



## Highways Committee

**Tuesday 16 July 2013 at 7.00 pm**

Boardroom - Civic Centre, Engineers Way, Wembley,  
HA9 0FJ

### Membership:

#### Members

Councillors:

J Moher (Chair)  
Mashari (Vice-Chair)  
A Choudry  
Denselow  
McLennan

#### alternates

Councillors:

Butt  
Crane  
Hirani  
R Moher  
Pavey

**For further information contact:** Joe Kwateng, Democratic Services Officer  
020 8937 1354, [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**The press and public are welcome to attend this meeting**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
<b>1    Declarations of personal and prejudicial interests</b>	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
<b>2    Minutes of the previous meeting</b>	1 - 6
<b>3    Matters arising (if any)</b>	
<b>4    Deputations (if any)</b>	
<b>5    Petitions</b>	
<b>6    Crossrail / HS2 / Old Oak Common planning update</b>	7 - 14
This report informs the Committee 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). A working group has been set up to deliver a framework for delivering sustainable development in the Old Oak Common area associated with Crossrail and HS2. This report outlines progress in producing the OAPF document which will be the subject of wider public consultation running from 25 June until 4 September 2013.	
<b>Ward Affected:</b> All Wards	<b>Contact Officer:</b> Paul Chandler, Head of Transportation Tel: 020 8937 5151 paul.chandler@brent.gov.uk
<b>7    Sudbury and Harrow Road Bus Stop Petition</b>	15 - 22
This report responds to a petition signed by a group of 235 residents in Sudbury asking for the restoration of a bus stop/stand at 786 Harrow Road, opposite Sudbury and Harrow Road station, which was removed as part of a major improvement scheme. The full text of the petition is set out in the accompanying report.	

**Ward Affected:** Sudbury

**Contact Officer:** Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

**8 Wembley High Road - Business Petition to remove CCTV enforcement 23 - 32**

This report informs the Committee of a petition received from local businesses in the vicinity of the former Greyhound Public House on Harrow Road, Wembley, requesting the removal of a CCTV enforcement camera situated between Jesmond Avenue and Clifton Avenue. The full text of the petition is set out in the report.

**Ward Affected:** Tokyngton;  
Wembley  
Central

**Contact Officer:** Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

**9 Improvement of vehicular and pedestrian signage in the Wembley area 33 - 44**

This report informs the Committee of 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 October 2013. The report also provides information on proposals to improve both vehicular and directional signage on the strategic routes to and also in the Wembley Regeneration area and informs members of Quintain's proposals and application to Transport for London (TfL) for renewing signage on the A406 North Circular Road, which forms part of their Transport for London Road Network (TLRN).

**Ward Affected:** Barnhill;  
Preston;  
Tokyngton;  
Welsh Harp;  
Wembley  
Central

**Contact Officer:** Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

**10 Any Other Urgent Business**

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

## 11 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for Thursday, 10 October 2013



- Please remember to ***SWITCH OFF*** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.
  - Toilets are available on the second floor.
  - Catering facilities can be found on the first floor near The Paul Daisley Hall.
  - A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge





## LONDON BOROUGH OF BRENT

### MINUTES OF THE HIGHWAYS COMMITTEE

Tuesday 12 March 2013 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Jones and Long

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

None.

#### 2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 7 February 2013 be approved as an accurate record of the meeting.

#### 3. **Matters arising**

##### *Scrubbs Lane Bridge*

Members sought an update on the strengthening of Scrubbs Lane bridge. Paul Chandler, Head of Transportation responded that the London Bridge Engineering Group (LoBEG), were currently reviewing priorities and that the scheme may potentially be included in a future programme. He noted that Network Rail railway line possession lead times could take years so there was unlikely to be a short to medium term solution even if the strengthening work was prioritised.

#### 4. **Deputations**

##### *Harlesden Town Centre*

Mr David O'Shea on behalf of Brent Association Disabled People (BADP) stated that despite two meetings held between representatives of BADP and Officers, BADP felt that their concerns had not been addressed. He added that pavements and roads were still a danger to pedestrian safety as cars could easily mount over the 25mm distance between roads and pavements. Mr O'Shea continued that examples submitted by officers of Oxford Street were not comparable to the problems likely to be faced by disabled persons in the Harlesden area, suggesting as an alternative comparison with the Lambeth area where a 20 mph speed limit was in operation.

*Kilburn and Queens Park CPZ, KD.*

Mr David Evans, on behalf of the Queens Park Area Residents' Association welcomed the allocation of funds for the review and consultation on the removal of Bank Holiday restrictions in the KD controlled parking zone. He urged officers to carry out the review as efficiently as possible.

## **5. Parking and waiting restrictions review programme 2013-14**

The report from the Head of Transportation sought the approval of the Committee to deliver a programme of parking and waiting restriction reviews during 2013/14 utilising Local Implementation Plan (LIP) funds allocated during that financial year. Paul Chandler, Head of Transportation advised the Committee that the Council had secured an infrastructure improvement fund of £60,000 for "site specific waiting and loading restriction reviews". He clarified that the fund was for the purpose of investigating the need for, and delivering where appropriate, new or existing waiting and loading restrictions where problems had been identified.

He sought members' approval to the proposal to allocate 33% of the fund (£20,000), for reviewing parking related schemes within CPZ areas, with the remaining 66%, (£40,000) being used to investigate and implement site-specific changes to parking and loading restrictions. He continued that initially, £9,000 would be spent on investigation and consultation and £11,000 would then be available to implement one or more of the proposed zone changes, subject to consultation outcomes and budget estimates for required Traffic Management Order (TMO) changes and physical works (signage changes).

RESOLVED:

- (i) that the proposed parking and waiting restrictions review programme for 2013/14 be approved.
- (ii) that a 2013/14 LIP capital funding allocation of £60,000 be used to investigate and amend parking and waiting restrictions listed in the programme.
- (iii) that the £60,000 budget be allocated as follows;
  - £40,000 to investigate and implement short sections of waiting and loading restrictions (SSWR) borough wide; and
  - £20,000 to review parking waiting and loading restrictions in controlled parking zone areas.
- (iv) that delegated authority be granted to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial, but otherwise to implement the schemes with minor modifications, if appropriate.

## 6. Harlesden town centre - major scheme project update

Members considered a progress report on the Harlesden Town Centre Scheme including outcomes of the accessibility audit and the provision of a pedestrian phase at the Station Road/Tubbs Road signalised junction.

Paul Chandler, Head of Transportation reported that an accessibility audit had been carried out by an independent accessibility consultant, and that two workshops had been held with local disability groups. A summary of the outcomes was attached as appendices to the report. He continued that one of the main concerns from the blind and partially sighted groups during the consultation related to the provision of a flush (flat) surface in the semi pedestrianised area, with no raised kerb provided between vehicular and pedestrian areas.

The Head of Transportation continued that in view of the positive feedback received from disability groups regarding a 50mm height kerb in schemes around the country, the design team proposed to introduce a 50mm high kerb. This was considered to be a reasonable compromise between the aspirations of the scheme to provide the feel of a shared space area and the needs of the disability groups.

He then reported on detailed design issues relating to Tubbs Road/Station Road junction and concluded that the significant increases in traffic queues that were predicted on an already over saturated junction coupled with the fact that there had been no collisions involving pedestrians in the last 3 years meant that a pedestrian phase could not be justified at this location. He therefore recommended the retention of the existing traffic signals.

In welcoming the report, most members agreed that the proposal to introduce a 50mm high kerb was a reasonable compromise and that the recommendation to retain the existing traffic signals in Tubbs Road/Station Road junction would prevent significant increases in traffic queues. Councillor Long wondered how enforcement of loading and unloading provisions would be carried out in a pedestrianized zone. She also felt that a kerb height of 60mm would have been satisfactory for guide dogs for the blind and enquired as to when the equality impact assessment would be made available.

The Head of Transportation clarified that private motor vehicles would not be allowed in the pedestrianized area and that camera enforcement would be applied. He added that the equality impact assessment would be completed following the completion of the design process.

### RESOLVED:

- (i) that the progress on developing the Harlesden Town Centre scheme be noted;
- (ii) that the amendments to the scheme set out in paragraph 7.1 of the report following the initial detailed design phase and as a result of the outcomes of an accessibility audit and workshops with disability groups be noted;

- (iii) that the introduction of a pedestrian phase at the Station Road/Tubbs Road junction should not proceed with;
- (iv) that regular update meetings be undertaken with ward councillors during the implementation phase of the project to keep them informed of its progress.

*Note: Councillor Long asked that her dissent against the above decisions (i-iii) be recorded.*

## **7. Transportation capital schemes programme 20013/14**

The Committee received a report which informed of the Executive decision to approve the 2013-14 capital schemes programme and how Brent's capital budget of £3.5million should be allocated through a prioritised programme.

Paul Chandler, Head of Transportation, clarified that the prioritised programme would involve major footway improvements (long section) of £1.525m (44%); footway improvements (short sections) of £150,000 (4%) and public realm improvements £125,000 being 3% of the budget provisions. In addition to the above, he recommended £1.6million to be allocated on carriageways as follows; £1.3 million (37%) to improve the condition of the unclassified network; £150k (4%) be allocated for Class B and C road improvements and a further £150k (4%) to resurface shorter sections of road throughout the Borough where there are on-going maintenance requirements identified by highway safety inspectors. Members heard that in order to improve the condition of Brent's A Roads, Transport for London (TfL) had allocated £724.000, which was prioritised on the basis of a London-wide condition survey.

RESOLVED:

that the decision by the Executive to approve the Brent funded highways capital programme for 2013/14 of £3.5 million as set out in appendices to the report from the Head of Transportation be noted.

## **8. Any Other Urgent Business**

*Councillor Lincoln Beswick*

Councillor Beswick informed the Committee that this was his last meeting of the Highways Committee as he would not be a member of the Executive as from municipal year 2013-14.

On behalf of the Committee, the Chair expressed appreciation for Councillor Beswick's long service as a key member of the Executive and Highways Committee.


9. **Date of Next Meeting**

The date of next meeting will be confirmed after the Council's Annual Meeting on Wednesday, 15 May 2013.

The meeting closed at 7.45 pm

J MOHER  
Chair

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 <b>Brent</b>	<b>Highways Committee</b> 16 July 2013  <b>Report from the Head of Transportation</b>
For Information	Wards Affected: All
<b>Crossrail / HS2 / Old Oak Common Planning update</b>	

Forward Plan Ref:

## **1.0 Summary**

- 1.1 This report informs the Committee about the progress made by the Boroughs of Brent, Ealing, Hammersmith & Fulham and Kensington & Chelsea regarding the Old Oak Common Opportunity Area Planning Framework. A working group has been set up to deliver a framework for delivering sustainable development in the Old Oak Common area associated with Crossrail and HS2. This report outlines progress in producing the OAPF document which will be the subject of wider public consultation running from 25 June until 4 September 2013.

## **2.0 Recommendations**

- 2.1 That the Committee notes the key issues and summary of progress on the Old Oak Common Opportunity Area Planning Framework. Any comments on the OAPF can be fed into the consultation process due to take place in July/August 2013.
- 2.2 That the Committee agrees the consultative priorities for Brent relating to highway issues for the Old Oak Common Area Planning Framework, which include:
- a) Ensure that this development is 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) from Brent to Park Royal City without encouraging more through traffic.
  - f) Minimise construction impact and work to ensure that construction traffic is not routed through Brent (particularly the Harlesden area).

### **3.0 Background**

- 3.1 The development of the two largest pieces of transport infrastructure currently underway or planned in the UK (HS2 and Crossrail) provide the opportunity to develop a transport interchange facility which will also provide the catalyst for significant new development.
- 3.2 The HS2 line will stop at Old Oak Common on its way into Euston, and being built into the designs and construction of Crossrail is a station at the same site. Known as Old Oak Common Station, it will have unprecedented links to Europe, central London and the rest of the UK, and will be one of the country's largest interchanges. It will also provide a platform for vastly improved connections to local communities in Brent, and the other neighbouring Boroughs.
- 3.3 Figure 1 in Appendix A shows the alignment of the two proposed new rail lines and the development opportunity afforded at Old Oak Common

### **4.0 Development Strategy**

- 4.1 An Opportunity Area Planning Framework (OAPF) was set up to deliver the economic opportunity presented by the HS2 interchange. The draft OAPF outlines a 30 year vision for Park Royal City, which will capitalise on links to the Grand Union Canal and Wormwood Scrubs, creating a vibrant place where businesses want to locate and where people wish to live. Larger than Canary Wharf or the Olympic Park, the core area comprises 185 hectares of land, whilst the wider opportunity area comprises almost 10 square kilometres. The City will provide 19,000 new homes, and up to 100,000 jobs making it the largest contributor of any opportunity area towards employment provision and the third largest contributor of any opportunity area towards London's homes target.
- 4.2 Development of the land surrounding the interchange hub will transform an area previously cut off from the rest of London by railways and viaducts and be the catalyst for the regeneration of the wider area. Officers are working to ensure that economic benefits are brought to local centres such as Harlesden, as well as supporting connections into Brent, such as Wembley.
- 4.3 To facilitate the re-development of the area, some of the industrial uses will be re-located from immediate area (waste facilities etc.), and enhanced industrial uses will be located in rest of Park Royal. Eventually rail sidings and maintenance facilities will be relocated from the station environs to enable further development to take place.
- 4.4 In order to deliver this vision, the Mayor and the Boroughs are exploring the potential of establishing a Mayoral Development Corporation.



- 4.5 The strategy is based on delivering the land use strategy by working as much as possible with existing land ownerships in order to minimise compulsory purchase requirements and create deliverable development plots. A substantial amount of land in Park Royal City is in public ownership – this will be beneficial to the delivery of this plan.
- 5.0 **Transport Strategy**
- 5.1 It will be important that the initial development is linked to Willesden Junction. The importance of a green bridge to provide for pedestrian and cycle access between Willesden Junction and Old Oak Common has been incorporated into the transport strategy. This will ensure good connection from Harlesden into the new station.
- 5.2 Options are also being investigated for improved Overground rail connections. These include routing Overground trains from Richmond and Clapham Junction to the Park Royal City interchange, or an option to construct a new Overground station on the Richmond branch of the North London line with Clapham trains interchanging at Park Royal City. The North London Overground line would be diverted to serve Park Royal City.
- 5.3 A new spur on Crossrail up onto the West Coast Mainline will enhance Wembley's accessibility to the national rail network, central London and Heathrow. This link is important in seeking to attract inward investment to Wembley.
- 5.4 Work has been undertaken by HS2 on two alignments – one via the Dudding Hill freight line, the other via a tunnel from Old Oak Common under Park Royal and joining the West Coast Mainline near Stonebridge. Although the option via the Dudding Hill freight line is cheaper and thus has the better benefit-cost ratio, it has a tighter curve which impacts on journey times. Therefore the tunnel option is preferred by HS2 and Brent Council supports this option.
- 5.5 Figure 2 in Appendix A shows the alignment of the Crossrail - WCML link and Figure 3 shows how this interfaces with changes to the North London Line and the West London Line to provide better connectivity into the station hub.
- 5.6 At the present time it is not proposed by HS2 that the Hybrid Bill necessary to achieve Parliamentary approval will include the Crossrail WCML link but, rather that this be brought forward through a Transport and Works Act application process. It would be sensible therefore, to help ensure that Brent benefits to the maximum from the proposed Old Oak Common interchange, for the council, together with other authorities who will benefit such as Harrow and Watford, to petition for the Hybrid Bill to include the Crossrail - WCML link
- 5.7 Although most new journeys will be made by public transport, new strategic road links will also be required to ensure that the area does not suffer adversely from traffic congestion. In addition to a lack of local roads and connections between

areas, existing roads are at capacity in many places and suffer from congestion, particularly when accessing the A40. It is therefore important that those who do not access the site by rail use alternative modes such as buses and cycling, avoiding the use of private cars, as much as possible.

- 5.8 In addition to providing new infrastructure at a multi modal interchange at the new station for buses, taxis and bicycles, additional connections need to be provided to allow through running of bus services and strategic cycle routes to the station and beyond. Direct connections for those walking between stations and the surrounding development will be achieved by creating a simple, structured local network of streets.

## **6.0 What is Brent doing?**

- 6.1 Brent Council is pursuing a number of key issues and working with the Opportunity Area Planning Framework working group to:
- g) Ensure that this development on our borough boundary is well connected with high levels of permeability and strong connections to Brent;
  - h) Promote Overground links to support improved connectivity;
  - i) Promote the West Coast Main Line - Crossrail link - council officers are in discussion with neighbouring Boroughs, including Harrow and Watford to lobby for this link.
  - j) Promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area.
  - k) Ensure good highway links (particularly for bus access) from Brent to Park Royal City without encouraging more through traffic.
  - l) Minimise construction impact - officers are working to ensure that construction traffic is not routed through Brent. Harlesden has been affected by Crossrail lorries during its construction and we would wish to ensure that this is not the case with the construction of the Park Royal City station interchange.

## **7.0 Financial Implications**

- 7.1 There are no cost implications arising from this information report

## **8.0 Legal Implications**

There are no legal implications arising from this information report.

## **9.0 Diversity Implications**

- 9.1 There are no equalities implications arising from this report. However, an assessment will be carried out on a scheme by scheme basis as the roll-out of the OAPF progresses.

## **Background Papers**

Park Royal City – The Regeneration of Old Oak Common. Draft Opportunity Area Planning Framework for Consultation, March 2013 .

### **Contact Officers**

Steve Salter – Transport Strategy Manager, Planning & Development, 4th Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

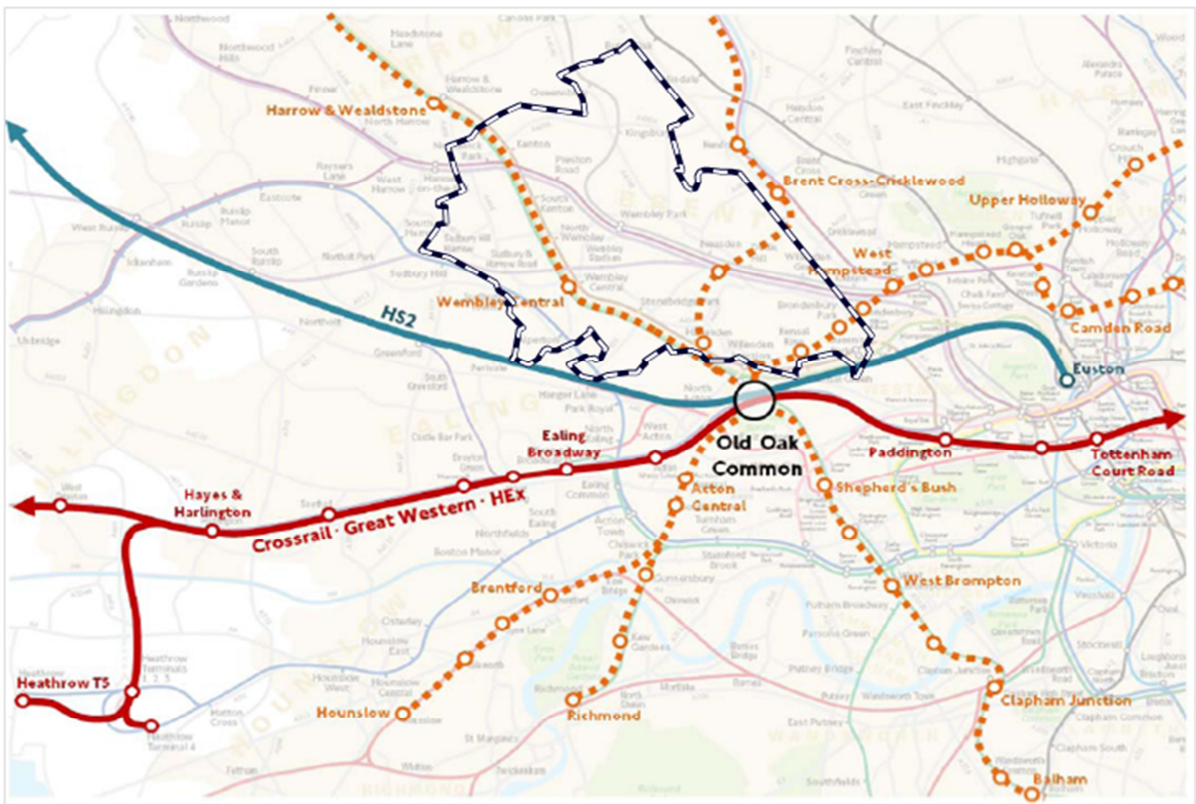
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**Appendix A**

**Figure 1 – Crossrail and HS2 lines**



**Figure 2 – Alignment of Crossrail – WCML Link**

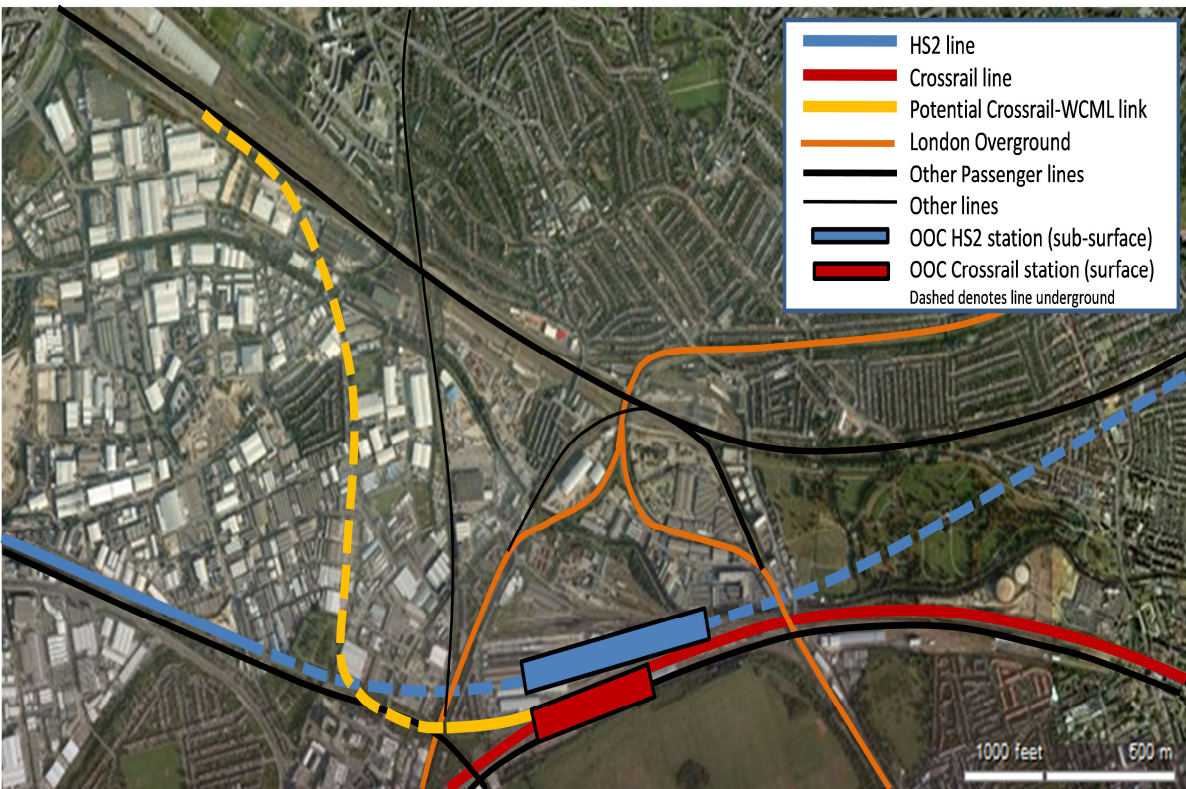
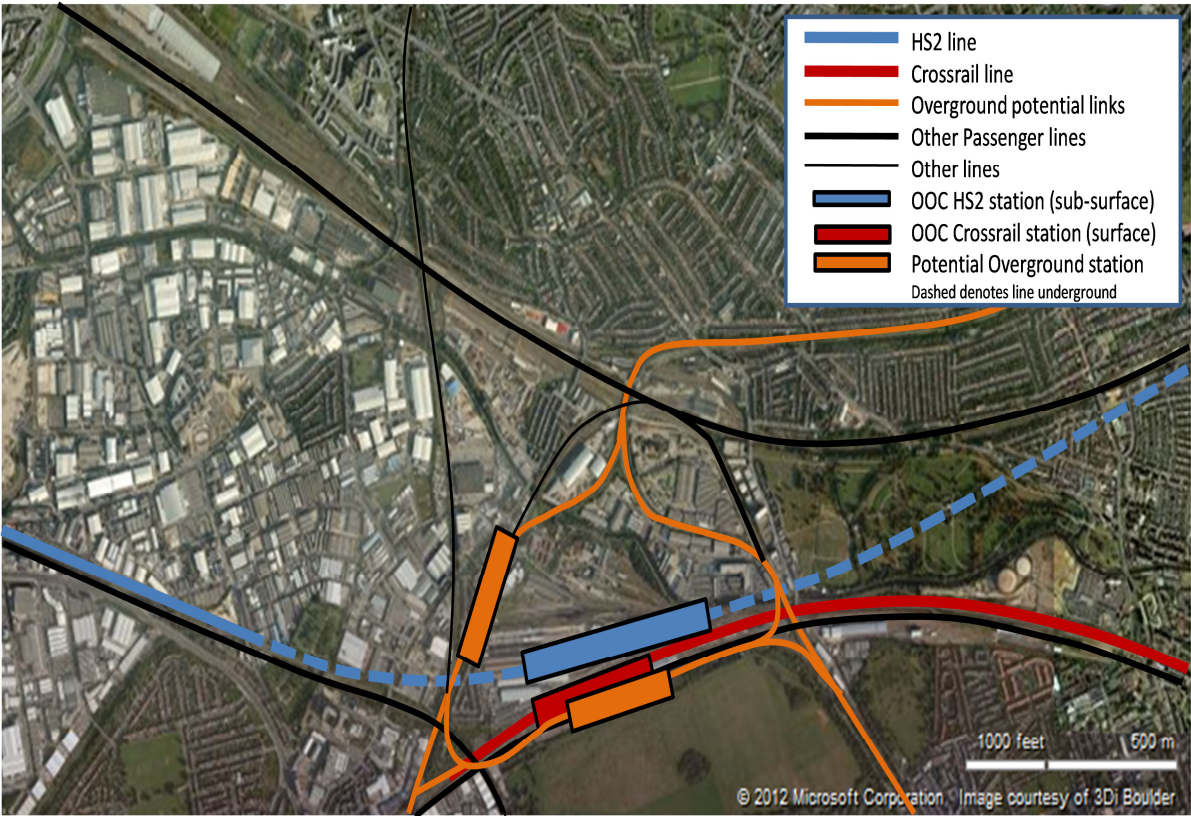




Figure 3 – Alignment of improved London Overground connections



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 <b>Brent</b>	<p><b>Highways Committee</b> 16 July 2013</p> <p><b>Report from the Head of Transportation</b></p>
<p>For Information</p> <p style="text-align: right;">Wards affected: SUDBURY</p>	
<p><b>Sudbury and Harrow Road Bus Stop Petition</b></p>	

## 1.0 Summary

- 1.1 Brent Council has received a petition signed by a group of residents in Sudbury who are concerned about changes to bus stopping arrangements in the town centre. The petition contained 235 signatures and has been verified by Democratic Services.
- 1.2 The petitioners are asking for the restoration of a bus stop/stand at 786 Harrow Road, opposite Sudbury and Harrow Road station, which was removed as part of a major improvement scheme. The stop that they wish to be reinstated was replaced by two new stops, one to the north near the Rugby Avenue junction and a second close to Chiltern railway bridge (now known as at Sudbury and Harrow Rd Station). Southbound bus services have been split between these two new stops.
- 1.3 The plan in Appendix A illustrates the existing situation and shows bus routing, the location of the original stops, and the locations of new stops that have been introduced to replace them. Appendix B contains consultation plans for the scheme that has recently been implemented.
- 1.4 Brent officers have reviewed the petition and determined that a reinstatement of the original bus stop would remove the pay-and-display parking which replaced the stop and was provided to increase short-term parking for the benefit of shoppers. It would also have financial implications and would involve amendments to a scheme that has very recently been implemented, and which

was extensively consulted over before construction with a majority in favour. In addition, the impact of the changes made is not considered to be significant as the new stop is located 100m south (less than 1 minutes walk) from the previous stop location and accommodates all stopping services that pass through Sudbury, as did the previous stop.

## **2.0 Recommendations**

- 2.1 That member's note the petition received from Sudbury residents.
- 2.2 That the request for reinstatement of the original bus stop at 786 Harrow Road be rejected.
- 2.3 That Brent Council officers review the operation and stopping patterns of bus services in Sudbury six months after scheme implementation to determine whether there have been any notable impacts on punctuality or passenger usage.

## **3.0 Content of Petition**

- 3.1 The full wording of the petition is:

***"Petition for the restoration of the Sudbury & Harrow Station Bus Stop to its original location:***

*We the undersigned bus commuters of Sudbury, who have been greatly disadvantaged by the relocation of the above mentioned bus stop without any prior warning whatsoever to residents, wish to request the urgent review and restoration of this bus stop to the position at which it stood - right outside Wenzel's The Bakers prior to the commencement of the most recent road works – which provided us the use of this single stop for all four services, namely the Route Numbers 18, 92, 182 and 245 towards Wembley and Alperton from this one single pick up stop.*

*It is inconceivable that the interests of the thousands of bus commuters, which include the old and the disabled and school children – who have used this crucial bus stop daily for as long as they can remember – no find their basic travel convenience so blatantly sacrificed, to accommodate a parking bay for a few privileged motorists, who already enjoy 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".*

## **4.0 Detail**

- 4.1 A £700k improvement scheme has recently been implemented in Sudbury town centre, involving resurfacing of footways in high-quality paving, resurfacing of the road and creation of new loading and parking bays on-street. New street furniture has also been provided along with street trees and signing improvements. Appendix B contains a plan of the improvement scheme that has been delivered.



- 4.2 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.
- 4.3 A key design consideration was the lack of short-term customer parking in the town centre. Traders were strongly in support of more short-stay parking and loading facilities. As a result two loading bays were provided along with new short-stay parking bays with pay and display parking facilities. These facilities replaced some of the existing bus stops within the town centre, including the stop that petitioners wish to be reinstated.
- 4.4 Brent officers consulted with London Buses and the Police during the design phase of the scheme. It was decided to introduce two new southbound bus stops to replace the single existing stop. Firstly, a bus stop was provided outside 818 Harrow Road and named Rugby Avenue (shown in Appendix A). London Buses have allocated through services 92, 182 and 245 (towards Wembley and Alperton respectively) to use this stop. A second new stop was introduced 100m south of the old stop, near Chiltern railway bridge, and is officially named 'Sudbury and Harrow Road station'. This stop was introduced to replace two bus stops, one that was further south (nearer Barham Park) and the original stop outside 786 Harrow Road (which the petitioners are requesting be reinstated).
- 4.5 The new Sudbury and Harrow Road station stop was proposed to rationalise stopping patterns and free up space for parking and loading facilities within the main town centre area. It has been allocated as the first southbound stop for the Route 18 service and is also used by the 92, 182 and 245 through services.
- 4.6 Route 18 links Sudbury to Euston Station and is a very high-frequency service. It carries 55,000 passengers on an average weekday (over 20 million per year). It is therefore a very well used service. The petitioners are concerned that all passengers approaching from the north of Sudbury are now required to walk slightly further south through the town centre to reach the new Sudbury and Harrow Road station stop. In addition, they feel that the environment beneath the railway bridge is poor and that they have been marginalised as bus users.
- 4.7 The proposed scheme was consulted over between 22<sup>nd</sup> March and 18<sup>th</sup> April 2011, with responses received from businesses and residents associations. Overall the scheme was supported by 81% of respondents. Details of which bus stops would be used by which buses were not confirmed by London Buses at that time. However, the locations of proposed stops were indicated on consultation plans and consultees were aware of the proposed relocation of stops to their current locations.
- 4.8 During the consultation some concerns were raised over the combination of two bus stops to the new location close to Chiltern Railway Bridge. Changes to bus stop locations were discussed with London Buses and the Police and the proposed new combined stop was considered to be the only viable alternative location. The proposed scheme was therefore taken forward with majority approval.

- 4.9 Transport for London (TfL) through its operating company London Bus Services Limited (London Buses) is responsible for the planning and oversight of the capital's 'red bus' network. This includes the provision of infrastructure such as stops and stands in conjunction with each London borough. London Buses determine which routes call at stops as part of its route planning process.
- 4.10 Given the concerns expressed by the petitioners, officers have approached London Buses and requested a review of the stopping pattern. We have suggested that routes 92,182 and 245, which all call at stops a short distance north of the Butlers Green roundabout, could stop at Sudbury and Harrow Road station stop only so that Route18 services could use the Rugby Avenue stop exclusively.
- 4.11 This suggestion has been rejected by London Buses as they state that "we have reviewed the decisions made and believe that given the topological constraints and the many conflicting interests on a relatively small amount of kerb space the best outcome has been reached". They go on to say that all stops are within TfL's guideline of 400m from the next joint stop for all routes. They therefore feel that the first stop on the 18 route should be Sudbury and Harrow Road station, which should continue to accommodate all services passing south through Sudbury.
- 4.12 In summary, the improvement scheme in Sudbury has very recently been implemented. It was subject to consultation before construction, as are all major projects of this nature. The scheme was designed to improve the ambience and viability of the town centre as well as catering for the conflicting requirements of through traffic, traders, their customers, cyclists and public transport users. Road safety has also been a major consideration. To re-instate the previous bus stop, as petitioners are requesting, would involve changes to a scheme that has only just been delivered, including removal of on-street parking and loading facilities.
- 4.13 This change has necessitated approximately 1 minutes additional walk time for passengers, and is not therefore considered to be a major change from the original situation. In conclusion, a reinstatement of the original stop is not considered to be appropriate at this time.
- 4.14 It is proposed to allow a period of six months for the current bus routing and stopping patterns to operate and "bed in" before a further review is undertaken. Officers will then review the situation in conjunction with London Buses and determine whether the current arrangement is acceptable for bus passengers and other town centre users.

#### **4.0 Financial Implications**

- 4.1 There are no financial implications associated with this report. Further investigations and consultations will be undertaken using in-house staff resources.

#### **5.0 Legal Implications**

- 5.1 There are no legal implications associated with this report.

## **6.0 Diversity Implications**

- 6.1 There are potential implications in terms of disabled groups, who may have been impacted by the increased walk distance to the route 18 stop.
- 6.2 The additional walk distance is relatively modest at 100m and the footway between the original and new bus stop (and throughout the town centre) has been resurfaced as part of the scheme design. In addition, a raised junction and entry treatment has been constructed across the walk route, which has created an at-grade surface for wheelchair users and other mobility impaired pedestrians.
- 6.3 The impact on disabled persons is therefore considered to be partly mitigated by this surfacing improvement work and entry treatment, and by other improvements such as dropped kerb provision and tactile paving throughout the town centre.

## **7.0 Staffing/Accommodation Implications (if appropriate)**

- 7.1 There are no significant staffing implications arising from this report.

### **Appendices**

Appendix A – Layout plan

Appendix B – Sudbury Town Centre improvement scheme

### **Background Papers**

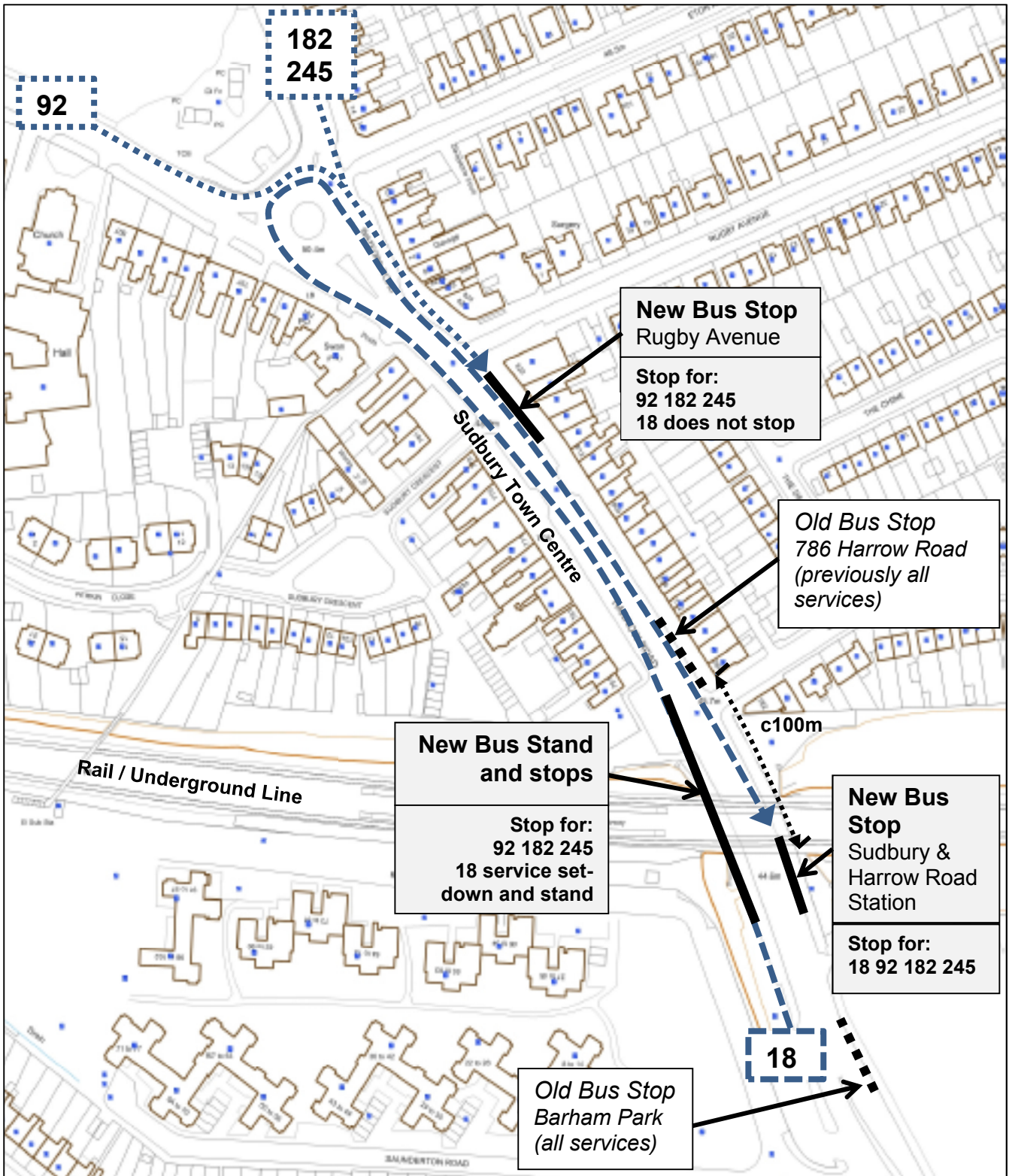
Petition available on request

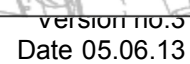
### **Contact Officers**

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Transportation Service, 2nd Floor West, Brent House, 349-357 High Road,  
Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5113/88.  
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Any person wishing to inspect the above papers should contact Paul Chandler, Head of Transportation, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, [paul.chandler@brent.gov.uk](mailto:paul.chandler@brent.gov.uk) or telephone: 020 8937 5151.

## Appendix A – Layout Plan





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 <b>Brent</b>	<b>Highways Committee</b> 16 July 2013  <b>Report from the Head of Transportation</b>
For Action <span style="float: right;">Wards Affected: Wembley Central and Tokyngton</span>	
<b>Harrow Road – Businesses Petition for the Removal of CCTV Enforcement.</b>	

## **1.0 Summary**

- 1.1 This report informs the Committee of a petition received from local businesses in the vicinity of the former Greyhound Public House on Harrow Road, Wembley, requesting the removal of a CCTV enforcement camera situated between Jesmond Avenue and Clifton Avenue.

## **2.0 Recommendations**

- 2.1 That the Committee notes the contents of the petition, and the issues raised.
- 2.2 That the CCTV camera located between Jesmond Avenue and Clifton Avenue on Harrow Road be retained.
- 2.3 That the Committee notes trader's concerns in relation to loading activities and instructs officers to proceed with the Option 2 scheme described in this report, which will increase available space for loading activity and amend existing traffic orders.
- 2.4 That the Committee notes that progress of this scheme will be subject to securing capital funding through TfL, and that it will be subject to the outcomes of stakeholder and public consultation.
- 2.4 That objections or representations to the informal and statutory consultation are considered by the Head of Transportation under delegated authority, unless significant or substantial objections are raised, which will be brought back to the Committee.

- 2.5 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

### **3.0 Details of Petition**

- 3.1 A petition has been received by the Council from local businesses and residents of Wembley Central and Tokyngton wards. The petition has 80 signatures and has been verified in accordance with the council's procedures.

- 3.2 The full wording of the petition is (sic):

*"We, the undersigned, believe Brent Council should remove a camera, which is situated between Jesmond and Clifton Avenue on Harrow Road. We find this as grossly unfair on all local businesses and customers who can not park any where without penalised by this particular camera. Local businesses have been given parking fines without any due care and attention. It deters all potential customers to shop and has caused enormous problem for local business to have their goods delivered. We believe this unfair and unjust penalty charges handed out is levy on Local Business and customer. Under difficult economic conditions, where all businesses struggling to makes their ends meets. We demand this camera should be removed at once. And all penalty charges cancelled. "*

A copy of the petition is available for inspection by Members of the Highways Committee.

### **4.0 Background**

- 4.1 Harrow Road is part of the borough's Principal Classified (A Road) network and as such is an important commercial route. The section of Harrow Road between Waverley Avenue and Chatsworth Avenue is fronted by a mixture of shops and restaurants on both sides of the road. Appendix A shows the existing situation in this area.
- 4.2 On the easterly side of the road there is an extended bus lay-by, which serves the high frequency 18 service (from Sudbury to Euston) along with a number of other local services. The 18 is the busiest bus service in Brent, with a frequency of up to 24 buses per hour and passenger numbers exceeding 20 million per year (55,000 on average each weekday). The stop is protected by a bus stop clearway order located within the lay-by, as shown in the location plan provided in Appendix A.
- 4.3 To the rear of the bus stop clearway, and within the lay-by, there is an 18m length that is subject to waiting restrictions, but which can be used for loading and unloading. Traders currently use this length of the lay-by for loading goods, and this activity is legal and permissible.
- 4.4 There are a number of businesses that operate along the easterly length of the road, including a taxi firm. There are, on occasions, conflicting loading needs for these businesses and more than one loading vehicle can regularly arrive at the



same time. As a result, loading vehicles and taxis encroach in to the bus stop and sometimes stop for extended periods.

- 4.5 A CCTV camera located between Jesmond Avenue and Clifton Avenue is being used for enforcement of waiting and loading restrictions and traders have received a number of Penalty Charge Notices due to vehicles obstructing the bus stop. They have therefore requested that the CCTV camera be removed.
- 4.6 On 5th February 2013, the leader of the Council, the lead member for Highways and Transportation, and Council officers from Transportation and Safer Streets (parking enforcement) met with the local traders on site to discuss their concerns. The objective of the meeting was to gain an understanding of trader's concerns, review the existing waiting and loading restrictions and assess whether improvements could be introduced to better serve the shops.

## **5.0 Request to Remove CCTV Enforcement**

- 5.1 Consideration has been given to the petitioner's request to remove CCTV enforcement and over-turn penalty charge notices. The CCTV camera at this location was first introduced in 2005 when Brent adopted powers to enforce bus lane contraventions under the London Local Authorities Act 1996. As a result, during the past eight years of operation compliance rates in relation to the bus lane have risen and fewer Penalty Charge Notices (PCNs) were issued for breaching the bus lane restrictions.
- 5.2 In 2011, Brent took on the responsibility of enforcing moving traffic contraventions from the police and at the same time received authority to enforce parking restrictions by means of CCTV. At that time, there had been a high rate of indiscriminate parking at the bus stop. Enforcement by foot-duty Civil Enforcement Officers failed to improve this problem. The CCTV camera was therefore used to enforce parking restrictions and, as a result, non-compliance improved considerably.
- 5.3 At the meeting with local businesses, officer's and members explained the need to carry out enforcement along with the appeals process. They were informed that Penalty charge notices (PCN's) are reviewed on a case by case basis in accordance with the requirements of the Traffic Management Act 2004 and, where enforcement is found not to be reasonable, PCN's may be cancelled.
- 5.4 As a result of the concerns raised, the enforcement team reviewed CCTV footage of contraventions. The enforcement team found that in a small number of cases the issued PCNs were found to be unreasonable and they were subsequently cancelled. However, in the overwhelming majority of cases there was clear contravention of the bus stop clearway and all PCNs issued for obstruction of the bus stop have been maintained.
- 5.5 Illegal parking and loading in this location causes obstruction of a bus stop which serves the highest frequency and busiest bus route in Brent. Keeping the bus stop

clear of obstruction is very important to the effective and punctual operation of the service. In addition, removing CCTV enforcement may send a clear message that parking and loading could take place indiscriminately if enforcement officers were not present on site a regular basis.

- 5.6 It is therefore concluded that it is not the method of enforcement that is at issue, or which should be changed, but the extent of loading facilities in this area. It is therefore recommended that the CCTV camera remain for enforcement purposes with a view to retaining current compliance rates in the bus lane and bus stop.

## **6.0 Potential Extension of Loading Facilities**

- 6.1 Following the meeting with local businesses on 5<sup>th</sup> February 2013, officers reviewed existing loading restrictions and investigated options to increase the extent of loading space available. Two options were considered.
- 6.2 Option 1 is shown in Appendix B. It involves creation of a new lay-by for loading using a section of the footway outside the Greyhound Pub. The proposed bay would be approximately 22m long by 2.4m wide. A 6.3m wide footway would still be retained. Construction of this lay-by would require strengthening of the surface and protection of underground equipment and access covers. In addition, existing street furniture (bollards, trees, signs and posts etc) will need to be relocated and / or removed from the site.
- 6.3 A second Option 2, shown in Appendix C, involves extending the length of the lay-by that can be used for loading / unloading by shortening the length of the existing bus cage. The current cage is longer than strictly required as it was previously used by bendi-buses, which have now been withdrawn from service. However, to ensure that double deck buses can pull into the stop and dock at the kerb without obstruction, a narrow kerb extension will need to be built. The resulting loading area would be extended to 28m, which would allow two 10m long goods vehicles to comfortably stand.
- 6.4 The options described have been designed and modelled and would both operate effectively whilst notably increasing the length of loading space available.
- 6.5 Costs to deliver Option 1 (a new lay-by) have been estimated at approximately £14,000. However, utilities protection works are not included in this estimate and these could more than double the estimated costs. Option 2 is estimated to cost approximately £9,000. No utilities work is required for implementing this option.
- 6.6 Both options would improve the situation in terms of loading / unloading. However, Option 2 is preferred as the additional loading space would be closer to the businesses; will be less costly to implement and; will not result in utility company work, which would further increase costs and could delay implementation.

## **7.0 Financial Implications**

- 7.1 Officers have previously approached TfL and secured £5,000 to prepare a feasibility study and design.
- 7.2 Subject to the decision of the Highways Committee and the outcomes of informal consultation, officers will request additional funding from TfL to implement the scheme. Requirements for this project have been discussed with TfL at regular liaison meetings and they have indicated their willingness to consider funding for implementation as part of the bus stop improvement programme in Brent.
- 7.3 Funding would therefore be secured through TfL capital for both design and implementation; therefore there are no implications on the Councils capital or revenue budgets. However, the Committee should note that progress of the proposed scheme is subject to agreement from TfL to allocate capital funding.

## **7.0 Legal Implications**

Any changes identified and approved for implementation will require the amendment of existing traffic regulation orders under the Road Traffic Regulation Act 1984.

## **8.0 Diversity Implications**

There are no equalities implications arising from this report. An equalities assessment will be carried out following consultation.

## **Appendices**

Appendix A – Existing situation  
Appendix B – Design Option 1  
Appendix C – Design Option 2

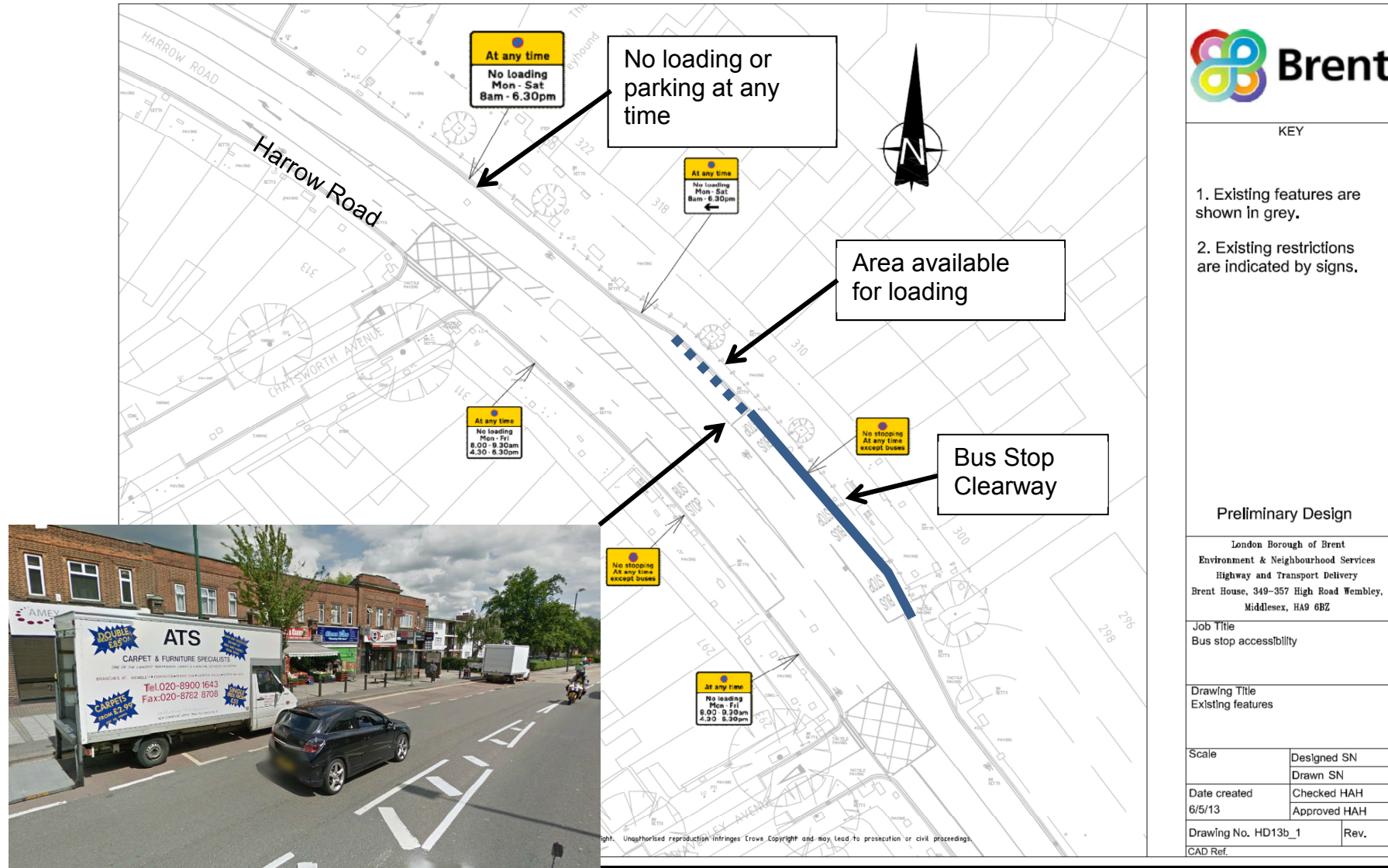
## **Background Papers**

None

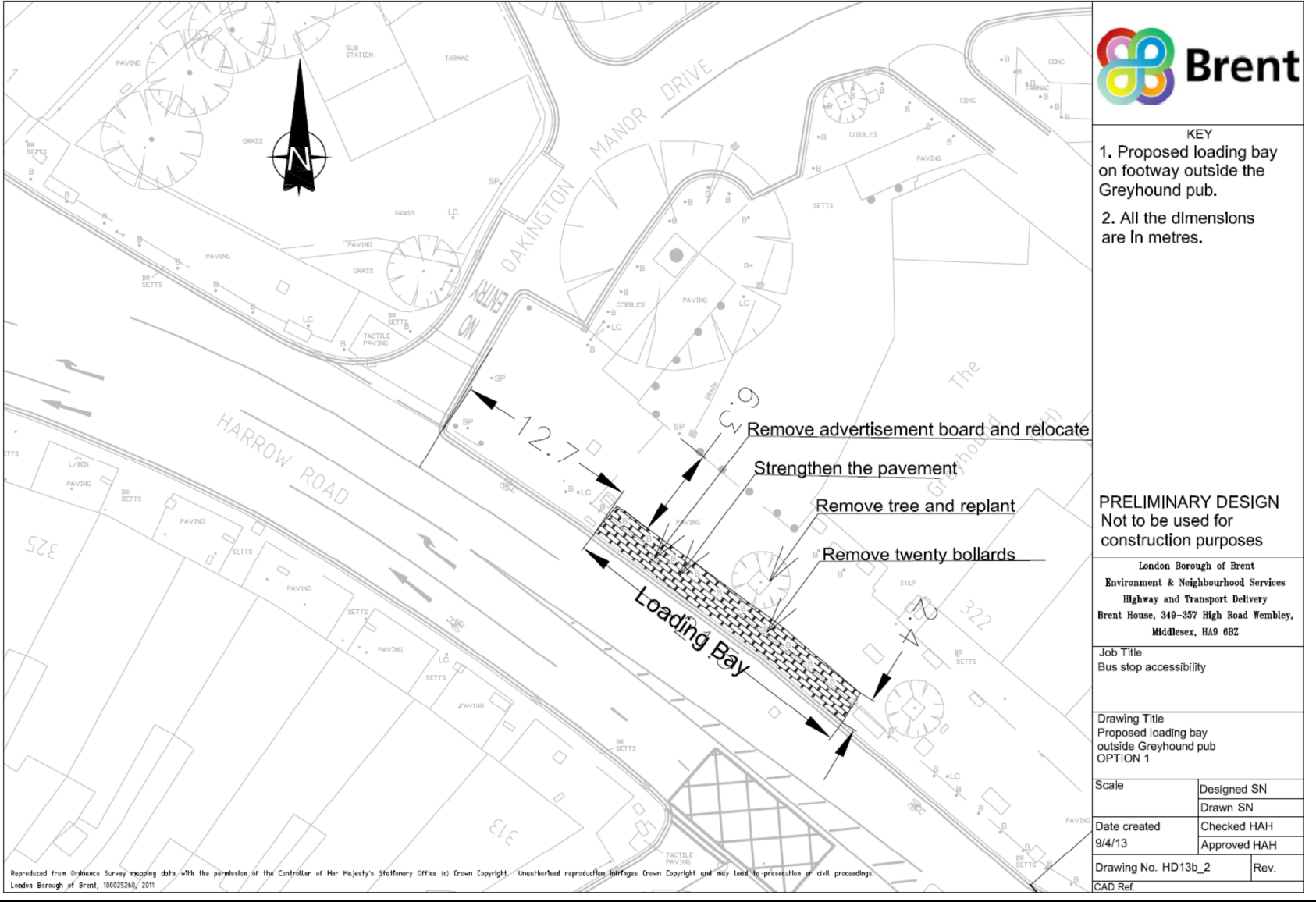
## **Contact Officers**

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Email: [transportation@brent.gov.uk](mailto:transportation@brent.gov.uk)

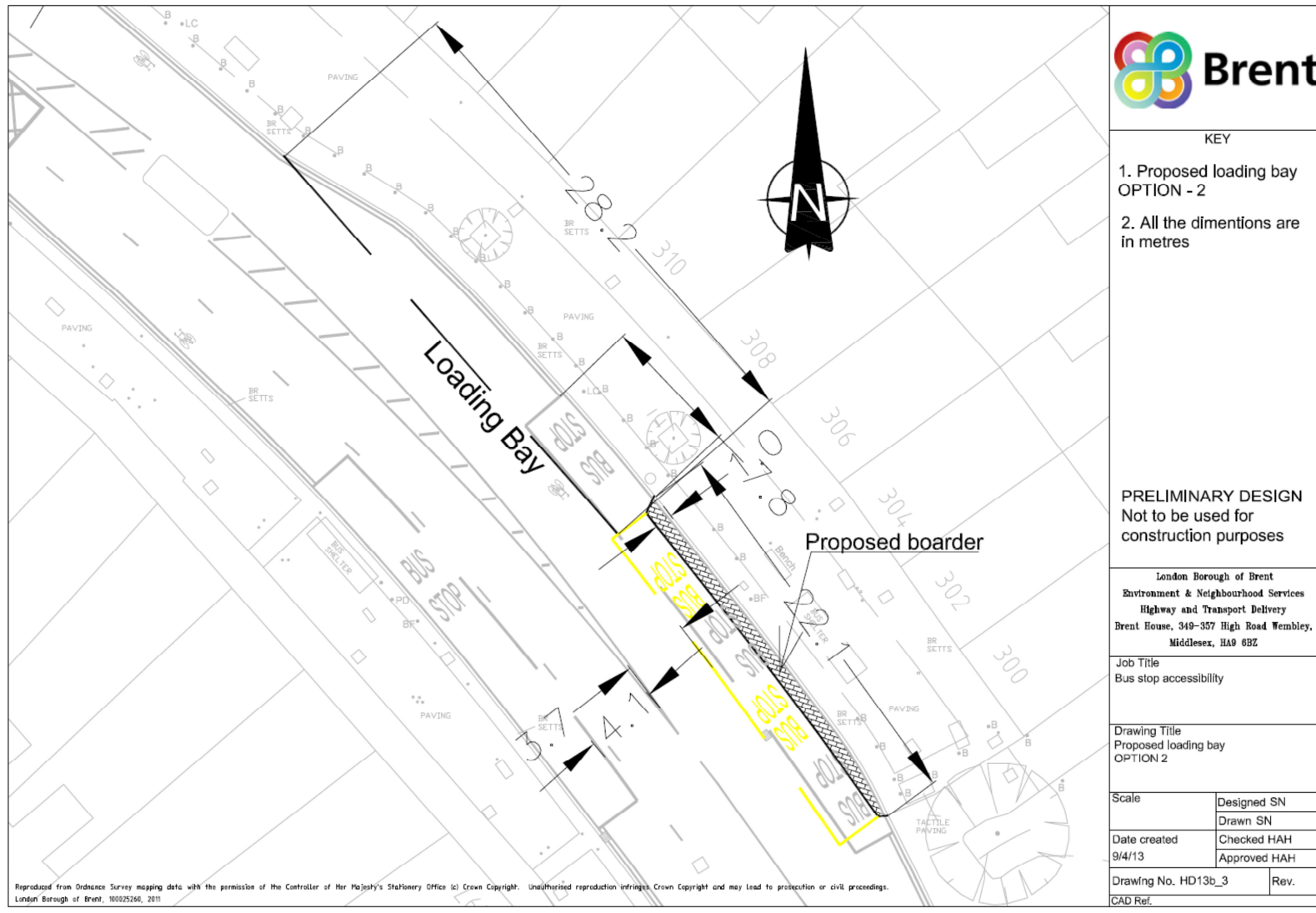
## Appendix A – Existing situation



Appendix B – Design Option 1



## Appendix C – Design Option 2





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 <b>Brent</b>	<p align="center"><b>Highways Committee</b> 16 July 2013</p> <p align="center"><b>Report from the Head of Transportation</b></p>
<p>For Action</p>	<p align="right">Wards Affected: Tokyngton, Wembley Central, Preston, Barnhill, Stonebridge, Welsh Harp, Dudden Hill, Dollis Hill.</p>
<p><b>Improvement of vehicular and pedestrian signage in the Wembley Area</b></p>	

## 1.0 Summary

- 1.1 This report informs the Committee of 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 October 2013.
- 1.2 It provides information on the new London Designer Outlet, a sign audit that has been carried out, and proposals to improve both vehicular and directional signage on the strategic routes to and also in the Wembley Regeneration area.
- 1.3 It also informs of Quintain's proposals and application to Transport for London (TfL) for renewing signage on the A406 North Circular Road, which forms part of their Transport for London Road Network (TLRN).

## 2.0 Recommendations

- 2.1 That the Committee notes the contents of this report and agrees to:
  - 1. 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.
  - 2. The introduction of Variable Message Signs to inform drivers of parking locations and availability, subject to reaching a satisfactory legal agreement for their ownership, management, maintenance and replacement.

- 2.2 That the Committee delegates authority to the Head of Transportation to approve and implement the proposals.

### **3.0 Background**

- 3.1 Planning consent was granted in 2004 for the comprehensive redevelopment of the Quintain Stage 1 area, comprising the land around Wembley Stadium south of Engineers Way. This consent allowed approximately 500,000 square metres of mixed used development, including the “London Designer Outlet” shopping centre. Access to the development was considered within that application and a specific number and location of car parking spaces were approved together with measures to promote non-car access through a comprehensive Travel Plan. Whilst it is envisaged that the vast majority of visitors to the development and Stadium will travel via public transport, some people will still choose travel by car. Appendix 1 identifies the boundaries of the stage 1 development area and car parks that will be available for shopping centre visitors.
- 3.2 The London Designer Outlet will open in October 2013 and will be the first designer outlet centre within the M25. This important new visitor destination for Wembley, anchored by Marks & Spencer, will comprise 85 shops, 15 restaurants and an 1800 seat Cineworld cinema. It is anticipated to provide 1500 new jobs and attract around 12 million visitors per annum. It will be the closest outlet centre for 5.8 million people and; 10.4 million live within 60 minutes travel time.
- 3.3 Quintain are undertaking a number of local improvements to support the opening of the London Designer Outlet (LDO), including creating a link between Wembley Park and Wembley Stadium Stations for pedestrians and cyclists, which will significantly improve access between the regeneration area and the High Road. It is also delivering a new car park to replace the outdated multi-storey car park on South Way.
- 3.4 To support the regeneration of the Wembley area, and the LDO, Quintain and Council officers from Transportation and Planning have met regularly to discuss proposed improvements, including customer access to these new facilities and signage on approaches.

### **4.0 Detail**

- 4.1 Proposals for improving signage and access were considered as a part of the planning consent. A section 106 obligation to develop a signage strategy was imposed on Quintain; this was submitted in 2006 and subsequently approved by the Council. 17,066 person trips per weekday were anticipated in the Transport Assessment to the retail elements of the Stage 1 development, with the majority coming by public transport.

- 4.2 In the last several months Council officers and the Quintain development team have collaboratively undertaken a comprehensive audit of fixed highway and pedestrian signage. It was agreed that on the approaches to and within the regeneration area, there is a need for new and amended signage to improve wayfinding for vehicles, pedestrians and cyclists. As a result of the audit, alterations to existing signage are recommended, including the use of the words, 'London Designer Outlet' for reasons of legibility and ease of wayfinding. Appendix 2 identifies the existing Wembley Estate and local Highways signage.
- 4.3 Fixed signs will be designed to meet the Department for Transport standards for signage and the Traffic Signs Regulations and General Directions. The hierarchy for name places on the signs will follow the principle of the closest destination marked first and the furthest away marked last. Appendix 3 identifies the proposed Wembley estate and local network signage. The final location and designs are subject to agreement by the Council. Appendix 4 provides an example of the proposed new local signage.
- 4.4 Quintain has carried out an audit of the Council's current pedestrian wayfinding installations and they propose that they be consolidated and updated to show the Civic Centre and the LDO (alongside other minor amendments). Details and costs for this work are being finalised.
- 4.5 There is no specific requirement within the planning consent to deliver a Variable Message Signage system. Nevertheless, Quintain has put forward plans to install a suite of Variable Message Signs (VMS) to improve messaging to drivers regarding availability of parking spaces and locations of the various parking facilities. The provision of the system is considered to be of significant benefit to the operation of the road network as it will reduce circulation in the area by guiding drivers directly to available parking spaces by the shortest possible routes.
- 4.6 Quintain are proposing that nine VMS in total are installed to the east and west of Wembley Stadium. Appendix 5 identifies the proposed locations of the VMS. These will be linked wirelessly to car parking technology being installed by Quintain in the red, yellow and green car parks and provide parking space information. The signs will be managed by Quintain on non-event days to direct drivers to available car parking; this will ease the movement of traffic in the area. Management on Event Days can be switched simply to the Council's control room as required through wireless technology and a protocol will be developed.
- 4.7 Quintain will procure a maintenance contract for the VMS signs from the manufacturer as part of the initial acquisition cost. This service includes full annual checks, faulty equipment repairs and servicing. The VMS solution has been developed by Swarco who have had responsibility for major VMS installations across the UK, including those at Westfield at White City in London and the Trafford Centre in Manchester. Appendix 6 is an example of the proposed VMS.

- 4.8 Together, the new fixed highway signs and VMS will ease vehicle access to the LDO and its car parks, support pedestrian wayfinding, reduce street clutter and reduce congestion in the area.
- 4.9 The signage proposals have been developed in consultation with Wembley National Stadium Limited (WNSL) and take full account of traffic routing on Stadium Event Days. The routing strategy promotes access from the east via Great Central Way although local access from the west is also supported. Further consultation will be carried out with WNSL, the Police and local residents and businesses in the close proximity of the new signage.
- 4.10 Quintain are proposing to meet the costs of updating and improving the signage in the area, managing and maintaining the VMS signage, and agreeing arrangements for replacing it at the end of its design life. The cost of upgrading existing signage and installing VMS signage is estimated to be in the region of £560,000. Approval for the installation of new signage and the management, maintenance and replacement of the VMS will be subject to a satisfactory legal agreement between the Council and Quintain.
- 4.11 Quintain have developed proposals and applied for renewing signage on the A406 North Circular Road (with the Council's support), which is managed by TfL. Quintain are in on-going discussions with TfL and will meet the costs estimated at circa £120,000.
- 4.12 The works on the public highway would be carried out by the Council's contractor, Conway AECOM and supply and installation of the VMS (by Swarco to Quintain's requirements), to the Council's order. The signage on the public highway will be owned by the Council following installation and subject to a legal agreement for management, maintenance and replacement arrangements for the VMS. Installations on the A406 North Circular Road would be installed by TfL on agreement.
- 4.13 Opportunities have, and will continue to be sought, to rationalise and minimise street clutter by combining signs into new assemblies as part of the replacement / renewal programme.

## **6.0 Financial Implications**

- 6.1 The cost of installing all the signage proposed by Quintain will be met by them in full.
- 6.2 The cost of the fixed signs on the local public highway is estimated in the region of £184,000, the VMS circa £255,000 (c£155,000 for the signs, c£100,000 for engineering and enabling work).
- 6.3 The cost of installing the signage proposed on the A406 North Circular Road (subject to their approval) is estimated at £122,000

- 6.4 Quintain estimates that supporting the car park technology on their land will cost an additional £1.1 million.
- 6.5 There are no financial implications on the Councils capital and revenue budgets. Staff costs relating to consultation, approvals and managing installation of the signs will be met from existing budgets.
- 6.6 Quintain will cover all costs of preparing for Council approval, and executing the legal agreement and also all relevant accompanying scheme management schedules.

## **7.0 Legal Implications**

- 7.1 Any changes identified and approved by the Council for implementation will meet the requirements of the Road Traffic Regulation Act 1984 and the Department for Transport produced Traffic Signs Regulations and General Directions 2002.
- 7.2 Section 65 of the Road Traffic Regulation Act 1984 enables Brent to cause or permit traffic signs to be placed on or near a road, subject to and in conformity with such general directions as may be given by the Ministers acting jointly or such other directions as may be given by the Secretary of State.
- 7.3 Advertisement consent is not required for any traffic signs as defined by Section 64(1) of the Road Traffic Regulation Act 1984 as these signs are excluded from direct control with the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

## **8.0 Diversity Implications**

There are no equalities implications arising from this report. An equalities assessment will be carried out following local informal consultation after agreeing the final design.

## **Appendices**

Appendix 1 - London Designer Outlet and Wembley Parking  
Appendix 2 - Existing Wembley Estate and Local Highway Signage  
Appendix 3 - Proposed Wembley Estate and Local Highway Signage  
Appendix 4 - Example of Local Highway Signage  
Appendix 5 - Proposed VMS Location Plan  
Appendix 6 - Example of VMS Signage

## **Background Papers**

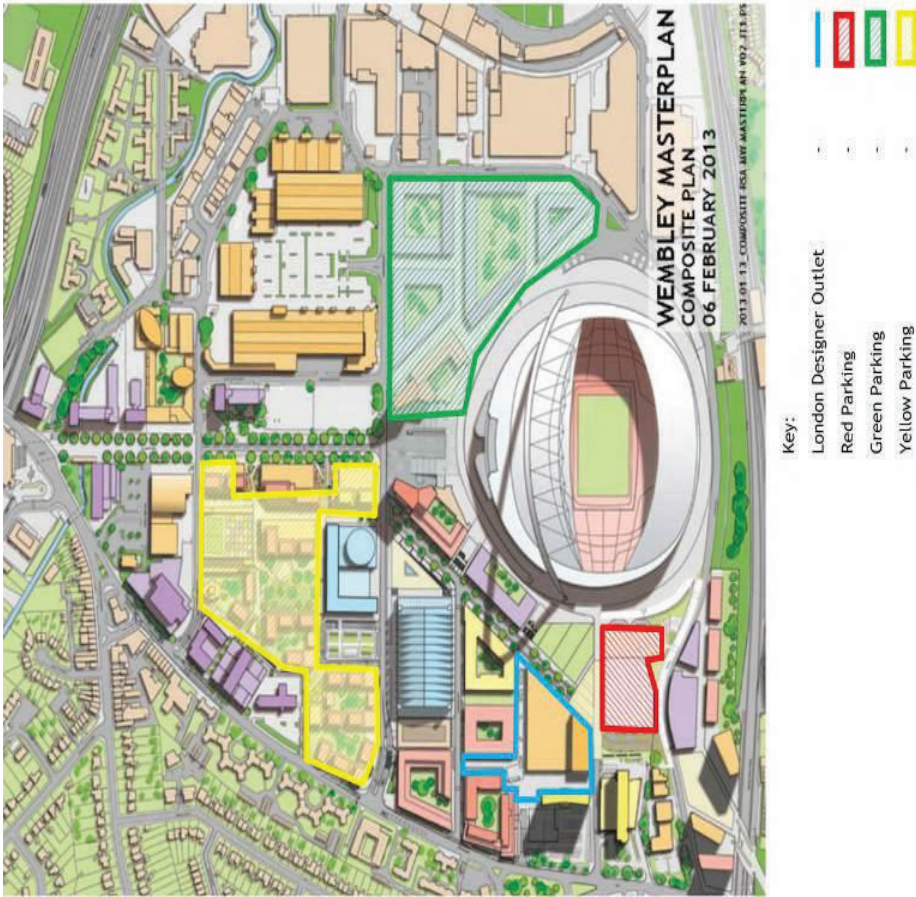
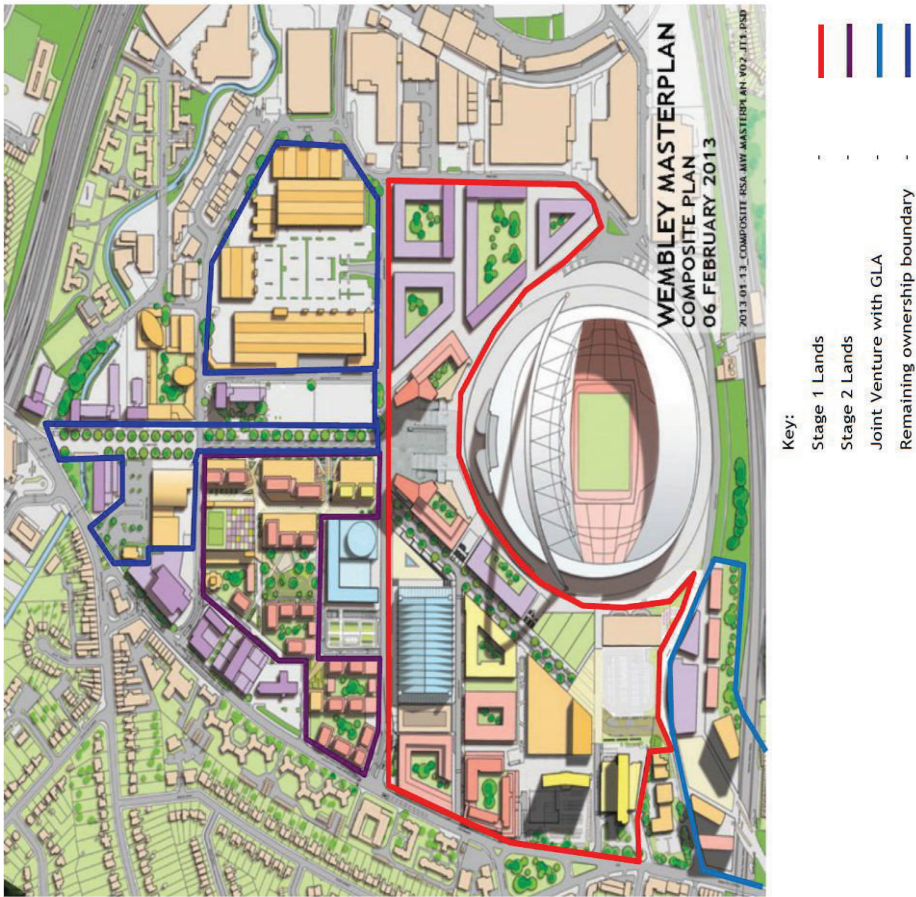
Wembley Master Plan 2013  
Circulation drawings for principal routes  
Circulation drawings for stadium event days  
Wembley area sign audit

## Plans of proposed improvements on the A406 North Circular Road

### **Contact Officers**

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Wembley, Middlesex, HA9 6BZ. Telephone: 020 8937 5113/88. Email:  
[transportation@brent.gov.uk](mailto:transportation@brent.gov.uk)

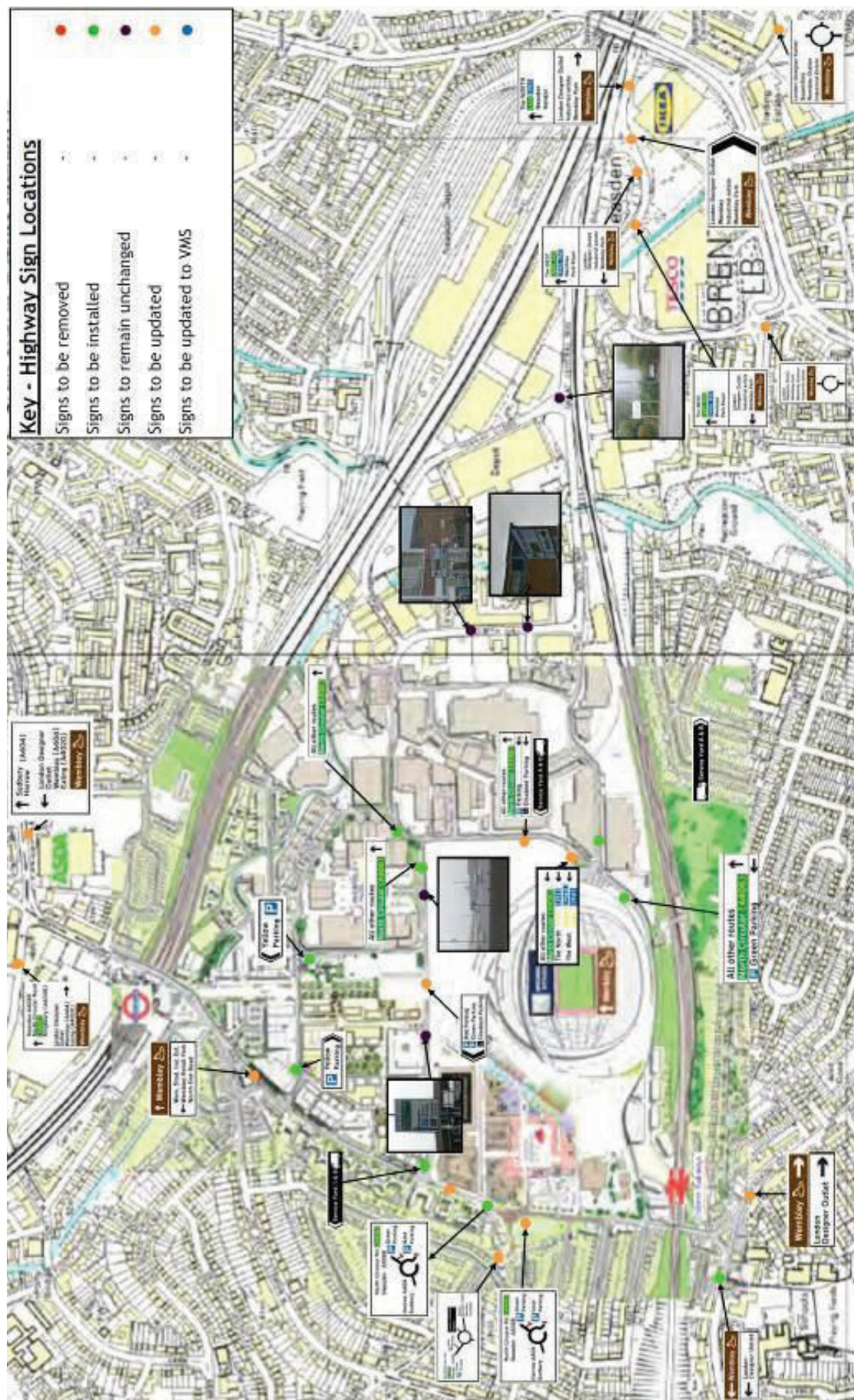




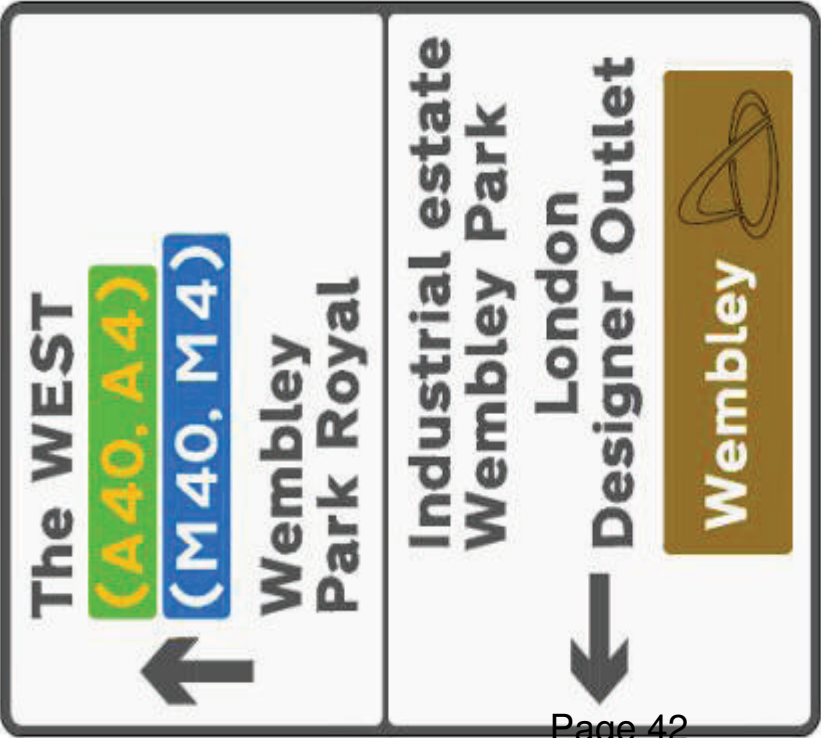












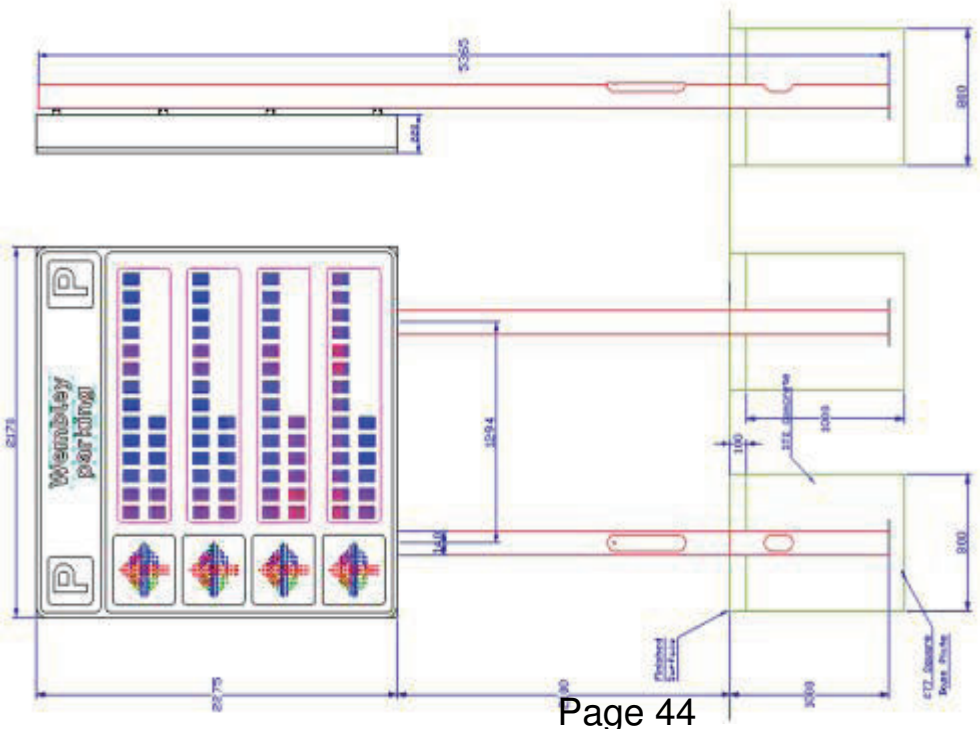
- UTMC Compliant
- Highways Agency Type Approved
- NHSS 9aCompliant
- As per Guidance Document September 2012

Scheme Ref.	Sign Reference	LH007	'x'—height	100.0
Letter colour	BLACK	SIGN FACE	Width	225.3mm
Background	WHITE	Height	290.4mm	
Border	BLACK	Class	RA2	Area
Material				6.54sq.m









- UTMC Compliant
- Highways Agency Type Approved
- LED Colour Amber
- Character Height 105mm
- Communication GPRS
- Signs to be cantilevered on one post
- C. £25,000 x 2
- Installation including post and foundation

