread sheet

Appendix C



Title	Notes	Comments
<p>2025 File</p> <p>11 - 15 - 04</p> <p>1:250</p> <p>Scale 1:250</p> <p>Scale 1:500</p> <p>Scale 1:1000</p> <p>Scale 1:2000</p>		

Approved By		Checked By		Date	
[Signature]		[Signature]		11-15-04	

Drawing No. 1025/10/01

Appendix D

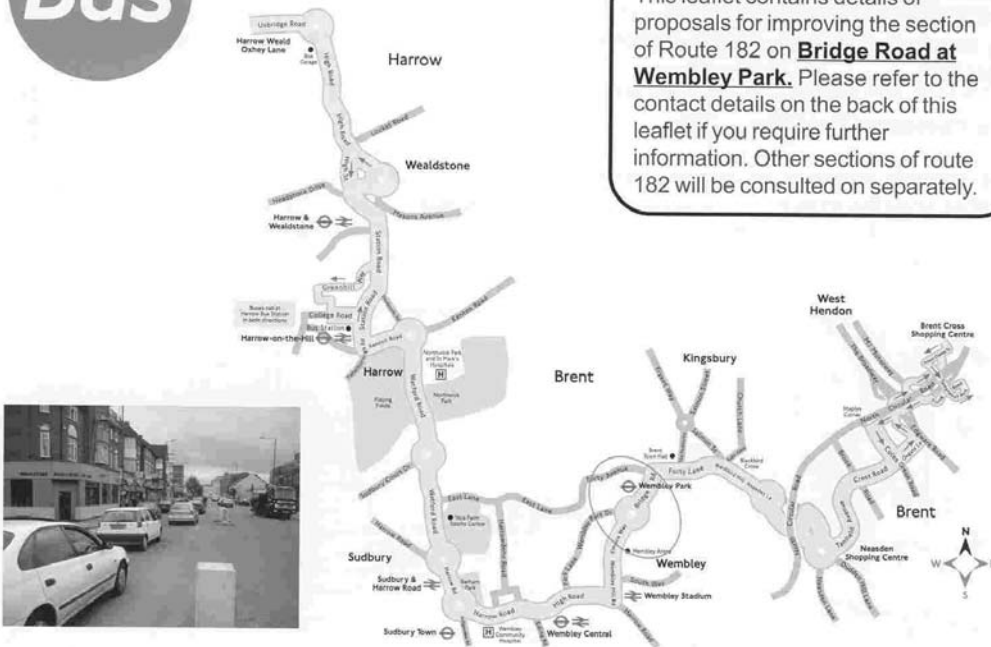
Public Consultation Bus Route 182 Brent Cross to Harrow Weald

London Borough of Brent
Proposals for bus service improvement to route 182 -
Bridge Road Wembley Park Section

Have your say on the proposals

Bus⁺ Route 182

This leaflet contains details of proposals for improving the section of Route 182 on **Bridge Road at Wembley Park**. Please refer to the contact details on the back of this leaflet if you require further information. Other sections of route 182 will be consulted on separately.



The London Borough of Brent proposes to introduce a northbound bus lane along Bridge Road (from Wembley Park station to Forty Lane) to reduce delays to buses and general traffic and to improve the bus journey experience.

The borough also proposes to improve pedestrian safety by relocating and widening the existing refuge islands outside no. 31 Bridge Road and provision of dropped crossing.



mouchelparkman

Appendix D continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Route 182 improvements

Bus lanes / bus lane hours

The proposal is to introduce a section of Bus Lane along Bridge Road starting at the taxi bays opposite no. 55 Bridge Road and continuing up to a point 40 metres south of the Bridge Road junction with Forty Lane. The measure will reduce delays to buses and other road users. Coaches, taxis and cyclists will be permitted to use the proposed Bus Lane. The bus lane will be in operation 24 hours a day, Monday to Saturday and all Wembley Stadium event days.

New Pedestrian Facilities

The borough proposes to improve pedestrian facilities along the route in order to enhance safety. It proposes to relocate and widen the existing traffic island outside no. 31 Bridge Road and provide

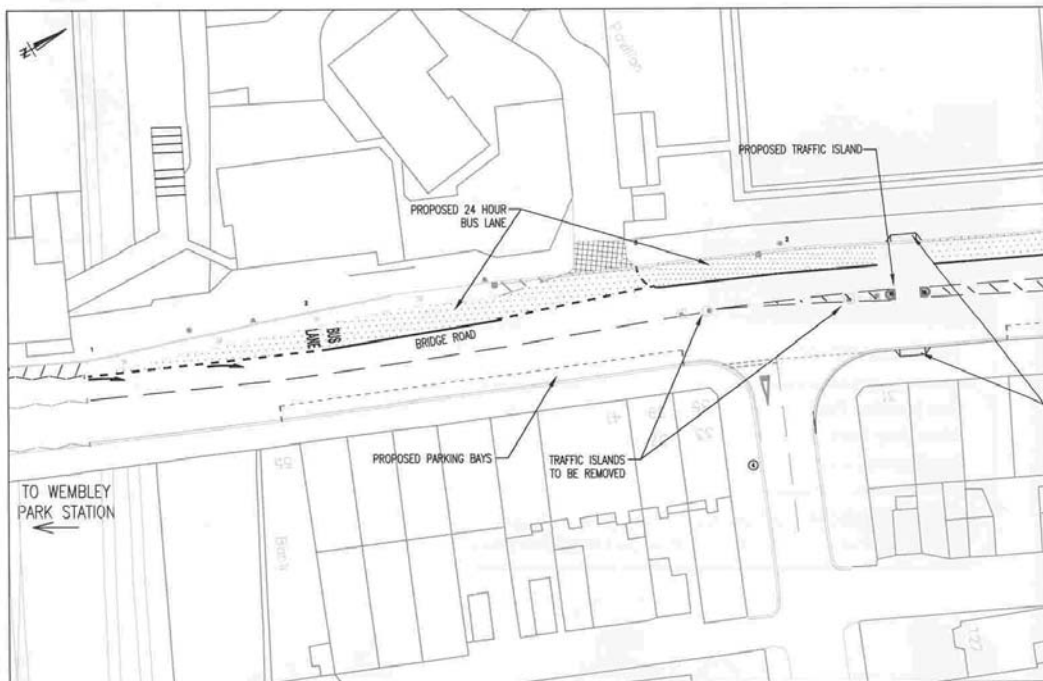
dropped crossing. These measures will provide safer crossing for pedestrians.

Pay and Display Parking Bays

The borough is keen on supporting business and shopping activities and therefore propose a number of pay & display parking bays outside the shopping parade in Bridge Road.

London Buses' Improvements

London Buses is introducing measures to improve services across the bus network. New buses are being introduced whilst old ones are being upgraded in order to enhance accessibility and comfort. Improvements are being made to bus shelters. These include better lighting, seating and cleanliness.



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Appendix D continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

What happens next?

Team Work

The successful development of these proposals will be the result of you working together with other organisations connected with these proposals. These include the London Buses and Street Management, the London Borough of Brent, Bus Operators and Mouchel Parkman Limited who are appointed by the London Borough of Brent as consultants for the scheme.

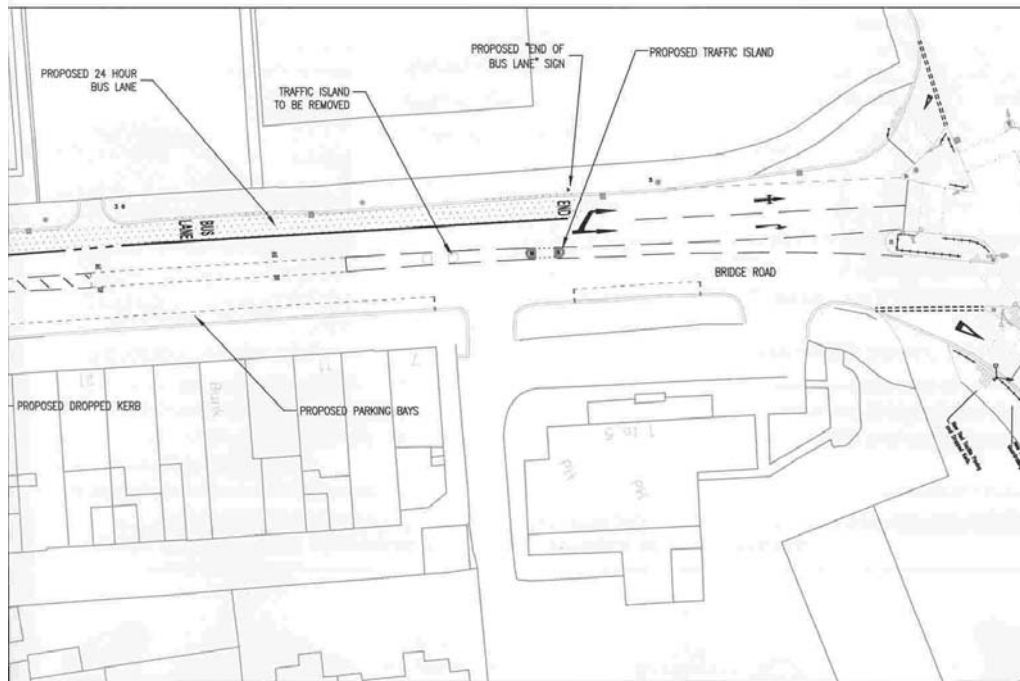
Following the receipt of all responses and comments, a consultation report will be presented with recommendations to a delegated authority for approval to progress the scheme. If the proposals are approved, the scheme would be implemented before spring 2005.

If you have any questions about the proposals please contact:

John Kissi, MouchelParkman Ltd, 020 7803 2600.

Public Display

If you would like to see a detailed plan of these proposals please visit the one stop shop at Brent House, 349 - 357 High Road, Wembley, HA9 6BZ.



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Appendix D continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Share your thoughts on these proposals

Please complete this questionnaire by ticking the boxes as appropriate. You may find this leaflet helpful when answering the questions.

When you have completed the questionnaire, please post it back in the prepaid envelope provided by 29th October 2004 to;
John Kissi, Mouchel Parkman Limited. FREEPOST NAT4920, London, SE1 8BR.

We appreciate your time spent completing this questionnaire. Your response will be carefully considered when reviewing this proposal.

What are your views on the proposal?

1. Do you represent a residents association or any other interest group?

Yes A

If yes, please specify.....

No B

2. By what means of transport do you normally travel in this area?

Car/van/motorcycle C

Lorry D

Bus E

Tube/train F

Bicycle G

Walk H

3. Do you live, work or own a business along the route or in adjacent roads or are you visiting?

Live I

In which street?.....

Work J

3. Cont.....

In which street?.....

Visiting K

If visiting – what is the reason for your visit?

Business L

Shopping/leisure/tourism M

Other N

Own a business O

In which street?.....

4. Do you normally experience difficulties crossing Bridge Road?

Yes P

If yes, briefly describe your experience
.....

No Q

Appendix D continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

What is Bus Plus?

With over 4.5 million bus trips made every working day in London, an efficient bus service is a vital part of Transport operations. Improving public transport is a top priority for the Mayor of London (Ken Livingston) 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. Work on the first phase of **BusPlus** was completed in 2002.

Bus Route 182 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 developed along the section of route 182 highlighted above.

BusPlus objectives

BusPlus improvements are intended to:

- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate some bus stops more conveniently

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

English

यदि आपको इसे अंग्रेजी में समझने में सुविधा नहीं आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें - वन-स्टॉप शॉप, टाउन हाल, फोर्टी लेन, वेंबली टेलीफोन 020 8937 1200

Hindi

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم ہر ماہی ٹاؤن ہال واقع فورٹی لین، ویمبلی میں ون اسٹاپ شاپ سے پیر تا جمعہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر پر رابطہ کیجئے۔ 020 8937 1200

Urdu

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200

Somali

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, મહેરબાની કરીને વન-સ્ટોપ શોપનો સંપર્ક સાધશો. તે વેમ્બલી ખાતે, ફોર્ટી લેઇનમાં, ટાઉ ઓલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી, સોમવાર થી શુક્રવાર. ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

Gujarati

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਅੰਗਰੇਜ਼ੀ ਵਿਚ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹਨਾਂ ਨਾਲ ਸੋਮਵਾਰ ਤੋਂ ਸ਼ੁੱਕਰਵਾਰ ਤਕ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5 ਵਜੇ ਤੱਕ ਸੰਪਰਕ ਕਰੋ: ਵੱਨ-ਸਟੌਪ ਸ਼ੌਪ, ਟਾਊਨ ਹਾਲ, ਫੋਰਟੀ ਲੇਨ, ਵੈਂਬਲੀ ਟੈਲੀਫੋਨ 020 8937 1200

Punjabi

Published by Mouchel Parkman Ltd. for the London Borough of Brent, Transportation Services Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA 9 6BZ. September 2004



Appendix D continued
Results of the consultation

QUESTIONS ASKED IN THE LEAFLET	YES		NO		NO OPINION	
	N	%	N	%	N	%
1. Do you represent a residents association or any other interest group?	4	23.5	12	70.6	1	5.9
4. Do you normally experience difficulties crossing Bridge Road?	7	41.2	9	52.9	1	5.9
5a. Are you in favour of the Northbound Bus Lane on Bridge Road. Operational Hours 24hrs Monday-Saturday and all Wembley Stadium events day?	8	47.1	8	47.1	1	5.9
5b. Are you in favour of Widening the existing traffic islands outside no. 31?	8	47.1	6	35.3	2	11.8
5c. Are you in favour of a new dropped crossing outside no. 31 Bridge Road?	8	47.1	6	35.3	3	17.6

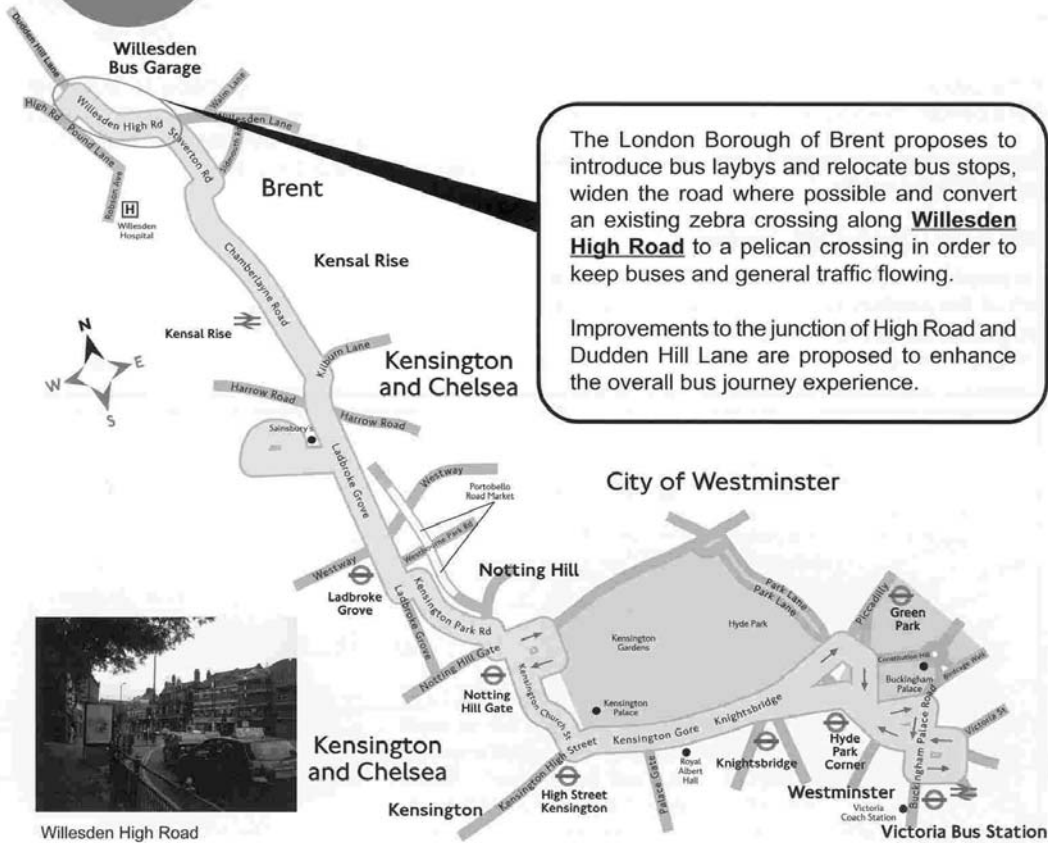
Appendix E

Public Consultation Bus Route 52 Victoria to Willesden

London Borough of Brent Proposals for bus service improvement to Bus Route 52 - Willesden High Road section

Have your say on the proposals

This leaflet contains details on the proposals for the Willesden High Road section of Bus Route 52. For further information, please refer to the contact details on the back of this leaflet. Other sections of Bus Route 52 will be consulted on separately.



Willesden High Road



Appendix E continued

Public Consultation Bus Route 52 Victoria to Willesden

Route 52 improvements

Bus Layby

The proposal will incorporate a new bus layby at the northbound bus stop outside no. 281 - 285 High Road.

Bus Stop Relocation

It is proposed to relocate the southbound bus stop outside no. 264 High Road to outside no. 192 High Road.

Pelican Crossing

The proposal will also incorporate the replacement of the zebra crossing outside no. 162 High Road with a pelican crossing outside no. 166 High Road.

These proposals are aimed at improving bus services and pedestrian safety.

High Road / Dudden Hill Junction

It is proposed to provide "green man" phases at each arm of the junction in order to ensure better traffic control and pedestrian safety.

Loading Bays

The borough is keen to support business activities along Willesden High Road. It is therefore proposed to provide loading bays outside 174-180 High Road operational from 8am - 9.30am and 4.30pm - 6.30pm Monday to Saturday.

London Buses' Improvements

London Buses is also introducing general improvements across the bus network. Upgraded and new buses are being introduced, with the aim of better accessibility and a more comfortable ride.

Improvements are being made to bus shelters, including better lighting, cleanliness and seating. Extra training and a better working environment for bus drivers are being put in place.



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Appendix E continued

Public Consultation Bus Route 52 Victoria to Willesden

Other services to benefit

Other local bus services that operate on all or part of this road section and will benefit from these **BusPlus** improvements to route 52 include:

Route 260
Route N/98

Route 226
Route 302

Chelsea, and City of Westminster; Mouchel Parkman Ltd (who have been appointed by the London Borough of Brent to progress these proposals); bus operators; and other organisations.

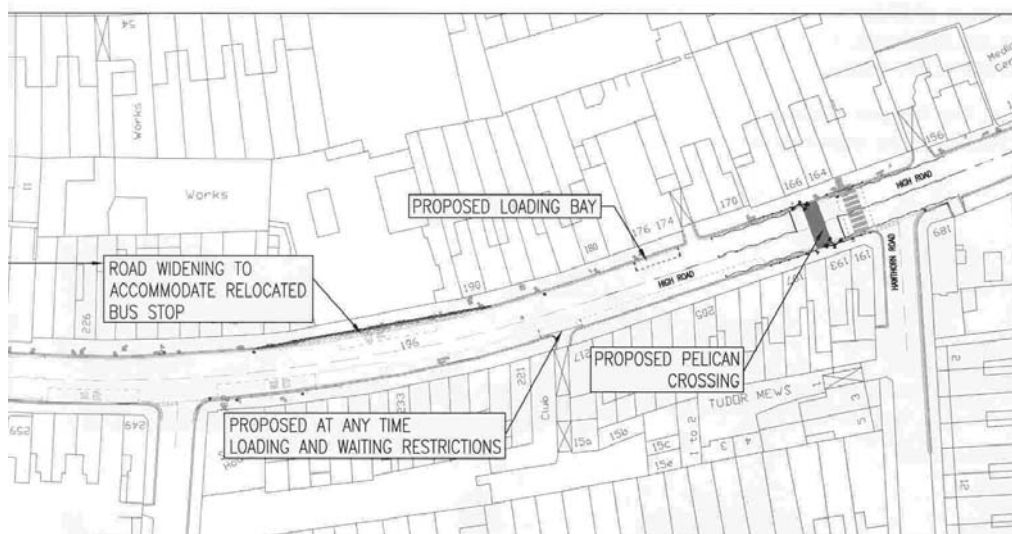
A Partnership

The successful development of the proposals for Route 52 will be the result of partnership working, involving you and a number of organisations. The London Bus Initiative has brought together all the agencies responsible for delivering a quality bus service on Route 52 - Transport for London, including London Buses and Street Management; the London Boroughs of Brent, Kensington and

Public Display

If you would like to see a detailed plan of these proposals please visit;

Willesden Green Library Centre
95 High Road
Willesden
London
NW10 2SU



Appendix E continued

Public Consultation Bus Route 52 Victoria to Willesden

What are your views on the proposal?

Please complete this questionnaire and tick the boxes as appropriate. You may find this leaflet helpful when answering the questions.

When you have completed the questionnaire, please post it back in the prepaid envelope provided by 29th October 2004 to;

John Kissi, MOUCHEL PARKMAN Limited, FREEPOST NAT4920, LONDON SE1 3BR.

We appreciate your time spent completing this questionnaire and your response will be carefully considered when reviewing the proposals.

1. Do you drive through the High Road / Dudden Hill junction?

Yes A

No B

2. Which location do you prefer for the existing southbound bus stop outside no. 264 High road

As existing C

As proposed (outside no. 192) D

Dont Mind E

3. Are you in favour of the proposal to incorporate "green man" phases at each arm of the Dudden Hill Lane and High Road junction?

Yes F

No G

Please explain

.....
.....
.....

4. Will the proposed bus lay-bys affect you in any way?

Yes H

Please explain

.....
.....
.....

No I

5. Are you in favour of the conversion of the zebra crossing into a pelican crossing?

Yes J

No K

Please explain

.....
.....
.....

6. Are you in favour of proposed loading bays operational Hours: Mon-Sat 8am- 9.30am, 4.30pm-6.30pm Outside 174 - 180 High Road

Yes L

No M

Don't mind N

Appendix E continued

Public Consultation Bus Route 52 Victoria to Willesden

What is BusPlus?

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 Livingston, 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. Work on the first **BusPlus** routes will be complete in 2002.

Bus Route 52 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 length of the route.

What happens next?

Following the receipt of all responses and comments, a consultation report will be presented with recommendations to a delegated authority for approval to progress the scheme. If the proposals are approved, the scheme would be implemented in two stages:

Stage 1: The Pelican crossing opposite No. 166 High Road will be implemented before spring 2005.

BusPlus objectives

BusPlus improvements are intended to:

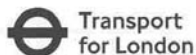
- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate some bus stops more conveniently

Stage 2: The changes at the junction of Dudden Hill / Willesden High Road and the relocation of the bus stop will be implemented before spring 2006.

If you have any queries about the proposals please contact:

John Kissi, Mouchel Parkman Ltd,
020 7803 2600.

Published by Mouchel Parkman Ltd. for the London Borough of Brent, Transportation Services Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ. September 2004.



Appendix E continued Results of the consultation

QUESTIONS ASKED IN THE LEAFLET	YES		NO		NO OPINION	
	N	%	N	%	N	%
1. Do you drive through the High Road/ Dudden Hill junction?	29	78.4	8	21.6	0	0.0
3. Are you in favour of the proposal to incorporate "green man" phases at each arm of the Dudden Hill Lane and High Road junction?	28	75.7	7	18.9	1	2.7
4. Will the proposed bus lay-bys affect you in any way?	9	24.3	25	67.6	3	8.1
5. Are you in favour of the conversion of the zebra crossing into a pelican crossing?	30	81.1	6	16.2	1	2.7

Appendix E continued Results of the consultation

QUESTION ASKED IN THE LEAFLET	AS EXISTING		AS PROPOSED		DON'T MIND		NO OPINION	
	N	%	N	%	N	%	N	%
2. Which location do you prefer for the existing southbound bus stop outside no. 264 High Road?	15	40.5	18	48.6	4	10.8	0	0.0

QUESTION ASKED IN THE LEAFLET	YES		NO		DON'T MIND		NO OPINION	
	N	%	N	%	N	%	N	%
6. Are you in favour of proposed loading bays operational Hours: Monday-Sat 8am-9.30am, 4.30pm-6.30pm outside 174-180 High Road?	18	48.6	5	13.5	12	32.4	1	2.7

Appendix F



IMPORTANT CONSULTATION

9th July 2004

Dear Resident/Trader

Our ref: GSA204839/266-12

WHOLE ROUTE BUS IMPROVEMENTS - ROUTE 266 CHURCH ROAD, NW10 - PROPOSED SOUTHBOUND BUS LANE

Summary:

Efficient bus services are vital to transport operations with over 4 million people travelling by bus each day in London. Improving public transport is a top priority for Mayor of London Ken Livingstone and London local authorities. An important part of this is the creation of a network of bus route with improvements along their entire length; these are called Whole Route.

Whole Route 266 is being significantly upgraded along it's whole length. It is hoped that the proposed improvements for this route will speed up the bus journeys and make bus journey times more reliable. Work on bus route 266 has already started and will be completed by spring 2005.

Steer Davies Gleave are working on behalf of Brent Council to develop proposals to improve the operation of the 266 bus service. In December 2003, we wrote to you about proposals to introduce a bus lane in Church Road. Unfortunately, we did not receive many responses to this questionnaire. This being the case, Brent Council's Highways Committee asked SDG to reconsult. Since we wrote to you the proposals have also changed. We are therefore writing again to allow you to comment on the new proposals.

Proposal details

The Church Road proposals involve introducing a southbound bus lane in Church Road approaching Craven Park. The aim of the proposal allow buses a free run up to the junction and thereby improve the reliability of the 266 bus service. Aspects of the proposal are:

28-32 Upper Ground London SE1 9PD

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GH Hunt AJ Jones S Katesmark W Kay EL Lillo RJ Mack R Mutter AJ Mauchan MJ May AD Mellor KJ Middleton LM Miller AJ Murray R Pratt D Shilton K Sewerby IB Stephens I Swanson
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Appendix F continued

- Widening of the carriageway to introduce a southbound bus lane between Suffolk Road and West Ella Road;
- Widening will be achieved by narrowing of the central reservation;
- Proposed hours of operation of the bus lane are 7-10am and 4-7pm Monday to Saturday;
- Existing waiting and loading restrictions where there is no parking will need to be changed to match the bus lane operational hours;
- Parking will be retained along this section with indicative, but uncontrolled, parking bays that will not require a residents permit.



Your Comments:

Please return the enclosed questionnaire with any comments that you may have, before 20th August 2004 using the FREEPOST address below:

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

Further Information:

Should you wish to discuss these proposals further please contact Gurdeep Ahdhi on 020 7910 5633 at Steer Davies Gleave during normal office hours.

What happens next?

All of the questionnaires will be analysed and reported to the Highway Committee who will make a decision whether to proceed with the scheme, if necessary with amendments. If the proposals are agreed, the scheme will be implemented before Spring 2005.

Yours faithfully,

Gurdeep Ahdhi
Consultant

Appendix F continued

WHOLE ROUTE BUS IMPROVEMENTS – ROUTE 266 PROPOSED BUS LANE ON CHURCH ROAD, NW10



Help us to help you

Please give us your views now if you have a concern about the proposals and we will try to address them before the bus lane goes in.

What are your views on the proposals?

Please answer the questions by ticking the appropriate box.

1. Do you represent a residents association or any other interest group?

Yes
If yes, please specify:

.....

No

2. Are you in favour of the bus lane proposals?

Yes No No Opinion

3. Do you have any off street parking?

Yes No

4. If you have any further comments please include them below:

.....
.....
.....
.....
.....
.....
.....
.....

Name:

Address:
.....
.....

