Transport for London
London Buses

Route Test - Route 204

Held on 15 July 2021
Vehicle used: 10.9m Double Deck vehicle (electric)
Reg: LJ19 CVK

Attendees:

- Joshua O'Donnell — Bus Performance, TfL
- Bryan Nicholas — Service Delivery, TfL
- Monica James — Service Delivery, TfL
- [redacted] — Metroline

INTRODUCTION

Route 204 is currently operated by Metroline and runs from Sudbury Town Station and Edgware Station. The 204 currently operates with 10.2m double decker (Diesel) buses. The purpose of the route test was to see the viability of using 10.9m Double Deck vehicle (electric) along the whole route, and to identify what work would need to be done to allow the longer vehicles to operate on it.

The following streets were traversed:

Towards Sudbury Town Station:

Sudbury Town Station Forecourt, Station Approach, Bridgewater Road, Harrow Road, Wembley High Road, Park Lane, Wembley Hill Road, Preston Road, Preston Hill, Kenton Road, Kingsbury Circle, Kingsbury Road, Roe Green, Hay Lane, Edgware Road, Colindale Avenue, Grahame Park Way, Bristol Avenue, Lanacre Avenue, Quakers Course, Lanacre Avenue, Montrose Avenue, Watling Avenue, Burnt Oak Broadway, Edgware High Street, Station Road, Edgware Bus Station

Towards Edgware Station:

Edgware Bus Station, Station Road, Edgware High Street, Burnt Oak Broadway, Watling Avenue, Montrose Avenue, Lanacre Avenue, Quakers Course, Lanacre Avenue, Bristol Avenue, Grahame Park Way, Colindale Avenue, Edgware Road, Hay Lane, Roe Green, Kingsbury Road, Kingsbury Circle, Kenton Road, Preston Hill, Preston Road, Wembley Hill Road, Park Lane, Wembley High Road, Harrow Road, Bridgewater Road, Station Approach, Sudbury Town Station Forecourt

Issues

The following issues were discussed:

1. **Roe Green/ left turn from Kingsbury Road direction of Edgware Station** (the red arrow depicts the left-hand turn) - the left turn was very tight and when the 10.9m bus was making the turn, the back of the bus on the left corner clipped on the kerb. The current 10.2 m buses (TE) find it tricky at times, however longer

buses make the existing issue worse. It was discussed that if the white stop line was moved back holding the oncoming traffic in Roe Green, it would allow the bus to take a bit more space to make the turn – **Action:** MJ to discuss with LB Brent if works can be progressed. **Update:** LB Brent have to carry out tracking and assessment on whether the proposal will have an impact on the junction performance before they can progress it.

2. **Annesley Avenue (diversion route direction of Sudbury Town Station)** – on the day of the route test no issues were found, however it was noted that after parking restrictions come out which is usually after 18:30, the parked cars there become an issue for the buses which need to turn down this road. It was discussed that introduction of double yellow lines would resolve the issue. **Action:** MJ to discuss with LB Brent if works can be progressed. **Update:** LB have confirmed that they will aim to complete works by September.

3. **The right turn into Montrose Avenue** - right turn involved a slight sweep of the kerb of the front overhang, and the left turn from Montrose Avenue is also very tight, there are two concrete bollards both leaning slightly with red paint on them, which would indicate that the current buses have issues here at times. **Action**: Ian Ford to raise the issue with LB Barnet and to find out if modifications can be made to the traffic island.

Conclusions

It was agreed that the 10.9 m bus passed, however, minor road layout changes at Roe Green and Montrose Avenue need to be carried out to ensure safe 10.9 m vehicle operation.