



Consultation about proposed new bus route 228 and extension of route 316

Summary of responses

September 2008

Consultation Report

Proposed New Bus Route 228 and Extension of route 316

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1. Overview

London Buses recently consulted stakeholders¹ and the public on proposals to alter bus route 316 and introduce new route 228. This report explains the background to the scheme, the consultation and summarises the responses.

On-going liaison and engagement with affected councils and other key organisations informed the development of the 316 and 228 proposals to public consultation stage. This included borough liaison meetings, site visits, detailed consideration of planning requirements for new developments, and evaluation of public requests and transport options.

This allowed us to design the bus service proposals and develop them to public and wider stakeholder consultation. This consultation ran between 27 May and 28 July 2008 (the original consultation close date was 11 July but was extended in response to requests for more time).

TfL will use the consultation results alongside information about other operational, cost and transport planning factors to inform decision making about whether to go ahead with the services as proposed.

We expect to make a decision about whether to go ahead in the autumn when we will let everyone who responded know the outcome.

¹(individuals such as MPs and GLA members, and organisations such as the councils, transport user groups, community, business, health representatives)

2. Summary of responses

We received 1,728 leaflet reply slip / web responses to our consultation plus 9 stakeholder responses. We asked three main questions and also invited the respondent to add further comments. The results are summarised below: see sections 5 and 6 for further information.

Q.1 Are you responding as a local resident/business or bus user

Respondent Type	Number	Percentage
Resident	1567	62%
Business	49	2%
Bus User	894	36%
Total	2510	100%

Please note that respondents could tick more than one option, therefore the total number of responses is higher than the number of respondents.

Q.2 Would you use these routes? (228)

	Number of Respondents	Percentage
Yes	1174	68%
No	437	25%
Blank	117	7%
Total	1728	100%

Q.2 Would you use these routes? (316)

	Number of respondents	Percentage
Yes	963	56%
No	558	32%
Blank	207	12%
Total	1728	100%

2.1 Reasons for yes/no answer

2.1a Would use

There was no single popular reason given by respondents as to why they would use the proposed services. Most responses merely expressed approval in simple terms such as “good” or “thank you”. However there was a broad appreciation that the bus network was being extended.

2.1b Would not use

We received individual replies from a number individuals saying they would not use the routes. In addition, three main groups of residents representatives responded

strongly against the proposals on the southern end of Ladbroke Grove, Royal Crescent and Steventon/Bryony Roads. Their concerns and issues fall into four main categories:

- The need for the proposed service(s) – considering current transport provision in the area
- Environmental impacts: conservation, preservation, effect on residential amenity
- Consultation: timing, techniques, information, decision making
- Timing of the proposals: western extension congestion charge, other local developments

Further details are available in section 6.

Q.3 Does your household have use of a car?

	Number of respondents	Percentage
Yes	754	44%
No	870	50%
Blank	104	6%
Total	1728	100%

We received a high number of responses from those who did and those who did not have access to a car. Overall, a higher proportion of car users and non-car users said that they would use the proposed routes than said they would not. Further details are available in section 5.

3 Background: about the scheme

The 228 and 316 bus service proposals are part of the general development of public transport in the affected areas. They take into account aspirations gathered through regular liaison with Councils and other stakeholders such as community representatives, transport user groups, business, health and customer requests. The London bus network is under constant review to make sure it responds to changing and developing public requirements and contributes to increased accessibility and reducing reliance on private cars.

228 is a proposed new route which would travel between Park Royal Central Middlesex Hospital and Maida Hill, Chippenham Road. It includes stops at Harlesden, East Acton, South Africa Road, White City Bus Station, Shepherd's Bush, Ladbroke Grove and Harrow Road. Single deck, 55 capacity buses would run daily from 05:30 (06:30 Sundays) until 00:30. The buses would run every 12 minutes during the day, and every 20 minutes during evenings and Sundays.

The extension to route 316 would continue from its existing terminus at St Charles Hospital to a new proposed terminus at White City Bus Station. It would include stops at St. Ann's Road and Shepherd's Bush. Single deck, 55 capacity buses would run daily from 06:00 until 24:00. Buses would run every 8 minutes Monday to Saturday, and every 10-12 minutes during evenings and on Sundays.

The proposed bus service developments are intended to address known transport needs, providing access to jobs, services and transport interchanges. They would serve districts which have been prioritised by local authorities in discussions with TfL about transport, including Park Royal, White City, North Kensington, Harrow Road and St Charles Hospital.

The 228 would open up new travel opportunities and links to White City Estate, Central Middlesex Hospital, Park Royal Industrial Estate, Paddington Academy, Phoenix High School, Holland Park School, Shepherds Bush Green, Kensal Green and Ladbroke Grove. It would provide a new link from Ladbroke Grove to Harrow Road and Maida Hill.

The 316 would make it easier for people to travel to and from St Charles Hospital, Shepherds Bush and White City. St Charles is soon to be restructured as a Community Hospital and travel demand for staff, patients and visitors will remain high.

4 About the consultation

The public and stakeholder consultation ran between 27 May and 28 July (originally planned 27 May-11 July but extended at public request). It was designed to enable TfL to understand local opinion about the 228 and 316 service proposals before making a decision about whether to go ahead.

4.1 The consultation objectives were:

- To give stakeholders and public simple and easily understandable information about the proposals and allow them to respond
- Gauge level of support for new route 228 & 316 extension
- Understand concerns and objections
- Identify issues not already thought of
- Allow stakeholders and public to make suggestions about future decisions and wider planning
- Allow stakeholders and public to influence our final decision about route and terminus points
- Work with the councils to gain their assistance in implementing the changes

4.2 Consultation audience

We gave careful consideration to who was affected by our plans and how they may be affected before deciding who to consult. We recognised that the local population over a wide area would have an opinion so we decided to try and reach as many of these as practicable, especially local residents, bus users and businesses. The consultation was especially intended to seek views about the routes from areas that would be newly served by buses. Roads in the Cricklewood and Kilburn area that were already served by the 316 were not specifically targeted.

4.3 Consultation leaflet

A consultation leaflet was created to explain the proposals and this was distributed to around 30,000 premises in and around the areas which would be newly served by the proposed bus routes.

We also sent the leaflet to stakeholders including,

- MPs
- Council Leaders
- Ward Councillors
- Council groups
- Transport groups
- Schools
- Libraries
- Resident groups
- Local Churches
- Local community groups/societies

- Local charity organisations

People could respond by leaflet reply slip, letter, telephone, textphone, email or web.

4.4 Meetings & site visits

TfL staff met with local representatives including residents groups at Ladbroke Grove and Steventon Road on 9 July, 10 July and 22 July 2008.

We also attended borough liaison meetings throughout the planning of the scheme.

4.5 Email

Members of the public could reply by email: customerservices@tfl-buses.co.uk and stakeholders could reply using stengagement@tfl.gov.uk

4.6 Website

A website facility was set up on TfL's website containing the consultation leaflet and questionnaire response facility.

4.7 Advertising: Oyster campaign & press

The consultation was advertised through local press (Hammersmith & Fulham and Kensington & Chelsea).

4.8 Local leaflet distribution

Consultation leaflets were distributed to around 30,000 properties in and around the proposed new routes on White City estate and Ladbroke Grove. Roads which do not currently have a bus service were particularly targeted. A list of roads the leaflet was sent to is detailed in the appendix. Leaflets were sent by first class post.

4.9 Languages & Formats

A translation service to other languages was available, along with Braille, audio, large font.

5. Individual Responses

A total of 1728 replies were received from individuals (and 8 written stakeholder responses which are summarised later in this report).

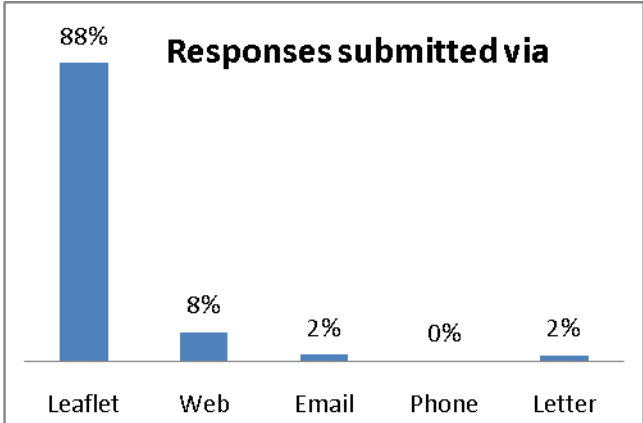
5.1 Format of Responses

The majority of public responses (88%) came from the distributed consultation leaflet reply slips.

There were 1522 returned questionnaires, 145 responses from the website, 32 emails, and 29 letters.

The consultation achieved a response rate of 5% which is average for these types.

The consultation received responses through the following media:

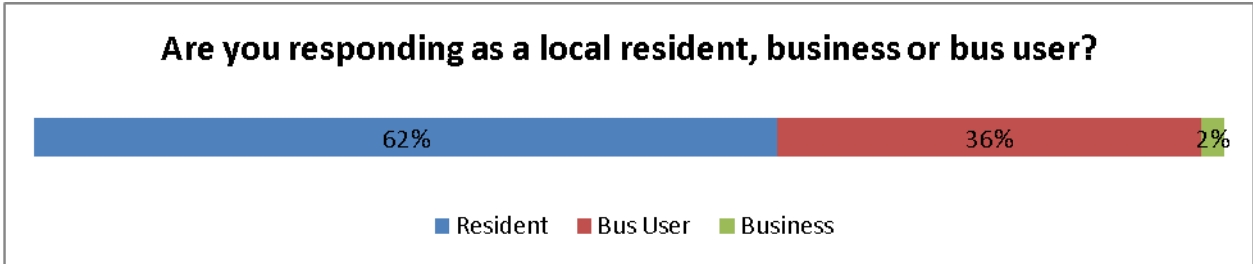


5.2 Who responded

We wanted to hear from a broad range of those affected by the proposals, whether they were bus users, local residents, businesses (or a combination of the three).

We asked people to tell us if they would use the proposed new route 228, and if they would use the altered route 316. We also asked in what capacity they were responding, as a bus user, as a business, or as a local resident.

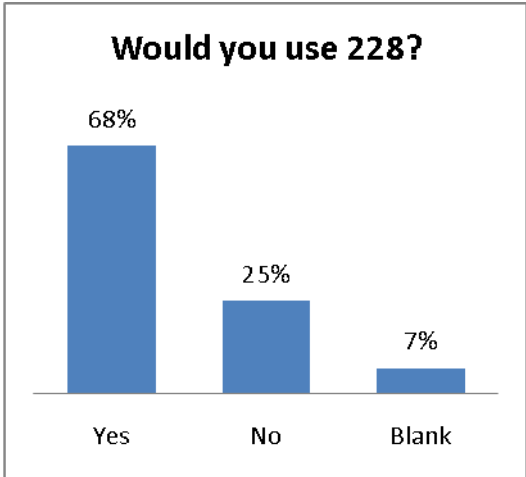
The following chart shows that high numbers of individuals responded as 'Resident', or 'Bus User'. A small proportion responded as a 'Business'. It is important to note that respondents could tick more than one option when answering the question.



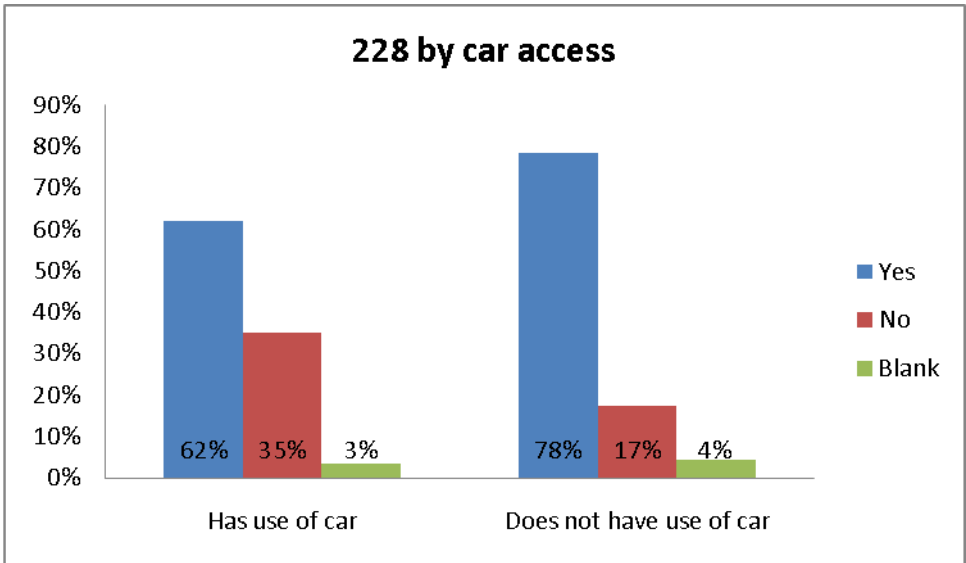
5.3 Whether people would use the proposed route 228

We asked people if they would use the proposed route 228 as described in the consultation leaflet.

Overall, the leaflet and web responses demonstrated that there was a high level of demand for the new service. With two thirds of respondents saying that they would use the new route, there is a clear public desire for improved transport links in the area. A quarter of respondents said that they would not use the route if it were introduced. Seven per cent gave no answer.



There was a disparity in the proportion of individuals who said that they would use the new 228 route between those who had access to a car and those who did not. However, nearly two-thirds (62%) of respondents that did have access to a car still said that they would use the route. Over three-quarters (78%) of those who do not have access to a car said they would use the route.

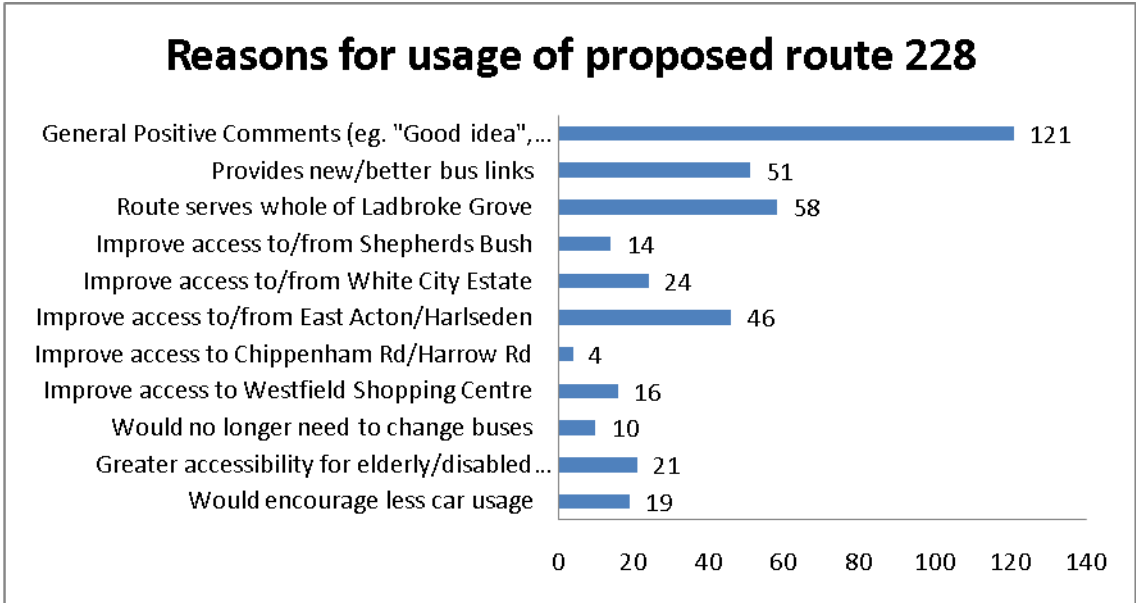


5.3a Reasons why people would use route 228

There was no single, dominant reason given for why individuals would use the 228 service. Many responses merely said that they thought the idea was ‘good’ or ‘excellent’. Many others praised the proposed general increase in the bus service. A number of specific aspects of the scheme were also highlighted as follows:

58 people were pleased that there would be a bus running the whole length of Ladbroke Grove and connecting with Holland Park Avenue. Other areas that were specifically named as being desirable destinations were Shepherd’s Bush (14 comments), the White City Estate (24 comments), East Acton and Harlesden (46 comments), Chippenham Road and Harrow Road (4 comments), and the Westfield Shopping Complex (16 comments).

We also received comments on how the new route would improve transport options for users. 10 respondents were in favour of the new route as it would remove the necessity for them to change buses to get to a desired destination. 21 repliers considered the new route to be of great assistance in increasing accessibility for elderly and disabled residents in the area. 19 people said that the new service would encourage them to use cars less.



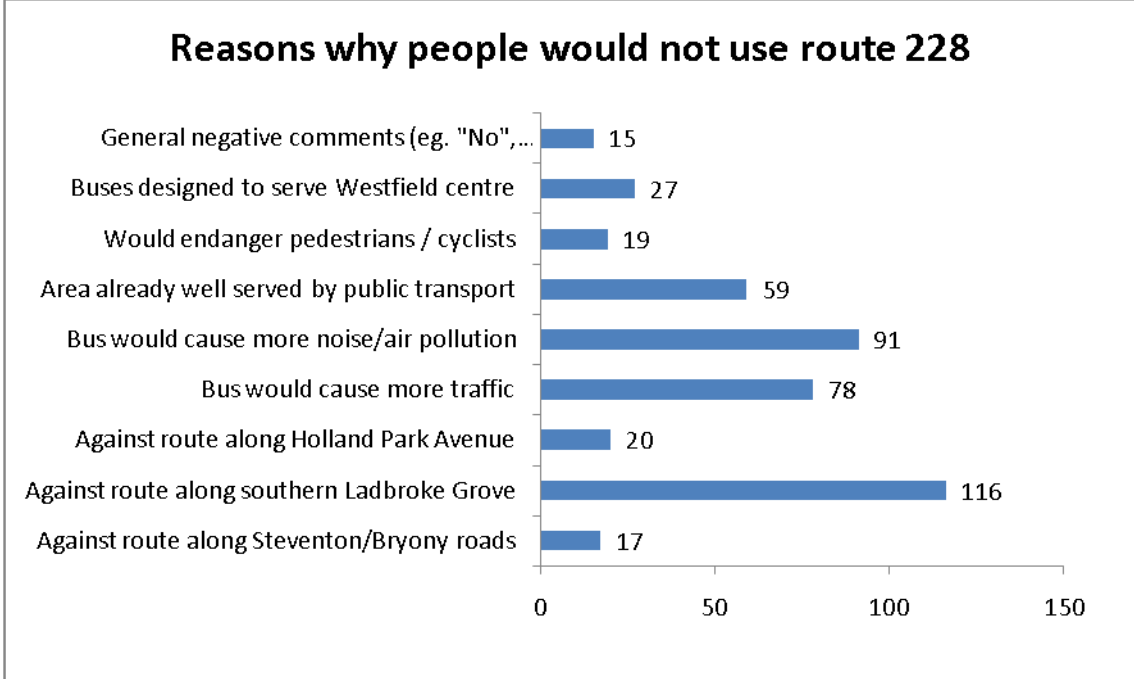
5.3b Reasons why people would not use route 228

The main reason that people said they would not use the 228 service is because they are opposed to it being routed along Ladbroke Grove (116 comments). There was also concern about the introduction of another bus route along Holland Park Avenue (20 comments). Plans to route the 228 along Steventon Road and Bryony Road also received criticism (17 comments). See also “Stakeholder responses” in section 6.

There was also comment on the wider impact that the new buses would have. Respondents complained of the potential for increases in traffic (78 comments) and pollution (91 comments). In addition to this there were a significant number of responses that considered new routes to be unnecessary since the area was already well served by public transport (59 comments).

A number of individuals believed that the bus route would place pedestrian and cyclist safety at risk (19 comments).

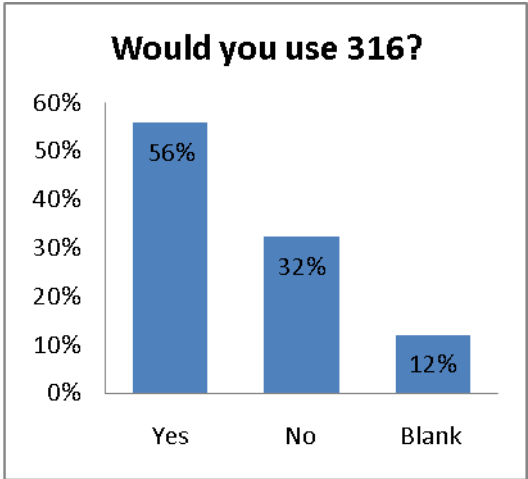
We received some complaints that the route was designed solely to serve the Westfield shopping centre (27 comments).



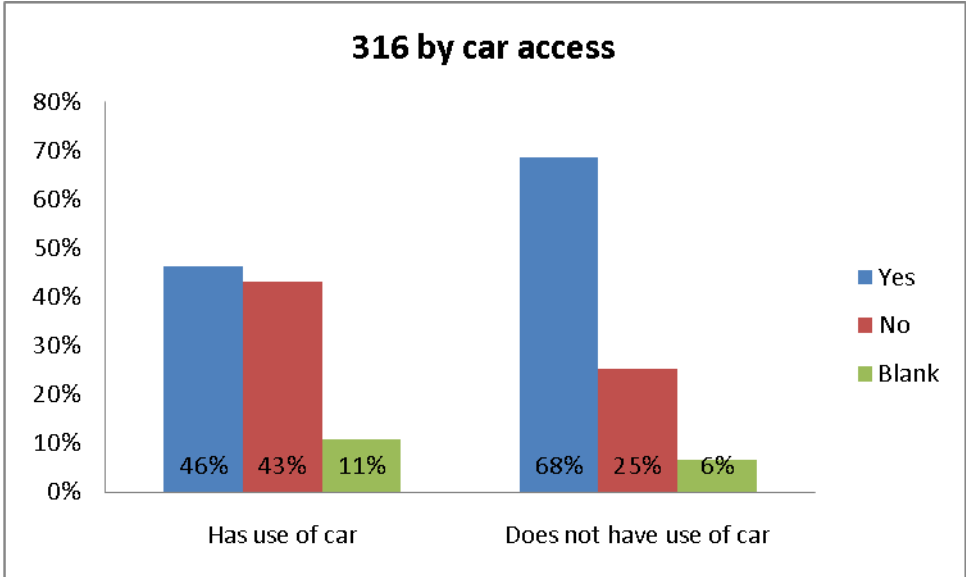
5.4 Whether people would use the extended route 316

We asked the public if they would use an extended 316 service as set out in the consultation leaflet.

Overall, there was a favourable response to the proposed extension of route 316. More than half of respondents said that they would use the extended route. A third of respondents said that they would not use the route if it was altered, while twelve per cent did not answer the question.



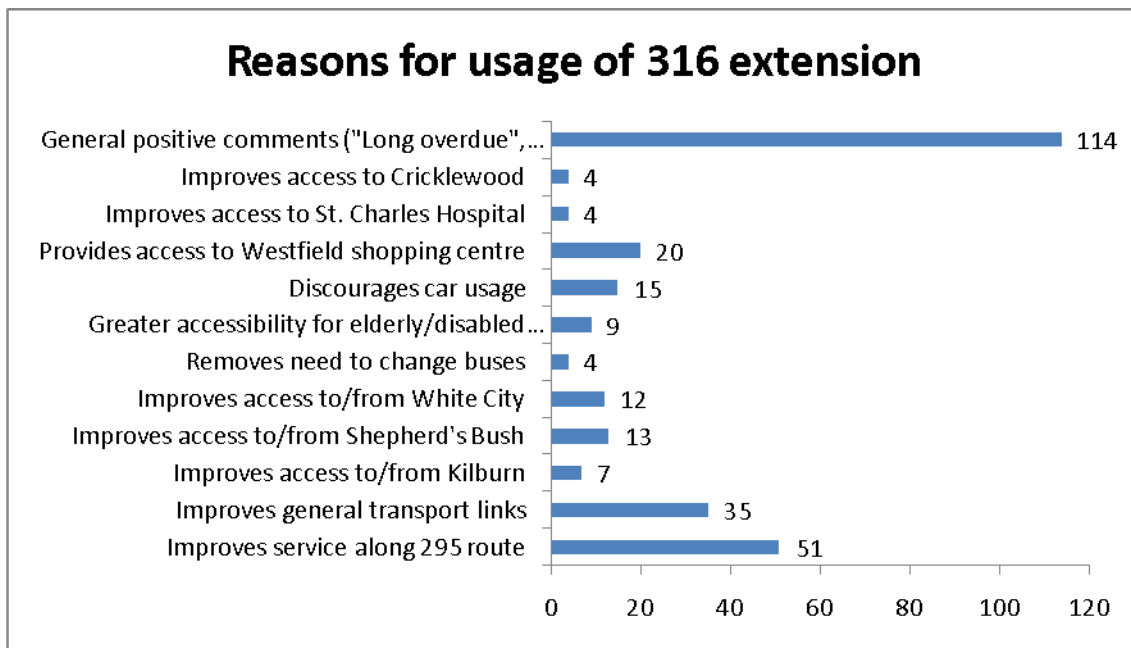
There was a significant difference in the proportion of individuals who said that they would use the new 316 route between those who had access to a car and those who did not. Among those who do have access to a car, a slightly higher number (46%) said they would use the route than those who would not (43%). Over two-thirds (68%) of those who do not have access to a car said they would use the route.



5.4a Reasons why people would use 316 route extension

The primary reason that was given as to why a respondent would use the extended 316 service is that it would provide greater reliability along the 295 route (51 comments). Other areas that would be more easily accessible included Shepherd’s Bush (13 comments), White City (12 comments), Kilburn (7 comments), Cricklewood (4 comments), and St. Charles Hospital (4 comments). It was also stated that the route would be useful once the Westfield shopping complex was opened (20 comments).

35 people said that they would use the route as it improved the London bus network as a whole. Respondents also favoured the scheme as it discouraged car use (15 comments) and improved accessibility for elderly and disabled passengers. The route also removed the need to change buses for some passengers (4 comments).



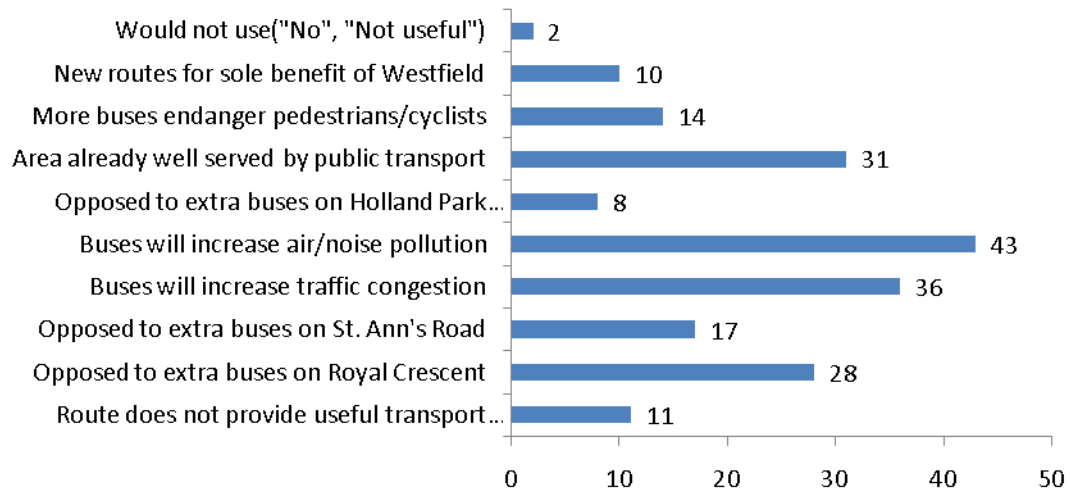
5.4b Reasons why respondents would not use 316 extension

The main focus of opposition to the extension of route 316 concerned the negative impact that it could have. A number of respondents thought that the route extension would lead to an increase in congestion in the area (36 comments). It was also considered that the extension would raise levels of noise and air pollution (43 comments). The danger that buses are considered to pose to cyclists and pedestrians was also raised in a number of replies (14 comments).

There were complaints about the addition of another bus route along Royal Crescent (28 comments), St. Ann's Road (17 comments) and Holland Park Avenue. Many respondents stated that these areas were already well served by public transport (31 comments). In addition, there were complaints that the proposed extension did not provide any new links to the user (11 comments).

A number of respondents also argued that the extension was for the sole benefit of the Westfield shopping complex (10 comments).

Why respondent would not use 316 route



6. Stakeholder Responses

As well as individual responses, we invited responses from a number of stakeholders.

These included individuals such as MPs and GLA members, and organisations such as local councils, transport user groups and community, business or health representatives.

6.1 Local Government

The 228 and 316 would serve communities in 5 London boroughs including Westminster, Brent, Kensington & Chelsea, Hammersmith & Fulham, Ealing.

We received formal written responses to the consultation from Kensington & Chelsea and Brent.

6.1a Royal Borough of Kensington and Chelsea

Kensington & Chelsea sent two letters in response to consultation, one for the 228 and one for the 316.

The Borough consider the 228 route and extension to the 316 route to be “broadly in line” with their policy of strengthening north south bus links within Kensington and Chelsea.

However, the council is aware of strong local concerns and opposition to two specific parts of the scheme including the southern end of Ladbroke Grove and Royal Crescent. The Council asked TfL to address the points raised by those opposing the proposed routeings and to carefully evaluate the alternative routeings put forward by residents representatives.

The 316 is regarded by the Council as benefiting a large number of residents and promoting social inclusion. The local Primary Care Trust had previously highlighted the difficulty of travelling between Shepherd’s Bush and St. Charles Hospital. This would be exacerbated by planned changes to the hospital which would see patient numbers rise from roughly 2,000 to 10,000 a year. The proposed extension would provide good access from the north, and from the south, and is therefore welcomed.

There was however a desire for TfL to consider ways of improving bus links to North Kensington Sports Centre on Walmer Road. They also noted strong opposition to the route plans from residents in Ladbroke Grove and Royal Crescent.

We also received a separate response from Councillor Mills on behalf of residents in her ward (Norland). She urged TfL to fully address the concerns raised by her constituents and detailed in her letter. In addition she called upon TfL to prove that there was sufficient need for the service before it was initiated. The manner and timing of the consultation were also questioned and Cllr Mills argued that TfL should wait until the results of a consultation on the western extension of the Congestion Charge were produced before any decision was made on these routes.

6.1b Brent

Brent Council replied that they did not have any specific comments on the routes as they were largely outside the borough.

6.1c Hammersmith & Fulham

Detailed discussions took place with officers and councillors of Hammersmith & Fulham Council who supported the proposal subject to the outcome of consultation.

No formal response was received from Westminster or Ealing councils.

6.2 Interest Groups

6.2a London Travel Watch

London Travel Watch (statutory public transport watchdog representing transport users) welcomed the route 228 proposal. They believe the route will serve as important link for the catchment area to the East and South East of Central Middlesex Hospital. This will be important with the potential NHS reconfiguration occurring throughout London.

They also welcome the proposed extension of route 316 as it would enable passengers to interchange onto buses towards St Charles Hospital and provide better interchange with London Underground and National Rail stations.

6.2b Kensington and Chelsea Primary Care Trust

A new Community Hospital is being developed at St Charles on Exmoor Street. This will provide GP services, and specialist clinics to sufferers of diabetes, respiratory problems and patients recovering from strokes. The Trust believes that it is important that patients can access the hospital directly on public transport, without having to change buses. Currently this is not possible for residents in the North Barns and Norland wards. The proposed Bus 316 extension route would therefore provide a much needed access for all patients in those areas, particularly for patients with mobility problems, elderly patients, and mothers with children.

6.2c Park Royal Partnership

The Park Royal Partnership wrote in support of the planned 228 route. They are in favour of any proposals that extend the transport grid in London as a whole. Specifically they believe that the new route will provide a new link between three different parts of the Park Royal area, namely East Acton (Westway estate), Old Oak Lane (Atlas Road/North end of Victoria Rd) and Acton Lane between Harlesden Station and Central Park Royal. It also adds links to stations at Harlesden, Willesden Junction, and East Acton and provides direct access to Park Royal from residential

areas to the south of Western Avenue. This will enlarge the employment catchment area accessible by public transport.

6.2d Ealing Passenger Transport Users Group

The Group were very happy with the proposals. One user expressed a belief that there should be greater provision for buggies on the route.

6.3 Resident Groups

Three resident groups along the routes have voiced their opposition to the routes. TfL representatives attended public meetings with these groups and received petitions and detailed documents containing their opposition.

This report summarises their concerns and issues. They fall into four main categories:

- The need for the proposed service(s) – considering current provision
- Environmental impacts: conservation, preservation, effect on residential amenity
- Consultation: timing, techniques, information, decision making
- Timing of the proposals: western extension congestion charge, other local developments

6.3a Residents of Steventon, Sedgeford and Bryony Roads

Some residents of Steventon Road, Bryony Road, and the surrounding area were concerned about the addition of buses to a residential area.

Bryony Road is currently served by the 283, some residents felt it was not appropriate or necessary to run more buses on this road.

Transport for London visited a group of about twenty residents twice to discuss the proposals and listen to their concerns.

A petition of 488 signatures opposing the route was received.

A summary of concerns is below:

- Residents were concerned that if Steventon Road is altered to accommodate buses, it will result in an increase in traffic and the transformation of the road into a rat-run.
- There is concern that the placement of a bus route will disturb the residential nature of the road. The increase in foot traffic and loitering may also make residents feel less safe in the area. Residents spoke of concerns about drug dealing and burglaries.
- The area is considered to be well served by public transport. Six bus routes are named as being within convenient walking distance, and the new Wood

Lane Underground station will add to transport accessibility. Residents have suggested an alternative routeing which does not involve Steventon and Bryony Roads (Old Oak Road, Uxbridge Road and Bloemfontein Road). They feel this would provide for the areas of low car ownership in the White City Estate without affecting the areas of concern.

- Manner and timing of consultation (see section 7)

6.3b Southern Ladbroke Grove Residents

At present the southern end of Ladbroke Grove does not have any bus routes running along it, however buses running out of service to and from garage location do go along there as part of the public highway road network. Residents representatives commissioned an independent traffic consultant to report on public transport in the area. They feel this disproves the need for a bus service to this section of Ladbroke Grove. We have received a number of individual letters, chain-letters and a petition signed by 137 individuals expressing opposition to the proposals.

Transport for London representatives attended a public meeting (organised by residents) held at St. John's Church, Ladbroke Grove where residents voiced their opinion and strength of feeling about the proposal. Local elected representatives were also present and they urged TfL to sufficiently prove the case for the route before implementing it.

The main points of opposition:

- Residents consider themselves to be well served by public transport quoting a Public Transport Accessibility Level² of five out of six as demonstrative of the current high transport provision in the area.
- Residents take pride in the character of the southern end of Ladbroke Grove and believe the introduction of a bus route to be detrimental to this. The introduction of bus stops and loss of car parking space would affect the character of the street and reduce accessibility to resident's homes.
- It is believed that the bus route would increase levels of noise, air pollution and congestion along the road. Properties in Ladbroke Grove have listed status and are prevented from installing double-glazing to counteract negative effects. There is concern that maintenance costs will increase due to vibrations and air emissions from buses.
- There was also a general suspicion that the addition of a bus route along the southern end of Ladbroke Grove would be the start of further developments including double deck buses or higher frequencies.

² The Public Transport Accessibility Level PTAL is a calculation used by Transport for London based on the distance from any given point to the nearest public transport stops and the frequency of the service from those stops. The final result is a grade from 1-6 (including sub-divisions 1a, 1b, 6a and 6b) where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

- Residents put forward an alternative proposal which they felt would meet many of the objectives of the 228. This would be to extend the 295 from Ladbroke Grove Sainsbury's to Maida Hill to create the link across Harrow Road. They suggested that the 228 run between White City and Park Royal as currently proposed. This would mean the 228 would not need to go along Ladbroke Grove or Holland Park Avenue.
- Manner and timing of consultation (see section 7)

6.3c Royal Crescent Residents' Association

Royal Crescent and St. Ann's Road are currently served by the 295 bus service. Existing concerns from the Association over road safety and environmental impact of buses have been exacerbated by the planned extension.

The main points of opposition are:

- Royal Crescent has had two fatal traffic accidents in the last year. This is seen as proof that there are already unsuitably high levels of traffic on the road and an additional bus route would worsen this.
- Noise pollution, air pollution and the impact of vibrations on buildings are of grave concern. Royal Crescent is considered to be an architecturally noteworthy road, grade II listed conservation area and should be protected from any further damaging factors to building structures.
- Residents regard the current level of traffic to be detrimental to the visual impact of the Crescent. They are also unhappy about the invasion of privacy caused by passengers on double-deckers seeing into first floor windows.
- Concerns about current public activity at bus stops including fights, urinating, litter.
- Manner and timing of consultation (see section 7)

7 Consultation issues

The manner and timing of the consultation, as well as whether it is a meaningful exercise, was questioned by residents groups. Some people felt TfL had already taken the decision to run the services as proposed and that consultation was a 'rubber stamping' activity. Concerns are further explained below:

- The Mayor of London has recently announced a consultation on the future of the Western extension of the Congestion Charge. Given that the results of this consultation are currently unknown, many people argued that it was premature to make decisions about 228 and 316 bus routes.
- A number of people complained that they did not receive a leaflet or that they had learnt of the proposals too near the consultation deadline to make a considered response.
- TfL also received negative feedback regarding the design of the consultation leaflet. The map was considered to be misleading as it did not display the other bus routes that currently serve the area. Some people said that the leaflet didn't properly explain the reason for the proposals or what happens to consultation responses. From reading the leaflet, they did not know when to expect a decision, explanation of the decision, or feedback.
- There were some complaints that the TfL consultation website was not working properly and that people were unable to respond to the consultation as a result.

Some positive comments were made complimenting the clarity of the map and also thanking TfL for undertaking a consultation and seeking public opinion.

Appendix

1. Street Distribution List

Telford way, Brunel Road, Long Drive, Braybrook Street, Mellitus Street, Stokesley Street, Kerconwald Street, Wulfstan Street, Henchman Street, Norbroke Street, Fitzneal Street, Hilary Road, Foxglove Street, Ducane Road, old oak Common Lane, Old Oak Road, The Green, The Fairway, St Andrews Road Brassie Avenue, Murfield, Hoylake Road Mashie Road, Elm Green Duncan Gardens, Carlise Avenue, Braide Avenue, The Tee Road, Templemeads Close, Kingston Avenue, Brand Avenue, The App, Taylors Gardens, East Acton Lane, Old Oak Common. Glenoun Road, Glenoun Court Trinity Way BromYard Avenue Ashfield Road Armstrong Road, Third Avenue, Shillaker Court Sir Alexander Close Sir Alexander Road, First Avenue, Second Avenue, Themlock Road Yew Tree Road Bramble Gardens, Wall Street, Tamarisk Square, Daffodil Street. Viola Square, Steventon Road Sedgeford Road, Sawley Road, Ald-Bourne Road, Aycliffe Road, Sundew, Clematis Orchard. Penny Close, The Grove, Erica Street, Bryony Road, Ollgar Close, Askham, Askham Court, Wormholt Road, Galloway Road, Grays End Road, Pansy Gardens, Thorpebank Road, Willow Vale, Adalaide Grove, Oaklands Grove, Dunraven Road, Ormiston Gardens, Collingbourne Road, Salisbury Road, Bloemfontein Road, South Africa Road, Eilerslie Road, Imre Close, Archdale Court, Bloemfontein Avenue, Ingersoll Road, Arminger Road, Ethelden Road, Loftus Road, Australia Road, Commonwealth Avenue, India Way Commonwealth Avenue, Havelock Close, Hudson Close, Canada Way, New Zealand Way, Mandela Close, Lawrence Court, Mackenzie Court, Bennelong Close, Dorando Close, White City Road, White Cisty Close, Exhibition Close, Batman Close, Abdale Road, Tunis Roa, Stanlake Road, Stanlake Mead, Linon Court, Frithville Gardens, Macfarlane Road,

Ladbroke Grove, Royal Crescent, St Annes Villas, St Annes Road Queensdale Crescent Queensdale Crescent, Kingsdale Gardens Royal Crescent Mansions, Norland Road, Queensdale Road Swanscombe Road, Queensdale Place Addison Place, Addison Avenu, Queensdale Walk, Taverners Close, Norland Square, Princes Place, Princedale Road, Norland Place, St James Gardens Penzance Street, Penzance Place, Darnley Street, Potery Lane, Wilsham Street, Katherine Square, Cowling Close, Nottingdale Square, Kenley Walk, Henry Dickins Court, Mortimer Square, Rifle place Hunt Street, Willow way, Bard Road, Evesham Street, Bramley Road, Testerton Walk, Hurstway walk, Barandon Walk, Mary Place, Gorham Place, Walmer Road, Avondale park Road, Avondale park Gardens, Kenley Walk, Sirdir Road, Stoneleigh Place Hesketh Place, Bomore Road, Treadgold Street, Stoneleigh Street, Ansliegh Place, Whitchurch Road Greenfell Road, Dulford Street, Portland Road, Hippome Mansions, Clarendon Crescent, Clarendon Road, Ladbroke mansion Lansdown Mansions, Boyne mansions, Ladbroke Road, Ladbroke Walk, Lansdown road, St John's Gardens, Lansdown Rise, Lansdowne Crescent, Blenheim Crescent, Elgin Crescent, St Marks Place, Darfield Way, Verity court, Silchester Road kinsdowne close, Bramley Road, Blechynden Square, Kinsdowne Close, Bartle Road, Bridge Close, Lancaster Road, St Marks Place, Cornwall Crescent, St Marks Road, Ladbroke Crescent,

Elgin Mews, Haydons Place, Albany Place, Clare Gardens, Westbourne Park Road, Kensington Park Mansions, Talbot Road, Kensington Park Road, Coddington Mansions, Arundel gardens, Ladbroke Gardens, Stanley Crescent, Stanley

Gardens, Kensington Park Gardens, Ladbrooke Square, Wilby Mansions, Ladbrooke Terrace, Horbury mews, Bulmer Place, Horbury Crescent,

Cambridge Gardens, Oxford Gardens, Bassett Road Lawrence Terrace, Bonchurch Street, St Micheal's Gardens, Chesterton Road, St Charles Square, Norburn Street, Milwood Street, faraday Road, Exmoor Street, Hewer Street Trever Street, Porlock Road, Woring ton Road, Telford Road, Barlby Gardens, Canal Way, Canal Close, Kensal Road, West row, Southern Row, Apple Road, Manchester Drive, East Row, Conla Street, Middle Row, Bosworth Road, Hazlewood Crescent, Goldburn Road, Adair Road, South Street, St Ervans Road, Acklam Road, Elkstone Road, Woodfield Road, Edenham Way, Woodfield Place, Kelly Mews, Fernmoy Road, Hornmea Road, Elgin Avenue, Walterton Road, Ferhead Road, Errgerton Road, Barndale Road, Warlock Road, Chippenham Road,