



**Highways Committee**  
16 July 2013

**Report from the Head of  
Transportation**

For Action

Wards Affected:  
Wembley Central and Tokyngton

**Harrow Road – Businesses Petition for the Removal of CCTV  
Enforcement.**

**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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The image is a composite of a map and a photograph. The map shows a street layout with Harrow Road and Chisworth Avenue. Various traffic signs are placed along the roads, indicating restrictions on loading, parking, and stopping. A blue dashed line marks the 'Area available for loading', and a blue solid line marks the 'Bus Stop Clearway'. A north arrow is located in the upper right. The photograph shows a real-world street scene with a white van and a black car.

**Map Labels:**

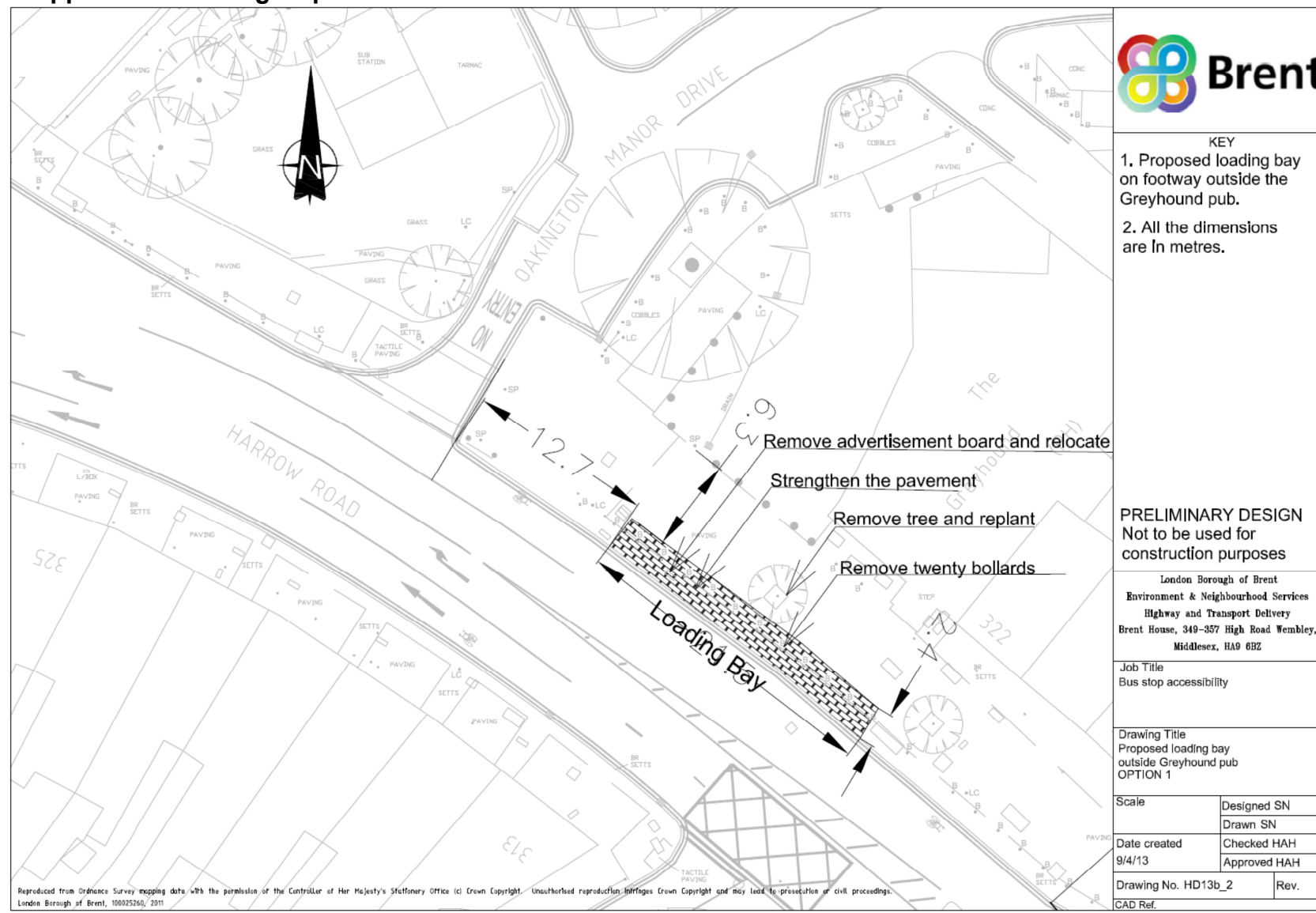
- Harrow Road
- Chisworth Avenue
- Area available for loading
- Bus Stop Clearway
- No loading or parking at any time
- No loading Mon-Sat 8am-6.30pm
- No stopping at any time except buses
- No stopping at any time except buses
- No loading Mon-Fri 8.00-9.30am 4.30-6.30pm
- No loading Mon-Fri 8.00-9.30am 4.30-6.30pm

**Photograph Labels:**

- ATS CARPET & FURNITURE SPECIALISTS
- Tel: 020-8900 1643
- Fax: 020-8762 8708



## Appendix B – Design Option 1



### KEY

1. Proposed loading bay on footway outside the Greyhound pub.
2. All the dimensions are in metres.

**PRELIMINARY DESIGN**  
Not to be used for construction purposes

London Borough of Brent  
Environment & Neighbourhood Services  
Highway and Transport Delivery  
Brent House, 349-357 High Road Wembley,  
Middlesex, HA9 6BZ

Job Title  
Bus stop accessibility

Drawing Title  
Proposed loading bay  
outside Greyhound pub  
OPTION 1

Scale	Designed SN
	Drawn SN

Date created	Checked HAH
9/4/13	Approved HAH

Drawing No. HD13b_2	Rev.
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CAD Ref.
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## Appendix C – Design Option 2

