



LONDON BOROUGH OF BRENT

THE LONDON BOROUGH OF BRENT (BUS PRIORITY) (CONSOLIDATION) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

THE BRENT (SPEED LIMITS) (NO. 3) EXPERIMENTAL TRAFFIC ORDER 2020

THE BRENT (WEMBLEY STADIUM AREA) (BUS PRIORITY) (NO. 1, 2017) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Brent on 20th August 2020 made the above-mentioned Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985.
2. The general effect of the 'Bus Priority' Order will be to:-
 - (a) introduce a bus lane to operate at any time in that length of Harrow Road, Wembley, which lies between No. 257 and No. 311;
 - (b) remove the bus lane in that length of Harrow Road, Wembley, which lies between No. 215 and Jesmond Avenue;
 - (c) amend the hours of operation to at any time for the bus lanes in Harrow Road, Wembley.
3. The prohibitions referred to in paragraph 2 above will not apply to:-
 - (a) in relation to a solo motor cycle or a pedal cycle entering the pedal cycle gap which is nearer the left hand or nearside of the carriageway; or
 - (b) in relation to any vehicle when used for fire brigade, ambulance or police purposes in an emergency entering that part of the prohibited area which lies between the pedal cycle gaps ; or
 - (c) anything done with the permission or at the direction of a police constable in uniform; or
 - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.
4. The general effect of the Wembley Stadium Area 'Bus Priority' Order will be to amend the Brent (Wembley Stadium Area) (Bus Priority) Order accordingly, following the amendments specified in paragraph 2 to this Notice.
5. The general effect of the 'Speed Limits' Order will be to impose a maximum speed limit of 20 miles per hour in that length of Harrow Road, Wembley, which lies between Point Place and Aldbury Avenue..
6. A copy of the Orders, which will come into force on 28th August 2020 and may remain in force for up to 18 months, of maps of the relevant areas (and of any related Orders) can be inspected during normal office hours on Mondays to Fridays inclusive until the Orders cease to have effect, at Brent Customer Services, Brent Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ. **Please note:** - that we are unable to provide access to the council offices while coronavirus (COVID 19) social distancing measures are in place and the documents in relation to the scheme has been made available for inspection online, at <https://consultation.brent.gov.uk/highways-and-infrastructure/to-30-013-np-m>. Alternatively, those without internet access can receive a copy of the documents by post by phoning 0208 937 5600. Copies of the Orders can also be obtained by emailing trafficorders@brent.gov.uk.
7. Any person desiring to question the validity of any of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to any of the Orders may, within six weeks of the date on which the Orders were made, make application for the purpose to the High Court.

8. Where it appears necessary for certain purposes, the Council's Head of Highways and Infrastructure or any person authorised in that behalf by him may modify or suspend the order or any of its provisions, while the Orders is in force.
9. The Council of the London Borough of Brent will consider in due course whether the provisions of the experimental Orders should be continued in force indefinitely by means of an Order made under sections 6, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation, within a period of six months beginning with the date on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any such objection must be made in writing and must state the grounds on which it is made and be sent to Head of Highways and Infrastructure, Highways and Infrastructure Service, 5th Floor North Wing, Brent Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ or by email to trafficorders@brent.gov.uk, quoting reference TO/30/013/NP.
10. Further information may be obtained by telephoning the Highways and Infrastructure Service, telephone number 020 8937 5600.

Dated 20th August 2020.

Tony Kennedy
Head of Highways and Infrastructure
(The officer appointed for this purpose).



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 143

The London Borough of Brent (Bus Priority) (Consolidation)
(No. 1) Experimental Traffic Order 2020

CORRIGENDUM

Pages 3 and 4 – for column 4 (Direction of travel and type of bus lane) in Schedules 1 and 2 substitute the following:-

- (a) for the item numbered 21 there were substituted, South-eastward with flow lane;
- (b) for the items numbered 22, 23 and 35 there were substituted, North-westward with flow lane.

4th September 2020

Published by the London Borough of Brent
Brent Civic Centre
Engineers Way, HA9 0FJ



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 143

The London Borough of Brent (Bus Priority) (Consolidation)
(No. 1) Experimental Traffic Order 2020

Made 20th August 2020

Coming into operation 28th August 2020

The Council of the London Borough of Brent in exercise of the powers conferred by Sections 9 and 10 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other enabling powers, hereby makes the following Order:-

1. This Order shall come into operation on 28th August 2020 and may be cited as the Brent (Bus Priority) (Consolidation) (No. 1) Experimental Traffic Order 2020.

2. In this Order the expression "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

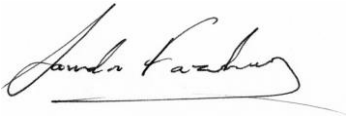
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the London Borough of Brent (Bus Priority) (Consolidation) Traffic Order 2017^(b) shall have effect as though:-

- (a) for the items in Schedule 1 to that Order numbered 21, 22 and 23 there was substituted the items similarly numbered and set out in columns 1 to 5 of Schedule 1 to this Order;
- (b) there was added to Schedule 1 to that Order the item numbered 35 as set out in Schedule 2 to this Order.

4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

(a) 1984 c.27 (b) L.B.B. 2017/106

Dated this twentieth day of August 2020.

A handwritten signature in black ink, appearing to read "James Farber", with a horizontal line underneath it.

P.p. Head of Highways and Infrastructure
(The officer appointed for this purpose).

SCHEDULE 1

(1) Item	(2) Lengths of Road	(3) Times of operation	(4) Direction of travel and type of bus lane	(5) Type of permitted vehicle
21.	Harrow Road, Wembley the north-east side, between a point 1.50 metres south-east of a point opposite the south-eastern building wall of No. 18 Harrow Road, Wembley and a point 3.50 metres south-east of a point opposite the party wall of Nos. 222 and 224 Harrow Road, Wembley.	At Any Time	North-eastward with flow lane	Bus Dial-a-ride bus Pedal cycle Solo motor cycle Taxi
22.	Harrow Road, Wembley the south-west side, between a point opposite the party wall of Nos. 163 and 165 Harrow Road, Wembley and a point opposite the north-western building wall of No. 213 Harrow Road, Wembley.	At Any Time	North-eastward with flow lane	Bus Dial-a-ride bus Pedal cycle Solo motor cycle Taxi
23.	Harrow Road, Wembley the south-west side, between a point 1.85 metres north-west of a point opposite the party wall of Nos. 26 and 28 Harrow Road, Wembley and a point 23.15 metres south-east of a point opposite the party wall of Nos. 26 and 28 Harrow Road, Wembley.	At Any Time	North-eastward with flow lane	Bus Dial-a-ride bus Pedal cycle Solo motor cycle Taxi

SCHEDULE 2

(1) Item	(2) Lengths of Road	(3) Times of operation	(4) Direction of travel and type of bus lane	(5) Type of permitted vehicle
35.	Harrow Road, Wembley the south-west side, between a point opposite the south-eastern building wall of No. 257 Harrow Road, Wembley and a point opposite the north- western building wall of No. 311 Harrow Road, Wembley.	At Any Time	North-eastward with flow lane	Bus Dial-a-ride bus Pedal cycle Solo motor cycle Taxi



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 144

The Brent (Speed Limits) (No. 3) Experimental Traffic Order 2020

Made 20th August 2020

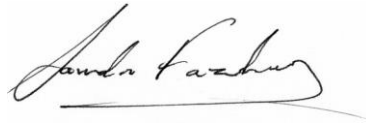
Coming into operation 28th August 2020

The Council of the London Borough of Brent, after giving public notice and consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a), as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 28th August 2020 and may be cited as the Brent (Speed Limits) (No. 3) Experimental Traffic Order 2020.
2. In this Order “enactment” means any enactment whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Brent (Speed Limits) (No. 1) Order 2018(c) is hereby revoked.
4. No person shall drive any motor vehicle at a speed exceeding 20 miles per hour on the length of road specified in the Schedule to this Order.
5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

(a) 1984 c.27 (b) 1985 c.51 (c) L.B.B. 2018/26

Dated this twentieth day of August 2020.

A handwritten signature in black ink, appearing to read "Sandra Fashbury", with a horizontal line underneath.

P.p. Head of Highways and Infrastructure
(The officer appointed for this purpose).

SCHEDULE

1. Harrow Road, Wembley between the north-western kerb-line of Point Place and the north-western kerb-line of Aldbury Avenue.



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 145

The Brent (Wembley Stadium Area) (Bus Priority) (No. 1, 2017) (No. 1)
Experimental Traffic Order 2020

CORRIGENDUM

Page 1 – for item No. 3 substitute the following:-

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Brent (Bus Priority) (Consolidation) Traffic Order 2017(a) shall have effect as though the items 21, 22 and 23 in Schedule 1 to that Order were omitted.

4th September 2020.

(a) L.B.B. 2017/106 as amended.

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Brent Civic Centre
Engineers Way, HA9 0FJ



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 145

The Brent (Wembley Stadium Area) (Bus Priority) (No. 1, 2017) (No. 1)
Experimental Traffic Order 2020

Made 20th August 2020

Coming into operation 28th August 2020

The Council of the London Borough of Brent in exercise of the powers conferred by sections 9 and 10 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other enabling powers, hereby makes the following Order:-

1. This Order may be cited as the Brent (Wembley Stadium Area) (Bus Priority) (No. 1, 2017) (No. 1) Experimental Traffic Order 2020 and shall come into operation on 28th August 2020.

2. In this Order the expression "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, on the dates specified in the Schedule to this Order, the Brent (Bus Priority) (Consolidation) Traffic Order 2017(b) shall have effect as though the items 21, 22 and 23 in Schedule 1 to that Order were omitted.

4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

Dated this twentieth day of August 2020.

Head of Highways and Infrastructure
(The officer appointed for this purpose).

(a) 1984 c.27 (b) L.B.B. 2017/106 as amended.



LONDON BOROUGH OF BRENT

**THE LONDON BOROUGH OF BRENT (BUS PRIORITY) (CONSOLIDATION) (NO. 1)
EXPERIMENTAL TRAFFIC ORDER 2020
THE BRENT (SPEED LIMITS) (NO. 3) EXPERIMENTAL TRAFFIC ORDER 2020
THE BRENT (WEMBLEY STADIUM AREA) (BUS PRIORITY) (NO. 1, 2017) (NO. 1)
EXPERIMENTAL TRAFFIC ORDER 2020**

STATEMENT OF REASONS

The intent of the Orders experimentally are to encourage the use of sustainable transport modes and to support London in the avoidance of a car-based post COVID-19 recovery. The proposed changes will also create a safer environment for cyclists through the provision of road space protected from general traffic.

The reason for introducing these orders experimentally is to enable assessment of its impact on all traffic, which in due course will facilitate an informed decision about whether to permanently change the layout.