

LONDON BOROUGH OF BRENT

Executive - 14 February 2005.

Report from the Director of Environment

For action

Wards affected: ALL

Report Title: The Draft Local (Transport) Implementation Plan

Forward Plan Ref: ES-03/04-242

1.0 Summary

1.1 The Local Implementation Plan (LIP) is a statutory document that every London Borough must prepare for Mayoral approval in 2005. The document will detail how the Borough plans to implement the relevant priorities and policies included within the Mayor's Transport Strategy. This includes broad programmes of physical works that the Council will continue to progress over the course of the plan. The Transportation Unit is currently preparing the Draft LIP document which is subject to detailed consultation to be undertaken during March and April. The final LIP is expected to be completed and ready for submission to the Mayor in September 2005.

2.0 Recommendations

The Executive is requested to:-

- 2.1 Agree the Local Implementation Plan timetable as described in Section 3.4.
- 2.2 Agree the consultation process in section 3.5 – 3.9 and the text for inclusion in a consultation document, detailed in Appendix A.
- 2.3 Instruct officers to complete a draft Local Implementation Plan for consultation by February 2005
- 2.4 Instruct officers to report back to the Executive on the results of the consultation with a recommended LIP document for submission to the Mayor of London in September 2005.

3.0 Detail

- 3.1 The preparation of a LIP is a legal requirement of the 1999 GLA Act. This demands that every London Borough prepares a transport plan that sets out how the relevant priorities and policies included within the Mayor's Transport Strategy will be delivered.
- 3.2 The LIP includes broad programmes of physical works that the Council will continue to progress over the course of the plan (e.g. installing bus lanes, safety schemes, cycling facilities, 20mph zones).
- 3.3 The Transportation Unit is currently preparing the Draft LIP document which is subject to detailed public consultation throughout March and April 2005. The final LIP is expected to be completed and ready for submission to the Mayor in September 2005.
- 3.4 The timescale for the production of the LIP is as follows:-
- A draft LIP to be completed in February 2005;
 - Public consultation between March and April 2005;
 - Redraft of LIP during May and June 2005;
 - Submission of Final LIP September 2005.;
 - The Mayor will advise Boroughs on the outcome before the end of December 2005.
- 3.5 In view of the challenging timetable and the fact that the LIP requires detailed information from across many Council departments, a LIP Working Group was formed and convened its first meeting in December 2004. The group is set to meet again in February to finalise the content of the draft document. It is anticipated that this group would convene throughout 2005 up until submission of the final LIP to the Mayor.
- 3.6 The LIP Guidance strongly recommends that all boroughs follow a fixed structure/content. Brent's LIP will be structured as follows:-
- Local socio-economic / demographic context;
 - Local transport context;
 - Borough Policy Statement;
 - Equality Impact Assessment;
 - LIP proposals for Mayor's Transport Strategy priority areas, targets and Appendix C;
 - Road Safety Plan;
 - Parking and Enforcement Plan;
 - School Travel Plan Strategy;
 - Performance measures;
 - Consultation results;
 - Borough core capacity statement;
 - Funding implications.

3.7 Chapter 5 forms the core part of the LIP, and must include 83 'Action Points', these are:-

- Mayor's transport strategies, national policies and local policy framework;
- National rail;
- Buses;
- Streets;
- Car user;
- Walking;
- Cycling;
- Freight;
- Accessible transport;
- Integration.

3.8 The Draft LIP is in the process of being finalised. Officers from the Transportation Unit are expected to carry out consultation on this draft document to the 5 Area Forums during March and April 2005. As part of the consultation there will be a leaflet summarising the LIP and a questionnaire for consultees to respond to. The content of the consultation leaflet is attached as Appendix A of this report. The draft document is lengthy. However, if any Member wishes to inspect the full text they can do so by contacting the author of this report who can provide the full document in printed format.

3.9 Following the consultation in March and April, the draft document will be amended and submitted to this Committee for final approval before submission to the Mayor in September 2005.

4.0 Financial Implications

4.1 To assist Boroughs in the preparation of the LIP, Transport for London is providing £50,000. This can be used for staffing resources, consultation, printing and publication, or however the Borough deems appropriate in successfully delivering the LIP.

4.2 The production of the LIP is being undertaken primarily by officers from the Environmental Services Department supported by other departments within the Council. An external design and printing service will be appointed to produce the Consultation Leaflet, support materials and the Final LIP Document. However, it is expected that all associated costs will be paid for by the TfL financial allocation.

5.0 Legal Implications

5.1 The Greater London Authority Act 1999 (The Act) demands that the London Authorities must implement the Mayor's Transport Strategy published in 2001. This Strategy sets out the transport policy framework for London.

- 5.2 Brent Council must submit a LIP for the Mayor to approve before the end of 2005. The Mayor cannot approve a LIP unless he considers that:-
- It is consistent with the Strategy;
 - That the proposals contained in the LIP are adequate for the purposes of the implementation of the Strategy; and...
 - That the timetable for implementing the proposals and the end date by which the proposals are implemented are adequate.
- 5.3 The Mayor has extensive powers to prepare the LIP if an Authority fails to prepare one that is in the Mayor's opinion adequate. The Mayor can recover the cost of doing so from the London Authority as a civil debt. Also, where the Mayor considers that the London Authority has failed 'or is likely to fail' to implement any proposal within the LIP, he can exercise on behalf of the London Authority its powers and recover the cost of doing so.
- 5.4 The Act states that a London Authority may revise its LIP at any time and must consider the need to do so when the Transport Strategy is revised.

6.0 Diversity Implications

- 6.1 The LIP underpins the Mayor (and the Councils) policies on diversity and social inclusion. For example, LIP 'Priority V' is "Improving accessibility and social inclusion on the transport network". Plans should have regard to safety and security for women and vulnerable users. The LIP will also consider the findings the Council has made into pioneering road safety research into why people (predominantly children) of certain ethnic origins over represented in road traffic casualties in some areas of the Borough.
- 6.2 Boroughs must demonstrate how the LIP will meet the equality and inclusion objectives set out in the Mayor's Transport Strategy and include proposals responding to the requirements in the LIP Guidance
- 6.3 The LIP should address the transport barriers for equality target groups (as defined by the GLA and other groups):
- Women;
 - Black and minority ethnic people;
 - Older people;
 - Disabled people;
 - Lesbians, gay men, bisexual and transgender people;
 - People from different faith groups.

6.4 Boroughs are “strongly recommended” to undertake an ‘Equality Impact Assessment’ (EQIA) to demonstrate that the LIP does not have a negative impact on a particular equality target group, or that any adverse impacts identified have been appropriately mitigated. Brent’s LIP will include an EQIA of all the LIP Proposals included in the document.

7.0 Staffing/Accommodation Implications (if appropriate)

7.1 The production of the LIP will mainly be undertaken by existing staffing within the Council. TfL is expected to pay for any additional staffing resources that may be required. However, we do not anticipate that additional resources will be required at this stage.

8.0 Environmental Implications

8.1 The LIP carries important Environment Implications, particularly those that underpin the Mayor’s Transport Strategy, namely, encouraging increased use of bus and rail travel, ‘year on year improvements’ in walking and cycling, and a reduced reliance on the private car. The document affords the opportunity to include aspirations relating to town and district centres / public spaces, proposed rail, light rail, tram and bus route improvements, and proposed improvements to key strategic walking and cycling corridors.

8.2 As well as having regard to the Mayor’s Air Quality Strategy, the LIP must refer to the recommendations of the Council’s Air Quality Management Area Action Plan where relevant. It must also clearly state our policies with respect to traffic and transport related noise and relevant borough activities relating to reducing traffic and transport related traffic noise. Also, the LIP must set out how the Council seeks to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste material.

9.0 Background Papers

9.1 Detail of documents includes:-

- “Interim Local Implementation Plan” – 2001 – Brent Council;
- “Borough Spending Plan 2005-2006” – 2004 – Brent Council;
- Transport Strategy – 2001 – Greater London Authority (GLA);
- Economic Development Strategy – 2001 – GLA;
- Spatial Development; the “London Plan” – 2004 – GLA;
- Biodiversity Action Plan – 2002 – GLA;
- Municipal Waste Management – 2003 – GLA;
- Air Quality – 2002 – GLA;
- Ambient Noise – 2004 – GLA;
- Culture – 2004 – GLA.

Contact Officers

Any person wishing to inspect the above papers should contact Qassim Kazaz, Transportation, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 0208 937 5127.

Richard Saunders
Director of Environment

APPENDIX A - TEXT FOR THE LIP CONSULTATION LEAFLET.

Thank you for taking the time to read this leaflet. Every London Borough has been asked by the Mayor to prepare a transport plan that sets out how the Mayor's proposals for transport will be achieved. Brent's plan is now in a draft format and this leaflet summarises the main issues and asks for your comment. We really hope you will contribute to our draft plan in any way you feel you can!

The Council truly believes and wants a better, safer and healthier living environment for everyone. We want to create a borough with identity where people comfortable walking, cycling and using public transport for more of their journeys. We want to try and help people so that they can spend less of their valuable time stuck in traffic every day. We would like to help people to reduce their need to travel long distances, by making local town centres more vibrant and appealing to local people, encouraging local jobs and building real communities. Excellent transport is the key to achieving all these things and more.

Your opinions are very important to us. We need your help to write a meaningful and useful transport plan for the Brent, so please try to answer some of the questions in this leaflet. **You might even win a shiny new bicycle worth £350!!** You are also welcome to come along to one of the Borough's Area Consultative Forum meetings to have a look at our exhibition and talk to the Council's transport officers about the transport plan. These meetings will take place as follows:-

- 1st March 2005, 7.30pm: Willesden Area Forum
College of North West London, Denzil Road
- 3rd March 2005, 7.00pm: Kilburn Area Forum
Queen's Park Community School,
Aylestone Avenue
- 7th March 2005, 7.30pm: Harlesden Area Forum
Tavistock Hall, 25 High Street,
Harlesden
- 9th March 2005, 7.00pm: Wembley Area Forum
Copland Community School, Cecil
Avenue
- 15th March 2005, 7.00pm: Kingsbury and Kenton Area Forum
Kingsbury High School, Princes
Avenue

This leaflet asks you for your thoughts and ideas about four transport topics. These are walking, cycling, public transport and driving. Please use extra paper for your answers if you need to.

Walking in Brent

Walking is one of the most flexible, environmentally-friendly and enjoyable ways of getting out and about, and provides healthy exercise as part of each journey, such as to visit friends or go to local shops, schools and work. We would like as many people as possible to enjoy the benefits of walking in Brent. This can be achieved by making the borough a safer, more pleasant and easier place to get around, particularly for people who use wheelchairs or who have hearing or sight impairments.

We want to overcome the many reasons why people choose not to walk more often; these include fear of traffic, mobility problems, and being unaware of some very attractive places in Brent where you can go to cycle and walk for fun.

Question 1: The Council wants to overcome people's barriers to more walking. Please tell us what the barriers are for you.

Cycling in Brent

London is becoming a great Cycling City. More and more people are enjoying the benefits of cycling, which include better health and faster, more reliable journeys. Cycling is much easier than people think, and many cyclists say that cycling is their favourite way of getting around because they are no longer 'stressed-out' by congestion and delays on public transport.

We want more people to feel able to enjoy the benefits of cycling. There are many people who would like to cycle but at the moment they feel they cannot, for many reasons, including fear of traffic, theft, lack of information and effort.

Question 2: The Council wants to help people to overcome their barriers to cycling. Please tell us what the barriers are for you. Or, if you cycle regularly, tell us what you like about cycling and what would make it more enjoyable.

Question 3: If the Council provided really good, free cycle training for adults and children near to where you live that would give you more confidence, would you be interested in taking part? Yes / Possibly / No

Catching the bus in Brent

Buses are getting much better all over London and more people are using them than ever before. In Brent, the Council has worked with the Mayor of London to provide more buses, bus lanes and better bus stops with facilities to help disabled people. Buses are already a great choice of transport for people who want to leave their cars at home.

Question 4: The Council wants to continue to improve local buses. Please tell us what you think we could do to make your journeys easier and safer, especially at night.

Catching the train in Brent

Most people use public transport to get to Central London; National Rail and the London Underground are the most popular ways to get there. Brent has 21 stations served by the Underground, which provide some 58 million journeys each year! Not many people know that you can board a train at the station next to the new Wembley Stadium and be in Central London in just 13 minutes!

Question 5: The Council will ask the Mayor to improve train services and stations. Please tell us what you think we should ask for that would make your journeys easier and safer, especially at night.

Driving in Brent

Cars, vans and lorries are very useful because they help people to carry heavy loads and make journeys that other types of transport cannot cater for. But too much motor traffic causes congestion, danger, pollution, inconvenience and stress for everyone.

The Council would like to help people so that they do not need to spend valuable time every day in congestion or trying to find somewhere to park. We have described the benefits of walking, cycling and using public transport, and would like drivers to enjoy those benefits too, by leaving their cars at home more often. We are not asking people to give up their cars - we would just like them to drive less often so that there is more space on the roads and less congestion.

Question 6: Please tell us what you like or dislike about driving in Brent.

Question 7: The Council wants to overcome people's barriers to leaving the car at home more often and walking, cycling or using public transport instead. What are the barriers for you?

Question 8: Lorries are very important because without them the shops would be empty. What do you think can be done to reduce the problems created by lorries?