



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Tuesday 16 July 2013 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Mashari (Vice-Chair) and Councillors A Choudry, Denselow and McLennan

Also present: Councillors Chohan, S Choudhary, Daly, Gladbaum, Lorber, CJ Patel and HB Patel

1. **Declarations of personal and prejudicial interests**

None declared.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 12 July 2013 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Petitions**

(i) Petition for the restoration of the Sudbury and Harrow Station Bus Stop

Mr Isaacs, lead petitioner addressed the Committee on the petition which requested the Council to restore the bus stop for route 18 at Sudbury and Harrow Road to its original location. He informed members that local bus commuters of Sudbury had been greatly disadvantaged by the relocation of the bus stop without any prior warning to residents. On behalf of the residents, he requested an urgent review and restoration of the bus stop to the position at which it stood and prior to the commencement of the most recent road works (outside Wenzel's The Bakers). Mr Isaacs explained that the previous location of the bus stop provided residents with a single stop for all four bus services, namely route numbers 18, 92, 182 and 245 towards Wembley and Alperton from one single pick up stop.

Mr Isaacs added that it was inconceivable that the interests of the thousands of bus commuters, which included the old and the disabled and school children who had used this crucial bus stop daily now found themselves inconvenienced. He noted that the purpose of the changes was to accommodate a parking bay for a few privileged motorists, who already enjoyed near luxury parking facilities on both the Harrow Road and Watford Road sides of Butler's Green, not to mention the massive parking facility set up for them – right across the road – outside Sudbury Supermarket.

Mr Isaacs was thanked for the presentation.

(ii) Business petition to remove CCTV enforcement

Members were informed that the lead petitioners were unable to attend the meeting due to the Ramadan festival. Members noted that the petition from local businesses requested Brent Council to remove a camera, which was situated between Jesmond and Clifton Avenue on Harrow Road as it deterred potential customers whom had nowhere else to park their vehicles. The petition expressed the view that the CCTV camera was causing enormous problems for both delivery vehicles and potential customers.

6. Sudbury and Harrow Road Bus Stop Petition

Members considered a report on the petition from the local residents that requested the Council to restore the Sudbury and Harrow bus stop to its original location prior to its relocation. In setting the background to the bus stop relocation, Paul Chandler, Head of Transportation stated that the Sudbury town centre scheme was devised in 2010, at the time when articulated single-deck buses ('bendy-buses') were due to be withdrawn from service. The opportunity was therefore taken to review bus stand locations in Sudbury town centre as part of the new scheme design. A key design consideration was the lack of customer short stay parking and loading facilities in the town centre, an approach which was strongly supported by the traders. The scheme was also consulted on with London Buses and the Police during the design phase.

Paul Chandler explained that the new Sudbury and Harrow Road station stop was located 100m south of the original stop, less than 2 minutes' walk. The stop move was originally proposed to rationalise stopping patterns and free up space for parking and loading facilities within the main town centre area. It had been allocated as the first southbound stop for the Route 18 service and was also used by the 92, 182 and 245 through services, the same services that stopped at the original stop location. He continued that the improvement scheme in Sudbury, which had been recently implemented, was designed to improve the ambience and viability of the town centre as well as cater for the conflicting requirements of through traffic, traders, their customers, cyclists and public transport users. To re-instate the previous bus stop as the petitioners were requesting would involve changes to a scheme that had only just been delivered and removal of on-street parking and loading facilities.

In conclusion, Paul Chandler submitted that a reinstatement to the original stop was not considered to be appropriate at this time but recommended a proposal to allow a period of six months for the current bus routing and stopping patterns to operate

and “bed in” before a further review be undertaken. Officers would then review the situation in conjunction with London Buses and determine whether the current arrangement was acceptable for bus passengers and other town centre users.

Councillor Daly stated that the relocation of the bus stop had resulted in unintentional consequences for a considerable number of groups including parents, old age persons and National Health Services (NHS) users to and from Northwick Park Hospital. She added that the current location of the bus stop under the railway bridge without a bus shelter made it unpleasant for waiting passengers. Councillor Daly called for an urgent review to ensure the relocation of the bus stop to its former place.

Councillor Lorber stated that the relocation of the bus stop was carried out without adequate information as the review consultation did not point out that the bus stop would be relocated. He also stated that the new location was a major inconvenience to bus users and suggested that instead of officers’ proposed review in six months, the Council should approach London Buses with a request to bring back the bus stop to its original position.

In the discussion that followed, Councillor Mashari, Vice Chair, suggested that the environmental hazards of the new bus stop should be brought to the attention of the relevant department of the Council. She noted that the new location had become an issue within the area, however, the consultation results showed that 81% of the respondents were in favour of it. Councillor Denselow requested officers to review the scheme whilst closely monitoring any possible impact of the new location.

The Head of Transportation responded that it was always planned to provide new bus shelters at all of the stops in Sudbury. However, their provision had been delayed due to internal ordering processes within Transport for London (TfL), who arrange for bus shelters to be provided. Every effort would be made to press TfL to bring forward the provision of bus shelters. In addition, capital funding might be available, which could potentially be used to improve bus stop facilities, particularly at the new stop south of the railway bridge.

RESOLVED:

- (i) that the petition received from Sudbury residents be noted;
- (ii) that the request for reinstatement of the original bus stop at 786 Harrow Road be declined;
- (iii) that officers be instructed to review the operation and stopping patterns of bus services in Sudbury six months after scheme implementation to determine whether there had been any notable impacts on punctuality or passenger usage;
- (iv) that TfL be pressed to expedite erection of bus shelters at the new bus stops;
- (v) that Officers be instructed to liaise with the appropriate department to tackle the environmental issues (pigeon droppings from the bridge), to ensure that passengers waiting for buses had a more pleasant wait.

7. **Wembley High Road - Business Petition to remove CCTV enforcement**

Members considered a report that informed them about a petition received from local businesses in the vicinity of the former Greyhound Public House on Harrow Road, Wembley. The petition requested the removal of a close circuit television (CCTV) camera situated between Jesmond Avenue and Clifton Avenue which was being used for enforcement of waiting and loading restrictions.

Paul Chandler, Head of Transportation noted that the key issue was that trade vehicles obstruct a bus stop whilst loading and unloading and had received a large number of PCNs as a result. There was clear evidence of this obstruction occurring and photographic evidence was shown to members. He went on to inform the Committee that at a meeting with local businesses, officers and members, the need to carry out enforcement and the appeals process was explained. The traders were also informed that penalty charge notices (PCN's) were reviewed on a case by case basis in accordance with the requirements of the Traffic Management Act 2004 and, where enforcement was found not to be reasonable, PCN's may be cancelled. As a result of a review of the PCNs, a small number of cases were found to be unreasonable and therefore cancelled. He continued that options for improving existing loading restrictions as set out in the appendices to the report were considered.

Option 1 would involve creation of a new lay-by approximately 22m long by 2.4m wide for loading, using a section of the footway outside the Greyhound Pub. As this option would involve major alterations including utilities the estimated cost of its implementation would be £14,000.

Option 2 would involve extending the length of the lay-by that could be used for loading / unloading by shortening the length of the existing bus cage and would result in a loading area of 28m, which would allow two 10m long goods vehicles to comfortably stand. This option which would not involve alterations to utilities would cost approximately £9,000. Paul Chandler therefore recommended the adoption of option 2 which had clear advantages over option 1.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the CCTV camera located between Jesmond Avenue and Clifton Avenue on Harrow Road be retained;
- (iii) that the trader's concerns in relation to loading activities be noted and instruct officers to proceed with the Option 2 scheme described in the report as it would increase available space for loading activity and amend existing traffic orders;
- (iv) that progress of this scheme would be subject to securing capital funding through Transport for London (TfL), and that it would be subject to the outcomes of stakeholder and public consultation;
- (v) that objections or representations to the informal and statutory consultation be considered by the Head of Transportation under delegated authority, unless significant or substantial objections are raised, in which case the matter be brought back to the Committee;
- (vi) that the main petitioner be informed of the decision of the Highways Committee in regard to this matter.

8. Crossrail / HS2 / Old Oak Common planning update

The Committee received a report about the progress made by the Boroughs of Brent, Ealing, Hammersmith & Fulham and Kensington & Chelsea regarding the Old Oak Common Opportunity Area Planning Framework (OAPF). Chris Walker, Assistant Director of Planning and Development stated that the report, which outlined the progress of a working group set up to deliver sustainable development in the Old Oak Common area associated with Crossrail and HS2, would be the subject of wider public consultation running from 25 June until 4 September 2013.

Members heard that the HS2 line which would stop at Old Oak Common (to be known as Old Oak Common Station) on its way into Euston, would have unprecedented links to Europe, central London and the rest of the UK, and would be one of the country's largest interchanges. It would also provide a platform for vastly improved connections to local communities in Brent, and the other neighbouring Boroughs. The Assistant Director outlined a number of key issues and work with the OAPF which aimed to ensure that the development on the borough boundary was well connected as well as promoted Overground and West Coast Main Line - Crossrail links. In this regard, Brent officers were in discussion with neighbouring Boroughs, including Harrow and Watford to lobby for the link. He continued that a high quality pedestrian/cycle bridge from Willesden Junction into the development area and good highway links (particularly for bus access) from Brent to Park Royal City would be promoted without encouraging more through traffic.

In welcoming the progress report, members emphasised the need for the consultative priorities to include transportation, sustainability and cycle paths. Councillor Denselow proposed amendments to the recommendations and requested officers to make representations expressing the Committee's preferences for a suitable location for a vent shaft and also to ensure good highway links (particularly for bus access) for south of Queens Park ward.

RESOLVED:

- (i) that the key issues and summary of progress on the Old Oak Common Opportunity Area Planning Framework be noted and agreed that any comments on the OAPF be fed into the consultation process due to take place in July/August 2013;
- (ii) that the consultative priorities for Brent relating to highway issues for the Old Oak Common Area Planning Framework be agreed to include the following:
 - a) ensure that the development was well connected with high levels of permeability and strong connections to Brent;
 - b) promote overground links to support improved connectivity;
 - c) promote and lobby for a West Coast Main Line - Crossrail link;
 - d) promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area;
 - e) ensure good highway links (particularly for bus access) for south of Queens Park ward and from Brent to Park Royal City without encouraging more through traffic;
 - f) minimise construction impact and work to ensure that construction traffic was not routed through Brent (particularly the Harlesden area);

- g) officers make representations expressing the Committee's preferences for a suitable location for a vent shaft.

9. Improvement of vehicular and pedestrian signage in the Wembley area

The Committee considered a report about proposals from Quintain Estates and Developments (Quintain) to fund the renewal and replacement of directional signage on the approach routes to the new London Designer Outlet, opening in Wembley in October 2013. Paul Chandler, Head of Transportation informed members that Council officers and the Quintain team had carried out sign audit and proposals to improve both vehicular and directional signage on the strategic routes into the Wembley Regeneration area. Members heard that Quintain's proposals included an application to Transport for London (TfL) for renewing signage on the A406 North Circular Road, part of the Transport for London Road Network (TLRN). He continued that although there was no specific requirement within the planning consent for Variable Message Signs (VMS), Quintain had submitted proposals for a suite of VMS to improve signage for drivers, which would also provide information on availability of parking spaces and locations of various parking facilities. Paul Chandler highlighted the fact that the proposals would be at nil cost to the Council. He assured members that a maintenance agreement would be signed for the VMS.

RESOLVED:

- (i) that the replacement and renewal of fixed directional road signing in the Wembley regeneration area to include the new destination of the London Designer Outlet, subject to compliance with Department for Transport (DfT) standards and requirements of The Traffic Signs Regulations and General Directions be approved;
- (ii) that the introduction of Variable Message Signs(VMS) to inform drivers of parking locations and availability, subject to reaching a satisfactory legal agreement for their ownership, management, maintenance and replacement, be approved;
- (iii) that delegated authority be granted to the Head of Transportation to approve and implement the proposals.

10. Any Other Urgent Business

None raised at this meeting.

11. Date of Next Meeting

It was noted that the next meeting would take place on Thursday, 10 October 2013.

The meeting closed at 8.00 pm

J MOHER
Chair