

	<p style="text-align: center;">Highways Committee 21st March 2007</p> <p style="text-align: center;">Report from the Director of Transportation</p>
<p>For Action Wards Affected: ALL</p>	
<p>TfL Capital Approved Programme 2007/08</p>	

Forward Plan Ref: E&C-06/07-050

1.0 Summary

- 1.1. This report aims to inform members of the approved programme and funding received and any changes that have been introduced by Transport for London (TfL) this year.
- 1.2. On 19th December 2006, TfL approved Brent's Local Implementation Plan Reporting & Funding document submitted in July 2006 and allocated funding of £4,794,000, plus other substantial funding through sub-regional/strategic partnerships, to spend on transportation projects for 2007/8.

2.0 Recommendations

- 2.1. The Committee notes the TfL Capital allocation of £4,794,000 and other funds allocated to Brent through Strategic Partnerships including the Park Royal Partnership, North Orbital Rail Partnership (NORP) and 'WESTTRANS' (the West London transport partnership of five boroughs).
- 2.2. The Committee instructs the Director of Transportation subject to compliance with the Council's contract 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 non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary traffic management orders if there are no objections or representations, or if he considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

3.0 Detail

- 3.1 Following the submission of Brent's Local Implementation Plan Reporting and Funding Document (LIP R&F) annual capital submission to Transport for London (TfL) in July 2006, a letter from TfL was received on 27th December 2006 confirming an allocation for £4,794,000 and other substantial funding allocated through three sub-regional partnerships, for the 2007-2008 financial year.
- 3.2 The allocated funds are intended to be used to support the sustainable management of the borough's transport network in accordance with the Council's approved Local Implementation Plan policies and to meet the strategic and local targets set by Transport for London.
- 3.3 The 2007/08 allocation represents a high allocation in comparison to the London 'average', placing Brent firmly in the top 25% of the 32 London Boroughs (33 including City of London). This reflects the quality of Brent's submission, coupled with the positive co-ordination with TfL and the successful delivery of the Council's annual capital programme.
- 3.4 Principal Road Renewal, Local (Road) Danger Reduction and Bus Priority continue to be strongly influenced by the application of needs-based consideration in the placement of funds. These three transport areas therefore represent the top three funded transport areas in the programme.
- 3.5 The approved programme is detailed under transport areas and schemes, as set out below:

BRENT LOCAL IMPLEMENTATION PLAN REPORTING AND FUNDING DOCUMENT (LIP R&F) 2007-2008 ALLOCATION.		
Infrastructure	- Principal Road Renewal	£1,102K
Road Safety	- Local Safety Schemes	£875K
	- 20mph Zones	£415K
	- Education, Training & Publicity Schemes	£5K
Walking & Cycling	- Walking	£390K
	- Cycling LCN+	£350K
	- Cycling Non LCN+	£105K
Bus Stop Accessibility	- Bus Stop Accessibility	£150K
Bus Priority	- Bus Priority	£690K
Area Based Schemes	- Station Access	£252K
	- Streets-for-people	£50K
Travel Demand Management	- School Travel Plans	£215K
	- Work Travel Plans	£10K

	- Travel Awareness	£35K
	'FRACA' – Freight, - Regeneration, Air Quality, CPZ, Accessibility.	
	- Environment	£110K
	- Local Area Accessibility	£40K
	TOTAL	£4,794K

A breakdown and more details of specific schemes under these broad transport areas, is as follows:

3.6	Principal Road Renewal	
	A4005 Harrow Road (Watford Road to Perrin Road)	£280K
	A4005 Harrow Road (Perrin Road to Sudbury Court Drive)	£310K
	A5 Cricklewood Broadway (Walm Lane to Chichele Road)	£512K
	TOTAL	£1,102K
3.7	Local Safety Schemes	
	Accident investigation, analysis and other minor works	£25K
	LSS11 Chamberlayne Road (Liddell Gardens to Hardinge Road)	£45K
	LSS05 Harrow Road, Sudbury (Watford Road to Sudbury Court Drive)	£70K
	LSS04 Dudden Hill Lane (Clifford Way to Burnley Road)	£75K
	LSS06 Forty Avenue (The Avenue to Forty Close)	£90K
	LSS071 Athlon Road – Glacier Way (Ealing Road To Manor Farm Road)	£90K
	LSS01 Harrow Road, Wembley – (Oakington Manor Drive to Monks Park)	£100K
	LSS03 Ealing Road (Glacier Way to Alperton Lane)	£100K
	Kenton Road / Kingsbury	£130K
	LSS02 Stag Lane (Kingsbury Road to Mollison Way)	£150K
	TOTAL	£875K
3.8	20mph Zones	
	The Fairway Area	£25K
	Norton Road Area	£170K
	Winchester Road Area	£220K
	TOTAL	£415K
3.9	Education, Training & Publicity	
	Powered two-wheeler road danger reduction, education and training programme	£5K
	TOTAL	£5K
3.10	Walking	
	Improving conditions for pedestrians	£50K
	Major engineering works to support and encourage walking (and cycling)	
	Carlyon Road Footbridge over the Grand Union Canal	£325K
	Capital Ring -- Crossings	15K
	TOTAL	£390K
3.11	Cycling (Non LCN+)	
	Provision of long and short stay cycle parking	£20K

	Cycle training to the national standard	£35K
	Reviving the LCN	£50K
	TOTAL	£105K
3.12	Cycling (LCN+)	
	Link 17 - Staples Corner (Edgware Road / West Hendon Broadway)	£150K
	Link 16 – Whole link	£100K
	Link 17 (A5 southern section from Ash Grove to Oxford Road)	£50K
	Link 17 (A5 northern section from Ash Grove to Humber Road)	£50K
	TOTAL	£350K
3.13	Bus Stop Accessibility	
	Honeypot Lane (2 bus stops)	£30K
	Route 18 bus stops	£30K
	Route 32 bus stops between Cricklewood and Burnt Oak excluding section in Barnet	£30K
	Willesden Lane bus stops	£30K
	Borough-wide survey	£30K
	TOTAL	£150K
3.14	Bus Priority	
	Worst Congestion Bottlenecks	£50K
	226/302 Dudden Hill Lane	£63K
	206/16 Acton Lane	£19K
	204/17 Wembley Hill Rd / East Lane Junction	£18K
	206/33 Brondesbury Road	£18K
	H17 Chaplin Road	£18K
	83/01 Kingsbury Road – from Valley Drive to Kingsbury Circle	£30K
	206/9-13 Harlesden Road, Peter Avenue, Robson Avenue	£10K
	Wembley Park station – Terminus Stands	£32K
	83/03 Church Lane from Kingsbury Road Junction to Elthorne Road junction	£6K
	204/12 Kingsbury Road	£4K
	Preston Road	£4K
	206/02 Cambridge Avenue	£4K
	183/26 Kenton Road junction with Carlton Rd EB	£3K
	183/28 Kenton Road approach to Woodgrange Avenue	£3K
	297/12 Neasden Lane junction with gyratory	£2K
	83/05 Ealing Road near Stanley Road	£2K
	83/06 Ealing Road / Bridgewater Road junction	£2K
	Bus stop clearway programme	£75K
	Empire Way	£20K
	83/04 Ealing Road – from High Road Junction to Chaplin Junction	£20K
	206/18 Brentfield Road	£15K
	204/15 Preston Hill	£25K
	206/207 Sidmouth Road	£35K
	183/29 Kenton Road between Nos 207-199	£25K
	183/30 Kenton Road between Nos 107-199	£25K
	204/10 Hay Lane	£4K

	83/02 Kingsbury Road from Church Lane junction to Edgware Road (The Hyde) junction.	£10K
	297/13 south end of Neasden Lane	£5K
	245/12 Dollis Hill Lane	£6K
	245/14-15 Coles Green Road junction with Crest Road	£10K
	245/17 Crest Road junction side roads	£8K
	245/20 Birse Crescent	£10K
	245/22-23 Forty Avenue	£11K
	245/24 Forty Avenue	£85K
	245/26-27 East Lane j/w Forty Avenue	£6K
	245/30 East Lane j/w Watford Road	£7K
	TOTAL	£690K
3.15	Station Access	
	Harlesden – provisional allocation for scheme implementation	£252K
	TOTAL	£252K
3.16	Streets for People	
	Hazlemere Streets for People – scheme development	£50K
	TOTAL	£50K
3.17	School Travel Plans	
	School travel plan development and associated activities	£30K
	Community safety officers on buses at school travel times	£45K
	Programme for engineering investment (t.b.c)	£10K
	Programme for engineering investment (t.b.c)	£50K
	Programme for engineering investment (t.b.c)	£80K
	TOTAL	£215K
3.18	Work Travel Plans	
	Promoting workplace travel plans in Brent	£10K
	TOTAL	£10K
3.18	Local Areas Accessibility	
	Local accessibility schemes	£40K
	TOTAL	£40K
3.19	Travel Awareness	
	Continuing programme of travel awareness in Brent	£35K
	TOTAL	£35K
3.20	Environment	
	Management of roadside habitats for biodiversity	£20K
	Noise and air quality monitoring	£20K
	Noise barriers	£20K
	Biodiesel facilities	£20K
	Street trees	£30K
	TOTAL	£110K

BRENT LIP R&F 2007/2008 TOTAL ALLOCATION**£4,794K****3.19 PARK ROYAL PARTNERSHIP (PRP)**

PRP is a Strategic Partnership comprised of Brent, Ealing, and Hammersmith and Fulham. Many of the projects are 'cross boundary' initiatives, hence where projects listed below are annotated with a '*' the funding will generally be split between the 3 boroughs, not always split equally.

3.19.1 Workplace Travel Plans*

Encouraging boroughs to adopt policies and develop infrastructure so as they depend less on motor vehicles.

£50K

3.19.2 Freight*

£50K

3.19.3 Environment* Street Trees.

£30K

3.19.4 Walking* Grand Union Canal tow-path improvements/access.

£100K

3.19.5 Access* 'The Yellow Brick Road' initiative.

£80K

PRP LIP R&F 2007/2008 TOTAL ALLOCATON**£310K****3.20 WEST LONDON TRANSPORT STRATEGY (WESTTRANS*)**

Until recently (and indeed – when the bid was submitted in 2006) this strategic partnership was known as 'WLTS'. As part of the 'West London Alliance' (WLA) group of West London boroughs, Ealing is the lead borough for what is now known as "WESSTRANS". Along with Ealing and Brent...Harrow, Hillingdon, Hounslow and Hammersmith & Fulham make up the rest of the Partnership. The remit of the group is to set up strategic demonstration projects that can later be rolled out across West London, and develop sub-regional (cross borough) schemes in West London. Many of the projects are 'cross boundary' initiatives, hence where projects listed below are annotated with a '*' the funding will be shared between the 6 partner boroughs, not necessarily equally, but dependent on need as determined by officers representing the boroughs in the Partnership.

3.20.1 Walking – Grand Union Canal tow path upgrade***£30K****3.20.2 Travel Awareness**

Travel Plan coordinator*

£95K

Cycle training for travel plan businesses*

£30K

TOTAL**£125K****3.20.3 Freight**

Develop and implement legal loading plans at key locations in West London*

£50K

Promoting transfer of goods by water and rail*

£10K

Promote and pilot trials of night time deliveries*

£10K

TOTAL**£70K****3.20.4 Environment**

Strategic desire lines*	£10K
Further application of the TRL LARCS methodology*	£10K
Continuation of the West London Alliance traffic modelling*	£10K
TOTAL	£30K

3.20.5 **Accessibility**
Canal access improvement scheme* **£50K**

3.20.6 **Town Centres**
Wembley Town Centre (**Brent**) **£350K**

3.20.7 **Station Access**
Improvements to a (London Underground) **station in Brent (t.b.c)** **£445K**

3.20.8 **Bus Priority**
Wembley Fastbus (**Brent**) **£200K**

WESTTRANS LIP R&F 2007/08 TOTAL ALLOCATION **£1,300K***

* Brent can expect a **minimum** of £995K of *WESTTRANS* 2007-2008 allocation.

3.21 **NORTH ORBITAL RAIL PARTNERSHIP. (NORP)**

NORP is a new strategic partnership consisting of 18 Boroughs served by the North London Line (currently operated by Silverlink Trains). NORP will be working closely with Transport for London with the objective of obtaining the best results from investment to ensure improvement to the train services and stations. Brent has 'lead borough status' for this Partnership, and to reflect this, the Transportation Service Unit receives £60,000 'Core Funding' for this coordinating/lead role, which goes towards staff and administrative costs and overheads.

3.21.1 **Station Access**
Nominal allocation for SA Scheme Implementation – completion of Station Access. **£150K**
Station Access Scheme Development **£25K**
SA Scheme Development. Provisional allocation towards implementation of Station Access Schemes **£100K**
Core Funding **£60K**

NORP LIP R&F 2007/08 OVERALL TOTAL **£335K**

3.22 The capital bid to Transport for London was submitted by officers, following consultation with the Lead Member for Highways and Transportation. If members of the Committee wish to look at any of the detailed proposals for any particular scheme, these are available as background papers to this report.

3.23 In deciding how to allocate funding for LIP proposals in 2007/2008, TfL took account of boroughs' ability to demonstrate achievements in their 'Outcome

Monitoring' Report, with quantified before and after survey data. This monitoring process is now focussed on a better understanding of the transport related benefits that the transport programmes offer, and to support future funding by TfL. To this end, the Outcome Monitoring (O.M) Report is essential and Brent ensured that it complied with all the O.M requirements.

3.24 The Committee is asked to authorise the Director of Transportation 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 2007/08.

3.25 It is recommended that authorisation to consider objections to statutory consultation and implementing schemes be delegated to the Director of Transportation. Any objections to the schemes received as a result of non-statutory or 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 has allocated the amount of £4,794,000 to Brent against specific approved programmes, as agreed by TfL in a letter sent to Brent on 19th December 2006. Other substantial funding has also been allocated to Brent through sub-regional partnerships such as West London Transportation Strategy (WLTS) – now rebranded as “WESTTRANS”, Park Royal Partnership (PRP) and North Orbital Rail Partnership (NORP). Although a precise indication of the 2007-2008 programme cannot be given (since the final amount allocated to Brent will be agreed by officers of the various boroughs in the Partnerships), it is likely that funds allocated to Brent via the three Strategic Partnerships will take the boroughs total 2007-2008 programme to in excess of £6m.

4.2 The Transportation Unit proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time can be charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes other than the interest costs for funding the expenditure prior to receiving reimbursement. This is not considered significant and is allowed for in the Council's central interest budget.

4.3 There is no provision for carry over and all works must be completed by 31st March 2008, otherwise the Council may need to finish projects from its own funds.

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 implement the schemes and ensure delivery.
- 5.2 The vast majority of schemes will be undertaken using the Council's term contracts (otherwise referred to as "call-off contracts") which are in place. Any schemes which are not covered by existing term contracts will be procured in accordance with the Council's contracts standing orders.
- 5.3. Members are requested to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following non-statutory and 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 assessed by way of the Equalities Impact Assessment linked to the Local Implementation Plan. Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

7.0 Staffing Implications

- 7.1 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.

8.0 Environmental Implications

- 8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Local Implementation Plan. Officers believe that there are no significant environmental implications arising from the funds allocated through the 2007-2008 Brent LIP R&F, or those of the three strategic partnerships described in this report.

9.0 Background Information

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

9.1 Details of Background papers:

Brent Local Implementation Plan Reporting and Funding Document (2007-2008)
TfL LIP R&F Guidance Document, 2006
TfL letter of notification 19th December 2006
Detailed proposals for the various schemes listed above