

# LONDON BOROUGH OF BRENT

## Meeting of Highways Committee 27 January 2005

### Report from the Director of Environment

For action

Wards affected:  
Queensbury, Fryent, Dollis Hill,  
Mapesbury, Brondesbury Park,  
Kilburn

### Report Title: LCN+ A5 CORRIDOR

Forward Plan ref:

#### 1.0 Summary

- 1.1 This report informs Members of the progress made on the LCN+ A5 cycle route. It seeks approval for Officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation to ensure the delivery of the project.

#### 2.0 Recommendations

- 2.1 That Committee notes the development work that has been undertaken on the LCN+ A5 corridor and instructs officers to proceed with the work necessary to implement cycle facilities on the LCN+ A5 corridor.
- 2.2 That Committee instructs officers to seek approval from TfL to include the Western Alternative in the Borough's Local Cycle Network.
- 2.3 That Committee notes the public consultation strategy to be adopted for the individual schemes that form the programme.

2.4 That Committee authorises the Director of Transportation to proceed with any necessary consultation, public / statutory, and to consider any objections or representations and either to refer objections or comments back to this Committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

### **3.0 Detail**

3.1 Brent's Cycling Policy is fully detailed in the Borough's Interim Local Implementation Plan (ILIP) and a Cycling Action Plan for 2005-2010 appears in the 2005-2006 Borough Spending Plan (BSP).

3.2 As part of the BSP submission, a package bid (on behalf of all London Local Authorities) was prepared, which sought funding for the LCN+ projects. Brent was awarded £300k in 2004/2005 in order to act as lead authority for project managing the A5 corridor. An additional £150k has been awarded for 2005/2006. The other boroughs involved in this project are Camden and Barnet.

3.3 The A5 corridor is significant for cyclists as it is an important north / south link between North West London and the City / West End. Following TfL guidelines a consultant, Jacobs Babbie, was commissioned to produce a Cycle Route Stakeholder Implementation Plan (CRISP) for the A5. This involved meeting with all the stakeholders, including cycling campaign groups and appropriate London Boroughs about their aspirations for cycling facilities on the A5. The consultants then carried out an audit of the route identifying problems and barriers to cycling and made suggestions of the type of schemes that could be implemented. The proposals were contained in a final report which was presented to officers in December. The type of schemes proposed range from the provision of cycle parking through to complicated junction improvements.

3.4 As well as considering cycling facilities on the A5 western and eastern alternative routes were also identified. However it is recognised that the preferred option is to provide facilities on the A5 for two main reasons;

- ◆ The provision of facilities on the A5 better meets the Mayor's transport strategy;
- ◆ Provision of facilities on other routes would not address the cycling accident problems on the A5. Over the 36 months to March 2004, there were a total of 762 injury collisions, 43 of which involved cyclists.

- 3.5 Members should be aware that when the cycling campaign groups were consulted their preference was for the western alternative. For this reason officers will seek to include the western alternative in the Borough's Local Cycle Network. See Appendix A for details of the western alternative route.

### **Authorisation for Officers to proceed with schemes**

- 3.6 The next stage in the process is for the ideas in the CRISP report to be analysed and designed. In order to maximise the amount of money available to Brent in this financial year and to expedite the delivery of schemes in 2005/2006 officers are requesting that Committee agrees to allow them to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation. This will mean that Officers do not have to report every individual scheme to Committee, however regular progress reports will be made. This request for authorisation is intended solely to speed up the delivery of schemes and ensure maximum use of externally provided funds. Where scheme consultation is inconclusive or where major objections are raised to a proposal then a report will be brought to this Committee for a decision.

### **Consultation Process**

- 3.7 Consultation would be carried out in a similar manner as for Local Safety Schemes. Consultation documents will be posted to all addresses in the consultation area providing details of the scheme, a plan of the proposals and a free pre-paid return comment form for residents to fill in. Active consultation would also be undertaken with local Ward Members and area consultative forums. In addition consultation documents will be sent to cycling campaign groups.

## **4.0 Financial Implications**

- 4.1 Funding has been allocated by Transport for London (TfL) for progressing the LCN+ schemes on the A5 corridor based on the Borough Spending Plan submission for 2004/2005 and 2005/2006.
- 4.2 In 2004/2005 £300k was allocated for the development of schemes on the LCN+ A5 corridor however the production of the Cycle Route Implementation Stakeholders Plan (CRISP) was delayed and therefore the amount of physical measures that can be designed and implemented in this financial year has been reduced. Officers report to TfL on a monthly basis the anticipated out turn for the end of this financial year.
- 4.3 In 2005/2006 £150k has been allocated for the delivery of this programme.

## **5.0 Legal Implications**

- 5.1 Some of the schemes that are developed for LCN+ A5 corridor may require traffic or parking restrictions. These proposals would require the making of Traffic Regulation Orders under the Road Traffic Regulation Act 1984. The procedures for making orders or varying existing orders are set out in the associated Statutory Traffic Regulations.
- 5.2 Committee is authorising the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to the implementation of schemes following the statutory consultation process. This will mean that further reports need not be bought before this committee prior to the implementation of schemes.

## **6.0 Diversity Implications**

- 6.1 All public consultation material distributed will include the offer of translation into the most common languages used in the Borough. Text will be in an appropriate font size and plain English will be used.

## **7.0 Staffing/Accommodation Implications**

- 7.1 The Council's Transportation Service Unit will deal with all issues related to the delivery of this programme.

## **8.0 Environmental Implications**

- 8.1 Brent is aiming to create an integrated sustainable transport system and Cycling form a significant part of this. Brent is promoting cycling because of its many benefits to the environment and to foster an environment that will encourage increased levels of cycling in the Borough. Two thirds of journeys that people make are 5 kilometres or less, this means that there is great scope for switching some of these journeys from car to bike.

## **Background Papers**

Final CRISP report

## **Contact Officers**

Any person wishing to inspect the above papers should contact; Antoine Aubert, Transport Service Unit, Brent House 348 High Road, Wembley, Middx HA9 6BZ, 020 8937 5143)

**Richard Saunders**  
**Director of Environment**

**Mrs Janet Kear**  
**Principal Engineer**  
**Transportation Service Unit**

# APPENDIX A

LCN+  
Route 5

Western Alternative

