

LONDON BOROUGH OF BRENT

Meeting of the Highways Committee 22nd March 2005

Report from the Director of Environment

For action (delete as necessary)

Wards affected: All

Report Title: TfL CAPITAL APPROVED PROGRAMME 2005/06

1.0 SUMMARY

- 1.1. On 23rd November 2004, TfL confirmed Brent's allocation for 2005/06, by approving our annual bid submitted in August 2004 and allocating £4.921m plus other substantial funds through sub regional partnerships. This report aims to inform members of the approved programme and funding received and any changes that have been introduced by TfL this year.

2.0 RECOMMENDATIONS

- 2.1 The Committee agree the TfL Capital allocation of £4.921m and other funds through sub regional partnerships.
- 2.2 The Committee instructs the Director of Transportation subject to compliance with the Council's standing orders and financial regulations, to implement the schemes set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3. The Committee authorises the Director of Transportation to undertake any necessary statutory consultation, 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 Following Brent's submission of its Borough Spending Plan (BSP), on 1st August 2004, a letter from TfL was received on 23rd November 2004 confirming the annual allocation for 2005/06 of £4.921m plus other substantial money being allocated through sub regional partnerships.
- 3.2 The allocated funds are intended to be utilised to implement a specific programme to support the Mayor's Transport Strategy on safety, sustainability and improvement to the transport system, in line with Brent's Council's strategies on these areas.
- 3.3 The 2005/06 allocation, represents one of the highest five allocations in London which indicates the continuous strength of Brent's quality of submission, the positive co-ordination with TfL and the successful delivery of its programme.
- 3.4 Road Safety, Bus Priority and Infrastructure, continue to be strongly influenced by the application of needs, base consideration in the placement of funds and therefore represents the highest three areas in the programme.
- 3.5 The approved programme is detailed under transport areas and schemes to include:

Infrastructure	-	Principal Road Renewal	£1,089K
	-	Bridge Assessment & Strengthening	£1,125K
Road Safety	-	Local Safety Schemes	£870K
	-	20mph Zones	£210K
	-	Education, Training & Publicity Schemes	£50K
Walking & Cycling	-	Walking	£100K
	-	Cycling LCN+	£290K
	-	Cycling Non LCN+	£20K
Bus Stop Accessibility	-	Bus Stop Accessibility	£140K
Bus Priority	-	Bus Priority	£482
Area Based Schemes	-	Town Centres	£150K
SRtS & Travel Awareness	-	Safer Routes to School	£255K
	-	Travel Awareness	£40K
FRACA	-	Regeneration & Access Corridors	£40K
	-	Environment (formerly Air Quality)	£35K
	-	Local Area Accessibility	£25K
TOTAL			£4.921m

Details of these transport areas are:

3.6	Principal Road Renewal	
	A4088 East Lane Prembroke Road to Preston Road	£220K
	A4000 Station Road Tubbs Road – Acton Lane	£70K
	A4088 Neasden Lane North Press Road – Aboyne Road	£143K
	A407 Church Road opposite Suffolk Road	£145K
	A4088 Neasden Lane Underpass West bound	£88K
	A4140 Salmon Street near Greenhill	£69K
	A404 Harrow Road Scrubs Lane – College Road	£184K
	A404 Brentfield Harrow Road – Hillside	£170K
	TOTAL	£1.089m

3.7	Bridge Assessment & Strengthening		
	Network Rail Bridges	- Neasden Lane	£100K
		- Chamberlayne Road at Kensal Rise	£40K
		- Harrow Road at Furness Road	£35K
	LUL Bridges	- Bridge Road Wembley	£950K
	TOTAL		£1.125m
3.8	Local Safety Schemes		
	Cricklewood Broadway – Shoot Up Hill => Yew Grove – Garlinge Road		£155K
	Kenton Road – West => Northwick Park to Kenton Station		£100K
	Kenton Road => Woodcock Hill to Kenton Station		£150K
	Dudden Hill Lane => Burnley Road to Villiers Road		£120K
	Watford Road => Northwick Park Hospital		£55K
	Sidmouth Road => Hanover Road – Alverstone Road		£60K
	High Road => Dudden Hill Lane to Meyrick Road		£75K
	Kilburn Lane – Claremont Road		£50K
	Harrow Road/Scrubs Lane		£75K
	Harlesden – Town Centre Area* (Scheme Design)		£30K
	TOTAL		£870K
3.9	20mph Zones		
	Mora Road – Temple Road – Phase 2 (2004/05 Phase 1 Design)		£200K
	Clarendon Gardens – Study – Design £10,000 (2006/07 implementation - £200,000)		£10K
	TOTAL		£210K
3.10	Education, Training & Publicity		
	Road Safety and Ethnicity – targeting over represented ethnic groups of road traffic accidents		£50K
	TOTAL		£50K
3.11	Walking		
	Cobbold Road, Willesden – Pedestrian Crossing		£65K
	Capitol Way Pedestrian Crossing – The Hyde		£35K
	TOTAL		£100K
3.12	Cycling LCN+		
	Links 17 & 17 Route 5 Kilburn to Edgware	- Staples Corner	£150K
	Links 15 & 18 Route 45 and 85 Kensal Green to Kenton	- CRISP Studies and monitoring facilities	£20K
	Route 47 North-South Route & Link to Wembley Stadium (47+/1)	- Entire Route	£100K
	Link 19 Route 86 – Watford Road to Sudbury Court Drive (Harrow Borough Boundary)	- General Route upgrade	£20K
	TOTAL		£290K

3.13	Cycling Non LCN+ Cycle Training	-	£20K
	TOTAL		<u>£20K</u>
3.14	Bus Stop Accessibility Schemes to the value of £140,000 to be selected from the list of BPT approved schemes as assessed from the BSP submission and submitted to the borough by the Bus Priority Team		£140K
	TOTAL		<u>£140K</u>
3.15	Bus Priority Ealing Road/High Road Ealing Road – Hanger Lane capacity improvement study Ealing Road congestion reduction measures Colindale Terminus – No Waiting restrictions Alperton – Wembley Park; Coles Green Road/Dollis Hill Lane priority Blackbird Hill/Neasden Lane – traffic flow improvement study Wembley High Road congestion reduction measures Sudbury Bus Lane review Willesden Junction – Tubbs Road/Station Approach signals/re-phasing Neasden Grange roundabout R18 Waiting Restriction review on all existing bus lanes		£20K £15K £30K £10K £180K £20K £50K £20K £50K £50K £37K
	TOTAL		<u>£482K</u>
3.16	Town Centres Town Centre: Kilburn		£150K
	TOTAL		<u>£150K</u>
3.17	Safer Routes to School Safer Routes to School – Capital Safer Routes to School – Small Engineering Safer Routes to School – Revenue		£200K £30K £25K
	TOTAL		<u>£255K</u>
3.18	Travel Awareness Involvement in Good Going Week 05/06 Walk to School Campaigns Company Travel Plans		£10K £15K £15K
	TOTAL		<u>£40K</u>
3.19	Regeneration & Access Corridors Carlyon Road – Mount Pleasant Link		£40K
	TOTAL		<u>£40K</u>
3.20	Environment (formerly Air Quality) Noise Barriers – Study Air Quality – continued monitoring		£20K £15K
	TOTAL		<u>£35K</u>

3.21	Local Area Accessibility Edgware Road	£25K
	TOTAL	<u>£25K</u>
3.22	WEST LONDON TRANSPORT STRATEGY	
3.22.1	Bus Priority Route 83	£235K
	Routes PR2/224	£200K
	TOTAL	<u>£435k</u>
3.22.2	Town Centres Wembley Town Centre	£340K
	TOTAL	<u>£340K</u>
3.22.3	Travel Awareness Travel Plan Co-ordinators	£75K
	TOTAL	<u>£75K</u>
3.23	A TfL condition for accepting the use of BSP funding, boroughs should acknowledge TfL on signs, publicity, all consultation material or any other tangible output from the scheme. Therefore, it is suggested that in the future a joint TfL/Brent logo should be used on all publicity and signs when working on highways.	
3.24	TfL requested that boroughs need to demonstrate the efficient use of their funding. It is important to establish whether BSPs are delivering measurable outcomes to demonstrate positive impact of the capital investment and thereby to make the case for future funding. Therefore, TfL have suggested that all schemes need to be monitored before and after implementation and present TfL with the result of the monitoring, which should help in securing future funding for similar programmes.	
3.25	As in previous years, boroughs may apply to progress scheme designs, preparation and consultation in advance of the financial year. Therefore, TfL have asked boroughs to seek funding prior to 1st April 2005, if needed.	
3.26	The Director of Transportation is authorised to commence design, consultation and implementation of the schemes as defined in the approved programme. Subject to compliance with the Council's standing orders and financial regulations, this Committee instructs the Director of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2005/06.	
3.27	It is recommended that authorisation to consider objections to statutory consultation and implementing schemes be given to the Director of Transportation. Any objections to the schemes received as a result of statutory consultations would then be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate. This would permit the smooth and timely delivery of the bus priority programme of works.	

4.0 FINANCIAL IMPLICATIONS

- 4.1 TfL have allocated the amount of £4.921m to Brent against specific approved programmes, as agreed by TfL in a letter sent to Brent on 23rd November 2004. Other substantial funds will also be allocated to Brent through sub regional partnerships such as West London Transportation Strategy (WLTS) and Park Royal Partnership (PRP).
- 4.2 The Transportation Unit is required to implement the programme, utilising existing and other resources as necessary. All staff costs will be charged to Capital Schemes.

5.0 LEGAL IMPLICATIONS

- 5.1 This Committee has responsibility for scheme approval and management. It is proposed to instruct the Director of Transportation to prioritise schemes and ensure delivery.
- 5.2 The vast majority of schemes will be undertaken using the Council's term contacts which are in place. All specific legal implications, relating to individual schemes will be reported as part of the implementation programme to this Committee and the Executive in due course.
- 5.3. Members are authorising the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process. This means a further report need not be brought before this committee prior to implementation if there are no substantial objections.

6.0 DIVERSITY IMPLICATIONS

- 6.1 The proposals in this report have been subject to screening and officers believe that there are no diversity implications arising from it. However, all specific diversity implications relating to the schemes will be reported as part of the implementation programme, to be presented to this Committee in due course.

7.0 STAFFING IMPLICATIONS

The approved allocation and programme will be implemented by the Transportation Unit using existing resources. Other resources may be appointed as and when required to ensure the smooth delivery of the programme, on time.

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8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 The improved programme aims to reduce accidents, improve safety, encourage the use of sustainable transport and provide a safer environment for all road users. The programme will have a positive impact on Brent's environment and will result in continuing improving the safety and sustainability record of this borough.

BACKGROUND INFORMATION

Any person wishing to inspect the above papers should contact Qassim Kazaz, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5127

Details of Documents:

BSP Bid Document July 2004
TfL Guidance Notes
TfL letter of notification 23rd November 2004

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